

Severn

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January Issue 1993

News Views and Crewroom Gossip

Annual General Meeting

The Annual General meeting will take place on 20th January at Hartpury.

The Agenda will be:-

- * The Chairman's report
- * The Treasurer's report
- * Election of Officers
- * Any other business

Membership Fee

There is no proposal to amend the membership fee this year, and thus the fee remains for the third year at £30. This is now due so please complete the enclosed form and return it to Dennis Beale.

Open Night

There will be the usual Open Night on Wednesday 17th February. There will be a talk and a film with the aim of showing people what microlighting is all about. Please put the word out and bring along anyone that is interested. Effectively we are trying to recruit new members as well as

doing the PR exercise for microlighting.

Open Day

This will be the February Club meeting as usual. It is also planned to have an Open Day the Sunday following the Open Night. The aim is to show people the hardware and with luck and weather permitting give them a flight. The time and location have yet to be decided but will be announced at the February meeting.

Ground School

Following the "recruiting drive", it is planned to start Ground School on Monday 22nd February. Anyone interested in attending either with a view to taking the exams or merely brushing up on Air Law, Met & Nav, Technical or Human Performance should contact Bill Austin (0242 515064). He is also looking for volunteers to give the various lectures.

PFA Gloster Strut

Tuesday 12th January saw the inaugural meeting of a Gloster Strut (so named after the Gloster Aircraft Company). This is the PFA equivalent

of a club. Over 40 people from throughout Gloucester attended the meeting organised by Harry Hopkins. Amongst those was a strong showing from the SVMC, in particular the MW6 builders seemed strongly represented with Ken and George Cole, Colin Davis and Brian Gilmore much in evidence. There were also several former members of the SVMC. The objectives of the strut seem very similar to the SVMC but Harry is very conscious of trying to avoid any conflict with our organisation and indeed is seeking our active help. I believe we are lending him several lecturers to get their evenings off the ground. Their next formal meeting is Tuesday 9th March at the Aero Club at Staverton. Anyone interested in attending is welcome to go along at 7.30 when Harry will be showing how he is getting along with building his RV4. It is also planned that there will be a practical demonstration of riveting - the RV4 being an all riveted aluminium structure. There is also a plan to have lectures on building a Kitfox and a Mini Max - I'll let you guess who'll be doing these.

Mini Mini Max

No it is not a typing error and you are not seeing double. Whilst we are all aware of the Mini Max that is

being built in the club, what many of you are not aware is that there is also a third scale model of John's aircraft being built by Cliff Hanham. I say John's aircraft for not only are they following the plans supplied by JH but are also incorporating all his modifications and his variations from plans. They even discovered one or two variations that John was unaware of! At present the model is not that far behind the full size thing with the tailplane complete, and the wings mostly completed. Inroads into the fuselage have also been made. The plan is to have the aircraft ready for Popham where it is hoped that its full size brother will be making its debut. At the time of writing, the covering has been completed and the aircraft is being prepared for painting.

Scoop - The Moving Picture Show

Navigation was simplified with GPS, which was able to tell you where you were accurately all the time, albeit in terms of lat and long. The next logical step was to turn this information into plain English. This was done with the Skyforce Locator which when connected to a GPS, gave an indication of position from the nearest major feature ie "3nm NE Hastings". Your intrepid reporter has discovered that shortly the next step in electronic wizardry will be available, for it is only a simple matter to turn this position information into map form. It is understood that within the next six weeks Skyforce (a British company) will be launching a moving map system which will feature 12 scales, from complete coastline downwards. The Recommended Retail Price will be approximately £1299 but is expected to retail nearer the £1000 mark for the complete unit which has a built in GPS to drive it. The moving map display itself will also be marketed for connection to a suitable GPS at approximately half this price. Information will not be appearing in the press for several weeks so this is a scoop for Aircrew! - Remember, you read it here first!

Joyce and Geoff's Virgin Wedding

News has filtered through to the editorial that Geoff and Joyce are to formally tie the knot on 5th February in the USA - why the USA? What's wrong with England or Gretna Green you may ask? Well you can't guarantee the snow in the UK, for that is the second purpose of the holiday - skiing. On behalf of the Club, may I wish the couple all the best for the future.

Hang on a minute, I hear you say - Where does the Virgin wedding bit fit in? - Well apparently Virgin Airways are organising the trip and at the time of writing, Joyce and Geoff are waiting for British Airways to make them a better offer! (Flight home on Concorde like some other ex Virgin passengers?)

A Microlight Autopsy

* By Malcolm Cox

I suppose it had to happen eventually - my love of flying showed its head again about six years ago, at the Farnborough Air Show. There I was expecting to see billion dollar aircraft when this fling [parachute machine appears, costing thousands. At the time it seemed the poor man's answer (and mine) to the skies, but it was another year before this flying machine idea was brought to life. By a chance encounter, I came across a 'powerchute' leaflet at an office at work which prompted me to enquire further from its manufacturers near Hereford.

A couple of weeks later I was to find myself strapped into a contraption that consisted of a simple metal framed machine with three small wheels - none steerable - a 503 Rotax as motive power and a large ram air parachute canopy laid out on the grass behind for lift.

The pilot increased engine power, filling the canopy with air. Soon we gained speed and the canopy rose overhead. At about 20 m.p.h. (air speed) we left the ground. As it was a bright, very still September day, I was experiencing this kind of flying at its

best. The trial flight, which was only expected to last about twenty minutes, eventually went to about two hours. This came about because a reporter from the Times arrived wanting an article and some photos of the aircraft in flight. Not wanting to miss a chance of an extended flight, I offered myself as ballast. I have never flown so low or so slowly for so long as during the ensuing flights - and I even appeared in the Sunday Times to boot!

This would have been my first form of flying had it not been for Don Law at M4. There I had a flight in my first flexwing aircraft - Wow! this is for me. Where do I sign? How much!!.....I'll let you know.

After much debate and thought, I purchased my first microlight, a Flash 2A 503 single carb G-MBVN once owned by James Cairns-Terry of SVMC. This aircraft did all one could have wanted from such a small, basic design. With this aircraft Don showed me that my horizons need not only go as far as the skyline. Having flown Bravo November to France a few times and experienced the physical demands of flexwing flying and possibly a three axis bias from my early gliding days, I decided to consider the option of taking up three axis microlights. My budget was a limiting factor, leaving only second-hand or cheap kit options. I also required a full enclosure and associated creature comforts with long endurance. All in all, quite a lot to ask within my limited budget.

After much searching (having decided against a kit) nothing much was for the coming. During this period I was taking flying lessons in a super Falke motor glider at the gliding club I fly from. Buying a motor glider had not occurred to me before but it certainly could fulfil all or most of my requirements if operated within a gliding club environment with C of A inspectors at hand and proper hangerage etc. So with the consent of the gliding club committee, the hunt was on for a motor glider.

Through the RAF GSA and BGA, I found out about a forthcoming sale of MOD Ventures (ex ATC motor gliders). On receiving the tender forms from London and the

SEVERN VALLEY MICROLIGHT CLUB

MEMBERSHIP APPLICATION FORM 1993 (ANNUAL RENEWAL FEE: £30)
(NEW MEMBERSHIP JOINING FEE INCLUSIVE OF GROUND SCHOOL £55)

Name:..... Tel:(Home)
Address:..... (Work)
.....
..... Occupation
.....

Do you require Ground School Training? YES/NO
Do you own a Microlight? YES/NO
Model: Engine Type:
Wing: Reg. No:

DETAILS OF FLYING EXPERIENCE

Do you have a licence? YES/NO
Do you have an R/T licence?..... YES/NO
Do you have insurance? YES/NO*
Are you a member of the BMAA? YES/NO BMAA No.....
Total hours - Microlights Hours last year.
Other flying experience

Do you have a flying field YES/NO

Signed:..... Date:

For SVMC use:

Name:..... SVMC No.

Ground School Training Signed & Date

Please return to: Dennis Beale
SVMC Treasurer
The Cottage,
Hartlands Hill,
Minsterworth, Glos. Tel. 0452.750424

*All members flying to or from the Club airfield at Woolstone are required to carry third party insurance.

sites where the lots could be viewed, I spent the next month travelling the length and breadth of England (and one trip to Scotland) inspecting aircraft. From the information gathered,

I made up a shortlist of aircraft and put in tenders in order of preference. Some while later I received notification of my tender application and at about the same time, that O/C flying at the base I was to fly this motor glider from had overruled the gliding club's previous desire for another motor glider within the club.

Back to square one, I recalled seeing a little Goldwing aircraft that had interested me at the Long Marston Fly-in the previous year. The Goldwing is a single seat, type accepted microlight with a canade wing, pusher propelled and of epoxy glass composite construction. I now went about finding out more about these machines. I managed to obtain a list of all the Goldwing owners in the country from the BMAA. The hunt was now on to find out more about these machines. Without exception all owners and ex-owners thought highly of the machine and its capabilities. During the search for information on the machine's attributes, I found one owner who was looking for a two seater and thus his aircraft might be up for sale.

Geoff Rollin send me down some lovely in-flight and static photos of his Goldwing, which really impressed me. A meeting was arranged and I went up to Hull to view the aircraft with Brian Waite, BMAA inspector from M4 Microlights. When we arrived, the aircraft was having a newly re-built engine, from Malcolm Saunders of Beta Hovercraft, run in.....nearly £900 worth of re-build!

After examination and a further meeting at the PFA rally at Wroughton with Geoff, a deal was struck. Over the next six months the aircraft was given a going over whilst in my garage - new instruments; removal of existing instruments which were dispatched for calibration; GPS and locator fitted, and one hundred and one other little

things sorted. Because the weather was not conducive to microlight flying during this period, the aircraft trailer was revamped and renovated as well.

With permission granted by CFI gliding club to fly my aircraft from the nice long, smooth tarmac runway, I waited for the weather to clear. When the day arrived, the aircraft was trailed down to the airfield and rigged. Pre-flight checks etc. were carried out - half an hour of taxing trials followed in which I experienced the reactions of the controls, etc. Engine slow running was causing a problem and some concern to me so I went back to the hangar and full power checks were carried out and plugs dropped for fuel check. This was found to be OK. Further engine checks revealed that full power, egt's and rpm. were satisfactorily maintained for the duration of the engine run. It was decided to go for a first solo despite the earlier engine doubts. The previous owner had carried out engine running-in and test flight satisfactorily with no reported problems and I had no reason to doubt the engine's integrity under flight power settings.

I taxied up to our main runway and cleared the flight with the CFI. The winching of gliders was delayed for my departure; I lined up, full power, 6900 rpm., egt's OK - all systems go - brakes off and away we go. Rotate at forty knots and in a flash I am on my way up!

At 400 ft. with threshold of runway passing below, the engine rpm. drops. Fuel cock checked on - yes, egt's OK; throttle back a little and power picks up a little but not enough to maintain height. I reach back as a last resort and apply a little choke, which gives me full power for as while. Turning down wind and remembering this aircraft rolls rapidly, having a combined spoileron\aileron on each wing, I take it gently. Having only flown from the ground, so to speak, I didn't want to over control the aircraft. I see now that a glider is being winched up off

the runway and decide to go down wind to allow the runway to clear and come in on long finals on the main runway. Down wind of the airfield I

start to turn back for a straight in approach when - silence!

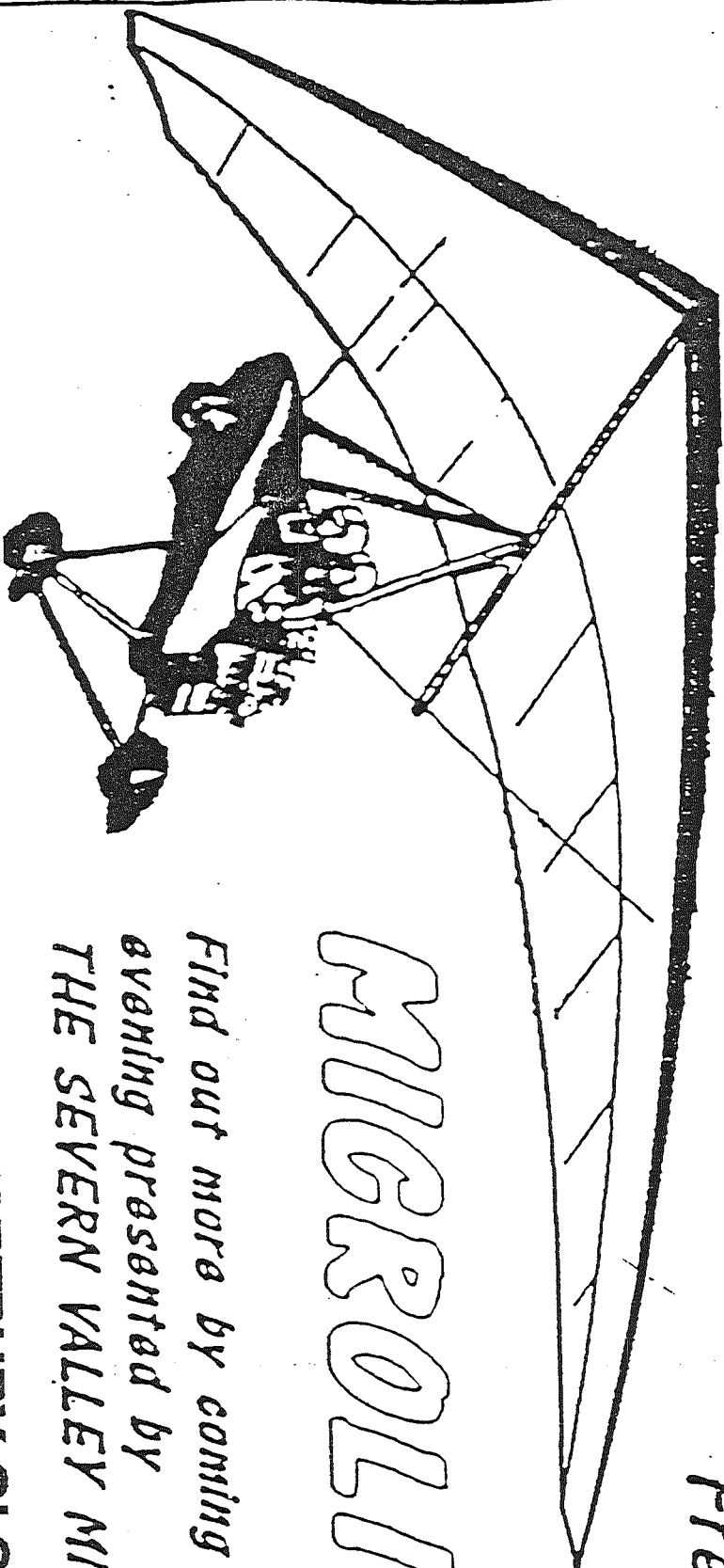
All around were huge fields - mud and water-logged but there were two possible pasture fields within range. I picked a long pasture into wind with a further field behind a hedge and country road. I have explanations and many reasons to justify my actions for what happened next but none will deny the fact that I misjudged my approach, overshot my landing area, and ended up putting my now broken dream through a hedge.

A testament of the aircraft's strength was shown by a substantial six foot hedge and barbed wire fence taken out to ground level with only a scratch on one knuckle to myself. The aircraft is now awaiting the extent of damage to be fully revealed but on inspection by myself and Brian Waite a couple of weeks after the smack, the damage doesn't appear anywhere near as bad as first feared. It is likely that a gliding repair maintenance centre who have the necessary experience and equipment to carry out a competent repair will be tasked with its rebuild. I will keep you posted - but after only those short moments in the air, I was shown she was truly a lady of flight!

P.S.

The damage has now been assessed by Malcolm McBride, BMAA inspector and Dick Strattan, BGA's senior technical man. After close inspection, the aircraft was found to be remarkably sound. It will now be repaired by an RAF Chief Technician who is well versed in composite glider repairs, with preparation work etc. being undertaken by myself. The engine fault will be traced and rectified during re-build.

Ed. Note: Thanks for such an honest and graphic account Malcolm, and we all wish you many happy flying hours in the Goldwing in future.



Fresh-Air

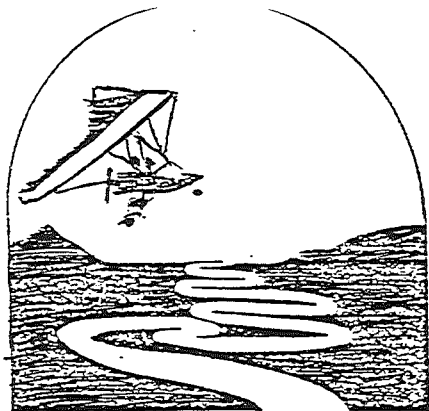
Freedom

Fun

MICROLIGHTS

*Find out more by coming to an open
evening presented by
THE SEVERN VALLEY MICROLIGHT CLUB*

**HARTPUY COLLEGE, HARTPUY, GLOS.
8pm. WEDNESDAY 17th FEBRUARY**



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February Issue 1993

Annual General Meeting

Held at Hartpury College,
Gloucester

20th January 1993

Chairman's Report

As I write this, our airfield at Woolstone remains closed as do most of our own flying fields in this area. It has been a particularly frustrating flying year despite a promising start until the heavens opened in July and then kept up a continuous deluge, so it seems, until now. However, undaunted, our members took to the air whenever a slot appeared and had another record year of achievements.

Training - J-Flight

Bill Austin gathered his ten recruits to start Ground School in February and after thirteen weeks of tuition from his stunning team of lecturers, turned out an average pass mark of 88% - an excellent result. Before the end of the year three students had their licences with a fourth awaiting his GFT. Altogether an excellent achievement in a poor flying year.

Ground School provides an ideal opportunity for new members to familiarise themselves with all the subjects required to gain a licence whether or not they intend flying microlights.

Bill disappeared to Florida last autumn for a helicopter training course and reappeared in December with no less than 40 hours logged in a Robinson R22 - a brave and talented man!

The following received their 'wings' at our December social evening: Dennis Beale, John Cafful, Trevor Cale, Bruce Drake, Brian Gilmore and David Steade - Congratulations to you all.

The Ground School is self-financing and aims to make a small profit for Club funds. Out thanks to Don Law for examining our students and the VMCC at Staverton for the use of their clubroom for training.

Once again this year, Staverton Flying School is running a Radio Course for a group of our members and we are most grateful to Jenny Lyons and Steve Hender.

Club Finances

As you will see, the Club's finances remain in good shape, largely thanks to the tight control of our Treasurer, Dennis Beale. It was Dennis's idea to hold a raffle at our monthly meetings which has in turn raised enough money to fund out Christmas social

evening. It is not considered necessary to raise subscriptions in 1993

We are all very pleased that Dennis has almost fully recovered from his horrific road accident last summer and is now back in the air again.

Venue

Thanks to a surprising chain of events early last summer, the SVMC moved to Hartpury College and now enjoy very different surroundings from St. Paul's Social Club in Gloucester for our monthly meetings. This came about after the Principal, Malcolm Wharton, was 'entertained' by John Hamer at the College Open Day and then offered the College facilities to the Club for our monthly meetings. So hopefully our nomadic wanderings over the last couple of years have ceased.

1992 Club Meetings

A full programme of monthly meetings has a healthy mix of both visiting and home players, starting in February as usual with our now familiar Open Evening hosted by JH. Followed by:

MARCH - The Pegasus Story - by John Fack

APRIL - Building my Rans Coyote - by Geoff Hoult

MAY - Rotax engines - by Ron Bates

JUNE - Gliding - by Robbie Robertson

JULY - A Trip to Portugal - by Don Law

AUGUST - Dawn to Dusk (Pied Piper Appeal) - by Chris Wales

SEPTEMBER - Round Britain 1992 - by Robbie Keene

OCTOBER - Round Britain 1988 (A look back) - by John Hamer

NOVEMBER - Propellers - by Adrian Lloyd

DECEMBER - Christmas Social Evening

A varied and enjoyable programme.

Social Events

Due to lack of demand, purely social gatherings or functions were limited to the experimental Christmas event in December. Response was encouraging and the evening was a success. The buffet provided by the College catering staff was excellent and the whole evening was paid for out of the proceeds from the monthly raffles. Perhaps an event to repeat next year?

Airscrew

The Club's lynch-pin is definitely our monthly newsletter without which members would feel very ill informed and unwanted. Thanks to Annie's and John's hard work they keep us all in touch with each other. As editor, Annie needs a constant supply of material to publish and she always appreciates members contributions.

Membership

Each year the Committee estimate, for budgeting reasons, the number of members and this year we came very close to the final membership of 65. Of these some 44 either own or share an aircraft which leaves about one third as 'non-flying' members. The SVMC has an excellent reputation for sharing their flying with other Club members as well as with complete strangers. We like to encourage 'non-flying' membership as this provides an excellent opportunity to a. learn about

flying and b. have the chance of the occasional trip in a member's aircraft while c. enjoying the other advantages of Club membership.

Club Safety

Vic Booth has kept a good watching brief over us all by reminding us when the occasions arise that SAFETY with aircraft is all important. Despite there being no serious accidents this year, there have been some close shaves. Each one of us will have had moments we would not wish to repeat, so we must learn from them and reduce the risk to ourselves and others still further.

Home Builders

There is quite a hive of aircraft construction going on out there. Several shining examples have been rolled out and flown during the last few years - an MW6, Kit Fox and a Rans Coyote - to mention just three. At the moment the choice seems to be Mike Wittaker's MW6 with as many as six under construction. John Hamer's Minimax has now been clothed in shimmering dacron and is fast nearing completion.

Woolstone

Currently water-logged and hangerless - but nevertheless, still there as the Club's airfield, now with full planning permission for microlights, thanks largely to Graham Arthur for negotiating for us. The hangars sadly had to be dismantled as their planning application was turned down, however, there is to be an informal hearing as a final effort to retrieve the situation. The field, once servicable again after this weather, will continue to be open for Club use and visiting pilots with PPR.

Flying Competitions

Due to weather factors, Club competitions were reduced to two treasure

hunts, one organised by John Hamer, the other by Robbie Keene. Setting up one of these events is very time consuming and we are very grateful to all those who assisted to make both events such fun. On the National scene, the SVMC was exceedingly well represented by Hugh and Liz Bethune who came third in the Round Britain Rally. Sadly they have now moved to the Isle of Man and we miss them.

Chris Wales entered the Dawn to Dusk competition again, this time persuading his wife Annette to crew for him. In late August they flew from Gloucester to Hameln in Germany between dawn and dusk to raise funds for the Pied Piper appeal for the Gloucester Children's Hospital and the final figure raised was over £1700 - a superb effort.

Fly-ins and Outs

Surprisingly, despite the weather, there were many - to mention a few -

An excellent "See the Hardware" day in February

A soggy trip to Fimere for some.

Popham - a blustery Saturday and sunny Sunday.

Milsom and Hardwicke - Norman late for lunch!

Hartpury College Open Day - static and flying demonstrations.

RAF Lyneham - Don Law's invasion succeeds.

Redlands to Portugal - Don Law's invasion fails

Redlands to France - Don Law arrested and told to stay in UK!

Bob Hinds missed his fly-in!

Vintage Long Marston.

Redlands celebratory (planning OK) Bar-B-Q.

Not forgetting the biggest 'Fly-in' of all at Telford and the BMAA Trade Fair/AGM where possible merger with the PFA was effectively 'sat on' by the independent membership of the BMAA.

Finally

Perhaps I shall remember 1992 for the general introduction into the light aviation vocabulary of the three let-

ters, GPS. If, like me, you didn't get one in your stocking at Christmas, never mind as I feel using one must be like getting an answer before you've read the question - boring!

My thanks to the Committee for their support, in particular our Secretary whose knowledge and experience in all things aeronautical is of great value to us all.

Andrew John

Chairman SVMC

So - You Want to be a Pilot!

By Bill Austin,

• Training Officer,

For many people, piloting an aircraft is something they have always wanted to do but which has remained an impossible dream - or just the thought that, perhaps for them, one day "Jim'll Fix It!"

Substitute SVMC for Jim and there is a distinct possibility that the dream could become reality in a microlight aircraft. How is this possible?

The Club has some 65 members of which 40 own aircraft so there is more than a good chance that you will be able to experience first hand the thrill of flight in a microlight. If you want to go further and actually become a licensed pilot then you will need to pass four multi-choice type exams and a practical flying test. Even if you do not want to be a pilot, knowledge of the theory of the written exams will increase your enjoyment in the air.

The Club runs its own "evening Classes" for members over a period of twelve weeks commencing 22nd February to prepare you for and enable you to take the written exams for the basic price of £25. However, you will need to budget in addition for the cost of exams, book, maps protractor, etc. in addition - probably about £50 will cover this. As a package this is highly competitive when compared with the

charges made by many training schools. Those not intending taking the exams need only budget for the extra cost of the basic text book. The written exams remain valid for twelve months, so you should aim to take your practical flying test within this period if possible, otherwise you will have to resit them.

The practical training is carried out at a school of your choice - and there's plenty of choice within easy reach of Cheltenham and Gloucester. The cost of dual instruction is in the region of £60 per hour, depending on the school and this cost is reduced once you are competent to fly solo, ie. without the instructor in the aircraft acting as ballast! It is impossible to state categorically how long the practical training will take since it is all down to you as an individual. The CAA mini are fifteen hours for a restricted licence and twenty-five hours for a full licence but most people require more than this. You must also be very patient because the weather is not always suitable for microlights and you may spend several hours waiting at your training school for it to improve.

The Club welcomes anyone to join. You do not have to be a pilot or trainee. Non-flying members are always needed to help with duties on the ground and this support is often acknowledged by offers of a "ride in the back seat" at some time.

So - why not try something new for 1993 and come and fly with us?

Flights to Remember

By John Morris

Following John Hamer's account of a trip in the cockpit of a 747-400, I thought members might like to know that this privilege is available to others, if you know to ask. I travel to Scotland and Ireland three or four times a year and as soon as I get on board I ask the flight attendant to ask the Captain if I

might travel on the jump seat - I am rarely refused. (On one occasion though, I was told "We've got an engineer there tonight." - I wonder what that was about!)

It seems to help if you say you are a microlighter since firstly they are pleased to show off their professionalism to another flyer and secondly it gives them confidence that will not be alarmed by weather conditions or anything else that might happen - things don't always go as smoothly as you might think, sitting in the cabin.

I@I've never met any airline crew who have actually flown microlights although I travelled with one who had to break off his approach to Birmingham to AVOID a microlight two years ago! (He was very nice about it.)

My favourite trips were a few years ago when I did several flights Plymouth-Exeter-Gatwick and return in the right-hand seat of a Twin Otter. That was a single pilot operation then - I felt I was flying the aircraft. On one trip the aircraft commander was an ex FAA - he demonstrated a Phantom carrier landing profile - unbeknown to anyone else. On another we were following a 747 in - we broke off our approach and did a circle to allow the turbulence to settle but the last 1000 ft. or so was still a bit wild!

I've been in and out of Glasgow in minimum visibility conditions - it's fascinating to watch. I've been subjected to a very heavy landing by a very new first officer and I've seen a super landing in a strong crosswind at Birmingham when the ILS was out of order. I think you'd be surprised how much stick-stirring is needed to level even a big airliner in such conditions. I've been at 30,000 ft. on a night when there wasn't a cloud in the sky over the whole of England. The view was fabulous - you can tell Milton Keynes by the pattern of the street lighting and the Tower of London floodlit, viewed from above, is spectacular!

The thing about domestic flights is that all the action is packed into about an hour but there is usually time for some flying talk. I was on the British

Midland 737-400 that crashed at Kegworth, about five weeks before the accident. In view of what happened, that particular 'flying talk' has been of significant interest. On my latest trip from Glasgow on a 737-200, I was told the Captain of the BM aircraft broke his back in the accident only because he didn't have his harness on properly - let that be a lesson to us all.

So next time you have a chance - just ask and have a great experience - but not if I'm on the same flight!

Ed. Note: Thanks John. Anyone else had similar experience? If so, please let us know.

Hovering Across the Pond

By Bill Austin

Some unknown disease struck our family in 1992 resulting in a combination of travels around the world which ended up with an Austin in each of five continents at some time of the year. All of us were involved with flying but only I took the controls and ventured into the mysterious world of helicopters. The rest of the family had to be content with being passengers on commercial airlines - poor them!

I have long been fascinated by helicopters and the problem was only made worse many years ago by a three minute pleasure flight over the sea at Folkestone. I was persuaded by Barbara to make enquiries about training after she returned from China - (Did she just want me out of the house - or was she trying to finance her next trip from my life insurance policy??!!)

I wrote to fourteen training schools in the USA and phoned three schools in the UK. The decision to go to the USA was purely on the grounds that the training there would be cheaper - just one half the price of the same basic forty hour course in UK. After looking at all the information, I chose a school at Naples on the Gulf of Mexico in South West Florida.

I left UK on 13th October bound for the sun and sand. Yes, it was different - and quite a shock - to emerge from the airport at Fort Myers at 10.30 pm to be met with a temperature in the 80's and humidity of 87%! For the first four weeks, daytime temperatures stayed in the low 80's while at night it dropped to a @chilly' 72 or more. The 'uniform' for seven whole weeks was T-shirt and shorts from breakfast to bedtime - Did I hear that November in Gloucestershire was the wettest in twenty years?

I was in the USA for eight weeks and in that time accumulated 46.2 hours in my logbook, all in a Robinson R22B averaging almost an hour's flying EVERY day. The longest flight was 8.5 hours and the shortest, 1 hour. Perhaps the most enjoyable was flying VFR at night - yes, that's right, at night. The licence requires three hours of VFR night flying.

Flying is almost a way of life in USA. At Naples airport there was provision for some 400 private aircraft to be hangared or tied down in the open in properly marked out spaces. Sharing the facilities were large, corporate jets together with the passenger terminal for internal flights to other parts of USA. no landing fees were charged at any airport or airstrip other than the large international airports. The landscape was peppered with 'small' strips - usually at least 2500 ft. in length and often fully lit at night. In this part of the USA you always seem to be flying over water (and alligators!) and at 500 ft. there are very few choices of landing places if the engine fails.

I could write at length about my training; the differences in R/T procedures and how surprisingly low-tech the USA is in some respects, but as I have been 'volunteered' for a talk at a future Club meeting - you will have to wait until then.

Another RANS

By John Davee

(Grey Squadron)?

Peter Lewis and I gave up flying many years ago when the Cleeve Flying Group, of which we were founder members, ran into financial difficulties and our Auster G-AGTO had to go. For my part I had been flying since National Service days (1945-48) and it was time to take up a sport that my young family could enjoy so I built a sailing boat and that was that.

Some twenty-five years later a chance meeting with Vic Booth re-kindled the interest - just a little - (Vic and I had previously flown together in the Auster from Staverton). With the friendly atmosphere at Woolstone, I became a regular visitor on my bike and it was not long before Vic's kind offer of a flight in the MW6 was accepted - with just a little apprehension. When Geoff Hoult arrived with the Rans and also took me for a flight, I was hooked! Peter was similarly affected after a flight with Geoff and we decided to take on a Rans as a joint venture.

Since delivery of the kit, progress has been a little slow, due to Peter deciding to complete his new workshop and to fit some DIY double glazing in the house - no sense of priorities! However, some activity has taken place on the project. Firstly the parts check (28 pages with some 570 labelled items) took ages. As the manual is very comprehensive with break-down drawings, parts lists and assembly instructions for each of forty sub-assemblies, we decided to make up kits of parts for each sub-assembly. The nuts, bolts and smaller items called up were collected into freezer bags and tied to the appropriate larger parts so that we now have everything in forty selected kits instead of having to search for parts scattered around in crates and cardboard boxes.

Assembly work has started with wheels, brakes, nose gear and main

gear almost complete. Peter is the workshop foreman and is applying standards appropriate to gyros and accelerometers with which he is more familiar and which should therefore ensure a 'proper job'.

I renewed my licence by taking a late autumn caravan holiday/flying course at Haverfordwest. I found the Haverfordwest School of Flying to be an excellent, friendly organisation and very much enjoyed my flying in that lovely part of the country.

So we are looking forward to getting airborne again some time in the summer and will keep you posted with progress reports in Aircrew.

Ed. Note: Thanks John and I look forward to your next progress report.

Letter from M4 Microlights

Dear All,

Do you want the good news or the bad news?

• Good News:

Good old (or should it be very old) Lew has trimmed the two trees at the end of runway 17/35. On contacting Age Concern, it appears it is quite normal for our older generation to be forgetful and it may be of no surprise therefore to you to learn that Lew forgot the meaning of 'trim'. The Oxford English dictionary defines trim as 'to clip or pare.' Lew thought it meant cut the bloody things down to three feet above the ground! Still, it's done now and life must go on. To be fair, when the misunderstanding was pointed out he felt awful and immediately went out and bought a packet of willow tree seeds - and planted two of them. The fact that it will take twenty years before they are anything resembling their predecessors is some thing we will all have to bear - that's even if they manage to germinate as the only

pack he could find had a plant-by date of 1968!

• More Good News:

Due to the vast amount of willow logs which appeared at the end of the runway (one being four feet in diameter and twelve feet long!) there will be no cut-backs in fuel rations for the wood-burning stove. For anyone wishing to fly in shorts during February, March or April, this should be a godsend.

• Even More Good News:

The lighter evenings are now drawing out and it is time to plan next year's flying. It is difficult to know what people would like to do and if you have any ideas, then please let me know and I will try to accommodate them - or if you would like to organise an event, just let me know and I will help in any way I can.

Feb 13th - Social event "Hack the willow" - Chain saws needed, Redlands 15.00

March Trip to Caernarvon via Snowdon (mid-week)

March 29 Summertime beat-up - depart Redlands 18.30

April 11th Redlands Daffodil Fly-in and BBQ (Assistance required)

April 18th Flying Treasure Hunt - start Redlands 11.00

May 1-2 Fly in to Popham trade fair

May 20-23 France trip via Euro Disney to Alex and Silvy school at Viabon

June 12 Round Britain Rally (Passenger Needed)

TBA Lyneham Fly-in

Oct 23-24 End of summer fly-out to Lands End with overnight stop.

• Bad News:

The setting up of the hangarage by standing order was a disaster as I gave you an incorrect account number and subsequently it gave my bank grief trying to sort it all out. What a shame, do I hear you say?? Yes, my computer got it wrong (Ed. comment !!) My account no. is 06308376 and after a severe reprimand and a written warning, my computer has promised never to make any more mistakes again. You have to trust these machines but I'm sure if it was left to humans, these

ridiculous mistakes would never happen. I apologise profoundly on behalf of my computer and if you would be so kind as to send the note at the foot of this page to your bank, it may stop my bank writing to me all the time we all live in hope!). Those of you who completed the standing order forms, your initial payment has found its way into my account with the help of a kind lady at the bank and there is no reason to worry that a computer somewhere had had it for lunch.

More Bad News:

The daffodils around the airfield are well on their way to flowering and I would like to dismiss the theory that Malcolm Cox, having nothing better to do with his time, has been practising with his GPS by plotting their positions so that he can check if anyone runs them over, thus taking the credit for being able to give the alleged pilot some verbal backed by evidence. The truth is quite simple - running over, blowing over, stepping on or picking the daffodils will bring the most embarrassing bollocking from me that anyone has ever had - you have been warned!!

Safe Flying.
Don Law

To the Manager

.....Bank

5/Feb/93

Account name.....

Account number.....

Further to my standing order in favour of D. Law No 2 account Nat. West. Bank, Commercial Road, Swindon, Wilts, SN1 5NU Sort Code 60-21-40 Account No. 06308372, we have been informed that the account number should read 06308376. Would you please adjust this accordingly. All other information is correct.

Signed.....

Address:.....

.....

.....

.....

Please complete and send to your own bank.

INFORMATION SHEET

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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

- **Aircrew & Publicity - Annie Wales**

Home 045276.341

- **Special Functions Organiser - John Morris**

Home 0452.780406

Work 0242.221311

- **Fly-in Organiser - Tom Thomson**

Home 0432.890759

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

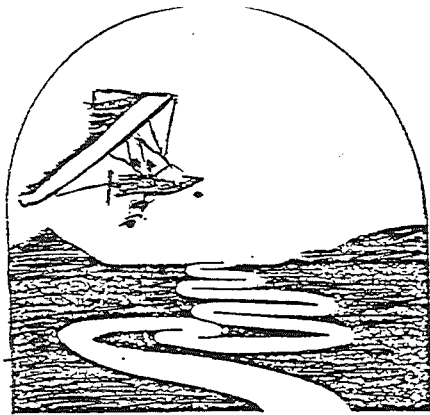
Avon Microlight, Long Marston, Stratford-on-Avon
0789.204010

Group D Aviation, Enstone, Chipping Norton
0608.678741

M4 Microlights, South Wanborough, Swindon
0793.790052

Sabre Airports, Shobdon, Leominster 056881.8168

Pegasus Flight Training, Long Newton, Tetbury
0666.504032



All

Severn

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GL52 3JX

March Issue 1993

News Views & Crewroom Gossip

Despite all the recent bad weather, Dave Garrett has now passed his wings and becomes the first SVMC member to gain his wings in 1993. Congratulations Dave - we look forward to seeing you around the district. Incidentally Dave will be presented with his wings at the next "Passing Out" parade scheduled for next Christmas - sorry about the wait Dave.

Dave also represented another first - for he was Don Law's first GFT pass now that he has become a fully fledged examiner - so congratulations Don.

Monthly Meetings

For the past four years the Secretary has been arranging a monthly speaker for our club meetings. The concept of a monthly speaker was given overwhelming approval at the AGM so once again our Secretary has been arranging a programme for 1993, but there are still some vacant dates so if you have any ideas please let him know. The talks for the next three months are as follows:-

- March
A trip to France - Don Law

- April
The AX3 - Bill Sherlock

- May
Learning to fly a helicopter -
Bill Austin

M4 News

Let the phone ring for sometime if you phone Redlands for PPR, because kids have stolen the payphone and the only phone is now in the office which takes some time to answer if Don is outside, that is if he hears it. The good news is that the kids stole all the stock of old 10ps so the coffee and tea are now free!

With the history of frustration due to bad weather and lack of flying at M4 microlights, a new ride on mower has been acquired so that students can usefully relieve their frustrations on non flying days. Races are to be organised but participants should note that the fastest mower (the white one) has the most uncomfortable seat guaranteed to feel every bump!

Don advises that people thought he was joking about not running over his daffodils - see last month's newsletter. He is not! To prove the point he has acquired a roller with the optional extra of a harness capable of fitting anyone who bashes his daffs. The punishment for the crime will be two

lengths of the runway - human powered!

Open day - Over

The open day at Over was a great success with a considerable number of people coming to see the hardware and asking many searching questions. The only flaw in the proceedings was the weather, the wind in particular kept the aircraft on the ground, thereby depriving many of their first flight in a microlight. The first Saturday in March put things right with many of the new recruits getting airborne courtesy of Andrew John and Jim Taylor.

Jump Seat Pilot

By Don Law

After last month's Airscrew and previous reports of 'jump' seat rides in our larger cousins, I acquired a 'jump' in a 767.

On returning from Paris recently I asked the stewardess if I could ride upfront. This was greeted with "I'll have to ask the boss". Five minutes later I found myself sitting between the

Captain and the First Officer departing from Paris inbound for London, Heathrow - a flight of 40 minutes. The introduction established I was a microlight pilot, upon which the Captain responded with "You must be mad flying a microlight". The copilot then chipped in with "Why - I fly one". The Captain then retorted "*****, you never said told me. I'll do the landings from now on!"

There was then silence as some Franglais followed on the radio, then the Captain said "If it all goes wrong the door is behind you and this is the blow out window and you're last to leave!" Fine, who was I to argue? I thought.

They didn't have much time to discuss what was going on but over the Channel we started to descend and the only thing I could understand from the instruments was that they couldn't get Neighbours on the TV screens and there were two manual operated counters to the right of the Captain which they kept spinning around and talking in a language that wasn't Wiltshire. The rules appeared to be that the Captain went first and if he got any number followed by three 000s he won, if he didn't the 1st Officer had a go. The Captain won the match 3-2 before they got bored and started talking to Heathrow. (For the uninformed they were playing with the altitude settings on the autopilot.)

Landing at Heathrow was a bit like landing at Redlands but with a few more taxiways. I must say that it seemed really easy - they just followed the line on the multi coloured TV screen and the 1st Officer shouted out the heights as we descended - 100 ft, 80 ft, 50 ft. Bang. The Captain said, 'a little firm' - but we had arrived. The air brakes were quickly extended together with reverse thrust and wheel brakes. A quick exit left was made for as I later found out we were being followed by a Jumbo with suspect brakes!

Now the fun started for the 1st Officer got out the taxiway maps and we were told to go to terminal 4 which was the other side of the airfield via 67 taxiway. I hope my amazement didn't show but the 1st Officer started to turn the map round to orientate himself! Needless to say we went down the wrong one and ended up going round Terminal 4 twice before we finally

found our slot. There was no apology from the Captain to the passengers - just a joke in the cockpit of "Well, at least they got their money's worth!"

I had a great time and I've started a new column in my log book for "Jumping". I thoroughly recommend you try it next time you go commercial if only for 'it will be all right on the night' antics.

Homebuilders Diary -

John Hamer's continuing account of building his Mini Max

Since the last report I made in December things have definitely taken a leap forward. Since then I have completed the covering, and applied a filler coat called Aerofill which I was trying for Aerofinish. I then applied the polyurethane paint finish. Not wishing to spray the product for various reasons, not the least of which is that I didn't want my shed repainting or my lungs, I sought out a different technique. In my days in the RAF, we had used the technique of rolling polyurethane paint when touching up the Red Arrows, so this was the principle I employed. B&Q now do gloss paint rollers which due, to their cheapness, I used on a disposable basis. The paint itself was tricky to handle as it was originally designed for spraying and thus dried faster than I would have liked. This meant that I had to work quickly and not retrace my steps. By the completion of the aircraft I had just about perfected the technique to produce acceptable results. It then seemed to take an inordinate amount of time to put every thing back together. The first weekend in March saw the great day when the little aircraft emerged from its shed into the daylight thanks to many of our members who dropped by to lend a hand, not least to our Chairman who flew in for the occasion. Once outside the aircraft was weighed on three calibrated bathroom scales. A tricky job for at one point I thought the aircraft was going to be overweight - however at the end of the day it was 2y under and smack on the optimum cg without having to remove anything!

The weekend also saw the engine being started for the first time and the aircraft move under its own power. Thus things are moving toward the moment of truth - the first flight. On the day of writing, comprehensive engine runs have now been completed and touch wood it appears that I have got my cooling calculations right. The fuel flow test has been done and all that really remains is for the inspector to come and sign it off. It will take a couple of weeks for the permit to test to be processed so hopefully the next newsletter will report the first flight.

Flying Events

By Tom Thomson

As Fly=Ins Officer I am in the process of organising the 1993 flying events. If anyone has any ideas on treasure hunts or competitions, or would like to make suggestions on venues which members may like to fly to, perhaps based on previous experience, I would be pleased to hear from them. Please contact me on 0432.890759 or at work 0568.616642.

The first fly out of the year will be on Sunday March 28th (the day after the clock's go forward) weather permitting, to Graham and Judy Pritchard's field at Hardwick, near Hay-on-Wye, with lunch at the nearby Royal Oak pub.

Depart Woolstone 10.30 am. for the 45 mile flight to Hardwick.

Other Dates for your diary:

27th March
Sabre Microlight Club Treasure Hunt at Hardwick.

10/11th April
Weston Park Festival of Transport and 1st round of the Nationals.

15th May
Fly-in and barbeque at Hardwick, courtesy of Graham and Judy Pritchard.

12th June

Shobdon Aerodrome Open Day - with Red Arrows flypast, Hercules visit, flying and parachute displays. This MIGHT be a microlight fly-in event - more details as they emerge.

The Rans Report

By Peter Lewis and John Dance

We are making steady progress with the Rans project

The Structure is now definitely recognisable as that of an aeroplane with about 75% of the fuselage work complete.

In the early stages we were able to look over the Hoult's machine which helped us to make a start and a more recent visit to John Hamer has given us an idea or two for possible modifications to the cowling arrangements (which try to get around those 36 screws!) Since then it has been a steady plod combined with a survival course working in an unheated area!

Anyone interested is welcome to come along for a shufti at Peter's house - 11 Ashfield Close, Bishops Cleeve (PPO 0242.676819 advisable).

Woolstone Hangar Appeal

By Graham Arthur

On Thursday 25th February the informal planning appeal was held at Tweekesbury Borough Council offices. Our general impression was that we won the battle of the day but we must now await the outcome of the 'war'.

Many thanks to all members who wrote in support and especially thanks to Don Law for his valued advice and expert advocacy.

Notwithstanding the D.of E. Code of Practice booklet for informal hearings, which talks of speedy decisions, a phone call to Bristol confirmed that it would be five weeks before we receive the decision notice.

Practice Makes Perfect

By Tom Thomson

How many times when you go flying do you practice Emergency Forced Landings? Probably not as often as you should.

Having suffered, as we all have, from a lack of flyinover the last two months, my excitement at taking off for the first time since the 3rd. January soon evaporated when the engine stopped at 80 ft. on climb-out.

It very quickly became painfully apparent that my lack of practice was not going to assist me in landing the aircraft safely.

Although my choice of landing areas was reduced to straight ahead because of the height at which the engine stopped, it took vital moments for my reactions to sort themselves out - bar in to gain speed, bar out to clear the trees, and mush into the rough ground, pushing the bar out during the landing roll to lighten the load on the undercarriage.

I have learned two lessons from this incident. The first is that lack of flying practice increases reaction times in a tight situation and the second is that the Raven, besides having a very strong airframe, is probably the only flexwing which would not stall at the slow speed and bar-to-the-strut flying which was necessary to clear the trees at the end of the runway.

Fortunately the damage was restricted to a bent compression strut, caused more by the rough field than by the landing - honestly!

The engine fault was not traced. After carrying the aircraft out of the field, the engine started first pull and ran as smoothly as ever.

A salutary lesson in staying current in EFATO practice.

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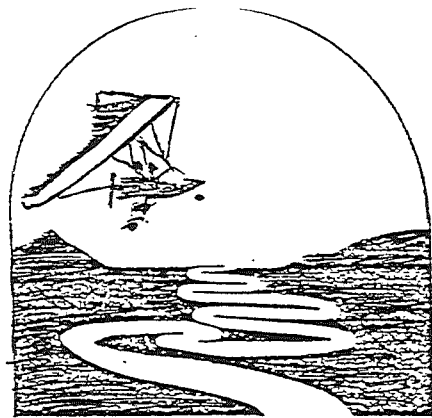
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0666.504032



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April Issue 1993

News Views and Crewroom Gossip

Watch out! There IS a thief about.

With increasing frequency we see in the microlight press of microlights being stolen; well regrettably it has now happened to one of our members. John Miller had the wing of his Alpha stolen while it was still in its bag at Long Marston. The thieves broke into the hangar through a hole in the wall and dragged two wings out, but discarded a Flash 2 wing. Obviously they knew exactly what they wanted. The registration on the wing is G-MVAP. As registration numbers are difficult to remove and obvious if they are, keep a look out for John's wing. It would appear that it has been pinched by someone who has damaged his wing.

Woolstone

Planning permission for the hangars at Woolstone has been turned down again on appeal. As a result the Committee is now looking at an alternative site in the neighbouring area which

potentially offers hangarage, ie. redundant farm buildings, as well as a huge grass field. Negotiations are currently in progress with the farmer and the planning authorities. Members should be reassured that until such negotiations are finalised, the Committee will be maintaining Woolstone albeit with reduced facilities.

A New Shape in the Sky

The big news of the month is that JH's Mini Max successfully took to the sky. The big day was March 25th and took place at Long Marston with John at the controls. The final episode of the homebuilder's diary appears elsewhere in the newsletter. John is also putting together a lecture on his project which will be given to the club at the June meeting.

Monthly Talks

Wed 19th May - Learning to fly a helicopter - a personal account of Bill

Austin's experiences of learning to fly in America last year.

Wed 16th June - Building a Mini Max - John Hamer's account of his recent project

Forthcoming Events

- Popham Trade Fair

Members are reminded that the annual trade fair takes place on 1st/2nd May at Popham. This is an event that is well worth attending particularly if the weather is good. All manufacturers will be there and will be demonstrating their latest wares. You can fly in but there are restrictions on landing times ie. you must be there before 11.00. Further details are in the last issue of Microlight Flying.

- Hartpury College Open Day

Again this year Hartpury College are putting on an Open Day. As a result of the club's efforts last year, influenced no doubt by the Principal being given

a flight, they have asked the club to feature as one of their star attractions by having a Fly-in to the event. A special strip has been planned and will be prepared in the same field as last year. The date for the event - Sat/Sun 5th/6th June. More details will appear in next month's *Aircrew*.

Homebuilder's Diary

John Hamer's Mini Max Project -

• The final part

Last month's report stated that all that remained was for the inspector to arrive and to sign the aircraft off. Well, Friday 12th March was the appointed day on which I had arranged for Eddie Clapham to fly in for the inspection. Although the day was calm, the visibility was indifferent to say the least. I needn't have worried for Eddie homed into the field at the appointed time thanks to his on board GPS mounted in his MWS which was currently sporting the new rotary engine.

Eddie was most complimentary about the aircraft and it took great restraint on his part not to get airborne as he taxied the aircraft up and down the field. He actually got the tail up! But no, the great day had to be put off for another fortnight while the paperwork was sorted out. In the meantime I went to Scotland to see my parents and various fellow builders around the country. When I arrived back I phoned the PFA to be reassured the Permit to Test was in the post. By mid week I noticed four days of good weather approaching, so with still no permit I phoned the PFA. They then faxed through the necessary documentation and I cleared with Barry Gordon at Long Marston that we could use his airfield the following day. I packed the aircraft into the trailer that night. Peter Harvey arrived the following morning and towed the aircraft to Long Marston. The weather was bright with a slight northerly breeze, all seemed too good to be true.

The aircraft was soon assembled - a true ten minute operation - and then thoroughly checked as never before! The plan was to do some tail up taxiing on one of the grass runways. So I strapped in and off I set for the into wind grass runway. I did the checks and set off slowly down the runway slowly increasing the power to activate the tail, eventually getting the tail up. However no sooner than this had happened than the ground began disappearing from under the wings! So it was off with the power and back onto the ground. The exercise was repeated with even less power but with the same dramatic result. This was truly amazing since I was using far less than half power! As the aircraft seemed to be viceless and holding a straight line seemed to be no problem, I decided to go for it.

So I lined up again and applied power slowly. The little aircraft quickly lifted her tail and then herself, well before I reached full power. Indeed as full power came in so did the climb rate which to say the least was phenomenal even with considerable forward speed - this aeroplane truly wanted to fly!

On reaching a safe height I then turned away from the airfield and tried out the handling. I found both pitch and roll controls responsive without the aircraft being twitchy. Turns were well co-ordinated thanks to the differential ailerons and indeed little rudder was needed and in fact in steeper turns, balanced flight was achieved with the ailerons just holding off the rudder input.

It was soon time to return to the circuit. It was quickly ascertained that the aircraft did not lose height rapidly for even at tick over the decent rate could be held to about 150ft/min at 45 mph (this compares with 350 ft/min in an Alpha). This aircraft was no flying brick like the Thruster I had recently been flying, so a long flat approach was the order of the day. Initially I approached at 55 mph to be on the safe side but found the float and round out using up a lot of airfield before we arrived on the deck. I say 'arrived' for I found it difficult to touch down nicely as I was not used to the responsive controls. So ended the first 'Official' flight.

The rest of the day and the following day were spent exploring the aircraft's performance and trying to get to terms with the landings for with no suspension, premature or late round outs result in spectacular bounces! Fortunately the undercarriage appears to be exceptionally strong.

Then on the Saturday I took the bull by the horns and flew the aircraft home. Fortunately the wind was south easterly which made the first landing at Catsbury much easier. Even the wife was impressed by the landing! (Was this really the same woman who earlier had said "If you kill yourself in that aeroplane, I won't talk to you again"?)

Since then I have been continuing to test the aircraft and attempting to perfect my landings in various conditions. On one occasion resulting in me collecting some of Robbie's daffs when I discovered that crosswind performance can be interesting!

Well, what are my general impressions to date? It is interesting and something completely different! It's more comfortable, faster and easier to fly in turbulent conditions than a flex wing but the all round visibility of the latter is lacking, making navigation that much harder particularly in poor vis. Landing is certainly an art form and to date I reckon that I can get a flex wing into a field a quarter of the size, particularly in rougher conditions, however as to getting out of it, I know I can even worry the angels with the new plane! The big disadvantage though is that I can't take someone along to share the experience - you'll just have to take my word for it.

For those of you who like to know the facts and figures, the project has taken me nearly 18 months and about 1000 hours, and it has cost just under seven thousand pounds. The max straight and level speed is 85 mph (VNE 100 mph) with a stall speed of 30 mph - power off (less than 25 mph with power.) Best rate of climb is over 1000 ft/min at 55 mph.

Ed.note. Congratulations JH - and thanks for a most interesting series of articles. Who's next?

Beware Skydivers!

The following letter has been received from Andy Thorne, BPA Pilot Examiner, and should be noted by all our members. Please see following map for reference.

Dear Operator.

I am writing on behalf of Paraski Skydiving School to advertise the location of a new and busy parachute drop zone at Brimpsfield, Gloucestershire, (N5148.5 W204.98) where parachuting is taking place up to flight level 150, (Notam A 1247/92) refers.

Lying 6 miles south east of Gloucester Airport, just south of Brimpsfield village, the drop zone is only visible by its white target cross on a green field. Unfortunately, the number of infringements of the drop zone by transiting aircraft is increasing (some are circling for a better look) Since it isn't yet shown on any chart, this isn't surprising. I am therefore enclosing a map for your briefing room wall.

All parachute movements will be co-ordinated with ATC at Gloucester (125.65) while Brize Norton (134.3) may be able to give radar assistance from the south. We would be grateful for your assistance in passing on this information to interested parties.

Safe flying!
Andy Thorne
BPA Pilot Examiner.

FLYING EVENTS

• By Tom Thomson

March Fly-outs

The first Fly-in of the year, scheduled for 21st. March, was weathered off, with only one pilot foolish enough to endure heavy rain and a 700ft. cloud

base to fly in to Woolston (And trailing out again next day!)

March 28th saw three trikes fly out to Hardwicke, where they enjoyed Sunday lunch and a warm welcome at the Royal k. The two passengers had not experienced microlight flying before but both said they enjoyed it. Don Law made the long trip from Redlands but felt it wise to avoid the turbulence and downwind landing and diverted to Shobdon. Flight time from Woolstone was around 60 mins. each way; from Redlands, 2hrs. 20 mins. each way. A praiseworthy flight from the two trikes from Redlands.

May Events

• May 1st.-2nd.

Popham Microlight Trade Fair. There will be a Fly-in to this event on the weekend of 1/2nd. May. The preferred day is Sunday 2nd. May, leaving Woolstone at 9am. to be on the ground at Popham before the exhibitors' flying begins at 11.00am. However, if the Saturday looks the better day, then those interested will be contacted on the Friday. This trip will be led by David Steade (home tel.0905.820598) Details are available from David or myself.

A coach organised by Quasar pilot, Brian Crockett of Sabre Airsports Microlight Club, will collect passengers at Over Farm Shop at 9am. on Sunday 2nd. May for arrival at Popham at 11am. returning late afternoon. Brian can be contacted on 0432.274307. Cost will depend on the number of passengers - £10.00 max. Please leave cars at the farm rather than the shop car park.

• May 15th

• Fly-In and Barbeque at Hardwicke.

Near Ross-on-Wye, as advertised in the current Microlight Flying. Leave Woolstone at 10.30. Those flying without a passenger may like to register so that a non-flying member can come along. Area map and landing information are available.

The following events will be detailed in the next Airscrew:

• May22/23

Anniversary Fly-in, Sleaf Airfield Shrewsbury.

• May 30

Fly-in Haverfordwest

• May 30/31

60's Theme Fly-in, Compton Abbas

• June 5/6

SVMC Fly-in and Barbeque, Hartpury College

• June 6

Classic Aircraft Fly-in, Old Sarum Airfield

• June 12

Airfield Open Day Fly-in, Shobdon Airfield

• June 13

Round Britain Fly-in, Old Sarum Airfield.

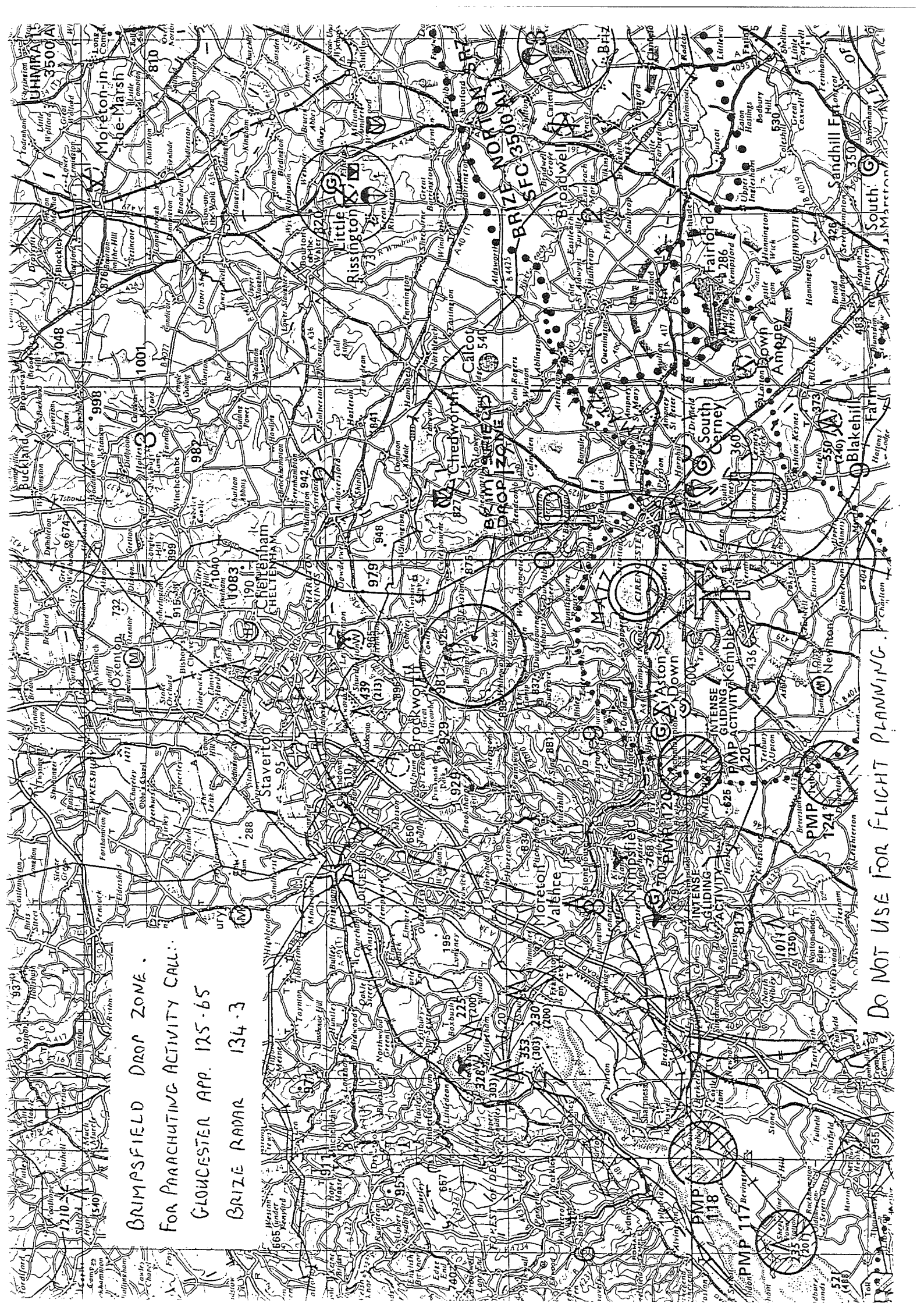
• June 19/20

PFA Midsummer Fly-in, Swansea Airport.

Any thoughts on Flying events - please contact Tom Thomson - home 0432.890759; work 0568.616642.

BRIMPSFIELD DROP ZONE
FOR PARACHUTING ACTIVITY CALL:
GLOUCESTER APP 125-65
BRIZE RADAR 134-3

DO NOT USE FOR FLIGHT PLANNING



GROUND SCHOOL 1993

- 'K' FLIGHT

• By Bill Austin.

At the Open Night, twelve hands went up in response to the question "Who intends to start Groundschool next Monday?". We were not disappointed - they all turned up! We now have 14 students attending but some of these are absorbing knowledge only and do not intend taking the exams this time round.

We have now completed the Technical part of the syllabus and the exam. The average pass mark was 87% - well done! (sighs of relief from all students and me!) However, this is only the beginning and we are now delving into the mysteries of the triangle of velocities, the 1 in 60 rule and the esoterics of meteorology. (looking at the weather we have had in the last few months makes you wonder why we bother to think of flying - boating might have been more appropriate!)

My thanks to my instructors to date - John Hamer, Andrew John, Adrian Lloyd, Dave Steade and Ian Hey. They have all given of their best willingly and enthusiastically. Further progress reports will be made in future issues of Airscrew.

WATCH OUT - THERE'S A 'B' ABOUT!

• By Barbara Austin

Yes I'm flying again - first time since September and it was great! It took all day of impatient waiting on a blustery March Saturday and then at last, we were off. (Took off like a rocket!) There it all was - just as it always is, spread out below us - totally fascinating.

I did however keep an especially conscious watch for suitable emergency landing fields despite having

taken the precaution of running the engine for a longish time on the ground and revving it almost to take off speed. At least at this time of year there are plenty of suitable possible landing fields.

To those of you setting out on that long and frustrating road of getting your licence, stick with it! Even after a few years, of flying, for me it's still magic. However - be warned. It is addictive and once hooked, being grounded for any length of time can lead to severe withdrawal symptoms!

P.S Noticing the effect of dried milk on the grass outside the Control Room (Caravan) Woolstone, I wonder whether we have found a novel form of organic grass control. Perhaps we could sprinkle the runways with the same and avoid grass cutting expenses?

MICROLIGHTS DON'T FRIGHTEN THE FISH.

• By Jonathan Seddon-Harvey.

When applying for planning permission for an airfield, you could do worse than to quote former Bomber pilot, Councillor Fred Pugh. When speaking of microlight pilots at a planning committee meeting in Hereford he said, "We might need them in a big way one day."

Councillors Bernard Butler echoed these sentiments "I admire people who fly these planes - they are the types who helped us win the war."

Councillor John Edwards gave the country sportsman's viewpoint. He had been angling at Abbeydale - and microlights overhead had not bothered the fish! (From the Hereford Times 1989)

Somehow the idea of dog fights in flexwings does not seem entirely realistic but perhaps we should get some practice in just in case we get the call.

HOW DID YOU START MICROLIGHTING?

By Bill Austin

I suppose you could say that Barbara and I came across microlighting by accident. We had seen one give a flying display at Staverton Airport and something equally weird flying across Cleeve Hill on a few occasions. However, it was one of those days when the postman had pushed a load of junk mail through the letter box with a copy of Great Escapes - the YHA Adventure Holiday Magazine..... then things started happening. The early morning breakfast was suddenly shattered - "That sounds good, why don't we have a go at that?". Barbara pushed the magazine on top of my cornflakes so I had no option but to read "Multi-Airports Holiday - a week of hang-gliding, parafling, microlight lesson, light aircraft lesson and a parachute jump." Not being fully conscious at that time of the morning, I agreed. That was 1987.

We were based at Edale Youth Hostel in the Peak District and spent three days at Doncaster Airport - an all grass affair right next to the race course. Our first activity of the week was microlighting. "What on earth is that over there looking like a Pterodactyl with a propeller?" we asked. "That's a microlight!" came the reply. We couldn't believe it. What we were looking at is now what we know to be the faithful Mainair Gemini Flash 2 Alpha.

Barbara and I volunteered to go first and second (to save too many trips to the loo!) We were put in the FRONT seat with the instructor leaning over us from the back to grasp the control bar of the 'A' frame - 'D' bars had not been invented then! The instructor took off, did the climb out and the landing with ourselves under strict orders to keep our hands in our laps. Once at 1500/2000 feet we were told to take the control bar and shown how to turn, we were then given control of the throttle and did some climbing and descending. The flight lasted 30 minutes and

you really had flown this incredible machine - what an introduction!

We returned to the airport later in the week for our light aircraft lesson and we took the opportunity to have an hour's formal instruction each in the microlight. This time, instead of just flying aimlessly around, the instructor set us a navigation exercise. Barbara, with the instructor, flew off to the south and ended up landing at a small airfield for a cup of tea before returning. I flew north to find a large lake in the middle of nowhere. We both accomplished our tasks successfully. On the way back the instructor demonstrated an engine failure to me which was quite exciting as I began to wonder when we were going to start recovery we got so low! We came to the conclusion that we wanted to carry on and learn to fly - we were hooked! (We were definitely not hooked on parachuting except by the static line! Who in their right mind voluntarily jumps out of a perfectly serviceable aircraft?!)

On our return home we became Hercule Poirot and Miss Marple and set out to track down the local microlight club. Someone had mentioned Stoke Orchard so one Sunday afternoon we drove around the area knocking on

farmhouse doors asking if anyone knew where the micro lights flew from or who to contact. We finally found Hugh Bethune and thence the SVMC with whom we have remained ever since.

There followed our training at Long Marston (we actually used both schools there) liberally interspersed with frustration at the weather and many days spent at the airfield just "sitting on the ground" in more senses than one. At one stage, because of the weather, four months passed without getting airborne once! Having had our first flights in the "Rolls Royce" Flash 2 Alpha, most of our first eight hours training was carried out on a Puma Sprint - no pod, no brake (except foot on the front tyre!) no instruments (except for ASI and altimeter bolted on to the front strut just before take-off) and the runway! A good vertical stall in one of these planes is an experience not to be missed - feet first to Mother Earth at breathtaking speed!

Before we were allowed to go solo we had to buy our own aircraft - yes, you've guessed it - none other than a second hand Flash 2 Alpha. The cost

of instruction then reduced a little. Equally we had to trailer it between Cheltenham and Long Marston every time we were due for a lesson. This, though, taught us a lot about our aircraft and we became experts at rigging.

We finally achieved our full licences after 21 months. The two qualifying cross-country flights were certainly a high point for me. After all the pre-flight planning and worrying, it was very satisfying to have the way points appear in the right place at the time you estimated. It's not so good, however, when you have to sit all the written exams again as we did because the weather and time were against us.

That is all behind us now and all that is needed is the right weather and preferably some fully rigged hangarage. The latter is particularly for Barbara so that she can, if she wants, go flying on her own without having to have a man around to get the wing rigged and on to the trike. (Know any friendly farmers with a large barn beside a large flat field with no obstacles at either end?) Which brings me back to where I started - how did you start microlighting? Put pen to paper and let us all into the secret.

Advertisements

● Raven X - GMNVP

Excellent condition. One careful owner since new. Regularly serviced Always hangared fully rigged. Easy to fly - very light controls. Red, white, blue with Union Jack tail fin. Good value at £2995 Excellent first two-seat microlight Robbie Keene Tel. 0452.414975.

● Flash II Alpha 503

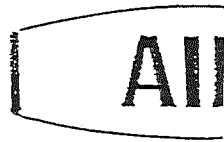
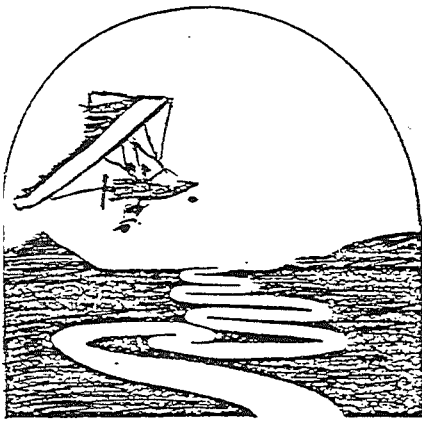
G-MVBN
Excellent condition - long range tank
Full instrumentation - battery charger/regulator/strobes.
Newton prop. - and loads more.
Hangared at Don Law's.
(Going three-axis)
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● Pegasus XLSE

G-MTSN
New permit
Many extras - carb. heat
Front wheel brake
A1 condition - £3250
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● Half Share in MW6

G-MTTF
Two-seat, three-axis
Ready to fly.
Fully legal - one year's permit and full hull insurance.
£3750 o.n.o.
Contact:
Ian Evans (home) 0684.298364
or Vic Booth 0242.583338



Gordon Gould
7 The Spinney
Hillcourt Road
Cheltenham
GL52 3JX

Severn Valley

May Issue 1993

News, Views and Crewroom Gossip

Members

The club membership is currently standing at 65 with the latest to join being Lou Gilmore from the M4 group at Redlands. Lou flies a Pegasus 'Q' and we understand is responsible for much of the maintenance at Redlands. Welcome aboard. Indeed we have had twelve new members this year so welcome to you all.

Details of the current membership are published elsewhere in the newsletter so please check they are correct and advise John Hamer if there are any amendments. If you notice that someone is missing whom you think should be a member, please encourage them to join. Remember the more members we have, the greater the ability the club has for keeping membership fees down without degrading the service.

Read Retires

After much negotiation, the Coal Board and Dave have agreed to part company to allow Dave to pursue his other interests. Following acquisition

of of an adjacent field, it is rumoured that Dave will be joining the Country Landowners Association as well as setting up his own airfield. Yes, there is another rumour that the bundle of tubes otherwise known as a Sprint may be being put back together. Before you all decide to fly into Dave's airfield we suggest that you check with Dave first and brush up on your precision landing techniques! We all look forward to seeing you in the air again Dave.

Monthly Talks

The June monthly talk will be given by John Hamer on the building of his Mini Max. As you know from the various articles that have appeared in the newsletter, John has been keeping a comprehensive record of his undertaking and has transferred this to slides which he plans to show. We also understand that there may even be film of that first flight as our illustrious chairman was seen at Long Marston posing as a cameraman for movie news!

Over the next few months we are short of speakers so if anyone has any ideas either of speakers, topics or other ideas, please let John Hamer know.

Fly In / Exhibition - Hartpury College

It is the Hartpury College Open Day(s) on 5th/6th June and once again the Club has been invited to take part. It is planned to have a similar static exhibition as last year and weather permitting a fly-in into the field just to the north of the college. The event is open from 1pm. to 5pm. and club members are urged to support it either by coming on foot or by flying in. Bring the family as there will be lots of other attractions.

The Club has agreed with the college to cut a special strip this year which will be about 400 yards long. Further details and whether the fly-in is on will be available from John Hamer on 0452 700314 nearer the date.

Popham - An Exhibitor's View

● By John Hamer

Peter Harvey had requested that I exhibit my completed aircraft at this year's Trade Fair as part of the Mini-

Max stand. Initially it was planned to fly there, however in the week before the event it was clear that we couldn't trust the weather and thus Peter agreed to trailer it there. In the event this was a wise move as when Saturday dawned the visibility was such that I couldn't see my windsock less than 100 yards away let alone find the hangar! The fog made the drive to Popham marginal but fortunately the fog burnt off, though the resultant visibility was very 'goldfish bowl' but it did allow flying to take place.

Peter had arranged for the Mini Max stand to be on the end to allow visiting Mini Maxs to be added should they arrive. In the event only one arrived out of the nine flying at the moment in the U.K. This was John Riley's aircraft and he had flown in from Sandy in Bedfordshire.

Both days being dry obviously encouraged the visitors, and there seemed considerable interest in the Mini Maxs though the major comment was the usual "if only it had two seats". Special interest was shown in the model Mini Max that Bill Vinton and Cliff Hannam had constructed. The model showed the Mini Max in uncovered form and every detail of the full size version was faithfully reproduced in one third scale. It is truly a work of art and was much admired. The Flyer journalists spent some time looking at it and photographing it so I wouldn't be surprised if it features in the trade fair's report that is scheduled to appear in the magazine.

Despite the B fish bowl visibility, there was a considerable amount of flying. The runway was changed early on Saturday morning to cope with the northerly wind. Even so there was a slightly blustery cross wind which made the approach over the trees and the subsequent down hill landing interesting, particularly as the crowd line was far too close to the active runway. These conditions coupled with the fairly thermic activity that prevailed on the Sunday made flying round the circuit distinctly bumpy and certainly accounted for the low number of visiting microlights this year.

What was there to see? Quite frankly there seemed very little new except for

the rotary engines which were fitted to a Cheveron and an ARV2. In both applications the engines, which are assembled at Staverton, seemed very quiet, though it was difficult to tell the difference between the ARV2 powered by the rotary and the Rotax 912 (ie Nigel Beale's) except one was black and the other red! Both seemed to need considerable take off and landing runs, obviously the result of the high stall speed believed to be around 45 mph.

Two Thrusters and two AX3s seemed to be doing continuous circuits taking punters for trips, while the usual flexwings of Pegasus and Mainair were similarly doing the rounds. Pegasus did have a modularised Quasar which they called a Quantum, doing its bit. This is effectively an open version of their flagship and is obviously aimed at the more hardy individual or for export to warmer climes. On the kit side, apart from the Mini Maxs there were the usual Shadows and a couple of Rans S6s displaying both variants. In brief there were no new aircraft, which was disappointing and as such must be a reflection of the times.

In the tents there was a similar lack of new items. There were the usual load of people selling things from 'T' shirts to intercoms. It was here that Don Law had his pitch on which he was promoting his anti - 'wanking' device (ie his starter.) Last year he was promoting 'flashing' with his strobe. I wonder what he'll be promoting next year.

From a personal point of view I was able to meet and talk to nearly half the builders of Mini Maxs in the U.K., most of whom are still in the building stage, so I was highly quizzed on technical topics. The stand was also visited by many members of the SVMC who seemed to spring out of nowhere with their cameras just as I was explaining some technical point to potential customers! Don't forget to let me have a look at the photos lads!

So what really was the outstanding thing about about Popham this year? Well it wasn't the aircraft, it was the weather! The trade show at Popham is notorious for its poor weather record

over the years - snow, high winds, torrential rain, so it made a change to have two flyable days, albeit a bit marginal.

Groundschool - K Flight

Progress Report

● By Bill Austin

Another set of dreaded exams bit the dust on 26th April - this time Nav. and Met. We had an almost perfect turnout - just one short of a full house. Keith Aveyard was conspicuous by his absence but all was explained in a phone call. He had not "chickened out" - he had been knocked off his motor bike on his way to groundschool the previous week and was now nursing a knee the size of a Christmas pudding. (As he said to me, "Flying MUST be safer than driving!") However exam results produced an average pass mark of 85.4% - another very creditable performance.

Next time around it's two exams in one evening - Air Law and Human Performance Limitations. If anyone wants or needs to take either or both exams on 7th. June for the bargain price of 10 per exam, just turn up at the VMCC at 7.15 pm.

Another Homebuild

● By Peter Lewis and John Dance

There were no formal celebrations when our Rans was rolled out for the first time a couple of weeks ago. The sight of the almost complete but uncovered fuselage being moved didn't send the neighbours into a frenzy but there was a certain satisfaction for us in being able to push it out of the work area even if it was only to turn it around to enable us to work more easily on the front end.

With the fuselage and tail almost complete we shall soon be turning our

**Severn Valley Microlight Club
Membership List**

11 May

No	Name	C/name	Mem No	Home Tel No	Work Tel No	Address	Street	Town	County	A/C Reg	A/C Type	Licence R/T	BMGR No	Ihrs	Insurance P
1	Arthur	Graban	113	0242 522754		255 Hatherley Road	Cheltenham	Glos.	Glos	G-MTB	Thruster	F	2255	140	Y
2	Austin	Barbara & Bill	174	0242 515064		Sheldon	Battlefield Approach,	Cheltenham	Glos	G-MARA	Flash 2A	F	3219	50	Y
3	Aveltyard	Keth	256	0452 362253		43 Denmark Road	Gloucester	G.L 31Q		G-MARA	Flash 2A	F	3219	50	Y
4	Beale	Dennis	192	0452 750424	0443 224701	The Cottage	Hartlands Hill	Minsterworth	Glos G.L 2 BJY	G-MNM	Flash 1	R	3527	32	Y
5	Bedford	Paul	61	0242 221491		7 Howard Close	Ashtchurch Gardens	Telesbury	Glos	G-MNP	Demon		2398	18	Y
6	Bennett	L	265	0453 759876		4 Ferndale Cottages	Victory Road	Whiteshill	Gloucester	G-MTPA	Flash 2A	F	3134	300	Y
7	Bircher	K	266	0452 830783		Pinepod	May Hill	Longhope	Glos	G-MTF	M4-6	F	3854	64	Y
8	Booth	Yic & Marie	156	0242 583338		111 New Barn Lane	Prestrbury	Cheltenham	Glos	G-MNM	Flash 1	F	3234	31	Y
9	Caftul	John	153	0452 700365		Pound House,	33 Corsend Road,	Hartbury	Glos	G-MNV	Pegasus Q	Y	4007	180	Y
10	Cale	Trevor	217	0452 564685	0684 564685	24 Milton Road	Barnards Green	Malvern	Glos	G-MNTS	Flash 2	F	1552	350	Y
11	Christie	John	121	0452 830141	0452 712795	10 The Braleys,	Longhope	Gloucestershire	MOR 1BT	G-MNBI	Flash 2	F	2934	90	Y
12	Cole	Ken	81	0452 414374	0452 27051	14 Tunacry,	Highnam,	Herefordshire	M-6105	G-MTHO	Pegasus XL	F	3175	91	Y
13	Cole	George	93	0531 5744	0531 5744	58 The Hownd,	Church Lane,	The Leigh,	M-6105	G-MTHO	Pegasus XL	F	2436	170	Y
14	Cotton	Phil	115	0242 680581	0242 221221	School House,	Faringdon	Oxon	Glos	G-MNU	Goldwing	F	2436	170	Y
15	Cox	Malcolm	0	0367 241404	0253 463289	32 The Pines	Gothenington	Cheltenham	Glos	G-MNV	Rans	F	4007	180	Y
16	Dance	J	248	0242 675823	02423333	57 Gretton Road	Hooks Lane,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
17	Davies	Colin	8	0531 820953		Rose Cottage,	Hooking	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
18	Davis	John	260	0451 850214		Hawling Manor Farm	Hooking	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
19	Dobson	Alan	231	0981 540185		Hunters Lodge	Horwelton	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
20	Drake	Bruce	237	0452 415762		Deans Walk Inn	Deans Walk	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
21	Duncanson	Neil	252	02357346		30 Woodhill Drive	Grove	Oxon	Glos	G-MNV	Typhoon	F	4007	180	Y
22	Evans	Ian	73	0684 275727	0684 310003	Woodhalls,	Lincoln Green Lane	Telesbury	Glos	G-MNV	Typhoon	F	4007	180	Y
23	Frost	Nooran	123	0452 863777		87 Boyerton Drive,	Brookworth,	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
24	Garrett	David	266	0885 400226	0885 483576	Cinarron	High Orchard,	Pencombe,	Glos	G-MNV	Typhoon	F	4007	180	Y
25	Gillmore	L	1999	0793 729238	0453 810451	39 East Drive	Blunsdon Abbey	Swindon	Glos	G-MNV	Typhoon	F	4007	180	Y
26	Gillmore	Brian	0	0452 740679		10 Paynes Meadows	Whitminster	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
27	Gough	Colin	239	0531 820137		Hooks Lane,	Uptondon	Nenent,	Glos	G-MNV	Typhoon	F	4007	180	Y
28	Gould	Barton	3	0242 221992	0242 221992	7 The Spinnery	Hartbury,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
29	Haer	John	94	0242 221992	0242 533628	Catsbury Cottage,	Lydney	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
30	Hanna	Clifford	190	0594 842729	0242 228454	2 Forest Road	Lydney	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
31	Hart	Peter	262	0594 564348	0594 564348	Trade Winds	Lansdown Mack	Bream,	Glos	G-MNV	Typhoon	F	4007	180	Y
32	Hatchett	Bob	209	0452 414992	0452 331335	41, Myrtle Close,	Robinswood,	Lydney	Glos	G-MNV	Typhoon	F	4007	180	Y
33	Hinds	Bib	109	0594 516255		The Shure,	Nemham,	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
34	Houlhan	Tim	254	0452 720804	0454 617777	18 The Causeway	Dunegale	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
35	John	Andrew	180	038 689 229	038 689 217	Conderon Chase	Temkesbury	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
36	Jones	DJ	263	0594 516215	0452 425616	Hither Broke	Dean Road	Nemham	Glos	G-MNV	Typhoon	F	4007	180	Y
37	Keene	Robbie	87	0452 414975	0452 21014	Over Farm	Highnam,	Gloucester	Glos	G-MNV	Typhoon	F	4007	180	Y
38	Lew	Don	195	0793 740854	0793 790052	14 Turnball,	Chiseldon,	Swindon	Glos	G-MNV	Typhoon	F	4007	180	Y
39	Lewis	Daye	52	0242 680202		Cope Green Farm,	Elmstone Handwick,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
40	Lewis	Peter	0	0242 676019		11 Ashfield Close	Bishops Cleeve	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
41	Lindley	Keith	216	0242 232644	0242 583100	24 Belland Drive	Cheltenham	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
42	Lloyd	Adrian	125	0885 482504		24 Lower Westfields,	Bowyard,	Herefordshire	Glos	G-MNV	Typhoon	F	4007	180	Y
43	Miller	David	128	0527 893382	0527 402144	Cherwell House,	Sambourne Park,	Herefordshire	Glos	G-MNV	Typhoon	F	4007	180	Y
44	Miller	John	210	0451 60456	0452 307307	Merryweald,	Haseton,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
45	Morris	John	0	0452 780406	0242 221311	Redberry House	Apperley	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
46	Munro-Hunt	John	215	0885 410452		'Drabington',	Thornbury,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
47	Paton	Alan	257	0989 750759		1 Lea Villa Park	Lea	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
48	Payne	Chris	246	0905 28826	0527 21088	37 Teae Road,	Lower Oldcroft,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
49	Penny/Ruck	Tony / Val	89	0594 510348	0452 411010	Holly Tree Place,	Lower Oldcroft,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
50	Read	Dave	33	0531 650245	0242 673361	Crophorne,	Broasberron Heath,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
51	Rogers	Gavin	256	0594532928		Old Cone House	Broasberron Heath,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
52	Rudge	David	255	0594532928	0594532928	No 1 Bungalow	St Brivels Farm	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
53	Saddon-Harvey	Jonathan	252	098956462	0452 358171	Penyard Stables	Weston Under Penyard	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
54	Steede	David	221	0905 820598	0905 754624	18 Brookland Lane,	Keampy,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
55	Tandy	Steve	243	0452 813066	0452 521819	Applishan,	Cheltenham Road,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
56	Taylor	Mark	264	0452 504795		42 Meadowleaze	Longlevens	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
57	Taylor	Jim	0	0989 63066	0242 228454	Sherry Tree Lane,	Cherry Tree Lane,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
58	Thomson/ Hayes	Tom & Di	0	0452 890759	0568 616642	Clatterpark	Yarhill	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
59	Males	Annie	98	045276 341		Sprong Bank Cottage,	New Rd,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
60	Males	Chris	146	0452 760493		Hawthorn Cottage,	Popes Hill,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
61	Males	David	181	0452 421376		10 Gilmson Close	Tuffley	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
62	Webb	Richard	148	0452 24531	0452 394365	32 Kendal Rd,	Gloucester	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
63	Wells	Ed	259	0452 830951	0452 426238	Gloucester Farm	Gloucester	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
64	Whitance	Stuart	59	0885 483803		Hetherings,	Edwin Leach,	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y
65	Williams	D	261	0594 810116	0452 308388	Ventura	Clays Road	Cheltenham	Glos	G-MNV	Typhoon	F	4007	180	Y

INFORMATION SHEET

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is nearly 70 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 0452.700.314

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 0452.760.341

● Special Functions Organiser - John Morris

Home 0452.780406

Work 0242.221311

● Fly-In Organiser - Tom Thomson

Home 0432.890759

● Other Useful People

● Inspectors

Dave Read 053181.245/0242.673361

John Hamer 0452.700.314/0242.533628

● Check Pilots

John Hamer 0452.70.0.314

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 056881.8163

Pegasus Flight Training, Long Newton, Tetbury
0666.504032

attentions to the wings, flaps and ailerons. The first PFA inspection will be due when all the controls for the moving surfaces can be examined and we can then look forward to covering. Sounds straightforward but there is still a lot of work ahead.

We were impressed when we spoke to two other redundant/retired guys at Popham who had completed their aircraft in 370 hours. On reflection perhaps we are enjoying better value - taking a little longer - but we don't begrudge the time!

Ed. note: We look forward to hearing further progress reports - good luck guys!

Popham '93

● By Bill Austin

On Sunday 2nd. May a car left Cheltenham loaded with John Morris (chauffeur), Lou Bennett, Ed Wells and myself - bound for Popham. The weather was blustery but the sun shone all day and there was plenty of flying to watch as well as things to spend our money on.

The SVMC was well represented. I seemed to be constantly bumping into Club members - maybe because I was looking skywards most of the time! The wind waned the fact that it was almost 90% to the runway, coupled with the trees at the downwind end of the runway, produced some exciting approaches and landings. At least two aircraft that I saw landed and then did a sharp, involuntary left turn to head for the crowd line and the other exhibitors. Fortunately, as they were both three axis, hard right rudder and a burst of power got them pointing the right way down the runway again but not before scattering a few spectators! The flexwings didn't have the same problems. All their work was done on the final approach with some quite violent and radical corrections. If there had been a trophy for most hair-raising landings I think the Thrusters would have won it wheels down! Mind you, many other aircraft - including GA's - landed only after the second or third bounce.

The AX3 was busy giving rides (at £20 a go!) presumably to prospective owners, but its uninspired colour scheme (pink seems the only way to describe it) seemed to me to detract from its appearance. John (Mini Max) Hamer gave those of us who happened to be watching one quick circuit and back to the static display. In those conditions I can't say I blame him - I wouldn't want to bend 500 hours of blood, sweat and modifications just for the sake of showing off the product.

Popham once again provided an interesting day out and we all returned sunburnt, wind-burnt, tired but happy. Thanks for a safe journey John.

Sun, Sea andFlying

● By Trevor Cale

Having gained my licence last summer, the onset of a lousy winter and nil flying finally drove me to raid the bank account and book an advanced flying course at Gerry Breen's Portuguese outfit. At least I would get some flying and more importantly, expand my knowledge and skills, knowing only too well that a GFT pass was merely the mark of a competent pilot in ideal conditions.

Gerry's is a most successful and superbly run school and I was impressed at his insistence in carrying out detailed checks both on the ground and in the air. Complacency can be our greatest enemy and lead to many a case of 'pilot error'.

Six hours of intensive instruction and we revised all the basic flying techniques and then went on to further skills in take off and landings in differing conditions - cross winds, gusts, short fields, tracks, slopes, rough and smooth ground etc. - precise circuits and cross country on the compass; use of thermals; forced landings; slip turns; correct co-ordination in pitch, roll and airspeed; dangerous attitudes, etc. etc. His briefings and de-

briefings were detailed and thorough and I've a book full of advice and skills to practice.

Needless to say, the weather was always flyable and it concentrated the mind wonderfully when there was an almost total absence of the traditional 'English field' to land in - one had to forget the very word 'field'!

There was plenty of time too - to enjoy the sun and relaxed life-style of a southern climate. Residents there were actually HOPING for rain - (we could solve our balance of payments problem if only we could export the stuff!)

Gerry says he look forward to the time when he can welcome pilots who have flown all the way from England - no-one has done it yet.

I too followed what now seems to be becoming an SVMC tradition and sat in the jumpseat for the landing at Faro. It was a Portuguese crew so all cabin talk was in Portuguese (my knowledge of which is zero) and they all happily smoked away like chimneys! The conditions were perfect so the co-pilot made a flawless landing whilst I got bogged down with trying to follow the million and one instruments which covered every available space!

In conclusion I can only recommend all new pilots to take on some extra instruction either here or in Portugal. I feel decidedly more confident and capable as a result of the course.

Ed.note: OK, chaps - you've read Gerry's challenge - so who's going to be the first to fly to Portugal (and please can I ride shot gun?)

To Dracula's Lair?

● By Trevor Cale

Some time in August there will be a Pegasus 'Q' buzzing around the skies of Romania and perhaps the first English owned and built microlight yet seen there?

Eighteen years ago I lived in Bucharest for a year whilst working for a British company building an irrigation scheme on the Danube. After the revolution I sent out a mass of postcards to those addresses I still retained and to my delight received several enthusiastic replies. I've since made three trips to Romania renewing old friendships and recently got in touch with the Director General of the 'Aeroclubul Romaniei' expressing a wish to fly in Romania this summer. The response has been extremely encouraging and the Club have now sent me a formal invitation. A representative will meet me on arrival at Arad, just over the border from Hungary, and the Club will supply me with maps, route advice etc. and do everything possible to ensure that I enjoy flying in "our beautiful country".

They have already provided me with a letter in Romanian for presentation at the border confirming my status as an 'official guest of the 'Aero Club'. As I understand it there is an ultralight division of the Club and I also have a formal invitation to visit a small factory near Bucharest which builds some sort of flying machines. Such was the severity of Ceausescu's regime that private flying was all but non-existent in pre-revolution days and is still in its infancy today.

My intention is to trailer my Pegasus to Romania (yes, I know, I'm a rotten coward for not flying all the way - my excuses: relative inexperience, bureaucracy and time!) Romania is going to be most enjoyable for certain as I've always remembered the people as being one of the most hospitable and friendly I've ever known. The only difficulty I anticipate is having to refuse being plied with the inevitable gallons of local wine on landing - unless I time my arrivals in the evening!

Perhaps one day the SVMC could mount a summer fly-out to Romania?

Ed. note: Why not - see if you can arrange it while you're out there Trevor! We look forward to your travelogue on your return.

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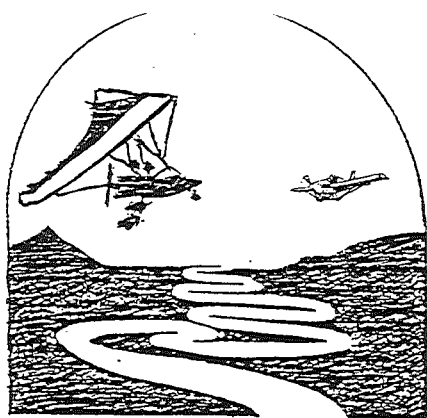
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or Vic Booth 0242.583338



Severi



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GL52 3JX



jb

June Issue 1993

News Views and Crewroom Gossip

Wroughton

The annual PFA rally is being held at Wroughton on Friday/Saturday/Sunday 2nd/3rd/4th July. It is well worth a visit as not only will there be a large number of aircraft to see but there are extensive trade stands selling all manner of goodies. Microlighters are well catered for indeed you can even fly in. There are however specific instructions if you travel by air that must be adhered to. If you want to know more about this way of getting there, then if you haven't got a copy of the AIC you can contact John Hamer for the info. 0452 700314.

Hartpury Open Day

The Hartpury Agricultural College Open Day on Sat/Sun 5th/6th June was well attended by SVMC members both on foot and in the air. Saturday was the better flying day and thus the club was able to give many people their first taste of microlight flying. The College Principal, Malcolm Wharton, was among those who was taken aloft. This was his second trip - he went last year - and he was still as enthusiastic as before. Indeed he was heard to proclaim that the microlight was 'an essential management tool for

farmers.' The spin off from this ride was of course that it looks like the club has secured the use of the College for its meetings for another year. Thanks John H. JH also did his usual radio spot promoting microlighting. This year he took the Gloucestershire radio reporter for a flight and his 'in-flight' commentary was broadcast later the same afternoon.

The Sunday, although flyable, was one of blustery winds making the approach very interesting to the extent that it was unfair to take passengers. The little flying that did take place still brought great interest from the general public who perhaps found it hard to see why we would not take them flying especially as members kept coming and going.

Thanks not only go to all that supported it, but especially to Di Hayes for keeping everyone well feed and watered throughout the two days.

Don Locks it Up

Light fingered people have forced Redlands to become more security conscious. Two recent 'liberations' of jerry cans full of fuel have meant that the airfield is now locked when not in use and can only be entered via the combination lock on the gate or by flying in. To get the combination you need to pay a subscription to M4

Microlight Club and to fly in, a landing fee.

Electric Start is Approved

The news has just come through that the Don Law Enterprise's electric start for Rotax engines is now approved for all microlights and PFA aircraft. For BMAA aircraft the item can be fitted under the minor modification procedure and payment of £20. The PFA do not require such a payment though they do require a warning light on the panel to advise of a jammed solenoid. Rumour has it that to keep things fair between the two organisations, the light costs £20.

Red Arrows

The Reds Arrows will be performing at Shrivenham on 17th July so stay clear of the area that day.

Common Market - No frontier Policy!

Don and Co have once again been frustrated at their attempts to cross

the Channel and land in France. Despite indications previously that all they needed was the right piece of paper, this turned out not to be so. At present it would appear that only French registered microlights flown by French licensed pilots can fly in France. At least that is the French position. Don physically went to France to find out what the problem was and could it be got round. Of course he found the French would compromise and allow British microlights in, but only if registered in France! To register in France requires a comprehensive technical submission on the aircraft to be submitted and approved by the French authorities. The submission has of course to be in French. If he could do that then 'No problem' - he could bring his aircraft to France - but he could only fly it in French airspace on a French licence! Although this sounds another obstacle it is understood they are quite easy to obtain if you are already licensed in the UK!

Don is still working on the problem with the BMAA to try and resolve the issue.

Three axis/ Flexwing conversions

While it has always been recommended that three-axis pilots converting to flexwings and vice versa undergo some sort of conversion training, there has been no requirement up to now. A well informed source has advised us that shortly this will change and you will need to have satisfied an examiner that you are competent to handle the type you are converting on to. This will now undoubtedly require some formal training to be done before you can get your log book stamped. It is understood that there will be no certificate issued, or requirement to return your log book to the CAA/BMAA. Pilots who have already flown both types will not require to do anything, and it has been indicated that the minimum requirement to qualify as having flown both types is one hour at the date the new rule is introduced which 1st July 1993.

France Again - Don Law's expedition

Don Law will be giving an account of his latest foray across the water in July's monthly meeting, but here is a taste of the start of his latest adventure:-

No, we didn't make it again! Our annual attempt to fly to Euro Disney was once again frustrated by French bureaucracy. It was a real blow when we received the refusal to fly to France and thus a decision was made to trailer over to Viabon and use it as a base for a few days flying.

The diary of events reads as follows:-

Tuesday 20.00 Depart Swindon for Dover Docks.

Wednesday 03.30 Whilst loading onto the ferry the single decker bus used for ferrying the passengers sits on the car and writes it off.

Wednesday 05.00 The AA assures me that AVIS will supply me with a hire car plus tow bar and roof rack.

Wednesday 08.00 AVIS office opens and advise me they ran out of cars the previous night and haven't told anyone.

08.00.00001 I get extremely annoyed - car written off, holiday ruined, have been awake 26 hrs AND.... AVIS have run out of cars!

08.04.59 Stop raving at AVIS

08.05 AVIS see problem and start to sort things out.

11.30 Car arrives with tow bar and roof rack - things looking up.

12.30 Depart on ferry for Calais

18.30 Get caught in traffic jam on Paris peripherique (Paris's M25)

22.00 Arrive at Viabon and unload trailer.

22.30 Arrive at Hotel to discover the booked room has been relet and there are no vacancies.

22.30.0002 (Bit slower reaction time now as I'm getting tired. I've been up 30 hours) I get annoyed.

22.31 Another hotel is sorted out.

23.05 Arrive at new hotel to find restaurant shut five minutes ago.

23.05.0003 (Really slowing down now) Get annoyed again

And the flying hasn't begun yet. The whole story will be revealed at the club meeting on 21st July.

Ed. note: Full marks for perseverance Don. Can't wait to hear the rest of it!

Ground School 1993

• K Flight - Final Report

By Bill Austin

I'm afraid the title makes this sound like the Headmaster's end of term report ("Must work harder next year") - but it is not intended to be!

The final exams in Air Law and Human Performance Limitations were completed on 7th June with the average pass marks being 85% and 96% respectively. No less than seven students managed 100% passes in HPL. For those of you statistically minded the average pass mark for all exams was 88.4%. Unfortunately not everyone was successful in all the exams but the overall performance has been excellent.

During the 13 weeks of the course, 120 cans of drink were consumed split between 27 cans of lager and 93 cans of coke - this just shows how careful and responsible flyers (and drivers) are these days.

We started off with 14 students of whom two had decided not to take the exams, and we ended up with one other withdrawing from the course altogether. I must say, though, that in the later sessions we did miss Annabelle's smiling face in the front row - was it something we said?

Keith Aveyard was more unfortunate than most in that he lasted the course but was knocked off his motor-cycle just as he was due to take the Nav. and Met. exam and then his employer requested his presence for a long weekend immediately prior to the Air Law and HPL exams. He still has to take these three at some stage in the future - lucky him!

Thanks are due to all the volunteer instructors who gave willingly of their time and to the students themselves for their perseverance and good humour over the thirteen sessions. Hopefully

this course has given them a good start to their flying training. All they have to do now is to select their training school, pray for good weather and achieve their licence and their "wings".

Out of Her Mind?

Ges Hatchet's sister Dorothy does not sign herself 'el Dotto' for nothing. She has agreed to do a sponsored parachute jump for MIND - the Nat. Association for Mental Health. If she can raise over £200 in sponsorship money, the cost of the course will not be deducted and all proceeds will go to Mind. Ges asked if we could help and we felt that the least we could do was to donate the takings from this month's raffle. After all if Dorothy, who admits to being a 'terrified secretary', is prepared to make the jump then the least we can do is to give generously - who knows when we might ourselves be in need of such help?

Time - please!

• By Barbara Austin

Concerning our regular monthly meeting, why is it that the programmed event is starting ever later and later? Originally Club meetings were 7.30 pm. for 8.00 pm. which left time for people to socialise afterwards. Since the business section takes at least fifteen minutes this would still mean that no speaker would begin before 8.15 pm. and most latecomers (even DR) can usually 'make it' by then. Any member who chooses to go flying instead because 'it's a fine, sunny evening' is exercising his/her own free choice and the rest of the Club should not be held to ransom. Please make your views known to the Committee. I vote we start promptly at 8.00 pm.

P.S. Those of you who did not get to Hartpury missed a good event.

Thanks should specially go to John Hamer and Dennis Beale for providing their caravans; to John Morris for being an ever willing Jack-of-all-trades; to Di. Hayes for her refreshment stand with all that this entailed and also to the above mentioned Johns for setting up the landing strip without which there would not have been an event at all.

P.P.S. Don't you think it's about time you stopped going to France Don? Do you think the Fates are trying to tell you something???

VERY ADVANCE NOTICE!

• By John Morris

If only to avoid total humiliation, we have declined an invitation to meet the Aerolite Club in a ten-pin bowling match. However we have arranged a skittles match for Friday 26th November - more details nearer the time.

This was a most enjoyable occasion last time despite heated claims from both sides of manipulation of the scoreboard. As they won (or rather we lost) your Committees will consider training for members in skittles and/or creative scoring to be held in, say, October?

Ed. note: Sorry John, I can't omit the last sentence from the copy of Aircrew that goes to Aerolite - unless JH can do something creative with tipex when he's photocopying.....?)

Hartpury '93

• By Bill Austin

Two gloriously sunny days spent in a generously cow-patted field resulted in a healthy tan. Perhaps that sums up the week-end of 5/6th June at Hartpury College.

We had been told that the College would 'cut a strip' for us so it was with some curiosity that Barbara and I - booked officially as the 'static display' machine - took off from Woolstone at 10.45am on Saturday morning with Barbara as P1. The flight across was bumpy and the visibility could have been better but we found the College without any trouble. Just as we arrived overhead the 'strip' we spied the local Red Arrow look-alike below us on finals to what looked like a tractor track across a field with a windsock in it. That was the runway and it confirmed our decision on landing direction so down we went. Coming in across the lake was interesting because just when you didn't need it you encountered sink (a question of sink or fly so to speak!). However the wind was playing a few tricks and at the last minute forced Barbara to the right of the 'runway' on to the rough ground. Thanks to the Alpha's magnificent suspension, we really did not notice the bumpy ground. When we arrived at the parking area we were told to get a bucket of water and wash 'it' (or should it have been **it) off before it dried. Looking over our shoulders at the back wheels, spats and suspension, it was obvious that we had found the largest and juiciest cow pats in the field while landing and it was now slowly dripping off the aircraft!

Having 'washed and brushed up' we settled to await the opening of the Open Day and the arrival (hopefully) of other aircraft. We weren't disappointed and at one point during the afternoon had nine aircraft on the ground at the same time. A roaring trade in air experience flights began at about 3.30 pm. despite initially trying to limit it to really interested aviators, and continued right up to 8.00 pm. Tom Thomson and John Hamer seemed to spend more time in the air than on the ground with Tom taking children only as conditions of lift for two adults on his aircraft were marginal. Other pilots were also busy flying but to a lesser degree. Barbara and I finally flew out at 8.00 pm. with me in the front seat for a smooth 20 minute flight to Woolstone.

On Sunday we again flew to Hartpury at about the same time with me as P1. this time the wind was more cross on

the runway and favoured landing from the East - the opposite of the day before. We landed safely at 11.15 am and were joined some time later by John Hamer in the Mini Max. At this early hour it was evident that flying was going to be more than difficult due to the increasing cross-wind. No other aircraft appeared until after 2.30 pm. and by that time the wind was really in a mischievous mood. Approaches were with the aircraft pointing almost 45 degrees off the line of the runway with a lot of low level turbulence. One Club member landed at the third attempt by banging the aircraft on to the ground reminiscent of landing on an aircraft carrier. Two other members tried three times and on the last attempt almost succeeded in impaling the windsock on the aircraft pods, finally departing - very wisely - to go back to base. Needless to say we gave no flights at all on Sunday despite having nine aircraft there again.

Finally at 7.00 pm. we flew out - this time with Barbara in the front seat - and had a smooth flight home via Ledbury, the northern tip of the Malverns and Defford. One first for us was changing fuel tanks in mid-air - reach back, turn fuel tap, put hands in praying position and hope you continue to hear the noise of the engine. This is the one time when you are actually pleased to hear the noise of the engine! Our landing at Woolstone was uneventful apart from the fact that Vic Booth had cut the grass in our absence.

On both days, Di Hayes drove in with a van full of table, chairs, barbeque, burgers and sausages which she proceeded to cook and sell to anyone who came within range - no, she didn't cook the table, chairs or barbeque! She made a small profit on this enterprise and that, together with cash donations made by grateful passengers in the aircraft, is being sent to a hospice with the compliments of the Club.

We enjoyed the weekend but it remains to be seen whether all our PR work results in any new members.

Flying the Mini Max

• By John Hamer

The Mini Max has one very serious disadvantage, you can't take someone with you to show them just how well it flies, and they think you're shooting a line when you try to tell people how well the little aircraft performs. Mind you one of the reasons that it flies so well is there isn't the ballast in the back holding you back! That is the first thing you notice when you open up the power for take off. The little aircraft just surges forward. In a matter of yards you push the stick forward and the tail comes up. By the time this happens and the aircraft is at a level attitude it is already leaving the ground - all in a matter of about 50 yds. There is little tendency to deviate off the straight and narrow and any wanderings are soon corrected by the powerful rudder. Compared to a flexwing, visibility over the nose is restricted particularly on lining up for take off, but there is sufficient visibility past the side of the cowling to make departures from the narrowest of strips uneventful. Once in the air the aircraft climbs rapidly. Surprisingly the best rate of climb is achieved by keeping the nose down initially to let the speed build up to 60 mph then just easing the stick back slightly to reduce the speed to 55 mph. At this speed the rate of climb achieved will be over 1000 ft/min, but with the aircraft in a relatively level attitude. If on take off you haul back on the stick and point the aircraft skywards, you will end up on the other side of the drag curve and the rate of climb at best is 800 ft/min at 55 mph. Pitch control is responsive without being twitchy and with the electric trim the aircraft can be flown hands off at any speed. Optimum cruising speed seems to be about 55-60 mph at 5000-5200 rpm, but 'firewalling' the engine will achieve 85 mph in level flight.

Compared to a flexwing, visibility from this mid wing aircraft is limited, and to see anything under the wing requires you to move it out the way, but this is so easy. The roll response can only be described as magical with 45 to 45 in less than 1 secs with the

minimal use of stick force - real fighter stuff. This is due to the full span ailerons which give the aircraft positive and rapid response to all control inputs throughout the speed ranges. As a differential mechanism has been incorporated in the aileron circuit, there is not much adverse yaw at low angles of bank and thus little or no rudder is required. The rudder is a very powerful control on this aircraft and being constantly in the propwash is most positive, giving the aircraft a useful sideslip and the ability to kick out drift at a late stage on landing. The rudder also comes into play in steep turns, with the bottom rudder holding the aircraft into the turn, while the ailerons prevent the aircraft overbanking, and the elevators/throttle controlling the radius of the turn. Due to the large power margin the engine provides and lofty wings, very very tight turns can be achieved, easily tighter than any flexwing. The stall characteristics are interesting, power off the aircraft really has to be provoked and then with a high nose attitude, it merely mushes away after a bit of dithering giving you plenty of warning that airspeed is minimal ie 30 mph at the break. The power on stall can only be achieved at what I call really silly angles of attitude. This is real prop hanging stuff, for the speed is down to 25 mph and the aircraft only really wants to mush away. However if provoked from here, the aircraft will really drop away but any tendency to drop a wing and spin is easily and very quickly corrected with the powerful rudder. The real problem is to get the throttle shut quickly to prevent overspeeding in the ensuing dive. Diving the aircraft to Vne of 100 mph is a non event but you have to watch the engine rpm which unlike a flexwing really does windmill up. If throttled back to 3000 rpm and then dived the engine will wind up to over 6000 rpm by the time the aircraft reaches 100 rpm.

The clean design and low wing loading of the Mini Max means that it is also a good 'glider' with a minimum rate of descent of about 200 ft/min at 55 mph - this compares with 350 ft/min of a flexwing at optimum glide. The 'disadvantage' of this good glide is that landing approach speeds need to be accurate and low (45 mph) if long floaty landings are to be avoided. The round out is tricky for the nose comes

up obscuring forward vision making a three point landing quite difficult if a bounce is to be avoided, and even without suspension the aeroplane really does bounce. Fortunately it seems to be able to take this rough treatment. The three point landing is essential in cross winds for despite the powerful tail the aircraft will tend to weathercock as the speed reduces. The tail thus needs to be down as soon as possible to maintain directional control. Once down the landing roll is

short and can be shortened even further with the powerful brakes to less than 50 yds. Because of the limited visibility over the nose taxiing requires you to weave to prevent running things over, and turning needs anticipation as the turning circle is not as good as the flexwing.

One nice thing about the Mini Max is the 'working' environment of the cockpit, for gone are the bulky suits and gloves. This is definitely a shirt sleeve environment even when the

outside air temperature is comparatively cold. The disadvantage of this insulated atmosphere is that without the wind pressure on your body/face, you need to be constantly checking airspeed and you are even more keenly aware of the engine note which signals changes in airspeed.

In summary, this is a powerful little aircraft that is a delightful, fun machine to fly - just a pity I can't take you for a flight to show you.

ADVERTISEMENTS

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Excellent condition. One careful owner since new. Regularly serviced. Always hangared fully rigged. Easy to fly - very light controls. Red, white, blue with Union Jack tail fin. Good value at £2995. Excellent first two-seat microlight. Robbie Keene Tel.0452.414975.

• Flash II Alpha 503

G-MVBN
Excellent condition - long range tank
Full instrumentation - battery charger/regulator/strobes.
Newton prop. - and loads more.
Hangared at Don Law's.
(Going three-axis)
Tel. 0367.241404

• Pegasus XLSE

G-MTSN
New permit
Many extras - carb. heat
Front wheel brake
A1 condition - £3250
Tel. Graham Barton
0453.823564

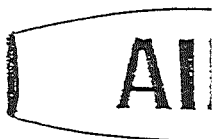
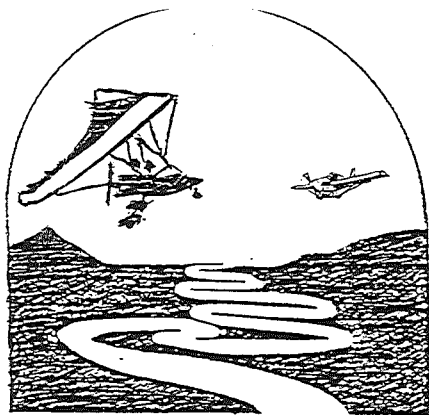


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Severn Valley Microlight Club Membership List

11 May

No Name	C/Name	Mem No	Home Tel No	Work Tel No	Address	Street	Town	County	A/C Reg	A/C Type	Licence R/T	BMND	No hrs	Insurance F
1 Arthur	Graham	113	0242 522754		255 Hatterley Road	Cheltenham	Glos.		G-MTB	Thruster	F	2255	140	Y
2 Austin	Barbara & Bill	174	0242 515064		Sheldon	Battledown Approach,	Cheltenham	Glos	G-MHR	Flash 2A	F	2219	50	Y
3 Avellyard	Keith	256	0452 38253		43 Denmark Road	Gloucester	GL1 3JG		G-MHR	Flash 2A	F	2219	50	Y
4 Beale	Dennis	192	0452 750424		The Cottage	Harlands Hill	Minsterworth	Glos GL2 8JY	G-MHR	Flash 1	R	3527	32	Y
5 Bedford	L	61		0443 224701	7 Howard Close	Harchurch Gardens	Tewkesbury	Glos	G-MHR	Decon		2398	18	Y
6 Bennett	Paul	265	0452 759876		4 Fernside Cottages	Victory Road	Whitehall	Gloucester	G-MTP	Flash 2A	F	3134	300	Y
7 Birchler	K	266	0452 630783		Pinewood	May Hill	Longhope	Glos	G-MTP	Flash 2A	F	3134	300	Y
8 Booth	Vic & Marie	156	0242 583338		111 New Barn Lane	Prestbury	Cheltenham	Glos	G-MTP	Flash 2A	F	3134	300	Y
9 Caffill	John	153	0452 700565		Pound House,	33 Corpend Road,	Harbury	Glos	G-MHR	Flash 1	F	3854	64	Y
10 Cale	Trevor	217	0452 564685		24 Milton Road	Barnards Green	Malvern	Glos	G-MHR	Flash 1	F	3854	64	Y
11 Christie	John	121	0452 830141		10 The Bramleys,	Longhope,	Gloucestershire	HR14 3NH	G-MHR	Flash 2	F	1708	31	Y
12 Cole	Ken	81	0452 414374		14 Tuncarey,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
13 Cole	George	93	0452 5744		58 The Homend,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
14 Cotton	Phil	115	0242 680581		School House,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
15 Cox	Malcolm	0	0367 241404		32 The Pines	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
16 Dance	J	246	0242 675823		57 Gretton Road	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
17 Davies	Colin	8	0531 820953		Rose Cottage,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
18 Davis	John	260	0451 850214		Hawling Manor, Farm	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
19 Dobson	Alan	251	0981 540185		Hunters Lodge	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
20 Drake	Bruce	237	0452 415762		Deans Walk Inn	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
21 Duncanson	Neil	252	025573456		30 Woodhill Drive	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
22 Evans	Ian	73	0664 275727		Woodhalls,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
23 Frost	Norvan	123	0452 863777		87 Boyerton Drive,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
24 Garrett	David	266	0885 400226		39 East Drive	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
25 Gilmore	L	199	0793 729238		39 East Drive	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
26 Gilmore	Brian	27	0452 740679		Hoos Lane,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
27 Gough	Colin	239	0531 820137		Hoos Lane,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
28 Gould	Gordon	3	0242 221992		7 The Spinney	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
29 Hamer	John	94	0452 700 314		2 Forest Road	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
30 Hanna	Clifford	190	0594 842729		Trade Winds	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
31 Hart	Peter	262	0594 564348		41, Myrtle Close,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
32 Hatchett	Bob	209	0452 414992		The Stables,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
33 Hinds	Bob	109	0594 516256		10 The Causeway	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
34 Houlahan	Tim	254	0452 720804		10 The Causeway	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
35 John	Andrew	180	038 689 229		Conderon Chase	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
36 Jones	Di	263	0594 516215		Hither Browe	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
37 Keene	Robbie	87	0452 414975		Over Farm,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
38 Law	Don	195	0793 740654		14 Turnball,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
39 Lewis	Dave	52	0242 680202		Copse Green Farm,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
40 Lewis	Peter	0	0242 676819		11 Ashfield Close	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
41 Lindley	Keith	216	0242 232464		26 Belland Drive	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
42 Lloyd	Adrian	125	0885 482504		24 Lower Westfields,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
43 Miller	David	128	0527 893382		Herrywood,	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
44 Miller	John	210	0451 60456		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
45 Morris	John	0	0452 780406		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
46 Munro-Hunt	John	215	0885 410452		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
47 Paton	Alan	257	0989 750759		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
48 Payne	Chris	246	0905 28826		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
49 Penny/Ruck	Tony / Val	89	0594 510348		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
50 Read	Dave	33	0531 650245		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
51 Rogers	Dave	258	0594529208		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
52 Rudge	Gavin	255	0594530052		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
53 Seaton-Harvey	Jonathan	252	098965342		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
54 Steade	David	221	0905 820588		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
55 Tandy	Steve	243	0452 813068		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
56 Taylor	Mark	264	0452 504795		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
57 Taylor	Jim	0	0989 63866		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
58 Thomson/ Hayes	Tom & Di	98	0452 897759		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
59 Males	Annie	146	0452 760493		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
60 Males	Chris	181	0452 421376		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
61 Watson	David	148	0452 24531		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
62 Webb	Richard	239	0452 830951		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
63 Wells	Ed	59	0885 433803		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
64 Whistance	Stuart	261	0594 810116		Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y
65 Williams	D				Reddery House	Longhope,	Gloucestershire		G-MHR	Flash 2	F	1708	31	Y



Severn

Gordon Gould
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Cheltenham
GL52 3JX

July Issue 1993

News Views and Crewroom Gossip

Insurance

Members are reminded that the third party insurance with Cass Stephens was due for renewal on 12th July and whilst it is not a legal requirement at the moment, it is a Club requirement if you wish to use the airfield. Incidentally there is an alternative company to Cass Stephens for third party insurance, and they are called Lees Preston Fairy. Their policies are underwritten by Lloyds and seem more competitive than Cass Stephens. For more information ring Neil Drogman - 071-481-4391. It is hoped to arrange for him to visit the club sometime to explain all the various policies they have on offer for microlighters.

Crowded Airwaves

• By Bill Austin

More and more voices are to be heard on the air in the Severn Valley area. The radio course which started last December came to a finish a few months ago but I have only recently been able to discover that they all passed. Congratulations to Trevor Cale, Neil Duncanson, Cliff Hannam, Peter Lewis and Jim Taylor. Thanks

also to Steve Hender for his patience and tuition and to Jenny Lyons for examining the 'famous five' and allowing us to use Staverton Flying School's facilities.

Dates for the Diary

• Treasure Hunt

at Woolstone on Saturday 24th July.
Pilot briefing 5.30pm. Begin 6.00pm
Tel. Tom Thomson 0432.890759.

• Dunkswell

Fly-in on Sunday 8th August. No landing fees. Radio 123.475 but non radio welcome. Airfield info tel no 0404 891643.

• RAF Lyneham

Fly in on Saturday 14th August. Details from Don Law - 0793 740854 or 0793 790052. (F)

• Aviation 93 show

at Tollerton, Nottingham on 20th/21st/22nd/23rd August. A four day show devoted solely to aviation including microlights. No landing fees for visitors.

• Fly in Milson

11th/12th September.

This airfield is Adrian Lloyd's home-base - near Tenbury Wells.

There is a main north/south strip with east/west if necessary. There will be light aircraft as well as microlights and there is a good chance of grub - Adrian assures me!

For further details tel. Adrian Lloyd on 0885.482504.

• BMAA AGM/Trade Fair

Telford on Sunday 24th October.

Club Meets:

AUGUST:

Insurance Talk by Neil Drogman of Lees Preston Fairy - followed by slide/tape show on Nat. Aerospace Museum, Washington USA..

SEPTEMBER:

Morris Lubricants on engine oils

OCTOBER:

Trevor Cale - Trip to Romania.

Fairford Air Show

The RAF are celebrating their 75th anniversary at the forthcoming air-show to be held at Fairford on 24th/25th July. As a result a large

amount of airspace around the airfield is being closed off not only for the show itself but also in the days leading up to the event. If you are thinking of venturing anywhere near that area during the period concerned you are recommended to read AIC 103/93 or you could phone Don Law for information. (0793 790052, 0793 740854)

Evening Glider Flights

If anyone is interested in experiencing the thrill of a glider flight, Adrian Lloyd is offering to run parties for not less than six people on a Thursday evening at Shobdon airfield. You may fly in or arrive by road and the cost will be £26 per person, (a reduction from the normal price of £28). Will those interested please contact Adrian on 0885.482504.

Technical Failures

There have been a number of engine problems experienced in recent weeks by various members and all have a common theme - basically a breakdown of the coil system in the ignition circuit. Two of the problems have related to breakdown of the HT coils - a problem according to Rotax not often seen, while another two relate to the generator coil itself which has suffered overheating. This latter problem has been the subject of a technical bulletin not so long ago. Members can easily check the state of the coil without taking everything to bits. Anyone who wishes to know how to do it and has lost the bulletin can contact John Hamer for the information. In addition the bulletin recommended removing the shorting link to be found on some Mainair machines.

What the Press Says

Even Flight International is now including pieces on microlights, albeit not as main features. The recent problems of British microlights not being

allowed to fly in France, whilst French aircraft can visit Britain has reached the notice of Roger Bacon for he writes in his column this week:-

"What is the difference between a microlight and an avion ultra-leger? You're right. Nothing at all - except that it's OK for an 'avion ultra-leger' to fly across water from the East, but not for a microlight to fly across it from the West"

He also had another dig at the authorities on behalf of microlighters in the following piece which appeared at the same time:

Puddlejumper: "Excuse me. We want to have our picnic at the big field down the road from your big airfield. Is that OK?"

Gen Strike: "No, that will be most inconvenient. You'll fill up our airspace."

Puddlejumper: "Oh, no. We promise we'll keep low, and only approach down one little corridor. We won't be any trouble."

Gen Strike: "But that field conflicts with our ILS approach - could be very dangerous in bad weather, that!"

Puddlejumper: "Er, excuse me.. Ever seen a microlight flying in a thunderstorm..?"

Whilst still on the subject of the press, one of our members recently managed to feature on TV, the radio and the papers without actually either killing himself, other people or damaging anything. (No he didn't even have to fall out of the sky

and survive this time to make the news) So how did he do it? Well John Hamer of Mini Max fame was approached by the PFA to do a bit of PR for the recent Wroughton Rally on the basis of a story that local boy builds aircraft in shed at his home and flies into rally. Following John's agreement, Gloucestershire Radio did an interview that went out on the Friday morning of the rally. This was followed by Central South TV who visited his home and filmed him flying for a five minutes slot that night on the 6.30 news. Not to be outdone the local paper included a half page article the following week featuring his home building exploits. As if that wasn't enough, observant readers of this month's Microlight Flying will have noticed that John's aircraft's cockpit features in the

article on the Popham Trade Fair, as well as being used by the agent to sell Mini Maxs themselves. Readers will also notice in the same article that Bill Vinton and Cliff Hannam's mini Max also stars. Bill also appeared with the model on the Central South news feature mentioned above, during which he was recognised by a viewer as the long lost godfather to their son. As a result of his brief TV appearance he has been back in contact with his friends after 17 years. Readers of Flyer magazine will have noticed that JH's aircraft was also pictured in last month's magazine in an article on Popham. He obviously made a hit there as well.

Sleep Fly-in Report

● By Tom Thomson

On 22nd May, two microlights from SVMC attended the 50th anniversary fly-in at Sleep airfield, north of Shrewsbury. This aerodrome, pronounced 'Slape' was built in 1943 as the home of a Whitley bomber OTU, though now the home of the Shropshire Aero Club, who made us most welcome as the only two flexwings to fly in on that day. We received commemorative stickers and rosettes and enjoyed displays by a Mosquito, Wessex helicopter and the Daily Express Aerobatic Team.

We then flew to Ollerton airfield near Stafford to meet Gordon Faulkener, whom many of you will know, and finally home through some light showers. A very enjoyable day's flying, spending some four hours in the air visiting new airfields, meeting new people and renewing old acquaintances.

Hartpury Open Day

The well supported Hartpury fly-in on 5th and 6th June raised no less than £45 from barbeque and donations for trial flights, and this was donated to St. Michael's Hospice on behalf of

SVMC. Thanks to Di Hayes for her organisation of the barbeque.

Wroughton - A homebuilder's journey to Mecca

• By John Hamer

The PFA rally represents the annual gathering of homebuilders and the Mecca where builders show off their latest creations. It is to this place that every homebuilder aspires to take his new 'baby' and the ultimate achievement being to fly it there.

Last year my aircraft made it there as an uncovered airframe, this year after a total of just under two years effort, on Friday 2nd July I achieved that ultimate goal - arrival by air in one's own creation.

The original plan was actually to fly there on the Saturday, as the RAF had contrived not to allow people into their airspace which surrounded Wroughton until 1300 hrs on the Friday. As I wanted to be there before then, it looked as though an early morning sortie on the Saturday was the more feasible, particularly as the weather looked more favourable for that day than the Sunday.

In the event, plans were quickly changed when Central South TV wanted to do a feature on me and the aircraft as part of the PR for the rally. The only time they could make it was Friday morning, so thoughts of being at Wroughton early were shelved. As it turned out the weather at Catsbury that morning was ideal for flying and showing the little aircraft off in front of the camera.

Filming was completed by midday, thus it seemed only sensible now to fly to Wroughton, after all the aircraft was already sitting at the back door!

The journey itself proved more interesting than at first anticipated, for although visibility was good in the Severn valley, up on the Cotswolds a different story was to be found to the extent that I was pleased that I knew where I was going. The view from a Mini Max is somewhat more restricted than a flexwing and thus map reading

is just that much harder, although you can change maps and read joining instructions without them blowing away!

Initially I tuned the radio to Wroughton ATIS - nothing! As I hadn't really fully tested the radio installation thus I suspected I had a problem. In the event the ATIS didn't come on line until the airfield opened at 1300hrs, by which time I was at Swindon after just 30 minutes flying. There was a tailwind, but the little aircraft was galloping along. It then took as long to go down to Membury service station and back to Wroughton. Membury was the entry point to the Wroughton 'racetrack' approach system. This system was essentially designed to get people sorted into two lines approaching the airfield itself. The slower aircraft following the southern side of the motorway and landing on the grass, while the faster craft took the northern side. There was a large T at the service station itself which confirmed the runway in use and thus in theory it was a question of keeping station with the aircraft in front and flying along the motorway and following him into land - except that I could see that he wasn't sure where he was going in the murk but I had really no option but to follow him as overtaking is frowned on. Eventually the runway came into view and I followed him into land. What I had ignored was this airfield was very exposed and the wind was directly across and even slightly a tail wind. This resulted in not the tidiest of landings as directional stability was lost at the last moment. I was however, down and in one piece after the longest flight to date in the aircraft. There then followed the longest taxi that I've had, ie right round the edge of the airfield. There seemed to be marshalls everywhere and I was guided into the home-built microlight park which was dominated by Shadows, and the odd MW. I was the first of three Mini Maxes to arrive.

The return trip was no less exciting, for the stiff crosswind had by now forced a change of runway direction. Fortunately by the time I decided to go home in the early evening, departures were limited so I didn't have long to wait to take off. Once again the stiff cross wind caught me unawares which resulted in me taking off more across the runway than along it. Fortunately

the aircraft's remarkable short take off performance meant I could get it into the air quickly and sort out the directional problem with the ailerons. Refuelling policy at Wroughton meant that I couldn't pick up any fuel and thus the run home was marred by repetitive fuel consumption/endurance calculations into the headwind that was prevailing as well as peering through the gloom. Once over the Cotswold edge the visibility improved dramatically and the run home was then uneventful being done in exactly an hour. The fuel? - I ended up with five litres left giving me a fuel burn of about 8 litres an hour for the total journey.

I didn't fly to Wroughton the following day, I went by road to avoid the traffic jam, and how right I was. As I pulled up at the entrance to the show - the commentator announced that there were 14 aircraft on finals - there was only one car in front of me, I now knew I was right to come by road.

Rans Report

• From: Peter Lewis and John Dance

The past few weeks have been spent building wing frames, fitting aileron controls, assembling wing struts and also building and covering the ailerons and flaps. The wing frames were problems but the ailerons and flaps were another story. The struts supplied as cut to size all required to be 'adjusted' individually to align the assemblies and to make the pre-sewn skins fit tightly - very time consuming. However, the main assemblies are now complete and the job in hand is to stick the thing together.

By the time this report has been printed we expect that the aircraft will be ready for the first inspection by the PFA examiner. The Schedule of Inspection lists seventeen stages to be cleared at the second visit, when the aircraft is covered and complete. If everything is satisfactory, the first flight can then go ahead. We are obviously very much looking forward to this event but at this time we are not prepared to hazard a guess as to when it will take place.

ADVERTISING

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Consider sale of complete machine at £3200 o.n.o.

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Work 0443.224771

or John Caffull 0452.700565

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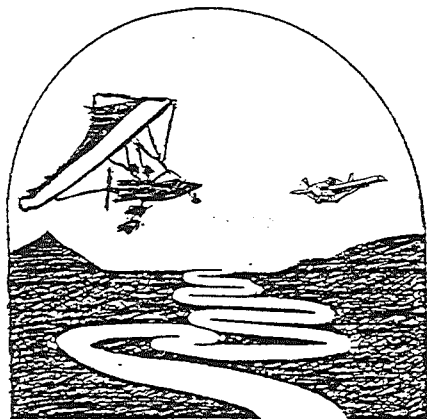
With two side pockets - £38.

Tel Adrian Lloyd

0885.482504

or Gay Nesbit

0684.561822



Severr

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GL52 3JX

August Issue 1993

News, Views and Crewroom Gossip

Ceredigion Flying Club Fly-in

• Fri. 6th/Sun 8th August.

Although there have not been many good flying days since the last meeting, (which meant another postponement of the Treasure Hunt) Friday August 6th saw 13 microlights assemble at Hardwick to fly to the inaugural meeting of the Ceredigion Flying Club at Newquay on the Welsh coast. You can imagine the excitement of the organisers who had worked very hard to get the strip ready for this event, when they saw all these aircraft in the circuit.

Later in the evening, Club members Alan Deason and Jonathan Seddon-Harvey arrived from their strip near Hereford and with a few local flyers, the parking area was crowded on the Friday evening.

Although I left early on Sunday, reports reach me that the strip was packed with spectators on this day, with the club collecting £2500 on the entry charge per car and franchised

bar, teas etc. This demonstrates what can be done by a few hard working enthusiasts with spots on local radio, posters circulated as far as 35 miles around the area, and only a reasonable day's weather.

As a footnote, this airfield has now been lost to PowerGen as a site for a wind farm with the last fly-in some time in September. If you'd like to come along and fly over some spectacular Welsh scenery, watch this space!

Fly-ins

• 21/22 August

Aviation 93
Tollerton Airfield
Nottingham.

• Sat. 21st. August

Long Newton Fly-in
Pegasus Flight Training have extended an invitation to the Club to attend their "Wing Swing" on Sat. 21st. August at their airfield. The event lasting from 2 pm. - 11 pm. will include

live music and a barbeque. The event is a PR do for the Tetbury Chamber of Commerce who supported the airfield, as well as a money raising do for local charity. There will be an admission charge of £3.50 but there will be no landing fees at all over the weekend. Those considering flying in should contact the airfield on 129.825 - the circuit patterns are in the BMAA guide. A phone call for instructions is requested for those coming non-radio.

• 28/29 August

SVMC Treasure Hunt

Woolstone - Pilot briefing 4.00 pm.
Bring a 1/4 mil. map of area and scale ruler.

If anyone wants to make a day of it, we can arrange to fly to Shobdon, returning for the evening Treasure Hunt.

• 5th September

Fly-in and Barbeque

Bob Hinds has very kindly offered to host this at his strip near Newnham-on-Severn. Pilots welcome from

2.00 pm. onwards - with swimmers especially welcome!!

Ed. Note. No, no joke - Bob has a beautiful pool which many of us have enjoyed swimming in in previous 'real' summers!

Details from Bob Tel. 0594.516256.

● 11/12th September

Milson Fly-in

Runway 36/18 450 by 15 m. plus slope at northern end.

LAND FROM SOUTH ONLY

(For microlights only there will be a small East/West 200 m. strip in adjoining field.)

FOR FULL DETAILS - RING BEFORE TAKE-OFF :-

0584. 890486/890980.

If bad weather prevents event taking place, details will be taken and you will be invited again when the weather is ideal!

(Milson Airstrip is listed on the Bottling Jeppeson Guide and Lockears Farm Strip Guide.)

● Solar Wings Open Day

It is our intention to hold a Solar Wings Open Day at Woolstone on Sat. 28th September, when flights will be available in a 582

Quasar, 582 Quantum, and 503 Quantum. More details will be announced in the next Aircrow!

If any pilots intending going to any to these and have an empty back seat, why not invite a non-flying Club member along with you?

Contact Tom Thompson Tel. 0432.890759 or Bill Austin Tel. 0242.515064 to arrange for some ballast taking!

WARNING! WARNING!

● Restricted Airspace

WARBIRDS DISPLAY

29th August 6 nm. radius Wroughton - including Redlands - 17.00 - 17.40 local time.

30th August 6 nm. radius Wroughton - including Redlands - 12.50 - 13.50 local time.

Please phone Don Law 0793.790052 for more details.

Ruby Frost

It is with great sorrow that we heard that Ruby, wife of Norman Frost, died recently.

Ruby who had been ill for sometime was often seen at SVMC fly-ins and other events providing the coffees and sandwiches. She will be missed and our deepest sympathies go to Norman.

As no flowers have been requested, the Club is making a donation in Ruby's memory, to the hospital.

A Cautionary Tale

● Or - it could happen to you!

By Adrian Lloyd

A number of weeks ago, on one of the few sunny evenings of this summer, it happened. Sitting in the back of me trusty 260hr. Alpha was a delighted young lady of fourteen years old by the name of Hannah (Yes, her parents did know!) I was flying a group of pupils from my school, helped by my hanger partner, m John Hunt, from a field at Much Marcle.

Hannah was my no. 2 trip and we set off for Ross-on-Wye so that she could view her home. Ten minutes into the flight and a slight misfire suddenly began - this rapidly built in duration and intensity until one cylinder on the 503 quit. Not surprisingly, an Alpha on one cylinder comes down.

I was over a not very good area for field landings but a tailwind carried me to a better area where I was able to select my field and put down in it. I explained to Hannah that a plug change should do the trick and this we accomplished. After a good full

power run up, we took off albeit with some trepidation, and eyes peeled for another field just in case. Climb to 2000 over field....I had just left and all was well. Hannah and I continued the tour of Ross and then turned for Much Marcle. We were just crossing inhospitable territory again when 'hiccup, hiccup' and the whole damn business started again. Straight back to the good area and pick a different field. This one had farm buildings nearby and a couple of chaps just finishing taking in bales off the field. On the final approach my mind was additionally concentrated by the power lines running across the far end of the field. We would have to get it right!

I shall leave you to imagine the frantic chase to a phone to contact parents waiting at the Much Marcle field - the long wait for John to get back to Milson, pick up the trailer and come to fetch me - the sitting by the roadside at 12.30 am. in my flying suit to keep warm, wondering what people were thinking as they drove by me in the dark! The comfort of bed came at 5.00.am/

The moral of the story if - never let complacency lull you into thinking that the engine will never stop. Be awake always and have your field or area picked should the fan stop turning. Two forced landings in one evening and with a passenger aboard was quite sobering.

Oh yes, and the problem? One of the H.T. coils mounted on the front face of the engine turned out to have developed an intermittent fault. Rectification? - fitted a new one.

A Shaggy Mole Story

(That shouldn't be told at all really)

● By Dan Law

Once upon a time (Ed. note: Oh YUCK! you can tell what sort of a story it's going to be already.) there was an airfield called Redlands. It was a well kept strip and great pride was taken

over its grass runways and garden areas but during the wet English winters the grass areas tended to become very water-logged and so last year a decision by the CFI to introduce a drainage system in the wet areas was welcomed by the club members and students alike. The CFI not being a very bright chap, could not get a mole plough but thought the next best thing was to introduce a couple of moles. This would be a labour saving exercise over spiking the ground with a garden fork.

The idea was not only stupid but completely ineffectual. However, not to be beaten, it was decided to allow the moles another season to dig enough tunnels under the grass that they would become effective land drains.

This was doubly stupid as the CFI never gave any thought to the fact that two moles might become a family of moles. After the moles nearly totally destroyed the grass sitting area it was tactfully suggested to the CFI that maybe the moles should be eradicated so as not to endanger the runway. Without hesitation the CFI replied, "I think we should eradicate the moles before they damage the runway! (They always have to change something, don't they.)"

The question then arose of how to get rid of a mole. All the Jasper Carrot jokes sprang to mind, but being a kind, gentle conservationist, the QFI in his ultimate wisdom, decided on using Mole Smokes which he assured the club was a humane method. What we had to do was to wait for the mole to dig a mole hill, light the mole smoke and stuff it down the mole hill. The mole then puffed on the smoke, became "high" and ran off to someone else's garden to dig some drainage channels.

It did not work. So the QFI bought another packet of smokes. They did not work either, so he bought another..... Why he thought these would work when the others did not I have no idea but the embarrassment of being wrong was beginning to show on the CFI's face and it took a brave man to

suggests an alternative method might be more suitable.

It was tactfully suggested that as the airfield is on a farm, the farmer might have a good remedy for catching the moles. The CFI said, "I know, let's ask the farmer how you eradicate moles!"

Now our farmer is an old Irishman with a very dry sense of humour. Our CFI is a hot blooded individual who does not like the p... taken out of him. Luckily for us, we were all standing around (or should I say amongst?) the devastation of mole hills when the farmer approached. Like a shot from a gun our QFI shouted, "Jack, how d'you get rid of a mole?"

The reply came, "Catch it and bury it alive!" and with that the farmer turned his back and walked away. Our CFI did see the funny side, thank goodness, and a more positive suggestion of getting a couple of mole traps gained everyone's approval.

Meanwhile the moles were getting wind of our efforts to eradicate them and decided that they would go out in a flurry of activity. The traps duly set, we sat back and waited. Nothing - just more mole hills in a different place.

"Move the traps!" ordered the CFI.

Next morning - nothing - except more mole hills and one in the place from which we had just moved the trap.

This was to be the moles' downfall as our CFI took this as a personal insult. Cancelling the next lesson, he issued the student with an axe and took the spade himself - the theory being that they stand in wait for the little b..... to dig a hill. The CFI would then dive into the hill with the spade, flip the mole out and the student would chop its head off with the axe!

What happened to the 'kind, gentle conservationist' claim you might well ask - but no one was brave enough to.....

Did we get the mole? wait until next issue to find out.

A Flight to Remember

• By Adrian Lloyd

"Shall we or shan't we?"

That was the question Dave Garrett and I bandied back and forth over the phone one so-so Sunday morning. OK. - let's go. A quick hour's flight before the wind really gets up and then home again.

Well, as it happens, the hour's flight was a little longer as I thoroughly enjoyed soaring the edge of Wenlock Edge to Coalbrookdale and back. Dave returned before me as, flying solo, he found it a little more 'bouncy'!

Back at base the wind had in fact dropped - so what next? Yes, why not! Out with the tractor and mower and a thrash up and down the strip - a task normally the prerogative of the landowner (I had not had my 'briefing' from him on the new type!!) After that bit of fun we decided to fly to a model flying site outside of Bromyard - we are, after all, members. Once on the ground again, we proceeded to do a little 'stick stirring', courtesy of a friend of mind there with a model.

Come 4.00 pm. and Dave is chuntering - wind is getting up and he wants to get back. So off we go and arrive back at Milson.

However, on the way I get the distinct impression that wave may be starting to form. At Milson the wind is light.

"Come on Dave, let's go North," says I, "to early to stop play yet."

After re-fuelling, off we go again, myself in the lead with Gay in the back and Dave some half mile behind.

About 8800 ft., in the lee of the hill and still below its top, the air suddenly becomes very smooth and the VSI shows a better climb rate. About half a minute later the VSI shows we are climbing at 1100 ft. per minute - and that two up!

Wave! No doubt about it and this is confirmed when I clear some clag and

see the wave bars. I nudge over to the leading edge and just like I have done in a glider many times before, climb the silky smooth front edge. Height is gained rapidly and at 5000 ft. I reduce power as the wave system is closing. I descend to approximately 4000 ft. and watch the wave system move position. We follow, still flying northwards. Eventually I turn 180 degrees and proceeded to explore the wave directly over our home site. The view is stunning - massive cloud banks as far as the eye can see with about two mile gaps between the wave bars.

I found I was able to maintain height with the engine below 4000 RPM and in the main part of the lift, could throttle back to idle and still remain at zero sink.

Unfortunately all good things come to an end and we said goodbye to our shadow on the wave lenticular, ringed by a complete rainbow, and gradually sank back into the murk leaving the sunshine behind.

What an experience!

Dave's main comment on following me out from Milson was that as I went into the main wave he thought Alpha

had gone into hyper-climb! Altogether a thoroughly enjoyable day and rounded off by a totally thrilling wave flight. Certainly a day to remember.

The Big Sting!

• By Don Law

In the quest for more knowledge about flying, I decided to study the flight of the wasp. This flying machine can pin-point the hole of its nest with amazing accuracy so my assumption was that they must have an in-built GPS. I decided to find out.

The workers however were not very forthcoming - mainly due to their lack of spoken English, which I considered to be very poor as all air navigation is meant to be conveyed in English anyway.....

So to discover more about their flight navigation, I decided to have a word with their Queen. The Queen was most ungracious and didn't welcome me entering her residence at all, in fact, she set all her workers upon me in a frenzied mass of angry stings which resulted in my spending an evening at the hospital!

The moral of this story is - don't be afraid of asking questions but when the reply is negative, don't press for more information as your instructor may get very nasty.

After recovering from this attack, I still don't know whether wasps have a GPS, but if they do, does it run on Duracell batteries as wasps have that recognisable black and gold colour.....?

Jane's version:

Navigational theory was NOT in Don's mind at all. He was acting with malicious intent to destroy the wasps after trying unsuccessfully to incinerate them - twice! He deserved what he got after being stupid enough to dig a spade straight into the nest.

Ed. note: Did it affect his brain by any chance.....?

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•

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Half-share available to responsible person.
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Recent permit
Bargain price £1995 - includes pre-paid hangarage at Over til April '95 (Yes, 1995!)
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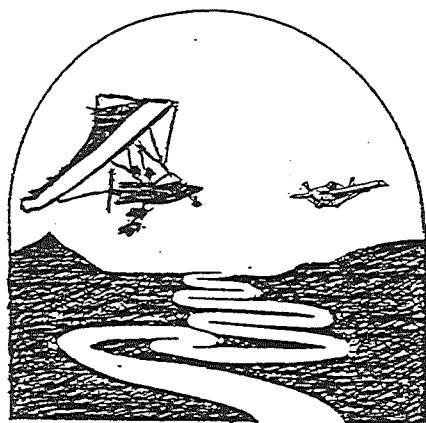
• HELMET BAGS

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or Gay Nesbit: 0684.561822

•

• FLASH II ALPHA 503

M-VER - Black/Gold wing.
Excellent condition.
Hangared rigged from new.
Long range tank.
Rear Steering
3-blade prop.
New trailer.
£5600
Tel. 0905.820598 (Worcester)



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Hillcourt Road
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Severr

... the Night Club

Sept. Issue 1993

News Views & Crewroom Gossip

Annie goes Down Under

Fed up with life on this small island of ours, our editor has opted to expand her horizons and seek fresh fields or rather a larger island. All being well, she is off at the end of December to Australia to teach them a thing or two. We should add that the UK's loss will only be temporary for providing she doesn't meet with a nasty crocodile - four or two legged variety- she'll be back after a year. (Ed. comment - If it's a Dundee variety, I'll have it!) Yes, she has only been given a year sentence in the penal colony.

The net effect to the club will be that the post of editor of Aircscrew will become available at the end of the year. Anyone who would like to do the job which comes with a computer, is invited to contact the Chairman.

Inspector Don

Don Law has recently got his inspector's ticket which enables him to do the

inspections for the Permit to Fly Renewals. His present charge for this service is £65.

All Geared Up

In constant search of providing a better service to his customers, Don Law has now acquired all the equipment to strip and reshim Rotax gearboxes. One of the first that he did was his own and he was thankful that he did for he discovered that it was on the verge of possibly catastrophic failure. Naturally he is now recommending inspection at the prescribed 100 hrs. He is prepared to offer a while you wait service, so if you prebook then you can fly down to Redlands for your gearbox check. Cost £35.

Teddy Bear's Picnic

As part of the Pied Piper Appeal, a Teddy's Bears Picnic is being held on Sunday 26th September at Brock-

worth in Gloucester. The location is on the old Gloucester Aircraft airfield and the SVMC have been invited along as part of the do. If you wish to fly in you will need a specific briefing to get into this site. This can be obtained from John Hamer - 0452 700314.

Health Check

In a constant search to try to ensure that involuntary terrestrial arrivals are minimised, John Hamer has been developing a series of checks to determine the health and well being of Rotax engines following various failures of club member's engines. These checks basically consist of checking the electrics, including both the generator coils and the HT coils, the ignition timing and electrode gaps as well as the engine compression. In addition he is able to check the engine rpm., all without tearing the systems apart. If you are interested contact John Hamer 0452700314. It won't cost you an arm and a leg - it may if you don't.

Congratulations!

To Cliff and Marlene Hannam on their recent 25th Wedding anniversary.

Flying News

• Treasure Hunt

The Treasure Hunt was eventually held on 28th August on a beautiful summer evening. The results were as follows:-

- 1st. John and Joanna Munro-Hunt 99 pts.
- 2nd. Keith Lindley and Barbara Austin 87 pts.
- 3rd. Cliff Hannam and John Morris 85 pts.
- 4th. Dave Steade and R. Steade 73 pts.
- 5th. Jim Taylor and Norman Frost 62 pts.
- 6th. Bill and Hazel Austin 54 pts.
- 7th. Vic Booth and Mark Parsons 26 pts.

• Bob Hinds' Fly-in

Many thanks to Bob Hinds and family for their wonderful hospitality on Sunday 5th September when yet another delightful fly-in was held at Bob's farm near Newnham in the Forest of Dean.

Despite the equestrian event going on in the next field, there were no problems (though Trevor Cale didn't turn up this year) - but it might be worth while asking John Cafful why he went round again...and Don Law what happened to the rest of his band??

It wasn't quite warm enough to tempt people into the swimming pool, though several children braved it and came out with chattering teeth. Apparently Janie Law can give a first

hand account of how cold the water actually was - brave Janie!

RAF Lyneham Fly-in

According to all who went, this was a truly memorable event - however we are unable to publish a report at this moment in time as Don Law has not sent it in yet - too busy watching moles I expect!

Solar Wings Day

On Saturday 25th September SVMC will play hosts to a fly-in at Woolstone. The proceedings will commence at 11.00 am. finishing around 6.00 pm.

Solar Wings will bring along a 582 Quasar, 582 Quantum and 503 Quantum. Cyclone will bring an AX3 and Eddie Clapham will bring the MW6 - all to be flown, accompanied by company pilots, by anyone who is interested. This is the chance for Club pilots to put a few more aircraft types in their log books and for prospective buyers to see what's available.

It is also the intention to have a microlight accessory boot sale, so if you have any unwanted bits and pieces gathering dust in the shed - which are microlight related - why not turn them into hard cash? A notice board will be available for those wishing to advertise larger items, such as aircraft. A small donation will be expected from sellers - proceeds to SVMC funds.

Anyone who would like to assist with the barbeque, aircraft marshalling and parking, or in any other way, please contact Tom Tomson on 0432-890759 after midday on Thursday before the event.

• No Takers???

Still no takers for a fly-out to Welsh-pool for Sunday lunch? How about Old Sarum then? Let Tom know if you're interested.

Rans Report

• From Peter Lewis and John Dance

As it happened, Friday 13th August did not turn out to be such an unlucky day for us. It was the day on which Eddie Clapham, our PFA Inspector, spent over two hours examining the aircraft for the first time. He cleared eleven of the seventeen stages in the Inspection Schedule and apart from requesting split pins to be fitted to three bolts on the control column assembly in addition to the lock nuts already used and pointing out that there was a captive nut missing on the tail (which would have shown up anyway when we tried to bolt it together on final assembly) he was completely satisfied with the build and with the standard of workmanship - even complimentary.

Covering the fuselage is now well under way. Incidentally, to save red faces, I won't go into the details of why we needed the services of a specialist to carry out a delicate modification to the dacron covering, but we were very pleased with the work that was done by Sylvia Allen (see advert section.) She also happens to be interested in flying.

Peter made a pilgrimage to the Haverfordwest School of Flying and re-validated his licence so there is now even more incentive for us to press on and try to finish the job before summer gives way to the "pack it away in the garage" season.

ADVERTISING

● HELMET BAGS

Made to order for Flash II and Alpha to attach to trike.
With two side pockets - £38.
Tel Adrian Lloyd
0885.482504
or Gay Nesbit
0684.561822

● MICROLIGHT Wanted

First microlight - good condition
XL or Flash preferred
but anything considered.
Around £4000
May consider part ownership.
Tel. Ed. 0452.830951

● Skylark Camping Repairs

Tents mended;
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clear PVC, groundsheets,
mesh windows, zips, tapes.
Sylvia Allen
49 Devon Avenue,
Rowanfield, Chelt.
Tel. 0242.262146

INFORMATION SHEET

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is nearly 70 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 0386.7525.229

Work 0386.7525.217

• Secretary John Hamer

Home 0452.760.314

Work 0242.277197

• 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 0452.760.341

• Special Functions Organiser - John Morris

Home 0452.780406

Work 0242.221311

• Fly-in Organiser - Tom Thomson

Home 0432.890759

• Other Useful People

• Inspectors

Dave Read 053181.245/0242.673361

John Hamer 0452.700.314/0242.533628

• Check Pilots

John Hamer 0452.700.314

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

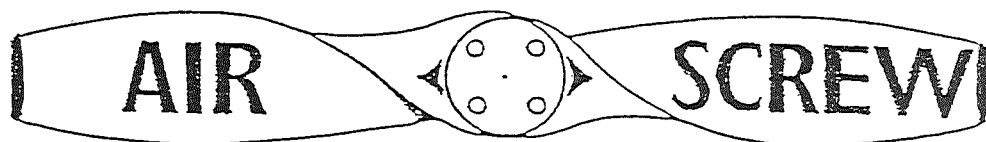
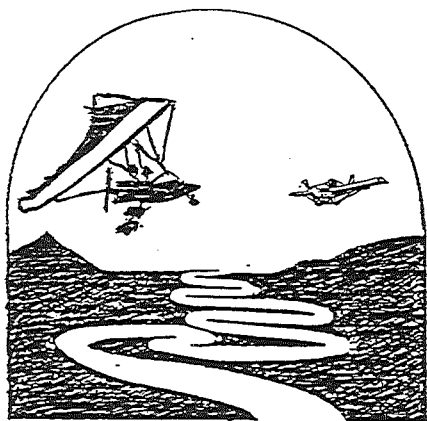
Avon Microlight, Long Marston, Stratford-on-Avon
0789.204010

Group D Aviation, Enstone, Chipping Norton
0608.678741

M4 Microlights, South Wanborough, Swindon
0793.790052

Sabre Airports, Shobdon, Leominster 056881.8168

Pegasus Flight Training, Long Newnton, Tetbury
0666.504032



Severn Valley Microlight Club

October Issue 1993

News Views & Crewroom Gossip

Changes at the top

Last month we reported the bad news that our editor had been lured away by the Rupert Murdoch empire to run their Australian Microlight newsletter. Well this month we can report the good news that the newsletter will not cease due to Annie's departure to the Australian sub continent after Christmas, for Di Hayes has volunteered (brave girl) to undertake the task which is accompanied by free computer, sleepless nights and deadlines to be met. We would request you give her every assistance in her role and if she is as successful at running Airscrew as the catering for our fly-ins then we'll have no problems.

Placards

Most of you will be aware by now of the recent circular from the CAA through the BMAA that all microlights must carry a fire proof placard with the aircraft's nationality and registration letters. (The requirement to include owner and address has long ceased.) What may not be known is that there is a rumour that the CAA

who are constantly endeavouring to protect themselves against any possible litigation, now want to introduce a further placard inscribed "Crashing this aircraft is prohibited". The BMAA would of course oppose this as it would take the fun out of flying.

Solar Wings Day

- **Woolston - Sat, 25th September**

Thanks to Pegasus and Andy Griffiths for bringing the Quasar and Quantum for inspection/test flights. Despite the rather gloomy forecast, it didn't actually rain and although it was a somewhat blustery day several 'bolder' pilots turned up from all directions. We even had visitors from Sweden who had made the journey specifically to buy the Quasar. Benkt, who runs a Swedish microlight school, told me he was buying the Quasar because it would make a better trainer aircraft than his present Alpha. He demonstrated its no spin characteristics very effectively and, as he had promised, it was a much more comfortable, quieter ride in the back. He was obviously quite delighted with his

new acquisition and very generously flew Club members who wanted to experience the aircraft while Andy did the 'hard sells'.

Thanks also to Di Hayes who provided an excellent refreshments counter and made a small profit for the Club.

Teddy Bear's Picnic

Sunday 26th September saw aircraft once again at the old Gloucester Aircraft Company's site at Brockworth. The event? a picnic - no not for the aircraft - for Teddy Bears! Yes, thousands of them, for the aim was to break the record for the number of Teddy Bears at a picnic.

The SVMC got invited along as one of the side shows of the event and so keen were the organisers to have our presence that runways had been specially cut in the grass for our use. Norman Frost then cordoned off the operating area to keep the public at a safe distance while John Morris organised the roster.

The day itself was very blowy which limited flying and certainly curbed the number of arrivals. Three members,

The day itself was very blowy which limited flying and certainly curbed the number of arrivals. Three members, John Hamer, Chris Wales and John Cafful however bravely spent most of the day giving rides, while various other members and visitors dropped in during the day, including one Don 'Teddy Bear' Law who arrived with small daughter both dressed appropriately for the occasion. Unfortunately they had got so hot travelling in their teddy suits, that immediately they landed they took them off!

At the end of the day when the public had gone home, John Hamer was seen to taxi his Minimax out onto the old runway which had been used as a carpark for the day. You could see him thinking that thousands of Gloster aircraft including Meteors and Javelins which had been built in the adjacent factory, had done exactly the same thing well over forty years ago on their very first flights. They would have done their final checks, before lining up on the spire of Upton St Leonard's church and then opening up the power.

No differently John's little aircraft positioned itself before setting off down the runway. He then climbed steeply circling the aerodrome before disappearing off to his base. Had we seen the last aircraft fly out of Brockworth? for the site is about to be developed. What we almost certainly had witnessed was the last Gloucestershire built aircraft to fly from the site.

Radio Course

Steve Hender has unfortunately left Staverton for Old Sarum but James Cairns-Terry is now running courses based at Aerolite at Long Marston. The cost of the course is £40 with the written and oral exam a further £31. Dates for the next course have not yet been finalised but please let Bill Austin know if you are interested as soon as possible.

Minimax gets its Ticket

As you are no doubt aware, John Hamer has now been flying his Minimax for six months. As technically his aircraft was a new type in this country being the '91 variant, he has been unable to get the full permit to full until all the flight testing and documentation/modifications have been completed. John, who organises the merry band of Minimax builders otherwise known as the Minimax Club, has eventually persuaded the CAA through the PFA, that all is well with the aircraft. Thus on 23rd September the CAA formally issued to John and three other builders who had also completed all the testing, their Permits to Fly. Congratulations John.

BMAA AGM and Trade Show

The annual Trade Show and AGM is once again being held at Telford on Sunday 23rd October. It promises to be the show window for the trade as well as the common meeting point for old friends. In these recessionary times it is difficult to believe that we'll see anything radically new, but we understand that the boys from Rochdale will have something new on the flex-wing scene to show us as well as a Kolb which they have just built. We also understand that there will also be a red, white and blue Minimax there as well. No not JH's this year but Peter Harvey's latest creation that flew for the first time a couple of weeks ago. We also understand that Pegasus will have interesting things on display as usual and of course there will be all the various other stands.

STOP PRESS:

• Skittles

News has just filtered in about a last minute change of plan for that most

important of events, the annual skittles war against Long Marston. Due to double booking, we will now meet at the Queens Arms, Aston Cross, Ashchurch (near the Ashchurch Vehicle Depot) on Thursday 25th November at 7.30 pm for 8.00 pm. Bar snacks will be available - BE THERE.

• Wings

It has only just come to our notice that Neil Duncanson passed his GFT last August 14th. Congratulations Neil - that was a well kept secret.

Lyneham Fly-in

• By Bill Austin

This is almost a forgotten event by now but for those of you who did not manage to make it, you ought to know what you missed!

Saturday 14th August was the day of the Don Law Armada Invasion of RAF Lyneham. Barbara had wanted to be part of this event for the last few years - particularly the bit about being PIC and making the actual landing. However various combinations of events had thus far prevented her from realising her ambition. This year was different - we actually made it!

An 'early' start from Woolstone was delayed a little by an engine that refused to start. I was in the front seat for the flight to Redlands so I was doing the pulling. After nineteen pulls I got out muttering nasty things about the 'joys of microlighting'. (Come to think of it, even when I'm sitting in the back and Barbara is in the front I still do the pulling to start!) Ed. comment - That's called man's lib, Bill.

The engine finally came to life and off we went via Dowdeswell Reservoir and Cirencester to Swindon. The flight was beautifully smooth until we got into circuit at Redland when we were well and truly shaken about. Not only did I have to cope with the turbulence on the approach

but, as you would expect, about forty pairs of eyes from those on the ground watching the free aerial rodeo show!

From Redlands Barbara took over. We were briefed by Don on take-off procedure and how to form up in a loose 'V' formation astern and above him. There were some fifteen aircraft making the flight and we were about eleventh in line for take-off. By the time we got airborne, our leader and his gaggle of 'wingsmen' had virtually disappeared from view somewhere southwest of the M4. We saw one other aircraft in front of us and later could make out some dots in the distance. The visibility was not good to say the least. Eventually we came across a lot of microlights heading downwards in line astern, like bees to a honey pot, and then we saw the runway - about two motorways wide and disappearing into the distance.

Having arrived on terra firma we then used what seemed to be about two litres of fuel taxiing up the runway to the peritrack intersection and then along to the parking lot in front of the tower. Just as the last one had rolled to a halt, we were asked to move further away from the edge of the peritrack because later C130's would be taxiing along there. A quick count showed some twenty-one microlights had flown in - we later found another group had been invited from Eaglescott.

We were welcomed by the ATC staff, given a badge to sew on our flying suits and were then free to tour the tower and book a free trip in one of the Hercules aircraft which were taking families for twenty minute trips over the Wiltshire countryside. This was an interesting experience since as soon as we were at cruising height, the back ramp was opened fully and, from behind a safety net, we could 'see where we had come from.' We were also invited to visit the cockpit. While this was going on, not to be outdone, some of the microlights were also giving trips.

Finally it was time to leave. Four of us got permission for a direct northerly departure (the Hercules were using 07 for their departures) for Cirencester and home. We came on to the runway about half way along its length and were airborne in 70 yards or less. We then

had the long climb out over what must have been the remaining mile of runway! Our only concern was whether we would have enough fuel to make it to Woolstone. We needn't have worried. We made it easily with a tail wind and a ground speed of 60 mph!

What sticks in our minds from the trip? The huge runways and peritracks, the friendliness of the ATC personnel and their relaxed, efficient way of dealing with aircraft of such diverse performances. It was interesting to see 'behind the scenes' in the tower and to be assured that our microlights showed up well on their radar.

Thanks to Don for organising the fly-in part of the day. We will certainly go again next year, weather permitting.

Time and the Art of Parachuting

● By Dorothy Hatchett

You may remember that some time ago we donated the raffle takings towards Les' Hatchett's sister, Dorothy's, parachute jump for the charity MIND. The following is her lively and graphic account of the experience. Congratulations Dorothy and welcome back to terra firma.

I could become quite evangelical about the benefits of parachuting. It wonderfully concentrates the mind.

Depressed? Bored with your job? Problems at home? - Try parachuting: all other worries will fade away. Minor illnesses? Headaches? You will forget them completely. Need a calorie-controlled diet? Sheer terror will banish all thoughts of food and I can assure you that parachuting is nature's laxative! I suppose it could also solve part of the country's crime problem since it must be more exciting and probably cheaper than taking drugs.

My musing on this subject, in fact all mental activity, came to a halt a couple of weeks ago when I found myself sitting with my legs hanging out of an aircraft while a man shouted, "GO!"

My mouth was so dry with fear that it felt raw, as if it had been sandpapered. A few yards in front of me I could see the propeller a blur of speed and when I glanced down, there was nothing between me and a vast patchwork of fields horribly far below.

I went!

The shock is total. Before this moment I could have written an essay on what you were supposed to do during the descent but from now on all rational thought ceased. Something strange happens to time. There is no past and no future because the brain desperately tries to shut off all input from the senses, refusing to believe it could be in control of a body stupid enough to throw itself out of a perfectly serviceable aircraft and equally refusing to grasp the fact that it is hurtling at enormous speed to certain death. Time snaps shut like a telescope and there is only the present spread-eagled moment falling through space. It is not even like fear because fear presupposes a future.

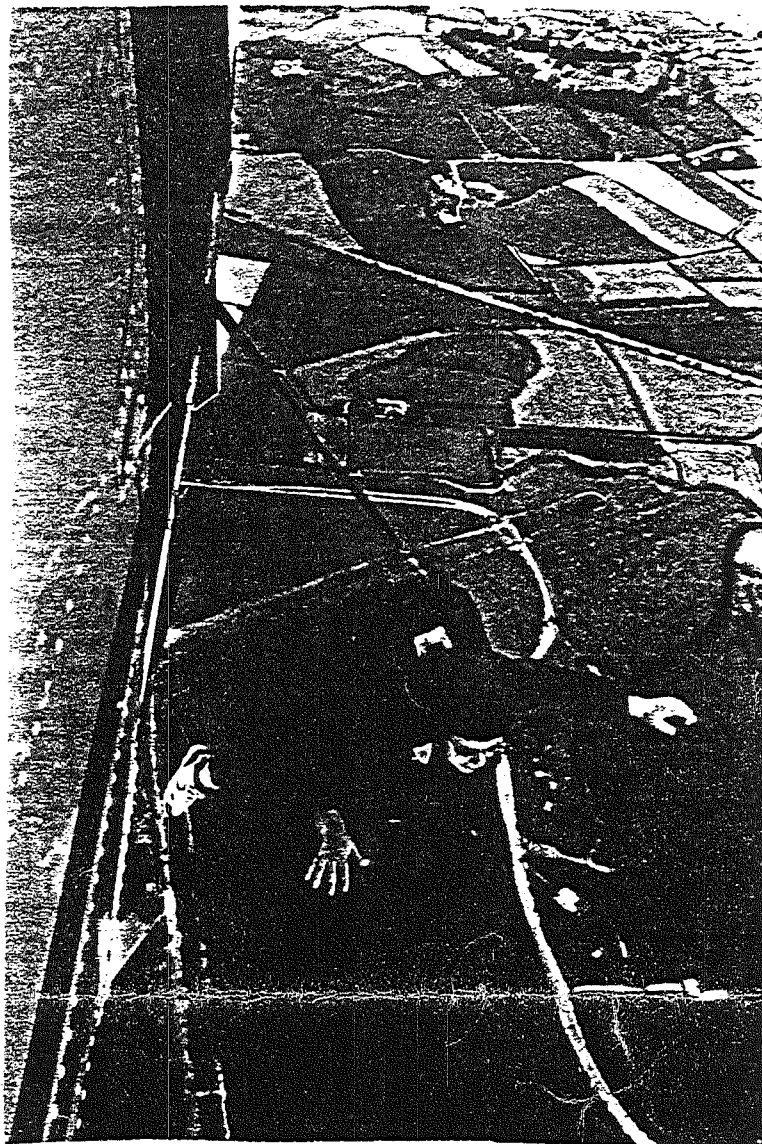
Yet it seems only an instant before the canopy opens like a miracle to tug you out of the air and you are filled with a kind of stunned amazement and joy. There is no longer any sensation of falling. I was hanging in space as it by magic, able to see sunlight glittering on the wet sand of Morecambe Bay where the tide had gone out. It is all new and rather wonderful and astonishingly difficult to concentrate. From there being no time at all, eternity opens out and everything moves into slow motion as you float there in the sky and the silence with all the time in the world.....

Not true. In fact you have less than two minutes and if it had not been for the insistent voice of the instructor on the ground giving advice on a one-way radio, I would probably have drifted off over the Lake District in a dream.

Expert parachutists are apparently able to land on a sixpence but I man-

aged merely to hit the right field. However I landed safely, feet tightly together, Knees tight, everything tight and still feeling as if I were floating. There are cows in the field and they leave evidence of themselves everywhere, so you could say I had a soft landing!

Amazing that it took only a couple of minutes: there seemed enough fear and delight to last a lifetime.



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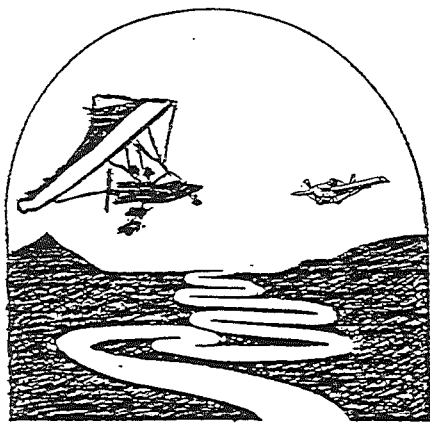
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November Issue 1993

News, Views and Crewroom Gossip

Skittles

Don't forget - the Great Skittle Vendetta will take place at the Queens Arms, Aston Cross, Ashchurch (near the Ashchurch Vehicle Depot) on Thursday 25th November. There is a three-line whip on this one as honour is at stake. 7.30 pm for 8.00 pm - bar snacks available - rapiers drawn, etc.Bring your own darts is they're dead cert. winners!

Christmas Fayre

Goodness, is it already the festive season?? The answer is YES and we shall be enjoying another of our seasonal gatherings at the December meeting - Wednesday 15th. There will be a buffet as last year, provided out of the hard wrung raffle money you've been so generous about giving up (well, some of you!) Now's the time to get your own back! All members welcome and there will not be a speaker that evening so you can chat uninterrupted to your heart's content!

There will, however, be a grand raffle so please help Dennis out by providing lots of prizes like last year, otherwise we might have to raffle

him. (Teddy bears are very popular I believe.)

Telford 1993

* By Bill Austin

Once again the Severn Valley Club seemed to have organised an 'away day' to attend what used to be referred to as the BMAA AGM and Trade Show. However, this year on arrival we were given a 'programme' welcoming us to the 'first National Leisure and Recreational Aviation Exhibition.' his glossy leaflet showed us the location of all the exhibitors - a check-list to ensure that you didn't miss anything.

Well, what was there to see? All the familiar manufacturers and kit planes were there and in general it was hard to find anything that was obviously new. One completely new approach almost went unnoticed on the Medway stand. On the way in there seemed little of note on this stand unless you were a Raven fan, however, word soon got around that there was a new engine to be seen there.

Sure enough there, on a Medway trike unit, was a Honda three cylinder four stroke engine. General comment was, "Where will we be able to get one? Honda is synonymous with reliability - look out Rotax!" There are two of these units in existence. One is flying in Ger-

many and the other is on test here in U.K. with a view to getting it through Section S. This was a normally aspirated engine but they are already thinking of fuel injection to increase the power. Watch this space!

Mainair produced 'the Blade' - the faithful Flash 2 Alpha with a few modifications. Part of the pod had been reshaped to accommodate the passenger's feet more comfortably. The spats on the back wheels had sprouted huge fins (for greater trike stabilisation in cross winds and the wing was fitted with an in-flight trim system. (I seem to remember some other manufacturer got there first!) Braking was by hydraulically operated drum brakes on the back wheels so designed that if one failed to operate, the other was also disabled - preventing an unwanted 90 degree change of direction and an exciting (expensive) roll over.

Three-axis machines were well represented but there seemed some reluctance to allow people to sit in them unless they had a cheque book hanging out of their pocket! The same sort of thing applied to the general availability of literature.

Perhaps the most noticeable deference this year was that it was a joint exhibition between the BMAA and the BHGA. I found this added interest - perhaps because I have

done some parafying and would like to do some more. As an event I thought it was a success because it probably enabled the whole exhibition to attain a higher standard.

The only criticism I would make of the event was that the smaller exhibitors were heaped together in very small blocks. This led to overcrowding and loss of identity for some. It was difficult to see what belonged to whom or even what you were looking at. No doubt they all had to pay an extortionate amount for the privilege but I would have thought the layout could have been improved - there was plenty of space available.

You must excuse me if I have missed anything (or everything.) I didn't attend as the Club's official reporter - I got lumbered after the event. I leave you with this thought: Can flexwings be developed any further or must we be looking for something different? Is this one of the reasons for the upsurge in three-axis machines? What are your views?

Hungarian Rhapsody

* By Trevor Cale

Those of you who attended Trevor's fascinating talk on his micro-lighting around Hungary missed an exceptionally well prepared and presented evening - thanks Trevor. Evidently the journey home was no less eventful...if somewhat less enjoyable!

It was too much to ask that, having enjoyed three and a half weeks travelling to and around Romania devoid of any hassles whatsoever, we would escape unscathed on the journey home!

We opted on a crossing into Hungary North of our entry point, hoping to avoid the massive queues we'd encountered on the way in. Needless to say there was a massive queue there too, but with thoughts of, 'I'm British and I want to go home!' and noticing that the queue was stationary, I roared up on the outside to be promptly stopped within 200 yards of the frontier post by a young Romanian conscript with a Kalashnikov who

insisted I go back to the end of the queue. I refused (on the basis that I couldn't see any foreign cars in the queue anyway.)

He demanded our passports and there ensued an impasse. A very attractive Romanian girl then appeared to commiserate and after a mutual moan about the chaos at the frontier, said she'd interpret for me as I set off to see an officer. Always go to the top to get things done - being my motto.

Having collared one, I put on all the necessary charm and it was explained that I was an official guest of the Romanian Aero Club en route for England, and that I was being held up by an officious soldier. He immediately got onto his portable radio and the shamefaced soldier was told to hand back the passports and let my car come to the front. Many handshakes all round, expressions of gratitude and wishes for a safe journey were bandied about and off I set for the Hungarian border.

There I met a latter-day Hitler in the guise of a Custom Officer who, initially with a broad smile, asked me the value of my microlight. In all innocence I said £7000. He then disappeared again and returned with a demand for \$620 'deposit' on the Microlight, to be given back on my exit from Hungary. As he spoke not a word of English, I gleaned all this from an English speaking Hungarian nearby. Being a mere homeward-bound tourist, I did not have \$620 in my back pocket!

At first I tried laughing it off, not believing he was really serious - a mistake. After various comings and goings, protestations, pleadings etc. and his increasing belligerence, I was told, "Pay up or go back to Romania....."

My assertion that at the Austrian/Hungarian border I'd been let through with no demand for a deposit merely elicited the angry response that he didn't give a damn what had happened there, it was 'only now' that he was concerned with.

Bit of bribery works wonders in some countries, thought I and I was about to try I when an English lorry driver sidled up and said, "Don't. It'll more than likely land you in more trouble."

So I was stuck - nil sympathy from any of the myriad officials, no advice

as to what to do and my car ordered to be turned round and back to the Romanian border.....Inspiration.....

I found a few Eurocheques in my bag and after a long phone call by one of the obergruppenfuerer's minions, I was told that they'd be accepted but I'd need three and that they had to be written in Hungarian Florins. I had exactly three left!

More forms and with a huge sigh of relief and the foulest expression I could muster at the instigator of my trials, we were finally into Hungary. Two days later I presented the forms at the Hungarian/Austrian border and was given the conversion in

Deutch Marks - (fat lot of good.)

On return to England, a quick calculation left me 29 short on the conversion, so I immediately wrote to the Hungarian Embassy, protesting at the robbery and hassle. In reply I've been told that I should never have been charged a deposit - it is only for commercial goods in transit - and that they are making an official complaint on my behalf to the Hungarian Customs.

I now await the outcome - and a cheque for £29?!

A Quick Break

* By Andrew John

The invitation said - 'Be at Stansted Airport for check-in at 07.15 for an 08.15 flight to Munster,' courtesy of Class UK, suppliers of harvesting equipment built in Germany. So with our harvest finally over and in need of a break, even for just 36 hours, I headed east the night before.

Stansted is a real pain to get to by road from this area, taking all of three hours hard driving. However, the sight of its modern huge glazed terminal building was indeed impressive the following morning. Inside it is cavernous, all of ten acres under one roof. Our party consisted of ninety farmers, contractors and journalists invited to see the latest machinery that Claas had to offer. Following a thorough baggage and body check, we were transported to our plane by a remotely controlled rail carriage travelling underground in a concrete tunnel as far as our disembarking point. From there, up elevators and

along narrowing passages until almost without realising it, you arrive on board the aircraft to be shown your seat.

Ryanair, from Dublin, operated this charter aircraft and everything seemed neat and tidy including the cabin crew! Preflight checks over, we taxied to the end of one of Europe's longest runways. The BAC 111 is a very nifty aircraft and accelerates rapidly but our pilot was in no hurry to leave the ground, unlike other airports such as Heathrow, where forty-five degree climb-outs under full power are de rigueur.

Airborne, we penetrated the murk, breaking out into welcome sunshine at about 2500 ft. A 'plastic' breakfast was served as we flew east at 29000 ft. at 450 mph. before letting

down and landing at a sunny Munster just over an hour later. From there we were taken by coach to see an incredible demonstration of various pieces of equipment and were later well fed and watered and put up in a comfortable hotel for the night.

Early the next morning we travelled to their main combine harvester factory for a tour around a very impressive production line. Midday found us back at the airport, boarding the same aircraft that had brought us over.

The return flight was memorable for two reasons; the first being the 'plastic' lunches had no tools to eat with so we had to eat shredded carrot salad and smoked salmon with our fingers - tough! The second incident

occurred as we let down over the east coast to land at Humberside as our first stop - and we were left skimming the top of the stratus for fifteen minutes as apparently the military were exercising below us! Also, having landed at Humberside a long delay was caused by the pilot having to pay for his landing fees in cash, some \$450, and we had visions of a ship around before we could continue!

Finally we arrived back at Stansted at 15.15. having had a great trip. However, the point of telling you all this is to hopefully make up for the fact that I did not sit in the 'jump seat' as others have done before me and give you a blow by blow of the action up front! I thought you might like to know what it is like in the back for a change!

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Excellent condition
Hangared rigged from new.
Full instrumentation, strobe etc.
150 hrs.
£4500 - George Cole
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- * **MICROLIGHT Wanted**

Fist microlight - good condition
XL or Flash preferred but
anything considered.

Around £4000
May consider part ownership.

Tel. Ed. 0452.830951

INFORMATION SHEET

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is nearly 70 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 Aircrew, 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 0386.7525.229

Work 0386.7525.217

• Secretary John Hamer

Home 0452.700.314

Work 0242.277197

• 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

• Aircrew & Publicity - Annie Wales

Home 0452.760.341

• Special Functions Organiser - John Morris

Home 0452.780406

Work 0242.221311

• Fly-in Organiser - Tom Thomson

Home 0432.890759

• Other Useful People

• Inspectors

Dave Read 053181.245/0242.673361

John Hamer 0452.700.314/0242.533628

• Check Pilots

John Hamer 0452.700.314

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

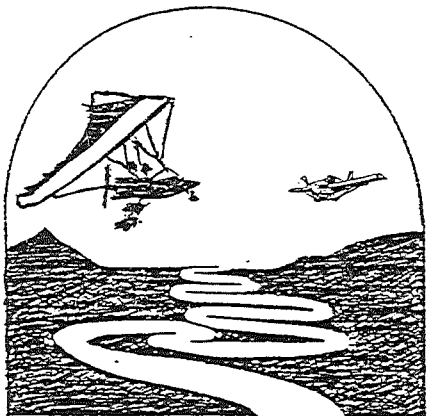
Avon Microlight, Long Marston, Stratford-on-Avon
0789.204010

Group D Aviation, Enstone, Chipping Norton
0608.678741

M4 Microlights, South Wanborough, Swindon
0793.790052

Sabre Airports, Shobdon, Leominster 056381.8168

Pegasus Flight Training, Long Newnton, Tetbury
0666.504032



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7 The Spinney
Hillcourt Road
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Severn Valley Microlight Club

December Issue 1993

News Views & Crewroom Gossip

Hatchet Job

News has filtered through to the editorial room that after years of hard work, frustration, Jess Hatchett has ultimately reached the summit of achievement and passed his GFT. Well done Jess. There is no stopping Jess now for we understand that he plans to enter the Round Britain race next June with Chris Wales. Although Jess doesn't know it yet, Jess's talk to the club on the event is planned for July!

Annual General Meeting

The Club's AGM will be held on 15th January at Hartpur House. This is your opportunity to have your say in the running of the Club. On the agenda that night will be :- Chairman's Report, Treasurer's report and election of Officers, Subscriptions for 1994, plus Any other Business ie what you want to say/know/do. You should note that all posts are up for elections so if you fancy getting on the committee then let people know. While you may think that the existing officers are entrenched, be reassured that they would be more than willing stand aside if a

volunteer comes forward. Remember the club belong to us all, without you all there would be no club, however if there is no one to organise there also would be no club.

New Year's Day Fly In

It is planned to have the usual fly in to Teddington Hands on New Years Day, ie Saturday 1st January. The plan is to meet at Woolstone at 11.30 am and then fly off to the field at Teddington Hands. Should the weather not be conducive then, the following day, the Sunday will be scheduled. Please phone Tom Thomson before 09.00 on 1st Jan to confirm - 0432 890759.

Editorial Changes

You may have detected a new style to the newsletter. Well you're right for this issue is produced jointly as part of the hand over from your editor for many year Annie Wales to Di Hayes who has 'volunteered' to undertake to duties of putting together this newsletter every month. In future, please address your articles, news, gossip etc to Di Hayes,

Clatterpark, Yarkhill, Hereford or phone her on 0432 890759. At this stage there is no intention of moving the deadline for copy. ie the second Friday in every month. To make the copy task a little easier, the word processing is going to be done in Wordperfect 5.1., so articles on disk in this format would be more than welcome. Mind you any articles in any format even on tablets of stone are acceptable, providing they are received before the deadline!

Open Evening

As usual an Open Evening will be held at Hartpury College on Wednesday 16th February. The intention of the evening will be to show the 'public' what microlights are all about. This will be done as usual via a slide & talk. Should you know anyone who is interested please encourage them to come along, for we are always needing new members! Starting after the Open Evening will be another course of ground school leading to taking the exams for the licence. On the Sunday immediately after the Open Night we also hope to have a open day/ fly in to show the 'public' the hardware.

On the limit

The angle of bank limitation on the Mainair Alpha has now been restored to 60°. Many years ago it was voluntarily reduced to 45° following a number of incidents involving loss of control possibly due to deliberate or inadvertent excursions outside the permitted bank angles. Mainair has now carried an extensive flight test programme with the agreement of the CAA to demonstrate the aircraft complies with the requirements of BCAR Section S Paper S855 which amends section S to require additional investigation of handling qualities of flexwing aeroplanes in respect of turn

reversals, high angles of bank, and combined lateral directional oscillations. The testing at Rochdale was validated for the CAA by the BMAA Chief pilot over skies of Gloucestershire earlier this year with some of our brave members in the back seat! You may have wondered why JH wasn't always flying his Mini Max! All those with Alphas should have been notified of this change, if not, they should contact the factory as they clearly have been omitted from Mainair's Aircraft Owners data base. There are new placards being issued to reflect this change and these are available free from the factory.

Winter Servicing

The winter weather may not be conducive to think about flying, but it does give one time and opportunity to service the aircraft for when the better weather arrives. Indeed it is time to liberally spray WD 40 around the place to prevent the ingress of the damp atmosphere corroding your valuable structure away. It is also the time to think about that top end overhaul/ decoke and do those hundred & one other little jobs. If you should be lucky enough to get flying remember that damp winter conditions are just the thing for carb icing.

Mini Max's Agent

Sadly we hear that Peter Harvey, Mini Max's UK dealer, is terminally ill with cancer, and naturally he has decided to give up his business. Mini Maxs will however continue to be promoted in the UK by our own John Hamer until the American manufacturer TEAM appoint a new agent. John has also undertaken for Peter to sell Peter's remaining kit and the aircraft he has just completed. Currently the aircraft is in a trailer outside John's front door awaiting further flight tests. If

you are interested in acquiring a Mini Max either in kit form or completed then contact John on 0452 700314.

Rotaxed

Sources close to the editor, have ascertained that Don Law has undergone the treatment. The treatment? Yes, he has undergone & survived the comprehensive, arduous and mind blowing Rotax engine course. So why is it of interest to me you, may ask? Well Don having now learnt the secrets of those little reciprocating devices that keeps us in the air, will, for a fee, apply the magic to your device to ensure that it keeps you in the air.

Redland's Brown Objects

Who is Brown & to what does he object? Well sources have reported that a certain person's airfield is once again being insidiously sabotaged by an underground organisation. This guerilla warfare campaign was reported previously in this newsletter, and it was inferred that the humans had won. Not so, apparently, for the aliens have returned and brown objects (not pilot created) have appeared all over Redlands runway. Those of you versed in history will recall that one King Charles, (not the future one, but one long ago before the days of microlights) was brought down by the same and killed when his steed toppled over as a result of the same brown objects. So be warned when landing at Redlands, watch out for brown objects else you too could be consigned to history!

Clash of the Titans **By John Morris**

The skittles match with Aerolite duly took place on 26th November with some fifteen members from each club taking part, though why our

Chairman wishes mention of the affair here the writer cannot imagine, since it can only add to our humiliation and boost their egos. They won - again - and not just the match itself but also the raffle AND the "killer" session afterwards!

Nevertheless it was a very enjoyable evening and Aerolite deserved their hard-won - but close - victory. Would we have won if Tom Thomson hadn't played left-handed? - er - no! - but well tried Tom. You'll be ambidextrous yet!

Don't bother practising for the next clash - it won't be skittles. A venue near Worcester has been suggested for some "executive games" including go-karting!! Details in due course.

A Moonbow **(or Is Andrew Hallucinating?)**

By Andrew John

We have all seen some kind of strange cloud formation or sky-state which we recall when asked about such things, but every once in a while, usually be sheer chance, the more extraordinary occurrence has been seen. This is an account of such an event and one you will probably never see or imagine could even exist - so read on!

Monday 29th November 1993 was a foul day; gales and torrential rain spread north-eastwards from the western approaches. Through this appalling weather, I drove north from Cornwall to Devon, over Bodmin Moor, to stay with friends at Slapton, overlooking Start Bay, at their farm on the coast. I arrived in the dark at 6 p.m. and the storm continued to rage well into the night. Around midnight, before turning in, I walked the dog, only to find that the weather front had passed, the wind had veered and the air was crystal clear with a full moon illuminating chubby cumulus

clouds scudding across the starlit sky. The contrast was quite amazing.

in bed later I fell asleep looking out over Start Bay with this brilliant illumination overhead as the full moon began to wane.

~ Around 4.30 a.m. I woke and looked out to check the weather to find greater cloud cover and about a mile out to sea I could see a dark cloud mass reaching to the water indicating a heavy squall passing through - but etched against the dark greyness was the magnetic curve of a silver-white rainbow!

For several minutes I watched this unmistakable shape hanging over the water before it gradually faded away.

Later I awoke to brilliant sunlight flooding into my room and began to analyze what I had seen earlier, concluding that I had indeed witnessed a Moon rainbow - a Moonbow! Thinking about it of course all the necessary meteorological conditions exist on a bright night for such a thing to occur except that the moon reflects the sun's rays which have been diffused on its surface and have therefore no prismatic colours, only white light which is reflected and refracted by the raindrops. In fact, as if to demonstrate that fact, as I left at about 10.30 a.m., another squall passed through and produced the real thing arching over the farm in all its iridescent beauty.

If you too have ever witnessed something unusual, why not tell us about it?

Ed. comment: I think it was an omen Andrew - the fairies are after you, beware!

Visits to and by the Met Office

Following mention of these at the Club evening in November, it can now be confirmed that Neil Price

from the Bristol office will come to speak to us at the April '94 meeting - (the AGM and Open Evening must come first!)

We can also go to the Bristol office in groups of about twelve any evening in late January. If you are interested, please contact John Morris before the January meeting, where arrangements can be confirmed.

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Annie Wales

After six years in the editors chair and producing nearly 70 odds Aircrews, Annie is departing this land for the colonial outback of that former penal colony, Australia. (The things one has to do get off the committee!)

We cannot thank her enough for all the time and effort she has put in over the years to get the newsletter to you every month and on time. We are indeed in her debt. We wish her all the best for her year's sojourn in the outback and look forward to her return when doubtless she'll tell us all about it. Annie - we've booked a lecture slot for your return in Jan 1995!