

# Severn Valley Microlight Club

January Issue 1994

## News Views & Crewroom Gossip

### It never rains....

The current weather is probably the number one topic among flyers at the moment. Well the opportunity is being taken by SVMC members at the end of the month to visit the weather centre in Bristol to find out what happening. Those that don't go on the visit won't miss out as Neil Price from the Met Office will be visiting the club to give a talk on Weather in April. Perhaps we'll find out where all the rain has come from.

### Floats on aircraft?

The current weather must give rise to the thought of fitting floats to your trike. Well, Mainair did that sometime ago on an Alpha for an overseas customer and found some strange effects. The torque effect on the take off run tends to skew the trike sideways which we understand can be interesting.

### Waiting for Take Off

Someone who has been waiting for the good weather is Ken Cole, for after slaving away for a number of years, his MW6 is now complete and has been cleared for its first flight. Unfortunately the weather has not been so obliging. His first flight is scheduled to be in the capable hands of Eddie Clapham at Over, but when this will occur is anyone's guess as the field is currently a sea of mud and the MW6 doesn't have floats. In the meantime Ken has started his conversion training at Long Marston in a 'Sugar Bag'- otherwise known as an AX3.

### Severn Bore

Whilst on the subject of water, one of the more spectacular sights from the air is the Severn Bore. There are several this year that might suit the weekend flyer. The first being on Saturday & Sunday 29th & 30th January. The times at Minsterworth being 09.04 & 09.42 respectively. The next weekend ones are in February, ie Saturday & Sunday 26th & 27th at 08.05 & 08.46 respectively. Of course you don't need to view it from the air as there are many viewing points along the bank. If you do go flying watch out for other aviators, particularly the Central News helicopter which usually turns out for the more spectacular bores.

### Auntie 'Di's' Column or Letters to the Editor

Under the new editorship, Auntie Di seeks fan mail to entertain her and enlighten her evenings. In brief if you have an idea, a point of view or just a general moan, why not put it down on paper or disk (she's into advanced stuff you know - Wordperfect 5.1!) and send it to her. Di Hayes, Clatterpark, Yarkhill, Hereford, HR1 3ST.  
Tel No: 0432 890759

### Annual General Meeting

The agenda for the Annual General Meeting to be held at Hartpury College on Wednesday 19th January is as follows:-

Chairman's Report  
Treasurer's Report including adoption of accounts - see elsewhere in this newsletter

Budget for 1994 including  
 membership fee  
 Election of Officers  
     Chairman  
     Secretary  
     Treasurer  
     Training Officer  
     Airscrew Editor  
     Events Officer  
     Airfield Officer  
     Safety Officer  
     Special Projects  
 Any Other Business

It should be noted that all the committee except the Safety Officer are prepared to be re-elected if a) proposed b) there are no other willing volunteers & c) they are suitable bribed. If however you feel you want to help the club why don't you stand for election, the current committee will be only too happy to let new faces take over. Vic Booth though has definitely decided to stand down after a number of years service on the committee. We owe him a vote of thanks for all the work he has done for the club in particular for looking after Woolstone and making it a safer place to fly from.

### 1993 Accounts

A summary of the accounts for 1993 prepared by Dennis Beale is printed on the back of this newsletter. This shows that we are still solvent but Dennis will explain it all at the AGM.

2 + 2 = 5 or was it 6? Last year it was 4, but then Dennis always makes a profit, sorry surplus over income.

### Open Night

As has been the practice for the a number of years now, the club will be holding an Open Evening on Wednesday 16th February to inform the general public and anyone else about microlighting, and of course they would also like recruit new members to the club. There will be a slide presentation by John Hamer followed by a film of what a flight in a microlight is like. Please spread the word around and bring

along anyone that may be remotely interested. It was noted that last year by far the biggest response to the event was by personal invitation from members - so get canvassing. A poster is included in this newsletter. Please put it up at work etc to draw attention to our event.

To complement the Open Evening, it is planned to hold an Open Day on the Sunday following to show off the hardware. This is most likely to be held at Over as at least the public can see the hardware even if the weather is not conducive to flying. Fuller details will be published in the next newsletter and will be announced at the Open Evening.

### Training

The next session of ground school will begin on Monday 21st February and will cover all the subjects & exams required for the PPL(D). The first subject to be covered will be Technical. Those interested in either taking the course and/or the associated exams should contact Bill Austin, tel no 0242 515064.

### Flight Testing

There is a RAeS lecture by John Farley, ex-BAe test pilot, at the Nuclear Electric Conference Centre, Barnwood at 7.30 on Thursday 20th January. Tel 0452 711428

### Communications

Electronics wizard Ges Hatchett has branched out from his normal radio & TV business and gone into the micro-communications business. He has become an agent for Lynx Systems and promises that he can do special deals for club members. Phone Ges on 0452 331335/414992 (Wk/Hm) for more information.

### Programme for 1994

Wednesday 16th February - Open Evening  
 Sun 20th February - Open day  
 Monday 21st February - Ground School starts

### **Programme for 1994 - Cont'd**

Wed 16th March - Building your Own Flexwing - John Hunt

Wed 20th April - The Weather by Neil Price from the Bristol Met Office

Wed 18th May - Building a Rans S6 - John Dance

Wed 15th June - Expedition to the Never never land - Don Law

Wed 20th July - The Round Britain Race - Ges Hatchett

### **Articles Wanted**

The editor advises that unless articles for the newsletter are forthcoming then you may find newsletter reduced to cooking recipes like:-

Take 50 parts light hydrocarbon oil, place in suitable size container and add 1 part synthetic oil. Shake the two to ensure thorough mix. Decant into suitable container.....

As you see such recipes can be a bit tedious, so lets have your articles instead.

### **Peter Harvey**

It is with great sorrow that we have to announce that Peter Harvey died on last Friday (14th Jan) after developing cancer at the end of last year. Peter was well known to many club members for it was he that introduced the Mini Max into the UK in the late '80s and a couple of years ago came and told the club about his efforts. Thanks to his encouragement there are now fifteen Mini Maxs flying in the UK with another 30 odd still on the bench. To his credit Peter did in fact build two Mini Maxs, the first being destroyed by fire while still in its trailer. The second one he built in just 9 months, and he only managed to get its maiden flight in before finally falling ill. His enthusiasm for the little aircraft and the help he gave to all builders and anyone that was interested in it, will be sadly missed. Our sympathy goes to his wife Kaye.

### **Redlands**

There is no news from the Swindon area as our intrepid reporter is skiing - snow skiing that is, not water skiing. He could have done that down his runway but that wouldn't have been so much fun, and anyway his moles wouldn't have appreciated it.

### **Adverts**

**Wanted** very small lifejackets

- R Moles 0793 740854

**For Sale** one Mini Max G-MYLB & trailer. Also one kit - John Hamer - 0452 700314

**For Sale** Mainair Sorcher G-MNDD - Ges Hatchett 0452 414975 - Owner needs money to buy something silly ie a Hornet Raven!

**Wanted** Microlight around £4000. Prefer Alpha but anything considered. Would also consider part ownership. Contact Ed Wells on 0452 830951

**Wanted** office desk, chair and filing cabinets. Ring Andrew John on 0386 725229

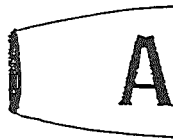
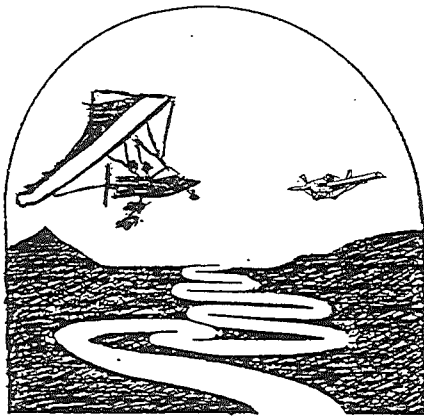
### **Your Story**

This space was specially left for your latest piece of news, gossips or adventure. Regrettably it didn't arrive at the newsdesk in time for publication. Please don't delay sending in items in future, we can't always reserve space and any way our readers don't like blank pages. Sorry about the following blank space but you know whose fault it is - YOURS.

SEVERN VALLEY MICROLIGHT CLUB - STATEMENT OF ACCOUNTS

<u>INCOME</u>	<u>1993</u>	<u>1992</u>
Subscriptions	2,215.00	1,995.00
Raffle Profits	407.66	353.97
Bank Interest	0.45	9.75
Building Society Interest	75.44	0.00
Ground School	278.01	73.32
Licence Renewals	33.00	36.00
Profit from Map Sales	0.00	3.30
Fly-In Barbeque	16.30	0.00
Sundries	13.40	0.00
	<u>3,039.26</u>	<u>2,431.34</u>
 <u>CURRENT HOLDINGS</u>		
Building Society Deposit	1,512.94	1,000.00
Bank Deposit	99.53	78.78
Petty Cash/Stampes	17.33	31.44
Less 1993 Memberships	0.00	- 55.00
	<u>1,629.80</u>	<u>1,055.22</u>
 <u>EXPENDITURE</u>		
Woolstone Rent	1,440.00	1,440.00
Woolstone Upkeep	142.50	66.00
Club Insurance	125.00	85.00
Donations	101.37	36.50
Meeting Room Hire	141.00	117.00
Postage	21.92	N/A
Airscrew Costs	183.02	184.38
Wings	0.00	101.00
Christmas Party Costs	205.63	250.00
Membership Card Printing	71.04	0.00
Slides for Talk Evenings	20.25	82.72
Glebe Farm Plans Preparation	12.95	0.00
Open Night Equipment Hire	0.00	20.00
Fly-In Food and Drinks	0.00	26.78
Misc. Copying and Flip Chart Pens	0.00	10.89
Excess Income over Expenditure	574.58	11.07
	<u>3,039.26</u>	<u>2,431.34</u>
 <u>END OF YEAR BALANCE</u>		
Balance Carried Forward	1,055.22	1,044.15
Excess Income	574.58	11.07
 <u>CARRIED FORWARD</u>	<u>£1,629.80</u>	<u>£1,055.22</u>

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## News Views & Crewroom Gossip

### Airborne At Last

After months of waiting for the right weather, Ken Cole's MW6 finally took to the air on Monday 31st January in the capable hands of Eddie Clapham. This flight represented the culmination over three years work. Better was still to come though, for the following Saturday, Ken himself flew his pride and joy. Well done Ken, we look forward to seeing you around the fly ins this year with your new creation.

### Severn Bore was a Bore

It was reported in the last newsletter that one of the sights to see from the air was the Severn Bore. The first scheduled one this year was over the weekend 29th/30th Jan. This time the event turned out to be a bore. One of our intrepid aviators did get airborne to witness this non event. Non event? Well there was too much flood water in the river to make a significant wave, and indeed those that went to Over Bridge didn't notice it at all. The next 3 star bore is scheduled for the end of February ie Sat /Sun 26th/27th at 8.05 & 8.26 (times at Minsterworth) - hopefully this time there will be something to see.

### Richard Passes

Too late to make last month's newsletter was the fact that Richard Webb after much perseverance and ill fortune has finally over come all the obstacles and passed his GFT. Well done Richard.

### Another 'Furry' Story

We have all heard of the saga that Don Law is having with his moles, well other furry creatures are plaguing John Hamer. All this wet weather has lead his rabbit population to seek drier quarters. Yes they've moved into his hangar and are modifying the floor to

their requirements. Talking of modified floors and the wet weather, the hangar at Over was two inches deep in water the other day as the surplus water from the field drained through the hangar. It was now rumoured that Robbie was offering seaplane hangarage at no extra cost!

### Pilot to Co-Pilot

If any members of the club wish to purchase or require information about the "Lynx Micro" Communications Systems, they can do so, and obtain all or part of the system at very good prices by contacting Ges Hatchett on 0452-331335 or 414992.

### Don's Skiing Saga

In the last newsletter, the comment was made that Don Law was more fortunate to go snow skiing, rather than stay at home and water ski down his runway. In the event the comment could not have been further from the truth for during skiing his wife Jane had an accident, breaking her knee and tearing all the associated ligaments. This curtailed the skiing somewhat, necessitating Jane being flown home. The repair time is forecast in months, thus Don has now become a house husband. Get well soon Jane, we want Don back!

### Something Different

A new type of craft is scheduled to appear on the Club scene this year for Ges Hatchett has done the silly thing and bought a Hornet RSZA. What that? That's one of those side by side seat trikes under a modified Raven wing. Look forward to seeing that around the fly ins, it is certainly something different.

### Skittles Evening

Our club has been invited to compete against the Sabre Airsports Club, based at Shobdon, in a grand

skittles match. Venue is The Corners Inn, Kingsland, near Shobdon on Saturday the 19th February at 7pm. Those interested should ring Tom or Di on 0432 890759. I understand that there will be a few making the trip.

### **Bristol Weather Centre**

The visit to the Bristol Weather Centre described elsewhere in this issue was in fact oversubscribed. John Morris has already sounded out our host, and another visit can be arranged - the suggestion is for late March. Please contact John at home on 0452 780406 as soon as possible.

### **Dates for the Diary**

Two fly ins worth going to are the show at Weston Park over the Easter Weekend 2nd/3rd April and the Trade fair at Popham on 30th April/1st May. The Weston Park fly in is run by the Midland Microlight Club and pilots always get a good welcome including being fed. In addition there are a lot of other attractions to see. Popham is the first opportunity to see what all the microlight manufacturers have been up to during the winter. Details of the club fly-outs to these two events will appear, along with a fuller events diary for 1994, in the next issue of *Airscrew*.

### **Membership - 1994**

You are reminded that if you haven't done so already then your membership fee is due for 1994. The fee is still only £30 and should be sent to Dennis as soon as possible, in any event not later than 1st March otherwise you won't get the next newsletter. If you don't rejoin then this is your last newsletter.

### **Annual General Meeting**

#### **Chairman Report**

At the AGM, Andrew John gave a report on the years activities. A summary of this report follows:-

**Introduction.** 1993 has been a very active year in many ways for the Club with an increase in membership and several new aircraft appearing including homebuilds. The weather latterly has inhibited flying somewhat with many sites remaining waterlogged even in flyable conditions.

**Membership.** We ended the year with a record number of 76 members including for the first time model aircraft flyers as full members who also use our airfield at Woolstone.

**Training K Flight.** Thirteen students started Ground School last February under Bill Austin's direction and tuition with the able assistance of volunteer lecturers from Club members. Final overall pass mark averaged 88.14% - a creditable effort for all concerned. Thanks also to Don Law for his invigilating. General flying tests were taken and passed by five members: Ges Hatchett, Dave Garrett, John Rendell, Neil Duncanson and Richard Webb. Congratulations to you all. Five members also passed the Radio course during the year and our thanks go again to Jenny Lyons and her team for their facilities. We are also grateful to the VMCC for the use of their Clubhouse at Staverton for the training sessions.

The training programme represent the biggest activity in our annual programme and is totally self financing. Bill should feel justly proud of his results.

**Finances.** Our financial situation is sound thanks again to Dennis Beales's tight control of the budget.

**Monthly Meetings.** We have now been holding our monthly meeting at Hartpury College now for over 18 months. Our thanks goes to the Principal, Malcolm Wharton. Attendance at these meetings has improved significantly, due partly to the pleasant surroundings but also to the interest shown in the talks that have been arranged. Last years programme was very varied, and after the February Open Night, the talks that followed included:-  
March - 1988 Round Britain Rally - by John Hamer

April - The AX3 by Bill Sherlock

May - Learning to fly a Helicopter by Bill Austin

June - Building a Minimax by John Hamer

July - Another French Experience by Don Law

Aug - US Aerospace Museum - Slide presentation and A Year on the Farm film by Andrew John

Sept - Morris Lubricants by Mr Simpkin

Oct - Microlight over Rumania by Trevor Cale

Nov - Malvern Spitfire Team by Dilip Sarkar

Dec - Christmas Social function

**Social Events.** Events included a return skittles match against Aerolite, an excellent evening spoilt only by the final score - yet again! In addition there was a repeat of last years Christmas

social evening which again was much enjoyed by everyone who was there.

**Airscrew.** After six years Annie Wales resigned her editorship of our monthly Newsletter in order to visit Australia on a one years' teaching exchange. We are much indebted to Annie for her hard work and the success she achieved in keeping us all 'in touch' with what is going on both inside and outside the Club. Follow that - as they say, but undaunted, Di Hayes has volunteered to take over the post, ably assisted by Tom Thomson. Thank you, Di.

**Woolstone.** As expected in a particularly unsettled weather year, movements at our Club air field are down. This is also partly due to the removal of the two hangars following an unsuccessful appeal over the planners decision to have them removed despite the efforts of Graham Arthur & Vic Booth to convince them of their error. The airfield itself still has planning permission and for this reason remains a valuable asset. The committee have actively investigated in great detail three alternative sites with potentially better facilities. Regrettably all were rejected on either safety or cost grounds. We shall continue the search.

**Safety.** It is good to report no incidents at Woolstone for another year. As Safety Officer Vic Booth has watched over the Club with much dedication over the last few years, but is now standing down and we are very grateful for the work he has done.

**Fly Ins and Outs.** As usual Tom Thomson had a full programme decimated by the weather but he persevered and arranged some enjoyable events including an 'Abridged' Aerial Treasure Hunt, a visit to Woolstone by Solar Wings to try out the Quasar and Quantum, visits to Shobdon and Milsom and the Bob Hind's Fly In and BBQ. Other events included a memorable flying visit to RAF Lynham where in return for trips in microlights, the RAF took members aloft in one of their C130 Hercules opening the rear door to improve the view. The Club also supported two local functions, the Hartpury College Open days where sadly only the Saturday was flyable. The other was at Hucclecote on the old Gloster Aircraft airfield where a Giant Teddy Bear's Picnic was held in late September to raise funds for the Pied Piper Appeal. Chris Wales's fund raising for the same

charity has now reached £1,800 - a wonderful effort.

**Competitions.** Though there were no entrants in any national competitions at least two members are preparing for the 1994 season - good luck.

**Home Builders.** There were two completions in 1993, Ken Cole with his MW6 about to take to the air anytime now, and John Hamer's Minimax resplendent in it's distinctive Red Arrow colours. Still on the stocks is a Rans ESD6 being patiently constructed by John Dance and Peter Lewis and two MW6s of Brian Gilmore and Colin Davis. Constructing and then flying your own aircraft gives the builder the enormous satisfaction. There were however no new starts during the year.

**New Aircraft Types.** Club members own some twenty different types, with the majority being flexwings, however three axis types are on the increase thanks to the homebuilds. Two additional aircraft types recently acquired are a Quantum by Steve Tandy & a Chaser by Robbie Keene.

**BMAA.** The year saw the departure of Brian Cosgrove, the BMAA Chief Executive. Many tributes were paid to him including from the club for without Brian's considerable dedication, determination and tenacity we would not enjoy the freedom of the sky that we do today.

**Poser Award.** Each year the committee select a Club member who they feel has done more than most to cover themselves in glory but at the same time earned the considerable respect of their fellow members. This years winner is the intrepid Trevor Cale who was the first to fly a British microlight in Romania. Unfortunately Trevor has been away in the Far East so is unaware of the award which on his return will be given to him with the due ceremony it deserves.

**Finally.** My thanks as always to members of the committee who not only make my job easier but more enjoyable. Safe flying for 1994

#### **Treasurers report**

The treasurer went through the figures published in the last issue of the newsletter. He pointed out that the newsletter was highly subsidised thanks to various 'friends' of the clubs and didn't reflect the real cost. In addition in answer to a question he did agree that the cost of the Club airfield at Woolstone airfield did

represent a disproportionate fraction of the Club's annual expenditure. It was however pointed out that it was the general view that the Club required an airfield, but it was acknowledged that facilities were lacking at Woolstone following the hangar planning rejection. For this reason the committee had seriously investigated three alternative sites during the year but regrettably these had been rejected on grounds of cost or safety.

#### **Committee Members**

All last year's committee members that were willing to stand again were unanimously re-elected with no other nominations being made. The post of Safety Officer, made vacant by Vic Booth's departure was filled by Cliff Hannam. A full list of the Committee is given on the information sheet on the back of this newsletter.

#### **Ground School**

A new approach to the Ground School instruction is being taken this year with Bill Austin doing all the lecturing. Bill has spent a great deal of time over the winter months developing the lectures which are now all supplemented by overhead slides and test papers. Those wanting to start should contact Bill as soon as possible as the ground school begins on Monday 21st February.

#### **Open Day**

The come and look at the hardware day will be held at Over on Sunday morning 20th February. All are invited. Those intending flying in should check the airfield state for at the time of writing conditions at Over are more conducive to mud skiing than to flying.

#### **What to Check**

**by Cliff Hannam**

Being an optimistic lot, we always put our aircraft away following our last flight fully intending to fly again tomorrow, or next weekend. Because of this, I don't suppose many, if any, of us follow the recommended laying-up procedures regarding our engines when they are left for any length of time. Therefore, when we get caught out with a long period of inclement weather, as we have experienced over the last two or three months, there are a few things to consider before flying again.

Unless the engine has been started and run up to temperature regularly, have the bores and

bearings drained dry? Is there any oxidation on the contact breaker points? Has the fuel gone stale in the tank, fuel lines and pump, or the petrol evaporated from the carb leaving oil to go waxy in the jets or filters?

Tanks should be drained and refilled with fresh fuel - remember two stroke mixture has a very short life at best. Flush the fuel system and carb through with fresh fuel. Pull the engine over several times to wet it out before switching on the ignition and starting the engine. Let the engine warm through on a fast tickover, and then increase the revs and hold, to check intermediate and full power, and then back off to ensure a reliable tickover. Repeat these power checks until you are satisfied that all is well.

Be sure that the aircraft is securely tethered during the power checks and keep one hand on the ignition switch should it be required in a hurry. Chocking the wheels with half bricks against the tyres is not suitable and can lead to some rapid and involuntary taxiing. A wingless trike jumping the chocks on full song makes quite a good dragster - not to mention an excellent greenhouse dismantler. When eventually the flying does commence, be aware of the freezing and icing conditions that prevail at this time of year, not only with carbs and flying surfaces, but less obviously perhaps with control cables. These will freeze solid quite readily if they have any moisture in them. If in doubt, run them through with WD40 to remove any dampness and follow it up with some light oil. A student pilot friend of mine experienced this problem whilst building his solo hours. After taking off and climbing out, he found that his throttle had frozen in the open position and after a rapid, bar in, circuit, he positioned himself just downwind of the threshold at about 800 feet, switched off the ignition and managed to make a successful landing back on the runway. A good result - but make sure that it doesn't happen to you.

#### **The Men Upstairs**

**by Dave Steade**

Thanks to the efforts of John Morris, Thursday 27th January saw about 15 of our members making their way down the M5 to visit the Bristol Weather Centre. The venue seemed particularly apt for that evening as the weather conditions

were fairly atrocious with high winds and squally. showers making the drive down to none too pleasant.

By the time my colleagues and I arrived, the rest of the crew had already made themselves at home in the local pub. After joining up we made our way to the Weather Centre, which is situated fairly centrally in Bristol. The outside of the building did not look too inviting but judicious use of the door bell brought our host to the door. The Weather Centre itself is housed on the sixth floor predictably next to the roof. The rest of the building seemed somewhat dilapidated and run down and had obviously seen better times, with the typical government security status notice still in the foyer.

After we had taken our seats in the small briefing room, a short video produced on behalf of the Met Office preceded an intriguing talk by our host, Mr Colin Hurst, on the weather centre and its services, the main points of which I will attempt to cover.

Historically, people have kept records of the weather for generations, but the information is only of real value if one can predict the future weather. At the beginning of this century mathematical systems of predicting the weather had been proposed, but the enormity of the calculations involved meant that it was a totally impractical proposition. Therefore, up until recent times, all weather forecasting has been based on empirical methods and assessing weather patterns.

Nowadays with the aid of super computers that process millions of calculations per second, mathematical methods of prediction are used and the meteorologists use a global computer model based in Bracknell. This enables the Bracknell centre to model the entire global atmosphere and it is these weather reports and weather forecasts that are regularly shown on our television when the weatherman utters the famous line "and now we will run the computer predictions."

Obviously to be able to compute a global weather forecast the computers need to know the conditions from which to start. To do this weather stations from all areas of the globe take readings of the atmospheric conditions and send them in an internationally agreed coding to all other stations involved in weather prediction.

The objective is to have atmospheric readings for the entire globe at 100 km intervals over its surface and at various levels through its atmosphere. These readings come from many sources, balloons, weather ships, weather stations, observatories and most importantly, in recent times, satellites which give vast quantities of information.

We were now sufficiently informed of Colin's knowledge of the intricacies of weather forecasting, to be treated to the highlight of the evening - a trip to the roof top instrumentation.

With the near freezing temperatures and a 30 knot wind, this was a real treat!!.

On the roof of the weather centre was the familiar white painted slatted box with the basic instrumentation. However, all the readings apart from cloud cover are taken at Bristol automatically every minute via a computerised system, and includes temperature, wind speed, wind direction, relative humidity and atmospheric pressure. The only manual reading that needs to be taken is an assessment of cloud cover, and this is done using the Octars system of one eighths. To obtain this reading the computer system which is religiously taking automatic readings every minute, alarms the duty personnel at ten minutes to the hour to take their visual cloud cover readings and enter them on the records. All the readings are then digitised into the international standard code and faxed or telexed around the world to the various other computing and weather stations requiring the information. Thankfully after about ten minutes of climatic purgatory we were allowed to descend into the relative furnace conditions of the weather room, where the personnel on duty for that evening and the computer displays were housed.

The Centre by itself of course is unable to forecast the weather in any way from its own observations. Their job is to contribute to the vast bulk of information being fed into the super computer at Bracknell. This computer in turn enabled the computer link at Bristol to access the final weather reports and weather predictions. These predictions were displayed on a high resolution colour graphics screen and enabled the Bristol centre to select, from the several menus available, different types of

information including real time information of weather conditions across the world and forecast conditions for the areas of interest. Additionally, the information could be presented in various ways with colours and other enhancements to indicate cloud cover, rain conditions, storms and temperature etc. On this evening, apart from our host, there were two other people on duty, however, it was explained that during the night the centre is usually staffed by one person. Although the personnel are presently Civil Servants this particular centre is run under a self financing system and they sell their weather prediction services to various people including local authorities, farmers, event organisers and at the time we were there, to the Severn Bridge operators who had closed the bridge earlier in the evening due to high wind speeds.

Some of these predictions can save huge amounts of money. It is particularly important to local authorities, for instance, to know which roads will be effected by low temperature conditions enabling the authority to predict in detail which stretches of road need salting and those that can be safely left. Farmers can also save money in selecting appropriate times for crop and ground treatment, so that subsequent rain storms or dry conditions do not make their work useless.

At the end of the evening we had to ask the inevitable question - how accurate are weather forecasts? I must say our host replied with remarkable frankness. His view was that up to two days, accuracy was quite good, up to four days was possible but with a much greater degree of inaccuracy, but after four days you may just as well flip a coin. He also had interesting views on the current alarmist theories and predictions on weather changes. His view was that global warming was not a probability and that we were currently experiencing only the normal cyclic conditions which have occurred throughout history. All in all it was a very enjoyable insight to what is obviously an immensely absorbing and sophisticated science. It just goes to show that there is more to it than standing in front of a map in a short skirt.

### **Log Book Reflections 1993-** **by Anon**

March brought an invitation from

Graham and Judy Pritchard for club members to attend their fly-in near Hay-on-Wye on the 27th and 28th. As the forecast was not too promising for the Sunday, Saturday appeared to be the day to go. A quick call to two other pilots soon organised a rendezvous at Haywood so that we could all fly in together - not all in the same microlight you understand - but each in our own. This we did, and a most enjoyable day ensued. Going on the Saturday proved wise, as the weather deteriorated overnight, and the Sunday was less than ideal. Several of the hardier members did fly to Graham's in the strengthening winds on the Sunday, but some elected not to land there due to the degree of turbulence that prevails around that location in certain conditions.

Fresh winds were again the order of the day, when, on the 22nd of May, the 50th Anniversary of Sleep airfield was celebrated, and our club was invited to attend. The visibility that day went on forever and the flight up and around Shrewsbury was absolutely brilliant. The circuit upon arrival was quite busy, with many GA already landed and parked. Disappointingly, we were the only two trikes (and SVMC members) in attendance. Nevertheless, we were made very welcome. Almost as welcome as we made the very full English breakfast with which we were plied in the clubhouse soon after booking in and being presented with our attendance mementos. An impressive flying display took place early afternoon, following which Tom and I departed in the first available slot, setting course for Gordon Faulkners field at Otherton for a refuelling stop. We dropped in to the warmest of welcomes from Gordon, who, despite being very busy that afternoon, rapidly organised a couple of jerry cans of fuel from a local petrol station to see us on our way. (Gordon advertises that he teaches from a 25 acre lawn - it is exactly that - a sight to behold.) By now it was early evening and the wind had dropped to zero; we bid our farewells with an invitation to call again and headed for home. Most of us have experienced smooth flights on summers evenings, but the air on that evening was completely still, almost eerie in that the trike and wing were totally motionless in relation to each other. My one memory was of seeing smoke from an industrial

chimney near Hereford going straight up in a fine, undeviating column and terminating in a 'mushroom' at the inversion layer. A holiday in June took me to Portugal which enabled me to do some 'different' flying from Gerry Breen's site at Lagos, where the flying conditions and scenery are spectacular. I took this opportunity to do Gerry's advanced flying course, a terrific experience from which a lot of confidence and knowledge was gained, particularly with thermal and mountain flying, cross wind, rough terrain and forced landing techniques. Out there, you don't have the luxury of fields to land in, but "landing sites", areas you wouldn't consider at home perhaps, but in an emergency, its nice to know what the possibilities are. Gaining the extra benefit of just a little of Gerry's vast experience and expertise is an asset I would recommend. If nothing else, it could reduce your "pucker factor" on occasion.

On Friday 6th August, SVMC and Shobdon microlighters were invited to fly to Hardwick to assemble for a mass exodus to the Welsh coast. The purpose of this was to join the Ceredigion club for a long weekend of flying, to open their new airfield (which was subsequently lost to a wind farm, although they are now working on an alternative) Unfortunately, I was unable to join in on the Friday, but Saturday dawned bright and clear, and so a belated departure was made in company with a Quasar- flying club member. A pleasant if bumpy flight was made as far as Langorse Lake, but after passing the lake, our groundspeed was obviously slowing due to the strengthening headwind; despite being halfway on track, we were getting behind on time, and so after a fuel calculation, we reluctantly decided to turn and fly home with the wind. Initial disappointment abated when we later learned that those who were already at Ceredigion were grounded all day on Saturday due to severe storms and heavy rain.

Far from disappointing was the day in August when we were guests of Don Law for his outing to Lyneham. A group of club members left Over Farm together, and when we arrived in the Redlands circuit, I was surprised at how many aircraft were already on the ground, and we were far from the last to arrive for what was obviously a popular day out. After a thorough briefing on

the flight plan and airfield procedure at Lyneham, we took off and flew en masse into Lyneham - on enough tarmac to last a lifetime. During the day, a tour of the radio and radar rooms proved very interesting, as was the control tower itself. A tour and 'hands on' examination of a parked Hercules was then followed by a half hour flight in another, around the Wiltshire countryside. The highlight of this flight for me was being invited by the pilot to stay in the cockpit for the landing, a terrific experience that you don't get the chance of every day. Other shorter, but as memorable, trips were the Sunday fly-in and lunch at Shobdon; Bob Hinds fly-in, barbeque and swimming party at Newnham; the club treasure hunt which took us around Ross, Ledbury, The Malverns, Bromyard, and Tewkesbury, finishing at the club field at Woolstone.

### Adverts - For Sale

**Mainair Scorcher** G-MNDD Rotax 447, long range tank and current permit. Superb flyer and excellent value at only £2250. Don't take my word for it, ask Don Law how it flies. Ges Hatchett 0452-414992 (evenings)

**Pegasus Q462** G-MWIR 88 hours, one owner, well maintained, kept rigged, engine just serviced, carb heat, full instruments, regulator, yellow trike with yellow/white wing, trike cover and trailer £5950.00 Jon Seddon-Harvey 0989 65422

**Quasar 503** G-MWJI 165 hours, current permit, £8200. Brian Crockett 0432-271673

**Mainair Flash 2A Parts** Rear Seat Steering, complete £75. Newton pusher propeller 60" x 42" from 503 single carb Rotax. Good condition. £60. Dave Steade 0905-820598

### Adverts - Wanted

**Icom** Radio A2 or A20. Cliff Hannam 0594-842729

**Microlight** around £4000. Prefer Alpha but anything considered. Would consider forming syndicate with one other person, ie half share. Ed Wells 0452-830951

# Severn Valley Microlight Club

## Information Sheet

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is over 70 strong with the majority living and working in and around the Cheltenham and Gloucester area. More than 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 at Woolstone, which is 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 of 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 the Club airfield at Woolstone.

Ground School Training in Air Law, Met, Navigation, Technical Knowledge & Human Performance Limitations for the PPL(A) Group D exams.

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

Affiliation to the British Microlight Aircraft Association (BMAA)

Advice on all aviation matters including aircraft purchase.

### Committee Members

**Chairman - Andrew John**

Home 0386 725229

Work 0386 725217

**Secretary - John Hamer**

Home 0452 700314

Work 0242 277197

**Treasurer - Dennis Beale**

Home 0452 750424

Work 0272 543217

**Safety Officer - Cliff Hannam**

Home 0594 842729

Work 0242 228454

**Training Officer - Bill Austin**

Home 0242 515064

**Airfield Controller - Graham Arthur**

Home 0242 522754

**Airscrew & Publicity - Di Hayes**

Home 0432 890759

**Special Projects - John Morris**

Home 0452 780406

Work 0242 221311

**Fly In Organiser - Tom Thomson**

Home 0432 890759

### Other Useful People

#### Inspectors

Dave Read 0531 650245

John Hamer 0452 700314

Don Law 0793 740854

#### Check Pilots

John Hamer 0452 700314

Adrian Lloyd 0885 482504

Don Law 0793 740854

**Club Members use the following schools:-**

**Aerolite**, Long Marston,  
Stratford-on-Avon 0789 299229

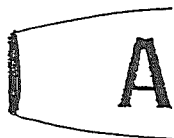
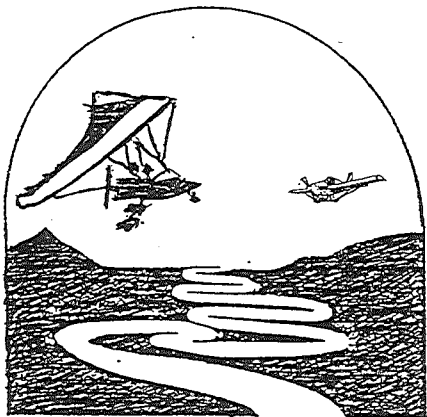
**Avon Microlight**, Long Marston,  
Stratford-on-Avon 0789 204010

**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 Newn-  
ton, Tetbury 0666 504032



Sever

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX



March 94

## News, Views & Crewroom Gossip

### Groundschool 1994 'L' Flight by Bill Austin

It's that time of year again and another group of members are facing the challenge of the four compulsory written exams to count towards the PPL(M) - hopefully within the next 12 months. The group of seven comprises five new faces and two faces from previous years.

The new members are Chris Ball, David Berry, Donald Nichols, Andrew Rendell and Peter Smith. Chris is the only one who will be flying 3 axis and he is determined to have a Shadow - with this in mind he has already been flying at Old Sarum. Donald is a model aeroplane enthusiast who now wants to get his hands on the real thing. David is already known to some club members from Over. Andrew is the son of John Rendell who probably is the only club member to have obtained his licence in the sunny climes of Portugal. Peter had an air experience flight some time ago in the North of England and decided microlighting was for him.

The two "old hands" are Ed Wells who finds himself caught by his ground exam validity fast disappearing with his flying hours not increasing in inverse proportion. (Is this another version of the speed square law?) Lastly we have club stalwart Norman Frost going "through the hoop" for at least the third time. Norman probably has more flying hours in his log from the back seat than many club pilots have in the front seat. Having bought a Hornet "side by side cosy style" aircraft, he is determined to get his licence this year. Groundschool is not exclusively for new members or trainee pilots. Any

club members is welcome to attend for a small fee if they would like to brush up their knowledge of any of the subjects. Many of you "oldies" will not have had the benefit of learning about Human Performance Limitations - why not come along and see what it is all about? For those who may require to take exams the relevant dates are:-

Aircraft Technical	Monday
21st March	
Navigation/ Meteorology	Monday
25th April	
Air Law/ Human Performance Limitations	Monday 6th June

The venue for both course and exams is the Vintage Motorcycle Club, Old Cheltenham Road, Staverton - at the junction of the road up to Gloucestershire Airport and starting time is 7pm.

### Can You Get Out Quickly By Bill Austin

Almost without exception we all use some form of electronic communication when we are flying, be it a simple intercom to ensure our passenger is still there or a radio to find out where we are. Most of this equipment is designed so that it continues to function despite bouncing along rough fields, flying through turbulent air or the inherent vibration of a high revving engine. This means some form of locking device on the connections between the various parts of the system. It seems you couldn't wish for more. But what happens in an emergency when it is essential to leave your beloved aircraft in a hurry and can your passenger also make a speedy departure?

At present I have a Sonic system - no it is not run by a hedgehog! - which uses locking metal collars between connections. These are often difficult to lock/unlock without gloves on let alone release under added pressure of an emergency. One answer, I suppose, is always to carry a knife to cut the cable but have you time to find the knife and use it in the water or with 20 litres of fuel burning behind you - or even burning your behind? I think the answer is no. How would you solve this problem, or have you solved it already without too much cannibalization of the existing system? Suggestions to the Editor please for publication in Aircrew. You never know you might be instrumental in saving a life.

### **Fingers on Buttons**

No, not buttons on PTT's but cameras. Would-be David Baileys are invited to submit two flying related photographic prints taken during the year at the November meeting. The photographs can be taken either from the ground or from the air, and there will be prizes for the winner in each category. All prints will be on display (once they have been passed as appropriate for showing to our younger members) at the December Christmas Party, and each member present will have the opportunity of voting for one photograph in each class. It would be great to see two photographs from every member on the display boards, so get snapping.

### **David Young deserts Pegasus?**

An astute member noted that the literature that David Young was handing out for his Pegasus Flight Training School featured a Mainair Scorchers as its heading. Were we now to believe that he was now using Mainair machines. This seemed a complete reverse of policy on David's part as he is well known not to favour that make. Indeed Mainair confirmed they hadn't appointed him a dealer for the aircraft and they thought he was still flying the 'other brand'. They did however admit that they had made a

similar faux pas in one of their old brochures - remember the aircraft flying into the sunset - well it was in fact a Raven! To put your minds at rest, we can confirm that David Young hasn't deserted Pegasus, it is just you can't believe everything you read nowadays - can you!

### **Interesting Bore**

The title would suggest a contradiction until you realise that the bore is the Severn Bore. The last significant one at the end of February was interesting to watch, regrettably though because of waterlogged airfields and adverse weather conditions observation from the air was impractical. The biggest bore this season is expected on Tuesday 29th March when the full force of the Spring tide will have effect. Time? 10.05 at Minsterworth. There are no significant 'weekend bores' until next winter.

### **Weston Park**

Over the Easter weekend at Weston Park in Shropshire there will be a series of events of interest to microlighters and others. The first round of the National Championships starts on Saturday 2nd and continues through to the Monday depending on the weather. Hopefully Robbie Keene will again be competing but for the first time with his new Chaser. Good luck Robbie.

The Sunday & Monday feature the Midlands Festival of Transport and there will be all manner of displays and features around this theme, as well as the usual market etc. Microlights will also feature prominently as there is an open invitation to fly in and the Midlands Microlight Club are sure to make everyone welcome. Those unfamiliar with the venue are warned not to overfly the main site or house and all circuits are usually to the south. Radio will be operation (129.825) but for those without, there will also be a signal square half way down the runway on the north side. You should also note that it can be interesting landing in the Park (among the trees) in

windy conditions. The organisers also advise that there will be no air display this year so the airfield will be open all the time, but there will be a helicopter operating to the north of the airfield. They also consider that the 'floor' show is best on the Sunday and thus recommend that this is the day you consider going.

Members are encouraged to go to this event, to which club members have been going for as long as anyone can remember.

### **Hartpury Open Day**

News has just reached the editorial desk that Hartpury College has once again invited the Club to partake in their Open day on 4th & 5th June. Further details will be forthcoming nearer the time.

### **The 1994 Fly-In Diary**

by Tom Thomson

The distinct lack of flying weather to date this year seems to have had an adverse effect on this, and other clubs, diaries. But events are being planned, both within the SVMC and in conjunction with other clubs. It is hoped that among the forthcoming events will be treasure hunts, fly-ins and fly-outs, a weekend trip to the Welsh coast, and a long weekend fly or drive to an activity centre in the Lake District.

As this calendar of events is in preparation, I would be pleased to receive suggestions regarding visits to other airfields, aircraft museums etc which members would be interested in attending. Anyone who wants to fly their aircraft to Weston Park on the 3rd April, but would like to fly there in company, please call me and we can arrange to meet at Woolstone 0432-890759.

### **Woolstone Fly In**

To celebrate the end of Winter, and the arrival of evening flying, a fly in to the pub at Teddington Hands is planned on Sunday 27th March. The collection point will be Woolstone at 11.00am. To determine whether the venture is on, please phone 0432-890759 before 9.30am on the Sunday.

### **Other dates**

2 Apr - Fimmere - VAC Daffodil fly in. Tel no 0404 891226

10 Apr - Henstridge PFA Wessex Strut Fly In. Tel No 0963 363223

30 Apr - 1 May - Popham - Microlight Trade Fair. Tel No 0256 397733

### **Romania - The Sequel**

by Trevor Cale

Those of you who read of my flying sojourn in Romania last summer may recall the problem I had at the Romanian/Hungarian border over the question of a demand for a \$600 deposit.

The Hungarian Embassy in London has been investigating my subsequent complaint, and I quote the reply from the Customs Department over there. It should be useful to note, should anyone else contemplate a like exercise.

".. the Customs Office in Gyula had investigated your complaint and stated that levying of the customs deposit should be paid if the goods carried are not for the everyday use of the traveller (non travellers items) and they are not furnished with the necessary document i.e. the International ATA Carnet. The handling charge and the loss on the exchange are not reimbursable because these costs were occurred in consequence of an unlawful act. As a matter of fact, there is no explanation why the Customs Officers of the other entry station failed to charge the deposit, or why they interpreted the existing rules in favour of you when you first entered Hungary at Hegyeshalom"

Oh, the joys of bureaucracy.

### **The April Meeting**

The April meeting will start promptly at 8pm as we have a long distance visitor, Neil Price from the Bristol Met. Office. We have asked Neil to major on 'personal weather forecasting'

### **The Aerolite Challenge - Round III**

by John Morris

There will be a go-karting evening on Thursday 31st March, meeting at

6pm for a 6.30 prompt start. The track is at the March Hare Leisure Centre, Broughton Hackett, Near Upton Snodbury, 4 miles out of Worcester on the A442.

The cost will be £21 per driver, spectators free, and no previous experience is necessary as training will be given so that even non drivers can participate. Everyone will get at least four races of eight laps; the price comparing well with similar venues in the area. Cheques, payable to 'Aerolite' must be with John Morris by Thursday 24th March with a note of any bar snacks required (apparently, most people don't bother because as the meeting must finish at 9pm because of local noise restrictions, everyone repairs to the pub next door) John's home address is Redberry House, Apperley, Glos GL19 4DQ tel 0452-780406 or for fuller details telephone Dave Wall of Aerolite on 0860 662689.

We are promised a real fun night out - even dedicated microlighters get converted. So see you there, and lets beat the blighters this time.

### **Winning Ways**

Tom, Cliff and Jim represented the SVMC at the skittles match against Sabre Microlight Club at Shobdon a few weeks ago, mentioned in last month's Airscrew, and won by 13 points. A fuller turnout by members could have turned this victory into a massacre. Tom and Di then won the pub raffle at the SVMC committee meeting the following week. The Editor has a good feeling about the forthcoming go-karting evening!

### **Safety Matters**

by Cliff Hannam

Very few accidents are caused by bad luck. They result from mistakes and errors. Thorough preparation is the best safeguard against accident. An awareness of what can go wrong, whether it be with the conditions or the aircraft, will pay off during the whole of ones flying career. Constant vigilance is a must in every form of flying. There is a need to recognise and anticipate the factors that may cause an

accident in order to prevent it ever taking place. Anything from a loose bolt to an approaching thunderstorm must be considered not only by the pilot, but by others around at the time who could be in a position to point out the danger. (Taken and condensed from the BMAA Safety Handbook)

Footnote - subsequent to last months comments about the possibility of throttle cables freezing at this time of year - a visiting pilot to a local field took off and climbed out, but was unable to reduce to cruise power. Rapidly approaching cloudbase, he had no alternative but to switch off and land out, deadstick, fortunately without further incident. Upon investigation, it was found that the throttle cable had frozen, and after thawing, a spoonful of water was extracted from it.

### **Permitted to Fly**

Further to our report in last month's newsletter about Ken Cole's aircraft's first flight, we are please to announce that all flight testing has now been completed and the aircraft has been granted it's Permit to Fly. Congratulations Ken. The aircraft has now been moved to Long Marston so the Ken can undergo conversion training so the Ken can get his 'Permit to Fly'. Unfortunately the weather hasn't been conducive to allow him to get on with the task.

### **Editor's Note**

Please remember that Airscrew accepts advertisements from members wishing to buy or sell items. They will be restricted to flying related articles when space is at a premium, but there is no charge for this service.

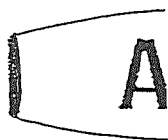
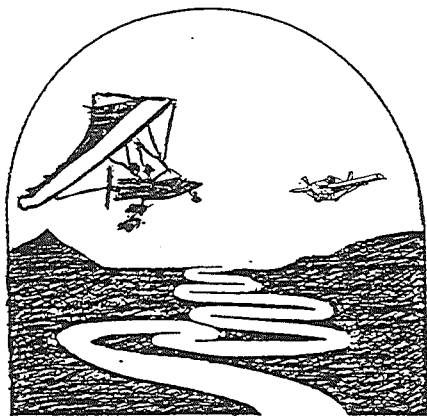
I would also be pleased to print any members letters on club or microlight flying issues, should anyone feel the need of a soapbox from which to air their views.

**Remember Clocks Change 27th March.**

Woolstone Airfield Times:-

10.00 -20.00 hrs Mon-Sat

10.00-12.00 & 17.00 -19.00hrs - Sun



Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX



# Severn Valley Microlight Club

April 94

## News, Views & Crewroom Gossip

### One Down and Three to Go

by Bill Austin

Six club members heaved a sigh of relief at 9pm on the 21st March 1994. They had just gone through the ordeal of their first CAA ground exam - Aeroplanes Technical. Not only did they survive, but they all passed. The average pass mark was 89.9%. One other member was unable to take the exam with the rest of the group due to business commitments, but will be doing it in the not too distant future - the pressure is really on him now.

This year, groundschool has moved up a gear. We have gone 'hi-tech' and are using overhead projector slides to get the key points across. In addition, the students are being given lists of definitions and terms used for each of the subjects. Not content with this, trial exam papers have been prepared to enable them to experience the multi-choice format of the CAA exams. This, hopefully, helps the students consolidate their knowledge (or perhaps it just helps to confuse them even more!) The CAA has a sense of humour though, since one of the choices for the answer to the question "What would you do if an injured pilot is bleeding profusely from the arm?" is "Cut off the offending limb!!"

Talking of test papers, one club member happened to see some of the trial exam papers before the course started "Did I know the answers to these questions at one time, 'cos I'm \*\*\*\*\* sure that I haven't a clue now!" I suspect a number of you would be similarly afflicted. The same member also tried to find the printed answer sheets - don't tell him that there aren't any, only I have the right answers.

For those who may require to take the balance of the exams the relevant dates are:-

25th April Navigation/ Meteorology  
6th June Air Law/ Human Performance Limitations

The venue for both course and exams is the Vintage Motorcycle Club, Old Cheltenham Road, Staverton - at the junction of the road up to Gloucestershire Airport and starting time is 7pm.

### In the Press

Those of you that read Microlight Flying may have noticed that many of our members featured in the latest edition. Star of the show was Andrew John's article on his first hundred hours. Andrew began his flying with the SVMC after an intrepid member took him for his first flight on an Open Day at Wolstone one blustery February. Yes one of our Open Days that did come off. Incidentally Andrew advises that there is another article of his on Norman Burr's desk. We wonder that now he has got into print, whether the family bug is taking over, for his mother is a prolific writer of children's books and Andrew's adventure stories appear to be much in the same vein!

In the letters column, Trevor Cale warns about his experiences with customs. We also understand that he has an article with Norman Burr about his Romanian experiences so we'll have to keep a watch on future issues.

### The Aerolite Challenge Saga Continues

by Dennis Beale

Graham Hill-Arthur, Denny Hulme-Beale, Juan Manual Fangio-John, Pat Moss-Hayes and Stirling Moss-Thom-

son were the select crew who set forth to Broughton Hackett Leisure Centre to do battle on the go-cart track against the Aerolite pretenders. Fed up with them beating us at skittles we had decided it was time to show them a thing or two at a real sport!

On the outdoor track which was continually soaked by the pouring rain, instruction was given, rules laid down and practice ensued:

It was immediately apparent this was going to be an evening of many spins and immense fun.

Let the racing commence.

Accelerating (!) away from the line the body and face were peppered by the lashing spray from the front wheels of your own cart and the rear ones of the cart in front. But as speed gathered and the first corner approached a stab on the single brake on the solid rear axle to break the rear end into a drift, apply opposite lock and power back on to drift around the bend, the conditions just vanished into the adrenalin flow.

Now the truth of the situation began to dawn. Not only were we out-numbered by 22 to our 5 but they had enlisted a team of light-weight young upstarts. Led by the experience of Barrie Williams-Gordon (and incidently it was in Barrie Williams father's factory that the first go-carts were built in Bromyard by Mel Bayliss) and Sue Marie Aitken-Walker-Gordon who produced some of the most entertaining driving of the night, they were starting to notch up heat win after heat win.

Time for SVMC to have a team talk. The problem was that the lawn mower engines were enabling the light weights to immediately out drag us away from the line and once in front they were almost impossible to pass and in stretching our talents to the limit to catch them inevitably often ended in a spin and further delay. We considered that if full power was applied from the line our extra weight would provide extra traction as the wheels span; foiled again - these up market machines had "traction control" in the form of Atco type

automatic clutches!

My words cannot adequately describe the excitement and enjoyment had by those who took part so I will not try. After 27 heats the 8 highest scoring drivers went forward to semi's and a final. This resulted in a clean sweep for Aerolite as follows:

1. Peter Bates
2. Kevin Long
3. Paul P(?)
4. Clive Stone

On the plus side SVMC recorded fastest laps in 6 of the 17 heats in which they took part and Denny Hulme claimed fastest lap of the night. This was recorded as a 28mph! But consider, this is an average, the tight circuit and the very wet conditions and I can tell you the result is extreme excitement.

Naturally we then all retired to the pits clubhouse to exchange tales of daring do.

Congratulations to Aerolite.

Now SVMC members, can you please come out of the woodwork and let us form a team of the magnitude of Aerolite's so we can mount a real challenge to them. The real plus is making fine friends in the microlighting world who in flying time are close enough to have a gentle jaunt to visit and say hello. Remember PPR please.

## Redlands News

by Don Law

Why is everyone complaining about bad weather? Down at Redlands it hasn't been quiet.

**Christmas Day 1993** (Yes, I know its a few months ago, but things have been so busy that I haven't had the time to write this up) saw me and my trusty red Alpha over the Wiltshire countryside. It's the first time in seven years that I've flown on Christmas Day, and noticeable how quiet the roads were. Lynham ATC were quite shocked and asked if I had permission from "the wife" to fly, my response being that as its only once a year, I deserve a treat! In my 1 1/2 hour flight, no one else talked to Lynham- and no, my push to talk button wasn't stuck on, I did

check.

**Boxing Day**, and a trip over to Newbury so that Brian Phillips and I could build up the wing for a Mercury kit. This took 10 1/2 hours, but 1 1/2 hours of this to sort out the nuts and bolts.

**New Years Day** saw five year old daughter Rachael and I off to a fly in at Burford. Well, it wasn't a true fly in but an old friend Bill Tull has a large front garden, and the lightly loaded Alpha managed to get in and out OK. This was the first time that anyone had been first footing in an aircraft to Bill's home and caused much amusement in the family.

**February** brought another first for me, the challenge of teaching one of British Airways top pilots to fly flexwings. Tim Orchard has ratings to fly 22 commercial aircraft, including Concord (as Captain) and teaches on Tiger Moths at Booker in his spare time. Last year he was Lord King's personal pilot, but he can't fly a flexwing! It took him all of 20 minutes to sort out it's controls, and minimal input by me to stop an "arrival" on landing. It's a good job that all newcomers don't learn this quickly, otherwise I'd soon be out of a job.

**March** and with the assistance of Nigel Horn, we have now breached the French border; they have accepted the Alpha and the British licence, and granted Permits to Fly in France. It has only taken two years, but it shows that perseverance pays. The next trip will be to Blois or maybe Le Mans.

**April** brought the month of Easter fly ins. Well, Redlands crossed another border, with Neil Duncanson and myself on another foreign excursion, the itinerary including - flying in the jump seat of a 767 from Heathrow to Zurich (with the help of Tim Orchard), car hire to Schweiningen in Germany and the use of a 582 Quasar (with the help of my German agent for starter motors). Drive down to Bassano del Grappa in Italy, the "Sun and Fun" of microlights in Europe, where a Mainair Blade was made available (with the help of Mainair Sports Ltd). Then a jump seat flight back from

Zurich to LHR.

The mission of the excursion was to fly the ski resorts in Germany and Austria, flying around Lake Constance, and then to circumnavigate Venice, with the usual proviso **not to get arrested**. Were we successful? Come to the next club night in June to find out.

## **The 1994 Fly-In Diary**

by Tom Thomson

The fly in at Woolstone/Teddington Hands to celebrate the start of summer flying was blown out as was the fly in to Weston Park. Hopefully this is not an omen of the forthcoming summer.

Several club members flew down to Old Sarum a few weeks ago, with a very enjoyable time being had by pilots and passengers. Unfortunately, no report has been received from any of the participants, and so their experiences cannot be shared with other club members. Lets hope that other fly outs this year do not go unreported.

## **Diary Dates**

**30th April and 1st May** Popham Microlight Trade Fair. Tel No 0256 397733 for details and landing instructions. Anyone wishing to fly down please give me a ring 0432 890759.

**7th and 8th May** Fly In at New House Farm, Hay on Wye, courtesy of Graham and Judy Pritchard Tel No 04973 259 barbecue, camping etc.

**15th May** Kit Plane fly In at Sywell Tel No 0604 890512

**21st May** Fly in and barbecue at Long Marston, live band etc. Phil Preece Tel No 0886 888005 for tickets and details

**28th May** Fly in at Mill Farm Holiday Camp, Much Wenlock, Shropshire, with barbecue and disco in aid of the Air Ambulance. Contact Maurice and Doreen Bosworth Tel No 0746 36208

## **More Wings for SVMC**

Congratulations to Gavin Rudge, who passed his GFT on the 6th April. Gavin only started flying in late 1993 in a Flash 2, his dedication and aptitude resulting in a short

training period which should be an encouragement to student pilots within the club.

### **Low Level Map**

Just published is a new 1/2 million 'low level' map of South England. Contrary to its name it is not designed for those that zoom around at 250ft and 'n' dozen knots, but rather those that fly below 5000 ft and aren't interested in the airways ie GA aviation. Basically the map is very similar to the normal 1/2 mil but without all the clutter of the airways. The price is the same as the normal 1/2 mil ie £10.50.

### **Woolstone**

With the arrival of summer and hopefully more flying, please be reminded that there are restrictions on when you can fly into Woolstone. Woolstone opening times are :- 10.00 -20.00 hrs Mon-Sat  
10.00-12.00 & 17.00 -19.00 - Sun  
In addition be reminded that pilots of all aircraft operating from the airfield require to possess third party insurance.  
Please don't abuse Woolstone as our planning permission is due renewal this year - so be careful.

### **Monthly Meetings**

The monthly meeting in May will be on building a Rans S6 by John Dance & Peter Lewis. The June meeting will Don Law and his recent European exploits. July will be the Round Britain Race

### **Its a Living**

Former SVMC member Phil Stevens has joined the full time microlight fraternity. Pegasus Flight Training (Cotswolds), based at Long Newton airfield near Tetbury, has taken Phil on as an assistant under the government's Training for Work scheme.

He is on an extended assistant flying instructors programme which will culminate, in six months time, with his completing the normal AFI course.

### **Safety Matters**

by Cliff Hannam

Many of us will be taking advantage of the lighter evenings and improving weather to take passengers up for their first microlight flight. On their first flight, they will naturally be apprehensive, if not a little nervous, so take a little extra time to give them a briefing about the aircraft and what to expect during the flight, so that the experience will be all the more enjoyable.

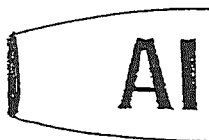
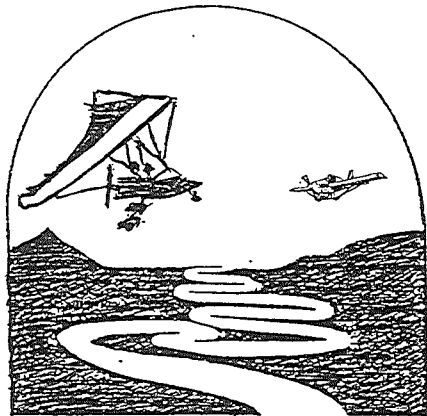
From a safety aspect, particularly if you fly a trike, point out the position of the ignition switch and hand throttle so that any nervous or absent minded 'fiddling' doesn't cause a problem. Ensure they have no loose clothing or articles about them (a bunch of keys, or even a coin slipping out of a pocket can be terminal for a propeller, and potentially the wing as well). Often the fledgling passenger will want to bring along the 'instamatic' for the customary aerial photographs. Fine, if you check that they have already removed the lens cap, that the camera has a secure neck strap and can't fall overboard if dropped, and that they can operate the camera if gloves are worn. You can't afford for them to innocently remove their gloves to take their snapshots.

Be aware that the inexperienced passenger will not be familiar with the less obvious hazards of microlight flying, so it is your responsibility to ensure that each flight is an incident free experience for you both to enjoy.

### **Advertisements**

Open Cockpit Mini Max. Only ever test flown. Complete with trailer. Offers. John Hamer 0452 700314.

Pegasus Q G-MWIR 88 hours, one owner, well maintained, kept rigged, engine just serviced, carb heat, full instruments, regulator, yellow trike with yellow/red wing, trike cover and trailer £5950 Jon Seddon-Harvey 0989-565422



Severn

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

May 94

## News, Views & Crewroom Gossip

### Popham

The main feature and talking point of the past month must be the annual Trade Fair at Popham, for unusually for the BMAA trade fair, there were two flyable days, yes two complete days. Even more exceptional was the fact that after such a period of totally unflyable weather they were also forecast! The net result was an exceptional turnout including many SVMC members flying in for a change. A report from one of these visitors appears elsewhere in the newsletter. Lets hope this good start to the flying season continues.

### Halfway There by Bill Austin

Another ground exam bites the dust. Navigation and Meteorology can now be put on the back burner until required for practical flying purposes. Most of the students would probably agree that the exams have a tendency to "bite back" because of the way in which the questions are phrased. They not only test whether you actually know the facts but, at times, your understanding of the principles behind the basic facts. We all know (don't we?) the characteristics of the four types of air masses, but do we appreciate what weather they will generate when they hit "dear old Blighty"? Notwithstanding that, the average pass mark was 89.2% - only 0.8% lower than the Technical Exam. Well done again!

Totally fearless, we now progress to Human Performance Limitations and Air Law. Some of the students have an appreciation of HPL already - their minds have already gone blank on reading some of the exam questions despite the fact that they have the right answer literally "under their noses"! If they were flying, they would, at this point, fire a red flare. On the other hand, if they are still on the ground and have not got to GFT standard in 12 months time, they will see a flashing white light directed at them from the ground-school. (I'll leave you to look up

the light signals)

For those who may require to take the balance of the exams the relevant dates are:-

6th June Air Law/ Human Performance Limitations

The venue for both course and exams is the Vintage Motorcycle Club, Old Cheltenham Road, Staverton - at the junction of the road up to Gloucestershire Airport and starting time is 7pm.

### In Court

Information has just filtered through that the CAA have recently brought a successful prosecution against a microlighter following a low flying complaint. The story began when an old lady that was having her chimneys rattled by this microlight, so she took its registration and called the police. A search of the UK register proved that no such aircraft existed. Notwithstanding this the culprit was eventually tracked down. It was discovered that he had made up his registration and painted it on himself - "not to deceive anyone, but so that people could take my number" he explained to the court. This was just a minor offence, for the CAA threw the rest of the book at him for he had no permit and no licence either. Apparently the 'flying with no permit' is the more serious offence which can attract up to 2 years in prison and a £2000 fine. In the end he got away with an £800 fine because he was unemployed.

The Club has three inspectors and the same number of Check Pilots so no one has excuse for flying without a permit. In addition the BMAA Office is now turning renewals the same day. - So be warned.

### Redlands News

Don Law & Neil Duncanson have entered themselves for the Circuit of Ireland Rally at the end of May. This is the first time this event has been held and is scheduled to take place over two days, starting at Movenais in Northern Ireland at 07.00 on the Saturday and taking in

the rest of the country. The weather is notoriously windy in Ireland and the organisers have picked this particular weekend as from records it would appear that this particular weekend has turned out over the years to be the least windy! Hopefully if the rally goes ahead, we'll hear all about it in a lecture. If it doesn't I'm sure that there still be a story to tell! A bit of blarney? We wish them luck.

### **Round Britain Rally**

Whilst on the subject of competitions, this year there will be two entries from the SVMC in the annual Round Britain Rally. Chris Wales is teaming up with Ges Hatchett and taking Chris's black Alpha. Chris is a veritable veteran of the rally having competed three times before. Another 'veteran' scheduled to take part is Robbie Keene, this time in his new Chaser. We've lost count how many times Robbie has made the journey up to Barton to compete in the Rally, but we wish them all luck and look forward to hearing all their stories.

### **Popham 1994**

by Richard Webb

For the last couple of years, I have been very keen to attend the annual Popham microlight trade fair, but for various reasons never made it by microlight or by car. This year it appeared that I would miss out again when my wife informed me that we were going to stay with her sister in Poole, Dorset for the Bank Holiday weekend. We drove down to Poole on the Friday, and that evening I suggested that a good day out on Saturday for all of us would be to visit the Popham trade fair as it was only about 45 miles from Poole by car. For some strange reason, neither adults nor children seemed very interested in spending all day watching microlights taking off and landing, and it was suggested that I go on my own for the day.

At last my goal was back in sight, and with the weather not realising it was a Bank Holiday, all looked set for a good day on Saturday. I arrived at Popham about 9.30 and was one of the first visitors to arrive by car. As it was still fairly early, many of the trade stands were still setting up or had not arrived so I decided to take a look at the resident light aircraft. There was a good selection of the usual types, but also a few rarer models, including a Chipmunk and a Cessna 120.

By mid-morning, things had livened up considerably, with microlights arriving every few minutes, and the trade stands, including John Hamer with his Minimax, all set up.

The Mainair and Pegasus stands were very busy all day and I think that they must have had an unofficial competition to see who could make the most demonstration flights to prospective customers with the Blade and the Quantum. Chris Draper from Medway Microlights arrived late morning with two machines on a trailer, and after he had set up, there appeared to be a great deal of interest in his Budget Raven which was on display. Unfortunately, the Honda-engined Raven was in Ireland having Tillotson carburetors fitted to cure a strange misfire, before final testing.

On another stand was John Hunt with his Huntwing Experience microlight, this machine was nice to see "in the flesh" after his very interesting recent club night lecture. These was a good selection of Powered Parachutes on display, but I did not actually see any of them in the air while I was at Popham. (Several of them did fly later on the Saturday evening)

As far as microlights flying into Popham, according to official figures more than 80 flew in on Saturday and 65 on Sunday. Among the Saturday fliers from the SVMC were Andrew John, Keith Lindley, Jim Taylor, John Hamer, Tom Thomson and Cliff Hannam with his wife Marlene. Severn Valley visitors by car included myself and Trevor Cale.

Light aircraft fans were well catered for with a good selection flying in, including an immaculate Beech Model 17 "Staggerwing" which was first produced in the early Thirties, and a fly past of five SE5a replicas, which I was told later were actually 3/4 scale, although I don't think many people realised it.

The highlight of the day for me was a Paraglider which seemed to hang around right above the airfield for what seemed like hours, then landed right in front of the trade stands to loud applause from everyone. Although this was the first time I had made it to Popham, I thoroughly enjoyed the whole day and would recommend anyone who has never been to try to make it next year by car or microlight.

### **The 1994 Fly-In Diary**

by Tom Thomson

Many thanks to Graham and Judy Pritchard over at Hardwick, near Hay on Wye, for the hospitality shown

to the half dozen or so SVMC members who flew in to their barbecue on the weekend of the 7th/8th May. There's always a welcome in that particular hillside.

### Diary Dates

**21st/22nd May** Fly in at Sleaf Airfield near Shrewsbury. Last year we were made very welcome there, but watch out for the Shawbury MATZ. Tel 0939 232882 for details and instructions. Why not combine this with -

**21st May** Fly in and barbecue at Long Marston, £5 per ticket covers food, live band, landing fees etc. Bar, overnight camping. Contact Aerolite for full details on 0789 299229

**28th May** Fly in at Mill Farm Holiday Camp, Much Wenlock, Shropshire, with barbecue and disco in aid of the Air Ambulance. Contact Maurice and Doreen Bosworth Tel No 0746 36208 Why not combine this one with -

**28th/29th May** Shobdon Fly in. Contact Sabre Airsports on 0568 708168 or Tom on 0432 890759, who has circuit diagram/instruction sheets.

**30th May** For long distance travellers on this Bank Holiday Monday, there are fly ins at Haverfordwest and Caernarfon

**4th/5th June** SVMC Annual Fly In at Hartpury College Open Day. Usual barbecue etc. Ring John Hamer on 0452 700314 for details or to offer help on either day. Briefing is absolutely essential for this event as the Red Arrows may also be 'passing through' during the event.

### Gloucestershire Calling

With effect from 28th April the AFIS - the airfield information service - at Gloucestershire airport - aka Staverton - is now on a new frequency. The new frequency is 127.475. It is always useful to tune in as you can find out just how hard the wind is blowing before deciding to launch into the air, or whether to bother to get into your car to go flying.

### Low Level Map

The issue last month of the new low level  $\frac{1}{2}$  mil map have promoted comments of what has changed, why buy a new map every six months etc? A quick review over the past ten years shows that while the geographical features including roads & railways have little changed, the airspace above is completely different. To the north the SRA around Birmingham has been expanded, while to the east the Upper Heyford Mandatory Reporting Area has disapp-

eared. To the south of us Kemble & associated MATZ has been reduced to disused status and the Fairford MATZ is only occasionally activated. The MATZ at Filton has disappeared, but an SRA has appeared around Bristol Lulsgate. The net result is that locally we actually have more unrestricted airspace in which to fly, but those areas are constantly changing so it is worth updating your maps so you don't wander unwittingly into a 'no go' zone.

### Monthly Meetings

The June meeting will Don Law and his recent European exploits. July will be given by Ges Hatchett on the Round Britain Rally.

### Membership

A complete membership list is printed on the back of this newsletter. As you will see membership now totals 64 members Please check your entry and if incorrect please contact the Secretary. If it doesn't appear at all, then have you paid your fees this year? Please check with the Treasurer. In addition there are some well known faces that have failed to rejoin, so if you see them give them a gentle reminder, Dennis is less subtle!

### Advertisements

Open Cockpit Mini Max. Only ever test flown. Complete with trailer. Offers. John Hamer 0452 700314.

Pegasus Q G-MWIR 88 hours, one owner, well maintained, kept rigged, engine just serviced, carb heat, full instruments, regulator, yellow trike with yellow/red wing, trike cover and trailer £5950 Jon Seddon-Harvey 0989-565422

Cheap Hanger Lighting. End your days of coming home in the dark. Fluorescent light units for sale, single or double with or without diffusers. Prices from £8 and £12 with bulk purchases qualifying for discount. Adrian Lloyd 0885 482504

## STOP PRESS

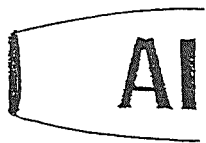
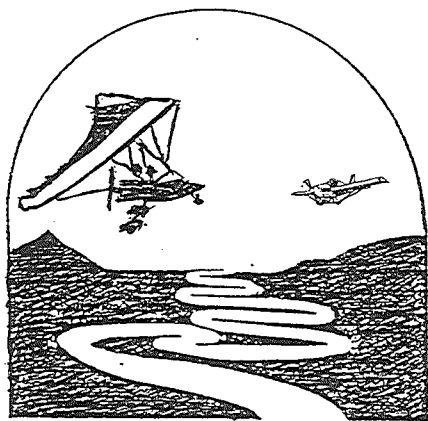
### Solo News

News has just reached the print room that another SVMC has just gone solo. Chris Ball achieved this distinction in a Shadow at Old Sarum last weekend. Congratulations Chris.

Severn Valley Microlight Club  
Membership List

17 May '1

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	BMA9	No Hrs	Insurance	Pd
1	Arthur	Graham	113	0242 592754				52 Griffiths Ave,	St Marks,	Cheltenham	Glos	G-MTGB	Thruster	F	Y	2255	300	Y	P
2	Austin	Barbara & Bill	174	0242 515064				Sheldon	Battledown Approach,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	3219	50	Y	P
3	Ball	Chris	271	0242 820055				Oxleaze Grange	Hawling	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	3219	50	Y	P
4	Beale	Dennis	192	0452 750424	0443 224701			The Cottage	Minsterworth	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	3527	32	Y	P
5	Bedford	Paul	61	0684 290205	0242 221491			7 Howard Close,	Ashchurch Gardens	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
6	Bennett	Lea	265	0453 739376				4 Ferndale Cottages	Victory Road	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
7	Berry	David	275	0242 528292				11 Rivelands Road	Swindon Village	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
8	Bircher	K	266	0452 830738				Pinecroft	May Hill	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
9	Booth	Vic & Marie	156	0242 583338				111 New Barn Lane	Prebury,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
10	Butterworth	Tim	279	0242 620745	0242 223300			Walnut Bank Drive	Teddington	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
11	Butterworth	Neville	280	0242 620745	0242 512816			Walnut Bank Drive	Teddington	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
12	Caffall	John	153	0452 700565				Pound House,	33 Corsend Road,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
13	Cale	Trevor	217	0684 564685	0684 564685			10 The Braleys,	Barnards Green	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
14	Christie	John	121	0452 830141	0452 712795			14 Tunacrey,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
15	Cole	Ken	81	0452 414374	0452 27051			5 Cromwell Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
16	Cole	George	93	0291 624460				School House,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
17	Cotton	Phil	115	0242 680581				c/o Patrol Service	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
18	Cox	Malcolm	0	0242 675823	0235 463289			57 Gretton Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
19	Dance	John	248	0242 675823				Rose Cottage,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
20	Davies	Colin	8	0531 820953				Hunters Lodge	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
21	Davis	John	260	0451 850214				Deans Walk Inn	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
22	Dobson	Alan	251	0981 540185				30 Woodhill Drive	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
23	Dryke	Brice	237	0452 415762				87 Boverton Drive,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
24	Duncanson	Neil	252	023573486				39 East Drive	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
25	Frost	Norman	123	0452 863777	0885 483576			10 Paynes Meadows	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
26	Garrett	David	266	0885 400226				7 The Spinney	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
27	Gillmore	Lew & Mari	1999	0793 729338				Catsbury Cottage,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
28	Gillmore	Brian	233	0452 740679	0451 812118			2 Forest Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
29	Gould	Barton	34	0242 250224	0451 860264			41, Myrtle Close,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
30	Hamer	John	94	0452700 314	0242 277197			The Staurie,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
31	Hannan	Clifford	190	0594 842729	0242 228454			124 Priarose Hill	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
32	Hatchett	Ges	209	0452 414992	0452 331335			Conderdon Chase	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
33	Hinds	Bob	109	0594 516256				14 Turnball,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
34	Jacobson	Simon	270	0793 783111	0793 696000			Copse Green Farm,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
35	James	Frank	0	0594 841221				11 Ashfield Close	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
36	John	Andrew	180	038 6725217	038 6725217			26 Belland Drive	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
37	Keene	Robbie	87	0452 414975	0452 521014			Merrywood,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
38	Lam	Don	195	0793 740854	0793 790052			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
39	Lewis	Dave	52	0242 680250	0242 680202			37 Teale Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
40	Lewis	Peter	0	0242 676619				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
41	Lindley	Keith	216	0242 232664	0242 583100			11 Ashfield Close	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
42	Lloyd	Horlan	125	0885 482504				24 Lower Westfields,	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
43	Miller	John	210	0451 60456	0452 307307			Redberry House	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
44	Morris	John	231	0452 780406	0242 221311			11 Ashfield Close	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
45	Murro-Hunt	John	215	0885 410452				Redberry House	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
46	Nicholas	Donald	276	0291 424974				11 Ashfield Close	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
47	Payne	Chris	246	0905 763004	0905 614030			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
48	Penny/Ruck	Tony / Val	89	0594 510346	0452 305430			37 Teale Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
49	Read	Dave	33	0531 650245				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
50	Rendell	John & Andy	273	0452 712124	0242 514390			37 Teale Road	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
51	Seddon-Harvey	Jonathan	252	098956422	0452 358171			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
52	Smith	Peter	277	0594 562345	0594 712021			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
53	Stallard	Graham	92	0242 672200	0452 712021			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
54	Stade	David	221	0905 820598	0905 754624			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
55	Tandy	Steve	243	0452 813068	0452 521819			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
56	Taylor	Mark	264	0452 504795				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
57	Taylor	Jim	0	0989 63866	0242 228454			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
58	Thomson/Hayes	Tom & Di	0	0452 890759	0568 616642			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
59	Males	Chris	146	0452 760493				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
60	Harren	M	272	0242 674664				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
61	Webb	Richard	148	0452 24531	0452 394365			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
62	Wellis	Ed	259	0452 830951	0452 426238			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
63	Whistance	Stewart	59	0885 483803				48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P
64	Williams	Des	261	0594 810116	0452 308388			48 Sandy Lane	Longhope,	Cheltenham	Glos	G-MTGB	Flash 2A	F	Y	2398	16	Y	P



Severr

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June 1994

## News Views & Crewroom Gossip

### Winning Ways

Congratulations are in order to some of our more competitive members. Don Law & Neil Duncanson won the two seat class in the Circuit of Ireland last Bank Holiday weekend, while on the same weekend Robbie Keene came second overall in the third round of the National Championships that were held at Swansea.

### Hartpury Open Day

Regrettably the weather inhibited a successful fly-in. The Saturday proved wet & windy, however the SVMC were represented by Andrew John & John Hamer flew in getting wet for his troubles. As there was obviously no possibility of others arriving, they set up their stall by the front drive along with the other attractions. Although the rain had disappeared Sunday proved an equally windy day, so again the two set up their stall by the front drive, with JH arriving once again by air to land by the drive. In view of the distance he had to travel - two fields - couldn't he have saved time by taxiing through the gates but then I suppose it wouldn't have made such an impression on the public. Thanks to these two, John Cafful, Bill Austin & others that came to wave the flag at what must be considered our base.

### Changing Formula?

They used to do it in two axis, now they do it in three! Phil Cotton and Bill Austin have recently been seen at Long Marston undergoing 3 axis conversions. So what are they up to? Phil has we understand purchased Vic Booth's MW6, but who knows what Bill is up to? The question is will Barbara follow suit or has Bill just been allowed to indulge himself again as he did when he went to America to fly helicopters?

### A Cut above the Others?

News has filtered through that Mainair have now got their latest creation - the Blade - through full CAA certification. The final independent flight trials for the CAA were done over Gloucestershire one blustery Thursday night last month by John Hamer in his role as BMAA Chief Pilot. His comment after his flight was "this is a quick, stable, go places machine". He also noted that interestingly Mainair have now cured the 'adverse yaw' effect seen on the Alpha, thanks to streamlined spats and shorter cockpit nose.

### Freedom at Last

by Bill Austin

Monday evenings are now available for flying, it's official - groundschool for 1994 has finished. Another group of would-be pilots let loose from study are set to take to the air. Monday, 6th June (D-Day no less!) saw the end of their labours for five of the students who started the course in February plus 'Budge' from last year. They faced Human Performance Limitations and Air Law exams. These two exams take the shortest possible times - 20 minutes and 30 minutes respectively - but probably impose the greatest workload of all the subjects. They are the 'short, sharp shock' treatment of becoming a pilot. Nevertheless, an average pass mark of 88.3% was achieved for the two exams. The average pass mark for all four exams this year was 88.96% compared with 88.4% last year and the best student averaged 91.75%. This year's group of student pilots has been hard working and highly focused on achieving success. This is the first group with which I have been involved which has denied their tutor a break during the evening for each of the nine weekly lectures. They kept me on my feet talking and answering questions

solidly for 2½ hours each week! They also worked very hard by doing the necessary reading in advance thus giving me the opportunity to spend more time on areas of difficulty and test papers. This year was the first that we did not press-gang other club members to be tutors - much to their relief, no doubt. The other real 'plus' is that the club now has a basic training package which can be revised and refined as necessary in future years - anybody want to be Training Officer next year?? I have enjoyed my thirteen weeks with 'L' Flight and hope that they will soon be going 'solo' and passing their GFT before they need to re-sit their ground exams. Both Pete Smith and Ed Wells have recently purchased their own aircraft - a Pegasus Q and Mainair Flash 1 respectively - so we expect to hear of their progress in the coming months. My personal thanks to the students for being so tolerant of me, to Don Law for coming a long distance for the exams, and for the resources made available by John Hamer.

### **From the Class of '94**

by Donald Nicholas

On behalf of the ground school pupils, I would like to extend to Bill Austin our very grateful thanks for all the trouble he has taken (even to phoning individual students) in instructing and helping us with the 'ins and outs' (or is it 'ups and downs') of the exams. Thanks also to Barbara for helping Bill. Some of us will probably see him again next year.

### **Radio Course**

The course will probably be at the end of July/beginning of August and will be locally based. Anticipated cost is £40 plus the cost of the written exam and practical test. If you are interested, names to Bill Austin please, on 0242-515064

### **Round Ireland Rally**

by Don Law

The challenge of flying in another country could not be missed, and as our organised first Sunday of the month fly-out to Cumbernauld was postponed, Neil Duncanson and myself decided to participate in the first Round Ireland event. Because of the stories of small fields and bad outlanding places, it was decided to take my 400hr training aircraft as an 'if we have to bend one, let it be an old one' policy. (Does

this refer to the pilot or the aircraft, asks your editor?) We set out on the Thursday night and trailered to Rochdale where an overnight stay with Roger Pattrick of Mainair ensured a few beers and a soft bed. Leaving early Friday morning for the ferry at Stranraer, we were a little late, but in the 100 miles from Carlisle to Stranraer, which is an ordinary A class road, only one car overtook us, and we arrived 15 minutes before the ferry departed. The start at 0700 on Saturday morning from Movenis was not for the sleepy heads, because at that time, we had our briefing and the route given to us. Staggered departures gave us a slot of 0817. We didn't have enough time to plan the whole route, but enough to sort out all the waypoints in Northern Ireland and the flight plan down into Eire. Luckily, Sligo Airport, all departures were held for an Air Lingus flight, which gave us time to plot the rest of the route. The wind was picking up, and we reckoned that we could not make the South Coast of Ireland. This decision was to leave us in first place overall at the end of the first day, as no-one else saw this points-gaining advantage. The overnight stay at Hacketstown was a story in itself, and I'll leave this for the club night talk, needless to say Guinness and Blarney feature high on the action. Day two saw a departure to the south again and a friendly ATC at Waterford International Airport sent out the fire brigade for us, so we managed a full fuel up, paid landing fees, and were airborne in fifteen minutes. The strong headwind was still present and at 20kts meant a long slog back via Limerick and Enniskill before landing back at Movenis. Our arrival slot time at Movenis was 1717, and our actual arrival time, after 11hrs of flying, was 1717 and 15 seconds, but I admit to slowing down on the approach to 'get the minute'. Our final position in the rally was second overall and first in the two seat class. This was an epic event which I found much harder than the Round Britain Rally; whether we go next year really depends on whether the Guinness Group is taken over and the recipe is changed. Full details of this adventure will be the subject of the September club night.

## **How I flew to Haverfordwest and ended up in Ireland**

**by Jon Seddon-Harvey**

O.K. my navigation was never that hot, but even I can tell where Wales ends and the Irish Sea begins. I found Haverfordwest, no problem, and even used the radio 'in anger' for the first time since the dreaded RT exam. Having been welcomed with traditional Welsh hospitality, 'have the keys to the club house and make yourself at home', I settled down to watch "Family" by Roddy Doyle, a TV drama set in one of the sprawling Dublin estates. Refusing the offer of club house floor space, I settled down for a good nights sleep in my tent. At 4.30am, every bird on the field awoke and shouted at its neighbour - what do they have to talk about at that time. If they did not all want to talk at once, perhaps they wouldn't have to shout. What with bad tempered seagulls at 5ft O.M.T. (overhead my tent), that was the end of my good night's sleep.

Cars arrived at 0645 and I got up to find Colin and Jim preparing a flight plan to Dublin. Well, nothing ventured. I asked if they had a spare place, they checked the payload and deciding that I weighed about as much as hand luggage. I was in. By 0745, we were heading out over the Irish Sea in the club twin. There was a lot of activity up front, maps and guides were consulted while I just sat back and watched the Irish coast come into view. Flying low over Dublin, I swear that I saw Roddy Doyle's housing estate. We were in Dublin to pick up three Welsh lads who had been over on a stag weekend. While Colin and Jim collected the passengers, who were still not entirely sober (allegedly), I posed next to the twin. Time to start up number one engine. It turns over very slowly - flat battery? There was much activity up front again. Looking for the pull cord, I think! One more try and it starts. The passengers slept through some fine views on the flight home. The landing proved interesting, involving a hasty go around, but at least it woke the lads up.

I couldn't resist phoning my wife. "Any good flying?" "Not bad", I said, "I've just flown in from Dublin".

## **Diary Dates**

**by Tom Thomson**

19 June - Round Britain Rally Stopover at Old Sarum, Wiltshire 0722 322525

25th June - Defford Fly in from 10am approx. Runway 09/27. ALL circuits to the south of the field. AVOID overflying the villages of Defford and Eckington and nearby houses surrounded by poplar trees - very sensitive areas. Radio 119.10, but not essential. If you have radio, use it to alert others to your presence in the area/circuit. GA aircraft will also be flying in and out with a circuit height of 1000ft. Drinks and biscuits available. Further information, if required, from Arthur Wood on 0386 443408

## **An Evening Trip to North Yorkshire**

**By Robbie Keene**

As the spring had passed by so quickly, almost unnoticed even, I had been increasingly concerned that I had flown very little in my Chaser and really needed a reasonable long flight to prepare myself for the coming Round Britain Rally. The opportunity arose on 19th May when an invitation to the British Christmas Tree Growers' Association Open Day in Helmsley, North Yorkshire was accepted. Not wanting to spend 4½ hrs driving, I felt my time had come to test my machine and also the newly installed Benwick Fuel computer. A phone call to Eden Blyth at Wombledon airfield sounded welcoming, but on no accord was I to fly in after 8pm due to his forthcoming planning application. This seemed unlikely to happen as it was already 4 pm. Another phone call to an aunt in Hemsley secured a bed for the night, so off I went at 4.45 pm having opted for a route west of Birmingham. Airmet had warned me of a 15kt headwind but luckily it was almost a crosswind and better progress was made than anticipated. Cannock Chase was 50 nm and at 55kts, it took me an hour and 5 minutes. To get round Birmingham took ages, it seemed. A slight change of course at the mast on Cannock Chase took me over the JCB factory at Uttoxeter, then right by Alton Towers followed by 40 miles of very nice scenic Derbyshire Dales and lower Pennines; a part of England I had not realised was so picturesque. Next a stop for a leak and a map turnover was required as I then needed the North of England chart. Fields seemed hard to find as they were either too hilly or full of sheep, cattle or corn, so I had

to carry on solely maintaining a compass heading, as my position was now off the map. Luckily within five miles the right field appeared and although not perfect, I dropped in to the amusement of the neighbouring cattle. The farmer then came ambling out thinking I'd run out of fuel. He asked me where I was going and when I told him Yorkshire, he replied "Well laddie ya made it then"! This really surprised me as I was barely 2/3rds of the way and was already in the county of my destination, albeit the south of it. I was actually near Barnsley and having established my exact location on the new map, took off again at 7.15pm. With 50 nm to go I was not going to make Wombledon by 8pm so I relaxed to a super calm flight over the Vale of York with the sun throwing long shadows over the fields below. I tried to talk to Linton on Ouse, as I went through their MATZ, but all was quiet and so I settled down to enjoy the last 30 minutes. Suddenly my peace was shattered when someone else tried to talk to Linton MATZ - I had left the radio switched on and nearly left my seat when they spoke! My final destination at the foot of the North York Moors was now dead ahead so a suitable field was required ie flat, into wind, no wires or trees, no stock and preferably some shelter at one end and also near my aunt's house - not much to ask! Luck went my way and a narrow field proved ideal. As it turned out it belonged to the local butcher and very convenient as it was only 5 minutes walk to a good supper and bed. My flight time had been 3hrs 20 minutes and used 19.5 litres of fuel, even the fuel computer was accurate.

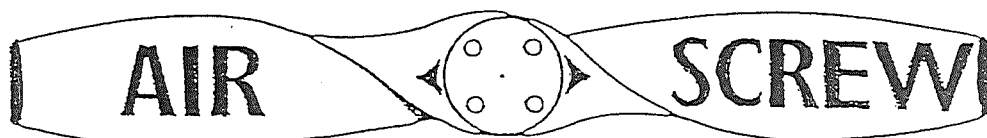
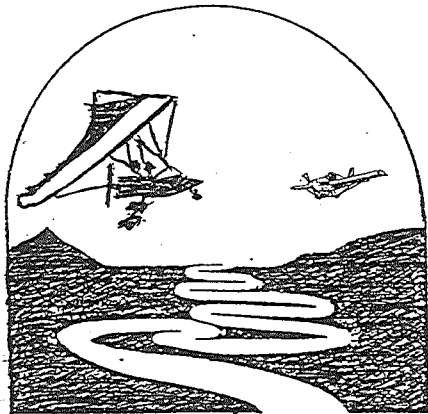
The next day was taken up studying various Christmas trees and it wasn't until Saturday morning I had to head home. The wind was still from the north east and visibility was good. A complicated frontal system lay across the south so I decided to head for farming relations in Melton Mowbray, Leicestershire and evaluate the weather there. Off at 8.45am and the tail wind pushed us across the Humber just where the Trent enters it from the south. I followed the Trent southwards and visibility quickly deteriorated and by the time I reached Newark I was down to 500ft. Luckily a disused railway ran from Newark to Melton Mowbray so I followed it. Then it rained; the disused railway disappeared into a tunnel and the ground rose so I was

then flying even closer to it, making navigation very awkward especially with no railway to follow. Fortunately it was a short tunnel and I was still on track when the old railway cutting reappeared and lead me to my destination, where I thankfully landed in marginal conditions. After a couple of cups of coffee and a chat with the relatives, the cloud base seemed to start rising - marginally. I phoned airmet who said that two fronts were moving north and bringing much rain but as I currently had a good tail wind, I decided to get wet and go for home. A railway and river led me to Leicester where it started to rain hard. I picked up the M6 and followed it south to the Lutterworth turn off and more heavy rain. Another dual carriageway took me to Rugby then onto Leamington, Warwick Stratford where it started to pour down. I was now on home territory and felt slightly more confident although at 500 ft it all looked foreign. As soon as Bredon Hill came into view I was much more relaxed and kept close to the hill until I reached our Chairman's house where I set a course for Tewkesbury and home, landing 1hr & 15 minutes after leaving Melton. Surprisingly my feet and legs had kept dry although my hands & middle were drenched through. It had been a very useful and enjoyable trip and I certainly feel much more familiar with my Chaser and look forward to the next challenge in the middle of June.

### **Advance Notices**

12th-15th August. Sabre Airports Microlight Club will be flying to an activity centre near Penrith, Cumbria on this weekend and have extended an invitation to SVMC members to join them. The route will be divided into four sections for re-fuelling/refreshments. Those who do not wish to fly are welcome to drive there. The costs are £25 per person for self catering accommodation for the weekend or £2 per person camping for the weekend. Activities, if you wish to participate, will cost an additional £50 and include trekking, horse riding, laser clay pigeon shooting, escorted quad bike treks, JCB driving, indoor archery and go-kart rally cross. If interested, contact Phil Preece on 0886 888005. A deposit of £5 per person secures a place.

20th August. RAF Lynham fly-in. Plenty of notice this year! Details from Don Law at Redlands.



# Severn Valley Microlight Club

July 1994

## News Views & Crewroom Gossip

### Robbie to Fly for Britain

News has just filtered through to the to the newsdesk that following his successes earlier this year and at the recent round of the National Championships at Sutton Meadows where he was second, Robbie Keene has been selected to represent Britain in the World Championship in Poland in August. Congratulations Robbie, we wish you the best of luck and reserve a monthly talk for you so you tell us all about it!

We understand that Robbie is busy practising his spot landings for they are looking for an accuracy of 1 metre, yes 1 metre in the World Championships. (It is 5 yards in the UK Championships). Thus visitors to Over will now know why there are two lines white lines 1 metre apart half way down the runway!

### July Meeting Cancelled

The World Disabled Equestrian Games are due to be held at Hartpury College between 21st and 24th July. Due to the preparations for these games, the rooms that the Club utilises for our monthly meetings will not be available for the next monthly meeting scheduled for 20th July, and thus there will be **NO** monthly meeting this month. The next meeting will be Wednesday 17th August.

### Fly In at Woolstone

To make up for the loss of our monthly meeting, a fly in has been organised instead.

Weather permitting, it will be held on Saturday 23rd July, at

Woolstone. Proceedings will begin at 4pm with a barbecue and games running throughout the evening. An airborne treasure hunt will begin at 5.30pm so would pilots without passengers please bring their spare helmet as there should be no shortage of willing navigators.

There will also be a competition to pre-flight a doctored aircraft to identify faulty or dangerous components, organised by Cliff Hannam, Club Safety Officer, between 4pm and 5pm.

The opportunity to hold our monthly meeting outside on a beautiful summers evening is a refreshing prospect, but telephone Tom on 0432 890759 on the day should the weather look doubtful. The event will be postponed until the same time on the following Saturday (30th) if appropriate.

### Round Britain Rally

Congratulations go to Robbie Keene on winning his class in the recent Round Britain Rally. The Club's other entry in the competition, Chris Wales and Ges Hatchett were forced to pull out of the event when their engine ceased to deliver the goods on take off from Old Sarum. You can hear all about their adventures in the next monthly meeting scheduled for Wednesday 17th August.

### Insurance Due

Members are reminded that microlight third party insurance was due for renewal on 12th July, and that without third party insurance you are not permitted to fly from Woolstone.

Members are currently insured with either Cass Stephens 0452 713355 or John Wimble Ins Broker Ltd - 071 415 0056

### **Fly Ins**

5th, 6th & 7th August - Ceredigion Fly-In. Aircraft attending or on display at trade stands include powered paragliders and back-packs, weightshift and three axis microlights, light aircraft, gyrocopters and helicopters. Other attractions planned include clay pigeon shooting, go-kart and trike (?) racing, archery, vintage motorcycle display, archery, various trade stalls and childrens playground. Camping is available for pilots who wish to fly in on the Friday or Saturday ready for the public event on the Sunday. Barbecues are planned for Friday and Saturday evenings, subject to weather, for visiting pilots, and facilities will be available for the whole weekend. A donation/landing fee of £1 per person is requested towards these facilities.

The grass runway, 09/27, is 450m long and 6nm south of Newquay. Coordinates 52.07N 04.20W

**PRIOR PERMISSION IS REQUIRED** - contact Nigel Hemmings on 0545 571329

Last years event was a huge success, supported by over fifty aircraft, so lets hope that SVMC members, whether driving or flying in, make this an event to remember. 12th/14th August - Lake District Activity Weekend. Details of this trip were announced in last months Airscaw, but anyone who wants further details should telephone Phil Preece on 0886 888005 or find him at the Ceredigion Fly-In.

20th August - RAF Lyneham Fly-In. Details available from Don Law at Redlands or at the August Club Night.

### **Vive La Difference**

by Andrew John

Monday 9th May - 0925 - Bournemouth Airport - runway 26 - cleared for take off. Throttles open and away we went, weaving an erratic course

down the runway to start with, but straightening out as the speed built up to rotate at 70mph.

So began a very different day's flying to that which I am used to. An invitation some weeks ago from my brother Hugh to keep the 9th free for a spot of flying resulted in an early start by road to arrive at Bournemouth airport, where the Piper Seneca P34 Twin we were to fly was kept. The plan was to fly to France for lunch and return by 1630. The aircraft had been recently serviced and Hugh wished to give it a good flight test for a few hours to check the engine and instruments etc. His other 'excuse' was to give me some experience of handling a twin engined aircraft for the first time, so I occupied the left hand seat from the outset. We taxied across the airfield to park by the terminal building for customs, duty free and to file a flight plan. We were to route across the channel and clear customs at Cherbourg, then proceed to Vannes on the south coast of Brittany for lunch, returning by the same route. The weather was overcast, with light rain promised during the first part of the trip, but brighter conditions nearer our destination. Hugh's wife Eve was also with us as she often accompanies him on his various trips and is an accomplished pilot herself.

So there we were climbing away from Bournemouth, turning left and holding 1500 ft as we crossed the coast at Sandbanks and headed out to sea under the grey overcast. Hugh insisted that I do all the flying from the start while he handled the radio, navigation and in-flight paperwork. Once in the air, the Seneca felt responsive and very powerful, even with the engines throttled back to a cruising speed of 140mph. This was nearly three times the speed of my Alpha, so after only 20 minutes, we had Cherbourg in sight and lost height to join base leg and 'land'. Within the airport there was a friendly welcome from Luc and Edith Dufour who run the cafe there, and

know Hugh of old. Coffee and croissants were most welcome before we climbed back on board, started the engines, ran through the various checks, taxied out and took off, steering south towards Vannes some 50 minutes away. We flew at 2000ft which gave me a good view of the countryside below, though somewhat obscured by the wing root and large engine nacelle; however what looked like hundreds of lakes and ponds glinting in the dull light turned out to be plastic covered fields of potatoes to make them ripen quicker! Another observation which reminded me of driving in rural France was that the roads were almost deserted - amazing! Soon the sky began to break up as patched of blue passed overhead, getting larger by the minute. The single runway at Vannes was visible from about 10 miles out with the coast beyond. We were cleared on a long final approach, 'landed', and taxied to park in front of the imposing control tower. Vannes airport, like Cherbourg, is typical of the French flying facilities - very modern, well equipped, but almost deserted. Hugh had ordered a taxi as we flew in, so within five minutes of landing, we were being driven through lovely countryside not unlike Devon, with gorse and yellow broome in full flower. Once in the centre of the old town, we arranged to be picked up at 1515 local time, before strolling down towards the quay and lunch.

For me, apart from the flying, the big attraction of this trip had been the anticipation of a gastronomic experience savouring my favourite dish of Moules Mariniere! So you can imagine my disappointment when, on ordering same, we were told - "Moules are off...!" or words to that effect. "Pourquoi?" - "C'est Lundi, monsieur!" which meant that yesterday was Dimanche and French fishermen don't operate on Sundays - either fatigue or some new EEC ruling! So, thrown into confusion, I ordered an indifferent salad helped down with piles of bread to

soak up the Evian water we were drinking instead of wine. Come to think of it, a good dish of Moules without a bottle of Muscadet to help them down would not be doing them justice! From where we sat in the sun we looked across to a quayside full of yachts surrounded by three storied houses all with their attic dormer windows under their grey slate roofs. Time passed all too quickly and we met our taxi as prearranged for the return trip to the airport. On arrival, we found a very different scene, several aircraft had appeared and overhead five parachutists were descending to land on the airfield. The admin office was now open, so Hugh filed a flight plan which would take us direct to Bournemouth if we could get local customs clearance. However, the customs officer was not available in person, but was finally located by radio in a boat out at sea (probably catching Moules) and when given our details replied "Pas de problem, monsieur - bon voyage!" Soon we were in the air again and flew a circuit of the coastline which has a beautiful sheltered bay with many islands, a superb holiday spot. We climbed steadily to 9000ft above most of the weather, but even still, a few towering cumulus got in the way. Flying within an airway, as we were, requires high concentration as for instance a deviation in height of more than 300ft is an automatic report for obvious reasons. By now, I was finding the general handling was getting a lot easier, as I relaxed and could think clearly about what I was trying to do. By using the trim control, it was possible to fly almost hands off, but pitch control on this aircraft is very sensitive and I found myself porpoising on several occasions. Jersey and Alderney passed by below looking very seductive surrounded by shoals of shallow emerald green water. Past Cherbourg and then out over the Channel with ugly looking container ships sailing who knows where and the sea which, from our height, looked deceptively calm.

With the south coast in sight, we began a slow let down to cross St Albans Head at 1500ft and join base leg for runway 26 from which we had departed some seven hours previously. My final 'landing' was appalling, Hugh had to take over and sort it out! In fact, both other 'arrivals' had been acutely embarrassing for me and alarming for Hugh and Eve. Lack of practice was my excuse and I'm sticking to it! During the whole flight, I was very much aware of the use of navigational aids via radio beacons giving us bearings to and from, together with distances if required. Also radio communication with all the various frequencies was an object lesson in all that I had learnt on the radio course at Staverton.

What a trip! A marvellous experience of a different kind of flying which emphasised the difference between our two types of aircraft. We have both experienced each others' flying machines now and I still prefer mine and I'm also certain that Hugh still prefers his, but the best part is that the sky is big enough for both of us.

### **Safety Note**

by Cliff Hannam

Do you use, or are you considering using 'green' petrol in your microlight? Lead free or low lead fuels use alcohol as an ignition agent to maintain the octane rating. Being hydroscopic, alcohol will absorb water which may separate out and block carb jets. The higher latent heat of alcohol increases the risk of carb icing. Alcohol can also adversely affect some rubber and plastic components used in fuel systems. It can, for instance, extract the plasticiser from fuel tanks, causing them to harden and possibly crack and leak, whilst the residual 'goo' can soon block the fuel system.

Only use 'four star' in your aircraft, it will be better for your short term health and welfare as a pilot than the possible long term benefits that may be gained by

going green.

### **Defford Fly-In**

by Bill Austin

The weather played its part as usual on the 25th June, with the wind reaching 12mph and varying from north-west to north giving aircraft a cross wind landing on runway 27. The day started slowly - in fact no aircraft were seen until just before midday. However, during the afternoon, we had visits from two Avids, an Aeronca Scamp, a Condor, a Kitfox, a Minimax, a Flash 2A and a Flash 1. The latter came from Long Marston, while the Alpha was none other than Neil Duncanson from Redlands.

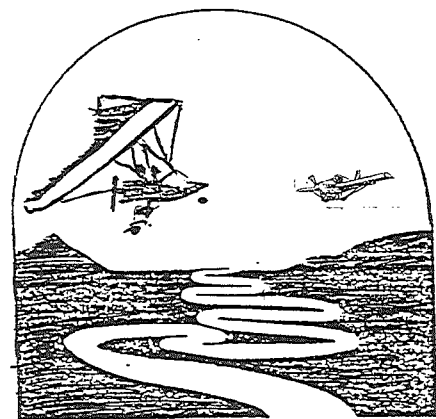
As far as SVMC was concerned - apart from Mr Minimax - the other representatives were those hangered at Defford plus Richard Webb who came in by car as he is still awaiting clearance of his aircraft from the BMAA. (Hope you now have it and are flying, Richard). It was a very friendly fly-in with plenty of aircraft flying talk! Barbara finished the day off by taking me for a flight to see the Severn Bridge and Chepstow, which I enjoyed seeing her do all the work in the front seat.

Thanks to Arthur Wood for organising the event and the refreshments

### **For Sale**

Ultra-Pro helmets and intercom with clamp on centre mounting and battery for trike. Mount holds short Icom radio (not included) and switches, fuses etc. £200 Newton Prop 60" x 42" pusher for Rotax 503 single carb. Good condition £50 Contact Dave Steade on 0905 820598

MiniMax - GMYLB - single seat 3 axis microlight - Open Cockpit version - includes trailer contact Mr MiniMax (John Hamer) 0452 700314



Seve

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Club

August 1994

## News Views & Crewroom Gossip

### Robbie to Fly for Britain

As the newsletter goes to press Robbie Keene and family have set off to travel to Poland to represent Britain in the World Championship. We wish him all the best of luck.

### Solar Wings & Cyclone Merge

News has just reached us that Solar Wings (manufactures of Pegasus aircraft) have got together with Cyclone Airsport (manufacturers of the AX3 & Chaser). With effect from 1st August Cyclone Airsports have merged with Solar Wings. This has come about since the principal shareholder in Solar Wings also had an interest in Cyclone, and thus it made sense to combine the two organisations and move the production of Cyclone aircraft to Marlborough. The new company formed out of all this is called Pegasus Aviation. The Managing Director is Bill Sherlock, with John Fack as Marketing & Sales Director & Conrad Beale the Service Director.

### Say Again ....

In recent weeks a radio course has been run for the SVMC by James Cairns Terry. The course over four evenings has been attended throughout by four members, John Rendell, Dave Garrett, Bruce Drake & Neil Wainwright. In addition various members have popped in & out including Ken Cole & Adrian Lloyd.

### Fly In at Woolstone

The Fly In at Woolstone on July 23rd was well supported by both club members alike, with two flexwing crews coming from Cardiff Airport.

The Treasure Hunt results were -

1st Jim Taylor/Marlene Hannam	56
2nd Robbie Keene	45
3rd Dennis Beale/John Cafful	12
4th Andrew John/Jane Clark	5
5th Cliff Hannam/Pete Smith	-2
6th Keith Lindley/Dennis M.	-22
7th Dave and Matthew Steade	-52

Despite some heated discussions on certain aspects of the scoring, the above results are not subject to confirmation

The winner of the 'Pre Flight Inspection' competition was Andrew John, who found nine faults when only five had been organised by our Safety Officer, Cliff Hannam. (Andrew for Safety Officer?)

Thanks again go to Di Hayes for providing the barbecue and drinks, the profits of which bought the competition prizes.

### Ceredigion Fly-In.

5th, 6th & 7th August - Ceredigion Fly-In. As last year, this event was well supported by SVMC members with Tom Thomson and Cliff Hannam flying in on the Friday evening. Actually, due to a sea fog which blanketed the field just before they arrived, the pair had to land out for the evening and eventually flew their aircraft in on the Saturday morning. John Seddon-Harvey and Alan Dobson flew in for the weekend on the Saturday and John Hamer dropped in for the day. There was much to do on the Sunday with a large crowd of locals and holidaymakers taking advantage of the flying displays and trial flights, not to mention laser clay shooting, quad bikes and a steam and vintage rally.

Due to the strong wind, some pilots elected to leave their aircraft there for the week, a decision

which was justified when two of the Long Marston lads overturned their trikes when landing at Hardwick, thankfully without injury.

### **A View from the Ground**

by Di Hayes

As I was elected support person by Tom and Cliff, I drove to Ceredigion. I arrived at the airfield at 8.15pm, quite expecting Tom and Cliff to be already there. They weren't, and as time went by I became more and more concerned. As everyone was aware of my concern their help and kindness was so apparent. I had the offer of three mobile phones and one of the Ceredigion members offered his car and himself as chauffeur for the night should I need to go and fetch them from anywhere.

Unless someone has been in the position of the person waiting on the ground, they probably wouldn't realise how worrying it can be, and how much I appreciated the offers of help.

Tom and Cliff did arrive safely having landed out in different fields, and being driven to the airfield by more kind local people.

### **Forthcoming Fly-Ins**

20th August - RAF Lyneham Fly-In. Names & aircraft registration must get to Don Law **no** later than the August Club Night (17th Aug).

21st August - Sywell Microlight Fly-In. Details from Mavis Parker on 0604-644917 or Tony Skipper on 0933-318463

27th/28th August - Milson Fly-In. Telephone 0584-890486 for briefing. Light winds are necessary for the fly in to take place, so please check before take off. Why not combine this with -

27/28th August - Shobdon Fly-In. Telephone Steve Jones at Sabre Airports on 0568-708168 for details and instructions.

### **Club Team Trophy**

Microlight Flying readers will be aware that on the 23/24/25 September, Phil Preece of the Avon Microlight Club is organising an

interclub challenge at Ebrington, near Chipping Campden. Would any pilots or navigators interested in representing SVMC at this event please contact Tom on 0432-890759 for more details and a copy of the information pack. It would be great to see a couple of SVMC teams entered, with support from the non flying members over the weekend.

### **Shush -- RAF goes Quiet**

The kettle called the pot black the other day when one of the noisiest RAF stations declared that microlights were too noisy to operate on their airfield. The situation arose after agreement had been reached with Don Law to take four microlights into RAF Brize Norton to fly the air traffic personnel as part of their open day. At the last minute we understand that OC Ops declared that microlights were too noisy to operate from Brize and withdrew consent for Don and even the RAF's own microlights to visit the station. We understand that you could hear Don roar over the 110db produced by the RAF VC10 engines!

### **PPL (A)**

Congratulations to Shadow pilot Dave Steade on gaining his 'A' licence. A report of his experiences will appear in a future issue of Airscrew.

### **Load of Bull!**

On return from a recent fly in at Cheddar Gorge we understand that due to lack fuel, two of our intrepid aviators were forced to land in a magnificent field next to the Dursley turn off on the A38. Having acquired their fuel from the nearby garage, they became quite concerned by the approaching herd that was proceeding towards them. The herdsman was however on hand to reassure our aviators there was nothing to worry about, for as he explained "it is just as well the other bull isn't with them". "Other bull?" queried our town loving aviator who by now was getting concerned that a certain animal was eyeing him up - or was it was it his red ogee suit!

### **Safety Note**

A couple of weeks ago there was a double fatality - the first this year - when a Kolb Twinstar was involved in an accident. Although the full report has yet to be published, initial findings have suggested that the aircraft was experiencing engine problems, so the pilot elected to force land the aircraft. Unfortunately the approach to the field selected had power lines running across and in trying to climb over them, he stalled the aircraft and dived into the ground coming to rest in 17ft. Subsequent investigation revealed that one carb needle had broken off at the adjustment point due to wear. The other showed no sign of wear. It is known that this is not the first instance of needles failing and indeed it is understood that Rotax are currently carrying out trials on a modification to overcome this problem. In the meantime before anything official is published it would do no harm to check your needles. Before you struggle with the spring that holds the whole assembly together, a novel way of doing the job is to simply wind the spring off the wire - sure beats all previous methods - doesn't require three hands for a start and doesn't have the potential of damaging the cable.

### **Reminder**

Don't forget the photographic competition to be judged by all members attending the Christmas Party in December. The two categories are for pictures taken from the air and from the ground, preferably taken this year, and flying based. (No readers wives please!) As the flying evenings are drawing shorter, time is running out for that prize winning picture.

### **Message from Romania**

As we all heard in a talk last year and also no doubt read in last month's Microlight Flying, Trevor Cale has this passion for flying in Rumania. Well he's at it again! He travelled out there in July and at the time of going to press he's still there. A postcard from him reads "A pleasant GPS flight from Austria and through Hungary.

Trailered over the border to Rumania rather than wait 3 days for "permission". Flew onto Brasov." The postcard shows that Brasov is in a hilly densely wooded area. Hopefully Trevor will be bringing back some more stories to tell and we have scheduled him for a talk in November.

### **All Signed Up & Ready to Go**

News has filtered through to the editorial room that John Dance and Peter Lewis have now got their aircraft finished and the final inspection completed and are awaiting the issue of the Certificate to Test Fly their Rans S6. Eddie Clapham is scheduled to be the test pilot but as he is in Poland for the World Championships, the job won't be done this month. We all look forward to seeing the aircraft in the air.

### **For Sale**

Ultra-Pro helmets and intercom with clamp on centre mounting and battery for trike. Mount holds short Icom radio (not included) and switches, fuses etc. £200 Newton Prop 60" x 42" pusher for Rotax 503 single carb. Good condition £50 Contact Dave Steade on 0905-820598 Trike Trailer. £50 o.n.o.

Steel portal framed building. 60ft by 43ft span by 13ft to eaves. Steel Z purlins, all steelwork galvanised, big six asbestos roof sheeting and rainwater goods. Suitable for farm building, workshop or hanger. Available September. Offers. Gordon Gould on 0451-860264 (day) or 0242-250224 (evenings).

### **Membership List**

On the back page of this newsletter is the current membership list of the Club. Please check your details and if they are incorrect please let John Hamer know.

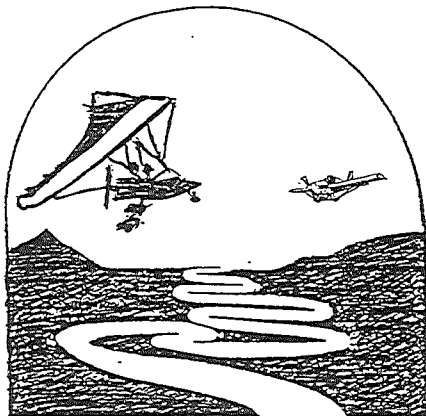
### **Editor's Comment**

The newsletter is a bit thin this month due to lack of members' contributions. Please help me give you a better service by sending me your stories - anything considered! Rumour & gossip welcome!

Severn Valley Microlight Club  
Membership List

16 August 1994

No	Name	C/Name	New No	Home Tel No	Work Tel No	Address	Street	Town	County	A/C Reg	A/C Type	Licence R/T	BMRA No	Ins	Insurance No
1	Arthur	Graham	113	0242 552754		52 Drifflits Ave,	St Marks,	Cheltenham	Glos	G-MTGB	Thruster	F	2255	300	Y
2	Austin	Barbara & Bill	174	0242 515064	0242 521361	Sheldon	Battledown Approach,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
3	Bail	Chris	271	0242 820055	0443 224701	Okeaze Grange	Hawling	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
4	Beale	Dennis	192	0452 750424	0242 221491	The Cottage	Hartlands Hill	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
5	Bedford	Paul	61	0604 290205	0242 221491	7 Howard Close	Hartlands Hill	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
6	Bennett	Lew	265	0453 759816		4 Ferndale Cottages	Victory Road	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
7	Berry	David	275	0242 528232	0452 840004	11 Riveland Road	St Andrew's	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
8	Bitcher	K	266	0452 830783		Pinewood	May Hill	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
9	Booth	Vic & Marie	156	0242 583338		111 New Barn Lane	Prebsterbury,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
10	Buttermorth	Tim	279	0242 620745	0242 223300	Walnut Bank Drive	Prebsterbury,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
11	Buttermorth	Neville	280	0242 620745	0242 512816	Walnut Bank Drive	Prebsterbury,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
12	Catful	John	153	0452 700565		Found House,	Teddington	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
13	Cale	Trevor	217	0604 564685	0604 564685	10 The Brackley,	33 Corsend Road,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
14	Christie	John	121	0452 830141	0452 712795	14 Tunacre,	Longhope,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
15	Cole	Ken	81	0452 414374	0452 27051	5 Cromwell Road	Longhope,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
16	Cole	George	93	0231 624460		School House,	Church Lane,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
17	Coffin	Phil	115	0242 680581	0242 221221	c/o Patrol Service	Hook Lane,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
18	Cox	Malcolm	0		0235 463289	57 Grevton Road	Hook Lane,	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
19	Dance	John	248	0242 675823		Hunter's Lodge	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
20	Davies	Colin	8	0531 820953		Deans Walk Inn	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
21	Davis	John	260	0451 850214		87 Boyerton Drive,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
22	Dobson	Alan	251	0981 540185		Ciarron	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
23	Drake	Bruce	237	0452 415762		39 East Drive	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
24	Dunconson	Neil	232	0235/3426		30 Woodhill Drive	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
25	Frost	Norman	123	0452 863777		2 Forest Road	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
26	Garrett	David	266	0885 400226	0885 403576	124 Priore Street	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
27	Gillmore	Lew & Mari	199	0793 729238		Conderton Chase	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
28	Gillmore	Brian	233	0452 740679	0453 812118	14 Turnball,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
29	Gould	Gordon	3	0242 230224	0451 860264	Capse Green Farm,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
30	Hamer	John	94	0452700 314	0242 271717	7 The Spilmye	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
31	Hanna	Clifford	190	0594 842729	0242 228454	Catsbury Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
32	Hatchett	Ges	209	0452 414992	0452 331335	41, Myrtle Close,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
33	Hinds	Bob	109	0594 516256		The Staure,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
34	Jacobson	Si-mon	270	0793 783111	0793 696000	98 High Street	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
35	James	Frank	0	0594 841221		124 Priore Street	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
36	John	Andrew	180	038 672529	038 672527	Over Farm,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
37	Keene	Robbie	87	0452 414975	0452 521014	14 Turnball,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
38	Law	Don	195	0793 740854	0793 790052	Capse Green Farm,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
39	Lewis	Peter	52	0242 680250	0242 680202	11 Ashfield Close	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
40	Lewis	Keith	216	0242 676819	0242 563100	26 Belland Drive	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
41	Lindley	John	125	0885 482504		24 Lower Westfield,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
42	Lloyd	Horlan	210	0851 60456	0452 307307	Herrywood,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
43	Miller	John	231	0452 780406	0242 221311	Redberry house	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
44	Morris	John	215	0885 410452		1Dabbington,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
45	Munro-Hunt	John	276	0231 424974	0905 614030	48 Sandy Lane	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
46	Nicholas	Donald	246	0905 763004	0452 305430	29 Devonshire Place,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
47	Payne	Chris	89	0594 510348		Crophorne,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
48	Penny/Ruck	Tony / Val	278	0594 510348	0452 305430	Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
49	Randell	Peter	373	0531 650245		Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
50	Read	Dave	273	0452 712124	0242 514390	Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
51	Renell	John & Andy	273	0452 712124	0242 514390	Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
52	Seddon-Harvey	Jonathan	252	0989 565452	0432 358171	Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
53	Smith	Peter	277	0594 565452	0594 841545	Pleasant Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
54	Stallard	Graham	92	0242 672300	0452 712021	Pennylock,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
55	Stearde	David	221	0905 820398	0905 754624	18 Brookland Lane,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
56	Tandy	Steve	243	0989 61866	0242 228454	Appleham,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
57	Taylor	Jim	264	0452 504795		Sherry Way,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
58	Taylor	Mark	0	0452 890729	0568 616642	42 Meadowleaze	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
59	Thomson/Hayes	Tom & Di	0	0885 400223		Catterpark	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
60	Thomson/Hayes	Neil	146	0452 400223		The Wells	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
61	Hales	Chris	272	0242 676664	0452 394365	Hawthorn Cottage,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
62	Warren	M.	148	0452 24531	0452 394365	19 Read Way	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
63	Webb	Richard	259	0452 830951	0452 426238	32 Kendal Rd	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
64	Wells	Ed	259	0885 483803	0452 426238	Glastonbury Farm	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
65	Whitstance	Stuart	261	0594 810116	0452 306388	Hetherings,	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y
66	Williams	Des				Ventura	Hawling Manor Farm	Cheltenham	Glos	G-MHRA	Flash 2A	F	2219	50	Y



Severr

Gordon Gould  
7 The Spinney  
Hillcourt Road  
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GL52 3JX

September 1994

## News Views & Crewroom Gossip

### Robbie Wins Again

At the recent world Championships, Robbie Keene flying his Chaser did well to finish in ninth place. Congratulations Robbie. Doubtless he'll explain in his talk in November how the competitions favoured the slower machines and hence why the British team only came third. Robbie's faster machine was to show it's paces though shortly after getting back from Poland for he won the Norfolk Air Race Trophy on a weekend when most of us would think it was too windy to even fly a kite. Well done Robbie. He made his victory even more impressive by flying to Norfolk and back. His trip for the 150 miles there took him just 1hr 40mins - yes he averaged 90mph! Mind you he paid for it on his journey home for it took him 3hrs 40mins (40mph) and he nearly run out of fuel - well he has three litres left or about 30 minutes left in Robbie's machine. He used 21 litres for this return journey ie just under 6 litres/hr while flying at 60mph - now that's economy!.

### Monthly Talks

For the October meeting, Gordon Sharp from the CAA will be talking on "What would you do if you had my job". His job? - he's head of Aviation Regulation Enforcement! Members should note that this meeting will start at 20.00hrs sharp so don't be late.

For the November meeting, Robbie Keene will be talking about his exploits at the recently held World Microlight Championships that were held in Poland.

In December, the usual Christmas party is planned.

The January meeting will start the New Year with the Annual General Meeting, and the chance to elect a new committee.

### Bureaucracy Reigns Supreme by Trevor Cale

Yes, another saga about to hit the headlines - apologies! Still, this time, I did fly from Austria and through Hungary, and encountered rather more problems second time round, including the hospitalization of a Romanian pedestrian. However, you'll have to wait until my talk in the coming months to learn more. I might achieve a 'full house' - depends on your curiosity.

I'll be content, in the foretaste, of recounting how I didn't cross the Romanian border by air as intended.

Ten days before I left England, I faxed the Romanian Aero Club to advise them that I wished to cross the border by microlight on the 14th or 15th of July and I left it to their good offices to do the necessary. I duly arrived by air at Szged in Hungary on the 15th July at 1145 and made my flight plan to cross the border at 1700. Szged were very helpful and the Commandant set off to make all the arrangements. In the meantime, I and my team relaxed in glorious sunshine, I on coffee and they on very cheap and powerful beers, watching the arrival of a string of gliders in preparation for a week of competitions.

The Commandant arrived later to assure me that all was fixed for a

1700 departure for Arad in Romania. At 1530, I sent Leo and Keiran off in the car to the border, knowing that, judging by last year, it was going to take them many hours to cross, and we'd meet up in Arad. It was only going to be about a 1hr 45min flight.

I duly kited up, warmed up the engine, set the GPS (yes, I can work it now!) as I had to go on a two leg trip to Arad, the crossing point not being on a convenient straight line. How I was to spot the actual crossing point elicited no clues, so I enquired as to whether there was a whacking great 'this way' marked out on the ground. No less than an army of Police and Customs then turned up (well, six actually - why six?) to stamp my passport etc. At that point, the Commandant rushes up and asks me for my Clearance Number to cross the border. "Haven't a clue", said I. I then showed him the fax in which I had requested clearance for the 14th or 15th and it was the 15th. I then had to de-kit and tramp off to the office, whilst six Police and Customs hung around not sure what to do. I spoke to Budapest Control and explained the situation. They were very sympathetic and said that they'd have another go at Bucharest, especially as I was now minus everything save the clothes I stood in, and one microlight.

Bucharest refused to budge, insisting on 'three full working days notice'. It was Friday.

The Commandant suggested that we go up in a Zlin and contact my car by radio, he asked the Customs to telephone Nadzac and have the car turned back to Szged. He was actually going up in order to pick up a tow with the message 'Congratulations on your Wedding' - a friend of his was marrying at a local church, and he was going to fly over with the message. Unfortunately, three attempts failed to pick up the banner, so the intended radio message was forgotten. Thus, on landing, I ran over to my machine, swiftly shot up to 2000ft and radioed out to Nadlac. They got the lmessage, 'Return to Szged', to the

accompaniment of very loud groans in response.

Anyway, they were back after an hour or so and we packed up the ♥wing etc., set up the tents and prepared for an early start in the morning. That evening, we 'copped out' and had Burgerkings in town (well, they were half the price of England) rather than enjoy the succulent delights of Hungarian cuisine.

As predicted, it was no less than a six hour wait in blistering heat before we got over the border and not before I was asked for my Carnet ATA by a fortunately tolerant customs official. "What's that?", said I. "For unusual goods not in everyday use". "Arguable", was my response, and we agreed to differ, but he let me through. I then motored on to Oeva, bypassing Arad, as it was already getting late in the day.

The sequel to this tale was a subsequent apology from the Romanian Aero Club as, yes, they'd had my fax and passed the necessary information to Military Traffic Control for action. It was some clerk in that department who had forgotten, until it was too late, to arrange the necessary clearance. Makes you realise how lucky we are in England, with our all but unrestricted flying, and the ensuing hassle if you insist on flying 'in foreign parts'.

## **Alternatively**

**by Tom Thomson**

If you, like me, have wanted to fly microlights of foreign manufacture, the place to visit is the Base ULM de St Exupery at Montpezat in the Lot Valley of South West France.

A variety of three axis and flexwing aircraft, including a beautiful Buccaneer amphibious microlight, are available for instruction, hire or trial flights. The base, owned by Phillipe, a very welcoming and English speaking CFI, has its own lake from which float flying takes place, the sand having been quarried and sold to enable the huge hangers, offices and first class restaurant to be built.

I flew an Air Creation bi 582ES, the 52hp 'extra silence' version

with 5 bladed Arplast prop, a very quiet machine. To avoid paying £110 3rd party insurance to fly solo, I took an instructor in the back seat, and really enjoyed both the interesting design differences and flying characteristics, and the beautiful countryside of the Lot valley. Unfortunately, our flight had to end after 45 minutes, which included three touch and goes, as a rainstorm approached.

Half an hour later, as we dined in the airfield restaurant with Phillipe and three pilots taking instructors ratings, the heavens opened, and we were treated to a spectacular lighting storm.

The largest trophy in the office was won by the base's microlight engineer for being the motorcycle Wheelie champion of France. One record he holds is for travelling 200 metres on the back wheel at an average speed of 205kph (over 125mph!).

The friendly welcome, beautiful countryside, good weather (normally), and assorted flying attractions are to be recommended - I'll be back. (If you want more information, prices or telephone numbers to arrange your 1995 holiday, I'd be happy to point you in the right direction).

## **Pilgrimage to the Shrine of Hercules**

**By Bill Austin**

For most people August is the month of pilgrimage - to Spain for the holidays, to Weston-super-Mare to see the mud, etc. There is one group of people however who don't have the need to go to such exotic places for their meditation and obeisance - microlighters. The 20th August was the date this year for the annual pilgrimage to the Shrine of Hercules - or RAF Lyneham as it is known to mere mortals.

The assembly point for the SVMC members was coded "Molesville" (M4 Microlights at Redlands). As it was "my turn" to be P1 into Lyneham, Barbara was in the front seat for the Defford/Redlands part of the trip. Weather - the bad aspects of it - is a feature of all Barbara's flying as P1 and today was no exception. At 1700 feet we found

ourselves above, below and in cloud all the way from Cleeve Hill to Cirencester - at times we could only see vertically downwards. After Cirencester things cleared up and apart from the odd bit of turbulence the remainder of the journey was uneventful.

This year 17 aircraft left Redlands. In order to avoid an entry in the Guinness Book of Records for the longest string of microlights to be airborne at the same time over Wiltshire, Don instructed us to fly in pairs with him in the lead doing the radio work. The short 14 mile trip to Lyneham was rather like flying in a lift that was constantly going up and down. We were supposed to be flying at 800 feet and at times, I began to wonder if I had fitted terrain following radar! Our arrival was on the southern taxiway in front of the control tower so I didn't have the satisfaction of landing on 2 miles of smooth tarmac after all. We were the second group to arrive - those from Clench Common having already arrived and a group from Long Marston arriving 45 minutes later.

The first priority was to "sign up" for our trip in the Hercules. We then made our way to the tower where ATC were getting worried by the non radio aircraft amongst the microlights giving pleasure trips. They didn't seem able to grasp the fact that we are quite used to flying without instructions from "the controller" and keeping a good lookout for other traffic both in the air and on the ground. They also seemed to think that apart from the AX3 all other fixed wing aircraft were GA - I don't think we managed to sort that one out from them! However from the tower I counted 36 microlights and 2 GA planes as visitors - quite a gathering.

A visit to the Radar Approach Room was next and this was where we spent a lot of time talking to one of the controllers getting a very informative and useful rundown on the service they provide and their operating procedures. It certainly took a lot of the mystery out of the radio procedures and gave me

more confidence to "give the a call" when I'm in the area.

We had out trip over the Wiltshire countryside in the Hercules including a visit to the cockpit and gazing out of the open ramp at the back. This was thoroughly enjoyed by all. (Rumour has it that one Club member managed three trips in the Hercules - will he now try to build a microlight version I wonder?)

The trip home was smooth and easy. We had obtained prior clearance for a VFR departure to the north for a group of us at 500ft until clear of the zone. Four other aircraft departed with us - Chris Payne, Dave Garrett, Adrian Lloyd and Denis Beale. I must say ATC were very patient with us and very understanding. One of the problems from my point of view was the abbreviated call-sign and the speed at which ATC said it. For those of you doing the Radio Course you will be interested to hear that I was given "taxi clearance to the hold". "line up", "hold" and "cleared for take off" - this was my first time on the real radio!

Another good value day out. If we get an invitation next year it might be a two day event with some simple "competition" thrown in. Certainly more of you ought to make the effort to go. Thanks to RAF Lyneham and Don for organising it. Let's hope that the microlights didn't prove too noisy for them to ask us back next year.

### **Once Bitten, Twice Stupid**

By Tom Thomson

Coming back from the recent microlight fly-in at Sywell Airfield near Northampton (normal microlight landing fee £5.50), the deafening silence of a failed Rotax encouraged me to again brush up on my forced landing techniques.

As the chosen field was miles from human habitation (and telephone boxes), and as the engine restarted easily and seemed OK during fast taxiing tests, and as it was a superb flying evening, and as I appeared to suddenly contract a well known disease called Gethome-itis, I took off again.

Isn't it amazing how the mind is

suddenly concentrated by an engine failure on climb out. This time my choice of fields was restricted to one, a recently combined, but not baled, cornfield with alternate rows of stubble and straw.

A safe but exciting landing followed, this time requiring a telephone call to the Raven Recovery Service and a 2am return home.

I have now decided that flying after an engine failure will, in future, be following a diagnosis of the fault, whether in the field or in the workshop. A lesson learn for me, and hopefully for readers of this tale of Gethome-itis. (An easily caught but potentially serious condition, only cured by a large application of commonsense, with additional doses of good judgement and airmanship if the illness does not clear up within a few minutes).

### **Diary Dates**

24th/25th September - Club Team Trophy at Ebrington near Chipping Campden. By road from Evesham, take the A44 past Broadway, turn left on the B4081 to Broad Campden and Chipping Campden, turn right on the B4035 and follow 'Trophy' signs to Ebrington. The weekend events will comprise water bombing, spot landings, treasure hunts, tug of war, fault finding, aviation quiz and many other family events and entertainments. There will also be trade stands and trial flights.

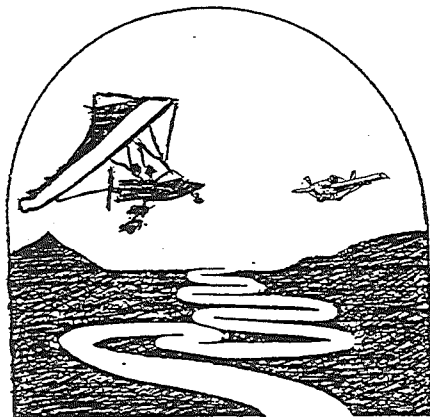
8th October - Sabre Airsports skittles evening. 7pm at The Corners Inn, Kingsland near Shobdon. All welcome.

15th/16th October - Advance notice of the BMAA Exhibition in Telford.

### **Advertisements**

Pegasus XL-Q manufactured 2/4/92 with Rotax 462lc, Arplast 3 blade prop, full set of instruments including vario. 8 hours only, one owner. Trailer, helmet and suit negotiable. £7,500

Contact N Orgee (0885 490281) or A Lloyd (0885 482504)



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Club

October 1994

## News Views & Crewroom Gossip

### Another Rans Flies

After a couple of years hard work, John Dance and Peter Lewis saw their labour of love finally leave the ground at Woolstone at the end of last month. The test flight was carried out by Eddie Clapham who was able to fly off the required five hour test programme in two days. The aircraft has now been granted its full Permit to Fly, but due to poor visibility recently John & Peter have had limited time to have the aircraft out on their own, though they have flown it accompanied by Eddie. You will recall that John & Peter gave the club an illustrated talk earlier this year. They are now scheduled to give a similar talk to the local PFA strut at Staverton on Tuesday 8th November. Anyone who missed their original talk or wants to hear the final couple of chapters is most welcome to go along to listen. The venue is the Aeros clubroom near the control tower. Well done John & Peter. We also liked all the local publicity you attracted which resulted in the Club getting some inquiries.

### Monthly Talks

For the November meeting, Robbie Keene will be talking about his exploits at the recently held World Microlight Championships that were staged in Poland.

In December, the usual Christmas party is planned. Members will be asked at the November meeting whether they intend coming in order to determine the numbers to cater for - there was a great deal of waste last year. Members who can't make the November meeting are asked to contact John Hamer before Nov 16th and advise him of their intentions.

The January meeting will start the New Year with the Annual General Meeting, and the chance to elect a new committee.

### Big MiniMax Flies

Many of you will recall that when John Hamer gave his talk to the Club about building his MiniMax he was accompanied by a model - no not one of those slender waif like things that strut around catwalks, but a scale version of the aircraft he had built. This model had been constructed by Bill Vinton and Cliff Hannam. You will recall that it was uncovered and most of you will have seen it at recent shows still uncovered. The reason for this apparent lack of progress is very simple - the pair having seen how much effort went into the model, decided that the full size version would be simpler. So, Bill assisted by Cliff set about doing just that - building a full size version. After fourteen months hard labour, Bill & Cliff emerged from the workshop with just the final test awaiting their creation - the test flight. With the forecast looking favourable, on Saturday 8th October a small band assembled very early in the morning. Dennis Beale accompanied by Cliff Hannam were assigned to convey the precious cargo which had been mounted on a converted boat trailer. (Anyone want a dingy?) Meanwhile Bill had instructions to collect the nominated test pilot - John Hamer. When Bill arrived at JH's cottage, he found him chasing rabbits - had made the right choice of pilot he wondered? What was all the fuss about? Well Peter, the pet rabbit (aren't all rabbits named Peter?) had got out and the wife wouldn't let anyone off the place until the bunny was caught. Further microlighters arrived in the form of Neil Duncanson & friend and they too were volunteered into the hunt. Eventually after a great deal of chasing the small furry thing round the grounds, Peter was caught, and so the lads were allowed to leave. By now Bill who had

been awake since four in the morning, was worried that Dennis & Cliff would already be at Long Marston. In the event they had been driving ultra cautiously and the two cars arrived at the test site together. Carefully the aircraft was off loaded and assembled. A well known Renegade whizzed and pirouetted across the sky, showing the newcomer just what flying was all about. All in good time though. The first problem soon appeared - someone had forgotten the fuel, so a raiding party was dispatched to one of the hangars and returned clutching a Jerry can. Then there were the engine runs for the engine had been stripped down only the week before and a new cylinder & bearings fitted. All seemed to hold together - Bill was looking anxious. Then there were the taxi trials - still all Ok - except Bill was looking even more nervous. Then JH announced he would taxi to the end of the grass runway and if all was still ok then he would go for it. So JH taxied away from the small band of onlookers and into the distance and to the onlookers this seemed to take for ever. A flexwing landed before the little white aircraft slowly turned and lined up. Was this going to be a taxi run or the real thing. Bill grew even more tense. The engine note then began to rise and the aircraft surged forward, the tail came up and in no time at all day light appeared under it's wheels. Bill held his breath. As the aircraft came closer to the assembled party so the climb rate increased. All sounded perfect as the aircraft climbed to join the circuit. It slowly turned and disappeared downwind before flying overhead. Bill still held his breath. The aircraft then turned downwind again before lining up on finals. All the onlookers held their breaths - the descent looked good, gently the rate of descent was checked and the aircraft flared to settle nicely on the grass. Bill breathed again, Cliff was relieved, Dennis smiled and JH grinned as he announced that " It flies superbly." The crew then retired to the pub to have lunch & celebrate. After lunch JH continued the testing, eventually flying the aircraft back to Over, where he finished off the test programme the following day. With the paperwork done the full Permit to Fly is expected to be issued shortly. Well done Bill & Cliff. For JH this was the culmination of a

hectic ten days having completed two full flight test programmes on MiniMaxs, and he had evaluated another one in between. Suppose it was just another days work for the BMAA Chief Pilot....

## Telford '94

by Andrew John

I had undertaken to transport the "mini" MiniMax to the exhibition for John Hamer, so that meant an early start up the M5 on the Saturday which was distinctly IMC. On arrival I found JH ready to set up his MiniMax stand in the cavernous hall. I had brought up the model and tripod for the display which when suitably bedecked with a large Union Jack looked very impressive as if the aircraft was mounted on top of the British Aerospace logo. This year there seemed to be even more participation by associated recreational flying organisations including paragliding, hanggliding as well as all the suppliers of bits & bobs. As a result, the whole show took on a more colourful and interesting mantle. Nevertheless the microlighting world was well represented by the most of the familiar manufacturers. As always I battled with myself to stay within budget while scanning the tempting displays on the Rotax, Mainair and M4 stands. Still, this year my so far unrequited love affair with the Twinstar developed a stage further with Jim Cunliffe giving me the an intimate description of the aircraft on display together with the possibility of a trial flight in the not too distant future. I was also impressed by the Sherwood Ranger biplane now available in kit form - remembering the original fuselage we saw at Donnington several years ago, but still wonder how they get it in the microlight category. Air Creation featured very sturdy and function flexwings at a reasonable cost, well until you add a cockpit cowling, spats etc! They use an interesting single skin wing with exposed cross tube, reminiscent of the early days of microlighting. The Huntwing Experience was tucked in a corner and its popularity is on the ascendent, especially as its rugged appearance has been refined thanks familiar parts from other manufacturers. Fleaplanes in the form of the incredible Ballerit were on show and remind me of those strange and unorthodox aircraft

that flew in the 30s. The Letov Sluka single seat Czech three axis attracted much attention and will prove a strong competitor against the MiniMax for the single seat homebuilt market, particularly as it is a virtual just an assembly job.

Pegasus and Cyclone Airports filled the air with music and high profile marketing with the floor show featuring the Quantum, Quasar, Chaser and AX3 - quite a selection of very flyable aircraft.

Later I met and had a talk with Ann Welch our president, being the nation's most respected female pilot and expert on all matters aeronautical. She has very well reasoned views on the necessity for all branches of recreational flying to have a professional representative body in order to influence the inevitable changes that are about to happen, particularly with the EU. She is also horrified at the concept of a single set of regulations to cover all flying in Europe which would require major changes to national regulations which work perfectly well at the moment. Her recent trips to France and Poland in her official capacity have underlined these points.

Then summoned by Tannoy, Chris Payne and I attended a presentation on RAF low flying which included a video and questions to Rob Osbourne from CAA's NATCO unit. A insight into the necessity of low flying and it's limitations for the RAF pilots was gained, and the tactics we can employ to reduce the risk of collision were illustrated. These are basically to avoid flying below 2000 feet during weekdays and when passing through airspace to do so as quickly as possible. He also assured us that notification of flying activity phoned through via Freephone 0800515544 at least 4 hours prior to 0900hrs would appear on pilots briefing for the days flying, should they be in your area. A useful lesson for us all.

To sum up - nothing particularly new - more developments of the finer points. For the new recruit there is a lot on offer though the price is escalating alarmingly for new equipment but with a sound secondhand market it is still possible to trade in a "G" reg Fiesta and obtain a perfectly serviceable flexwing without breaking the bank.

All the way down the M5 I could have sworn I was flying a Twinstar - was I

dreaming? - will my dream ever come true? - time will tell...

### **Photo Competition**

With the nights drawing in and the sun daily rising lower in the sky, opportunities to take that winning picture in this year's competition are fast fading. The competition to be judged at the Christmas part will be in two classes - aerial shots and ground shots. So get snapping, time is running out.

### **A Slippery Affair**

There have been many warnings recently about preserving your engine during winter, but a recent inspection of a members aircraft has reveal a little thought of area for potential disaster. The inspection revealed a fan belt so slack that a finger could easily stop the fan as the prop was turned. So you say tighten the fan belt, after all the belt was only replaced twenty hours previously. Even with all the shims out the belt was slack. How come the belt has bedded in so much. A look at the pulley revealed the answer, it was rusty, and the resultant rough surface had abraded the belt in no time at all. One grateful owner has just been saved the cost of an engine - now he wouldn't have known until it seized - he had no CHTs to tell him things were going wrong.

The lesson here is to try and avoid storing your engine in a damp atmosphere -you can hardly oil the pulley to inhibit corrosion - and check your belt frequently.

### **A Dream**

Recent weeks have seen Jess Hatchett rushing around clutching a set of plans and asking all sorts of questions. Indeed there is a rumour that he has just bought - yes paid good money - for a pile of corroding metal, which is a former existence was a Hornet microlight. Why buy a pile of scrap metal, what does Jess see in it that other can't. The answer is a dream. A dream? yes the idea to build a flexwing. The corroding metal? Well at the heart of the pile of twisted tubes is the power unit to drive his dream - a Huntwing Experience. Watch this space for further developments.

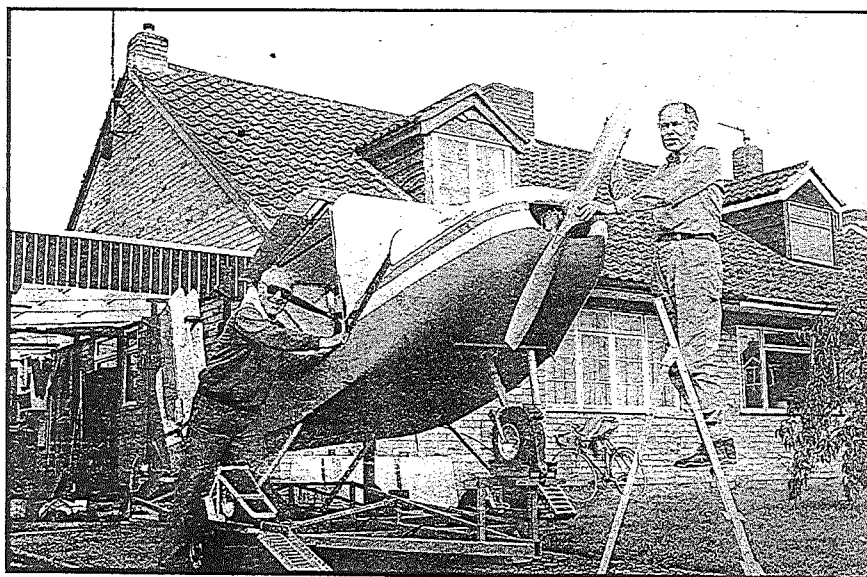
## Fireworks

The Club is invited to a firework display courtesy of Robbie Keene & John Rendell. It is scheduled to be held at Over Farm in the early evening of Sunday 6th November. We say scheduled because weather might intervene and if so the date will be the following weekend. Please check with Robbie Tel No 02452 414975 if the weather looks doubtful. All members including wives, girlfriends, mistresses and especially children are invited. Don't let it be said that SVMC activities are just for the blokes.

## SVMC Office Relocated

In the past two years various things have happened in the local aerospace industry, viz TI taking over Dowty, then Fuel Systems being sold to Lucas. Lucas then moving the establishment to Birmingham. This meant that JH was deprived of an office to run SVMC affairs as well as all his other microlight interests. However all is not gloom and doom for those nice people at Smiths - yes those people that make those super instruments - have come to the Clubs rescue and have found JH an office. If you want to wake him up phone him on 0242 661820. In addition you can fax him with those articles for the newsletter - 0242 661810.

# Test flight for DIY aircraft



John Dance, left, and Peter Lewis working on their kit plane in Bishop's Cleeve

**TWO former aviation workers building a full-size plane from scratch are ready for take-off.**

John Dance, 67, and Peter Lewis, 64, have taken two years to get the £11,500 project off the ground.

The former Smiths Industries workers have been putting the finishing touches to the two-seater aircraft ready for a launch this afternoon.

The project took all the expertise the two men had built up in about 75 years of combined service at Smiths.

The plane, made from aluminium and canvas, is 20ft long with a wingspan of 35ft. It has been built at Mr Lewis' home in Bishop's Cleeve, near Cheltenham.

### Cockpit

It will be powered by a single propeller and should have a maximum speed of about 70mph and a range of 150 miles.

Both men are members of the Severn Valley Microlight Club and are qualified pilots, but they say it will be a while before they get inside the cockpit.

Mr Dance, from Gotherington, said: "After two years we are really looking forward to the launch, but it will be a test pilot taking the plane up first.

"It needs to do five hours' test flying before it gets a full

## Chocks away for kit plane

by Paul Stimpson

permit. After that, we will be able to fly it.

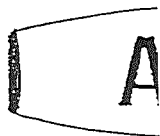
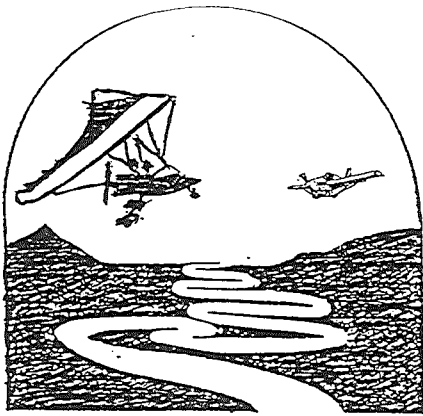
"After two years' hard work, we are still very much looking forward to the launch.

"If it gets the permit, I have three grandchildren who I am sure would love to fly."

Weather permitting, the test flight will be carried out by Eddie Clapham of the Private Flying Association at Woolstone on the Evesham road.

Mr Dance said: "We have held pilots' licences for 25 years, but we are not quite up to speed to test it ourselves."

He added that he was confident the plane would pass its flight tests and be granted a permit to fly.



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November 1994

## News Views & Crewroom Gossip

### The Newsletter

You may be disappointed to see that the newsletter is very much smaller than usual this month. The reason is very simple - no one has submitted any articles. Perhaps this is because no one has been doing much flying lately, but if the newsletter is to be meaningful and worthwhile we need your contributions - we just can't make it up! There is a limit to how often we can report on the Redland moles! In fact we understand they are currently taking swimming lesson due the airfield's soggy state. No seriously let's see an improvement next month, let's have some articles - otherwise there will no Airscrew.

### Woolstone

The current tenancy on our airfield at Woolstone is due to expire at the end of the year. While the committee appreciates the shortcomings of the field, and other possibilities are being actively pursued, no better alternative has been forthcoming to date. It has therefore been agreed with the farmer to continue the tenancy of the field for another twelve months on existing terms, including no monthly rental increase. Hopefully this period should be sufficient to allow time for other sites which are under evaluation to be fully researched, evaluated and discussed.

### Christmas Party

As has been the practice for the past couple of years, a Christmas Party will be held at Hartpur College on Wednesday

21st December. All members are welcome to attend along with their other 'halves'. A major feature of the event will be the Grand Draw and thus members are urged to enter into the Christmas spirit and bring along a prize (or prizes would be even better) - indeed there is a strong rumour that Dennis will only let in those bearing gifts.

### Photo Competition

This is the final reminder for the annual photographic competition which is scheduled to be judged at the Christmas party.

The competition will be divided into two categories, i) for shots taken from the air and ii) shots from the ground.

Entrants (who must of course be members) may submit one photograph in either or both categories. The maximum size of the photograph should be 6" x 4".

The photographs can either be brought along on the night or sent to Tom Thomson in advance, but don't forget to put your name on each photograph submitted. Of all photographs can be collected at the end of the evening.

Who are the judges? Well it has been unanimously decided that you the members will exercise your democratic powers in deciding who the winner is. Everyone attending the party will be given one vote in each category, and believe it or not the recipient of the highest number of votes cast in each category will win a valuable prize. It may not be the National Lottery, but the odds of winning are much better than 14 million to one!

## **Monthly Meetings**

In December, as mentioned above, the usual Christmas party is planned. Members who didn't attend the November meeting are asked to contact John Hamer by 20th November to advise him if they intend going to the party. This is necessary in order to determine the numbers to cater for - there was a great deal of waste last year.

The January meeting will start the New Year with the Annual General Meeting, and the chance to elect a new committee. All posts are up for grabs, however if you are interested in joining the committee, let the Chairman know as soon as possible. Remember without a committee there would be no club.

It is planned that the February meeting will be the usual Open evening to encourage members of the public to join our movement as well as a PR exercise. This is the meeting to bring along friends who are interested and would like to know more.

The speaker for March is scheduled to be Trevor Cale who will be recounting his latest exploits, namely his recent trip to Romania.

## **Fly In**

To celebrate the passing of another year, it has been decided to hold a 'Boxing Day Meet' at Woolstone with various activities planned. Hot drinks will be available, but you are asked to bring your own turkey sandwiches. As a stand by date, New Years Day is being scheduled. Hopefully in next month's newsletter we'll provide further details, but in the meantime you can put this date in your diary.

## **A Dream**

Last month we reported on a dream, namely the fact that Jess Hatchett was rushing around clutching a set of Huntwing plans and asking all sorts of questions. Well the dream has actually started taking shape, albeit in a small way. We are reliably informed that not only has Jess now acquired all the requisite tubing, but he has also purchased a scrap Hornet for it's engine - a Rotax 462. We are also advised that Jess has proved that the said engine

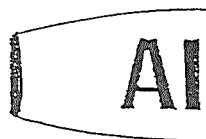
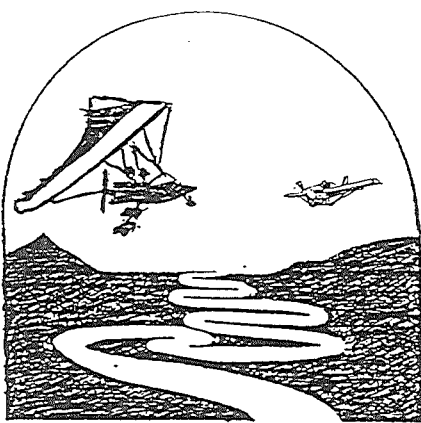
does actually work. In addition to running the engine, we also understand that he has been busy in the workshop cutting metal and the first few bits and pieces have started falling off the production line. Watch this space for further developments.

## **PFA/BMAA**

While it was decided that the PFA & the BMAA should not merge and they should remain independent essentially because each organisation has its unique requirements, a well informed source advises us that the CAA is insisting that the two organisations align their organisation and systems to meet the CAA's requirements. For instance the PFA does not have a Check Pilot system and a Chief Pilot like the BMAA, while the BMAA does not have Flight Release certificates. Undoubtedly in the months to come there will be subtle changes in both organisations, and in the years ahead it can be seen that it will be difficult to tell the two apart. Anyone taking bets that the two will merge one day?

## **Bing Carbs**

Most of you should now be aware of premature wear on the jet needle caused by the needle circlip vibrating and wearing the needle away. Indeed the cause of the fatal Kolb crash has been confirmed by the CAA in its recently issued report as being engine failure following such a needle jet failing at the circlip groove. Currently Rotax have issued a service bulletin stating that the needle should be checked every fifty hours, the CAA are however going one stage further and insisting on a mandatory modification. This is likely to take the form of a rubber 'O' ring on the needle to stop the chattering of the circlip on the needle and will be available in the new year. In the meantime you should check those needles for it is understood there have been many more cases than actually reported, and thus the problem with the Kolb is not an isolated instance confined to this aircraft type. You have been warned.



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December 1994

## News Views & Crewroom Gossip

### Fly In

As indicated in the last Newsletter, it is planned to have a Fly In at Woolstone on Tuesday 27th December at 12.00hrs. Teas and coffees will be available, but it is hoped to be able to fly onto the Teddington Hands pub for lunch. Much will depend on the state of the ground, thus all members intending going should contact Tom on 0432890759 or 0585 458048 before going. Should the weather or runway conditions cause postponement, then the fly in will be rescheduled for very early the following year, or more precisely Monday 2nd January 1995.

### Crossword

At the end of the newsletter you'll find a crossword set by Cliff Hannam. There is a rumour there may be prize for the first correct entry submitted to him.

### Monthly Meetings

The January meeting will start the New Year with the Annual General Meeting, and the chance to elect a new committee. All posts are up for grabs, however if you are interested in joining the committee, let the Chairman know as soon as possible. Remember without a committee there would be no club.

It is planned that the February meeting will be the usual Open evening to encourage members of the public to join our movement as well as a PR exercise. This is the meeting to bring along friends who are interested and would like to know more.

The speaker for March is scheduled to be Trevor Cale who will be recounting his latest exploits, namely his recent trip to Romania.

### Ges's Dream

Ges writes to advise on his progress on the construction of his Huntwing. He now has acquired all the tubes for both the trike and the wing and they are currently residing in a well known workshop in Hartpury. Most of the channel and sheet aluminium hacking has

now been completed, as a result there are now a myriad of brackets lying around in piles, all nicely polished, awaiting anodising. From the polish on the parts it is clear that Ges's National Service training didn't go to waste! Ges also reports that JH obviously doesn't think that he is progressing fast enough for he locked him in the workshop one night and only let him out when he came out to feed the horses last thing at night! JH says it was an accident, Ges isn't so sure! Ges is allegedly putting his slow progress down to being extremely careful for he doesn't want to make the parts more than once. JH is rumoured to have muttered that perhaps Ges <sup>doesn't</sup> want to make the parts at all!

### Alpenfahrt

By Dennis Beale

Lawrence of Arabia had it. No, not flatulence from eating "Forest Floor" (muesli), but a passion for Brough Superior motor cycles that both thrilled and killed him! Their reputation as the Rolls Royce of motor cycles may reflect their engineering quality but sadly belittles their sporting performance of the period.

The latter was proven many times not least of which was in 1925 when George Brough, Francis Dickinson and Eddy Meyer, all legends of their era, took the Alpine Rally by storm. This was a rally of some 1100 miles through the Austrian passes and included two level speed tests and two timed hillclimbs.

The "Rolls Royce" tag has stuck, resulting in them being the most valuable of vintage motor cycles with the sporting ones in moderate condition selling for £25,000. It may therefore seem surprising that the Brough Superior club organised a rally to commemorate the Alpenfahrt. It is even more surprising that they should invite a B.S.A. to take part, although it was similar in age (1930) and by virtue of being a 1000cc V twin. Too late I realised they wanted a fall guy. They

would blow me into the weeds to make their re-run of 1925 authentic. Friday 24 June, 3.30am I awoke. Lucky really, because with a clock radio a power cut creates havoc. Then I realised there were no radio stations (to which I listen) playing at that time in the morning anyway, so my anger at my own stupidity concealed that against the MEB.

The trusty V twin throbbed and burbled its effortless way to Portsmouth for the six hour ferry crossing, add an hour, then on to Le Mans. Here in a vehicle check by the Gendarme my lack of French proved to be helpful. In frustration they pointed at my headlight and when I switched it on and it worked they waved me away.

As I sped (well throbbed) away I immediately recognised the name of the village, St. Saturnin, as being my rendezvous point with my friend Brian who had offered to ride out and then escort me to his home. I parked the machine on its stand in front of the cafe where it could be easily seen and went inside to order a beer. My friends can always be recognised by their ability to materialise precisely at this point. Today proved no exception!

It was 8.30pm by the time we had travelled the further 60 miles to Montreuil-Bellay, near Saumur. We devoured the delicious meal Shirley had prepared. Being in France I thought it only right that I wash it down with the copious amounts of wine that their neighbours kept bringing in for me to try. By 12.30am the 20 hour day and 250 miles on a bone shaker had overtaken me. 6.30am I was prised out of bed. After a quick breakfast we were on the road again. It was raining and we had 400 miles to go today, heading directly east across France to Ronchamp. Fortunately we had booked ahead so a quality family run hotel was waiting. They even provided a garage to park the bikes securely and there was room to hang our waterproofs up to dry. Little did we realise at this time that we would shortly wish for rain!

Sunday saw us cross into Germany, a spectacular ride through the Black Forest when about mid afternoon in Urbach I noticed a sign, "Fly in". This drew my attention because it was written in English. We rode down the lane and found a collection of all types of planes including many microlights. Amongst these was a Shadow which I recognised as Trevor Jones', mainly because his name was written on the side of it. The significance being that Trevor, as most members will be aware,

is a paraplegic and it was then I realised that a large number of people were in wheelchairs. Trevor explained that it was a paraplegic arranged event. He invited us to take part in the barbecue and events but Brian was forcibly pointing out that we still had 100 miles to our evening rendezvous north of Munchen. So I hurriedly started to take slides of the various craft which included a brace of biplanes, one radial and one VW engined, numerous three axis and flexwing microlights, gliders and light aircraft including a P300 Equator. Four blade propellers were in dominance on the microlights.

Brian was getting more and more impatient. We were to meet the other members of the Brough club for an evening meal and sleep prior to commencing the first organised part of the rally. In fact we arrived at the appointed time of 7pm and met the German guys who had arranged our accommodation but the other British contingent did not arrive until 10pm with their own tales to tell.

Next day saw us ride as a group escorted by the Germans, across the Austrian border, through beautiful wooded areas to the village of Attnang Puchheim. Our reception was beyond imagination. The old town centre was sealed off and an "Oompah" band played us in. The Mayor gave a motivating speech extolling the exploits of George Brough 70 years previously. It was here the Alpine Rally began but I am positive G.B. did not start his rally by eating a free three course meal washed down with free Austrian beer! By now the heat was almost unbearable and the huge canvas sun shades appeared to give little protection. We took on a lot of liquid even though we tried to limit it knowing there were the 100 miles to Vienna still to go that afternoon.

We eventually departed as a group at 4pm but had covered only a few miles when one of the Broughs broke down. The heat was literally unbearable so Brian and I decided we would press on ahead of the main group. That evening approaching Vienna up the valley of the Danube the warble of the V twins was joined at one point by a paddle boat on the river and a lumbering, snaking train on the parallel rail track all compressed into harmony by the towering mountains. This was truly motor cycling ecstasy.

We arrived two hours behind schedule to find our Austrian hosts awaiting on the roadside. It was just as well that we had forged on for the others were by now a further two hours behind us and our friends would have waited all night if

necessary. These people were the real organisational force behind this run having prepared all the routes, accommodation arrangements and special visits. They would generally look after our well being which was to tax them to the full.

The first treat they provided was on the next day which was my first rest from the saddle. It was a welcome rest having covered 1300 miles in four days just to get to the start of the rally proper. A luxury coach collected us for a tour of Vienna where one highlight was a ride on the magnificent "big wheel", a working monument of British engineering. Then with special permission of and escorted by the military to the stores area of the Technical Museum. Like all museums there is often much more in store than is on display and it just so happened that the curator is a member of the Brough club so we were privileged with this behind the scenes look. Items ranged from a tandem cycle, but sat side by side on each side of the cross bar, (I bet that was fun to ride solo!), to a collection of Puch split single supercharged motor cycles and a WW1 plane which had been shot down and managed to make a safe landing and whose pilot had only recently died. They had managed to trace him because he had scratched his name in the cockpit as indeed I did on my school desk. Finally back to our hotel where most of us worked fairly late to give our machines a good service and check over ready for the challenges to come.

Wednesday the 29th dawned. This was the start of the alpine sections the first of which was the Schwartzau Pass and then down to Neunkirchen. Here there is a 16 kilometre stretch of straight road which was the centre of the Austro-Hungarian Empire and from where all relative points of same were measured, or so our Austrian hosts informed us. I do know that it was used in the 1925 rally to do the "Flying Kilometre" test and George Brough roared to victory in this section. It is also the place where the now great Bosch electrical company had its humble beginnings.

That evening saw us at the summit of the Annaberg pass and the similarly named hotel. The severe climbs had shown some of the machines to require attention, one of which was the machine of Howard Wilcox who was the brainchild of this anniversary rally and the centre pin of its conception and operation. The clutch was stripped and cleaned, then as the rest of us went in for dinner Howard donned his leathers and set off down the hill to try the beast. There was no

traffic around in this part at this time of evening, not until he reached the first hairpin bend, so he was dismayed to see a car come around the bend on the wrong side of the road. Too late he realised his mistake and hit the car head on. The VW Golf was written off so Howard was lucky to escape with a broken arm and leg.

It was impossible that evening to get an accurate assessment of his injuries and there was much despondency and talk of halting the rally. The next morning revealed the relatively minor extent of his injuries and a message from him that we must continue.

And so it continued. Another seven days and fifteen passes. In between there was a rest day. Six of us comprising two British, one Austrian, one American, one German and one Swiss-Italian decided to make full use of this rest day and go for a bike ride. (Motor bike of course!). We headed south and crossed the Swiss border, up over the 7051ft Forno pass through the Swiss national park, then swinging off onto the unmade road of the 8206ft Umbrail, on up through the snow and over the border into Italy. Back onto tarmac we continued climbing to the top of the Stelvia pass at 9046ft. Here we lingered a while to absorb this fantastic sight. Then it was down the other side which seemed to twist and descend for an eternity, but eventually we hit another road where we swung north and back towards Austria. It was dark and late when we arrived back but for me this was the ride of the holiday and I had thoroughly enjoyed my day off!

Wednesday 6th July dawned. This was the final day of the official rally. We routed through the Hahntennjoch Pass which proved to be one of the tightest of the week and perhaps the most dangerous with precious few crash barriers. It certainly had some of the most spectacular views. Two more passes then swing left on a minor road through a wooded valley alongside extensive lakes up to the German border. It became apparent that the customs post here must see little traffic finding a variety of reasons to prevent us continuing. Headlights were again the main concern with most of the ancient charging systems having long since given up the unequal struggle. Eventually we managed to coax some sort of light from them, which in one case meant taping a small torch inside the headlight unit, and we were riding again sweeping down the German lanes and on our way to Tutzing Castle.

Here a champagne reception on the banks

of the Starnberger Lake, a buffet fit for a king and rooms in the castle ensured that our last night together was one to be savoured and remembered. Brian and I left at 6am having been awakened by the local church bells and being restless in the knowledge that we had two more long days of riding across Germany and France before I could once again savour Shirleys cooking and Brian her other qualities (I can see them but I am not allowed to touch!).

Whilst resting in their garden before my return to England a microlight flew over. Questions revealed that they flew from a disused airfield nearby so I borrowed Brians mountain bike and set off in search. I quickly located them. My lack of French and their lack of English made things difficult but they proudly showed me around their collection of machines. In the hanger were machines covering a range of types and ages including a Sprint, an XL wing on a Flash trike, a Raven wing on a Pegasus trike, a MW6 and some others I

did not recognise. All three which were flying were Aerial Arts and as it was in the heat of the day and quite gusty I guess there is a message here.

The original plan was four days recuperation with Brian and Shirley. But number one sons graduation was taking place earlier than expected so parental pride motivated me to forge on and next morning I departed, with the result that upon return I had covered some 3500 miles in 18 days on my lump of 1930 iron.

Statement of the trip was by Angelo the Swiss Italian. "I know why the BSA is so reliable and keeps on going when everyone on Broughs must stop for repairs and adjustments. BSA stands for BROUGH SUPERIOR ARMY MODEL".

Oh that it were!

### For Sale

Flexwing trailer with wing rack, Hornet R/ZA wing, Peltor intercom & helmets with Narco 850 radio. For full details, please contact Dave Smith on 0252-623636

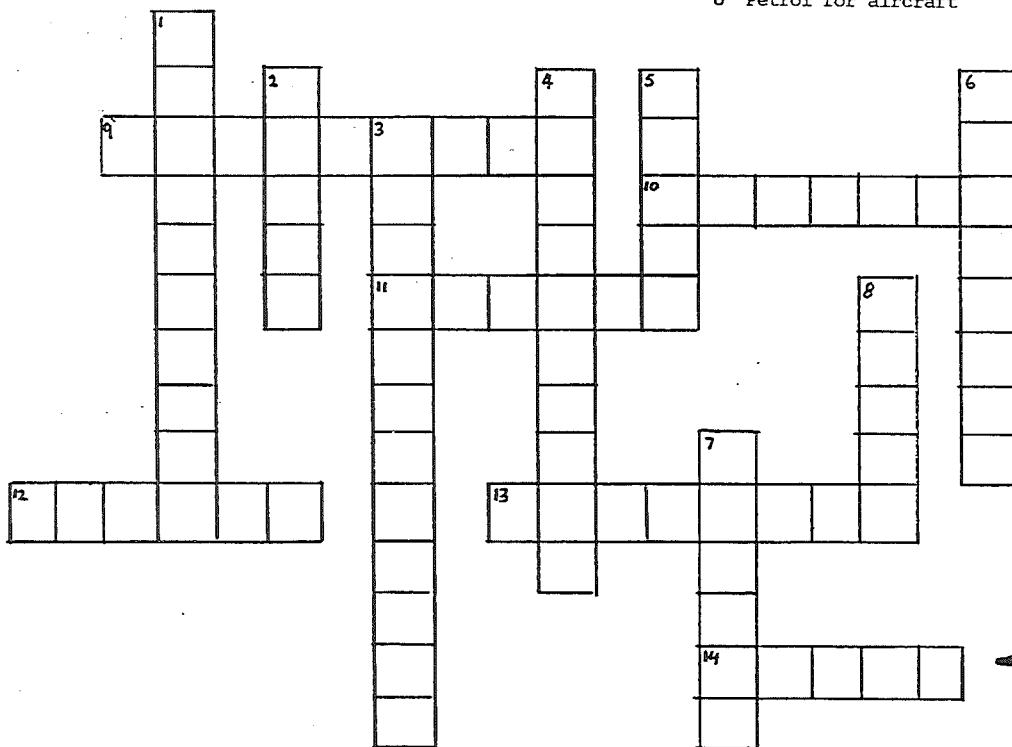
## The Crossword

### Across

- 9 Not the sort of weather to go flying in
- 10 Warm air or underwear
- 11 Provides pitch stability
- 12 Despite it's name - it's usually out in front
- 13 51°-33' 01°-41'W
- 14 Mr Clapham?

### Down

- 1 He got a night rating but doesn't use horsepower
- 2 First Greek microlight?
- 3 A very small flat bottomed barge??
- 4 VS
- 5 Austrian Bombardier?
- 6 Predecessor to 12A
- 7 R/T speak for 25th
- 8 Petrol for aircraft



Season's  
Greetings

