

Severn

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January 1995

## News Views & Crewroom Gossip

### Christmas Party

The now annual Christmas party was held at Hartpury College just before Christmas and was a great success. About sixty people attended the event which featured a magnificently sponsored draw with over 35 prizes - thank you all that brought prizes. In addition there was a photographic competition, featuring two sections, one for airborne shots and one for ground. The airborne section was closely contested with Andrew John's shot of the Pembroke coast just winning from John Hamer's sunset shot by one vote. Robbie Keene was third just one vote behind him. The ground shot competition was a runaway success for Dennis Beale who had captured Robbie Keene during an awkward moment during take off on his way to the Round Britain race. From the evidence of this shot, it is a wonder that Robbie got away with it and went onto win the race itself. Our thanks must also go to Barbara Buck of Hartpury College for once again putting on such a magnificent spread which once again overfaced our members.

### 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. To enable you to help advertise this event, a poster is included in this Airscrew. Please put it in a prominent place at work etc - we want to spread the word as far as possible. The speaker for March is scheduled to be Trevor Cale who will be recounting his latest exploits, namely his recent trip

to Romania.

### Groundschool

Once again it is planned to start ground school for the four exams immediately after the Open Night in February. The first night will be Monday 20th February, so if anyone is interested in attending or needs to take the subsequent exams please contact Bill Austin. (0242 515064)

### Virgin Airmen

by Jon Seddon-Harvey

I remember the first time I saw them. They were bigger than I had imagined, delicately curved, sort of pear shaped really. Up to then, I had only seen pictures in magazines, which did not prepare me for this stunning site. As the balloons drifted lazily over the house, I thought, 'One day, I'll do that'. We had moved to Weston-under-Penyard, which is on a natural airway for the active balloon fraternity around Ross. Through the summer months, the balloons haunted me with their (nearly) silent beauty. In the end, I could stand it no longer. I called on Heather Evans, a pretty young balloon pilot with a funny hat. 'I want you to take me up above the clouds, I said. 'You can join the ground crew', she replied. She can be very bossy.

It turned out that ground crewing turned out to be nothing more glamorous than rigging and derigging the balloon, and acting as a human sandbag while the fare-paying passengers climbed into the basket. I figured that at least I was earning Brownie points towards a free balloon flight. Some months later, after returning from a trip to London, I asked my son what he had been doing while I was away. 'Oh, I've been up in a balloon', he said. Resisting the urge to strangle him on the spot, I asked how this miracle had taken place. As it turned out, there had been a balloon meet in Ross, and Rowan had told a man with a funny shaped balloon that

his father did ballooning too. 'Well, hop into the basket, lad', seems to have been the unlikely reply. Later that year, I gave up ground crewing when I was seduced by a microlight. (This is a family publication. Ed) They may be smaller, more noisy and less beautiful than balloons, but you don't need a ground crew to get you in the air.

At home one evening, I heard a cry from the T.V. sofa. Rowan said, 'There's the man who took me up in his balloon'. The gleaming teeth of Richard Branson seemed to fill the screen. My son had been flying with the great Virgin Airman in the Sky. 'Actually, I thought he was a bit of a prat', said Rowan

I did eventually get into a basket with Heather. My wife Michele and my father bought me a balloon flight for my 40th birthday.

The big balloon rose slowly from the riverside field, drifted over the town and came to a halt for 30 minutes over the bypass roundabout. At least microlights will go more or less where you want them to go. Perhaps a glass of Champagne at the end of every flight would make them seem more romantic.

### Adverts

Pegasus Q 462 1c 90 hours. Yellow pod, yellow and red wing. Excellent condition. Extras include carb heat, regulator, side storage bags, trailer, free air miles (tank of fuel) £5250 Phone Jonathan on 01989 565422.

### Crossword

At the end of the last newsletter you'll have found a crossword by Cliff Hannam. Below are the answers.

#### ACROSS

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

#### DOWN

1. He has got a night rating, but doesn't use horsepower = SANTA CLAUS
2. First Greek microlight? = ALPHA
3. A very small barge = MICROLIGHTER
4. V<sup>s</sup> = STALL SPEED
5. Austrian Bombardier? = ROTAX
6. Predecessor to 12A = HALF PINT
7. R/T speak for the 25th = YANKEE
8. Petrol for aircraft = MOGAS

Unscramble the first letter of each answer to complete a seasonal phrase =  
MERRY CHRISTMAS

Easy wasn't it! You all got it right

didn't you, I'm sure. As Cliff did not however receive any correct entries in time, the special prize of a fortnights microlighting in Spain cannot therefore be awarded. (I think that was the prize or it was something like it, I can't remember! - Ed)

### Review of the Year

It is customary for most organisations to review their operations annually, and with sporting organisation this seems to fall around Christmas. The SVMC is no different, and in preparation for the AGM, the various committee members have penned their reports which are printed below. The exception is the Chairman who will be giving his report at the AGM, but never fear for those that don't attend, a copy will appear in the next newsletter. There may be some repetition in their reports, but please bear in mind that for once the majority of the Aircrew has been truly written by committee and you know what that does for editorial policy!

### Treasurer's Report

by Dennis Beale

A summary of the accounts is to be found at the end of this newsletter. The main changes from 1993 are:

Subscriptions are down by £200 (10%), however 1993 had been an exceptional year and a membership of 66 for 1994 remains a healthy situation.

The committee were advised that our Public Liability Insurance was woefully inadequate. Our cover was therefore doubled which meant the premium did likewise and with a small back premium our insurance costs were up by £145 compared with 1993.

Both of the above have a negative effect on the year's surplus. Despite this we are still £290 to the good, thanks are largely due to John Hamer and Adrian Smith who between them produce the Aircrew at a minimal cost.

The major expenditure to the club continues to be Woolstone representing 50% of our costs. There is however no doubt it is a valuable asset being a centre point for flying activities, and the planning permission we hold for flying can hopefully be used as a strong argument for obtaining the same elsewhere should we find an alternative field.

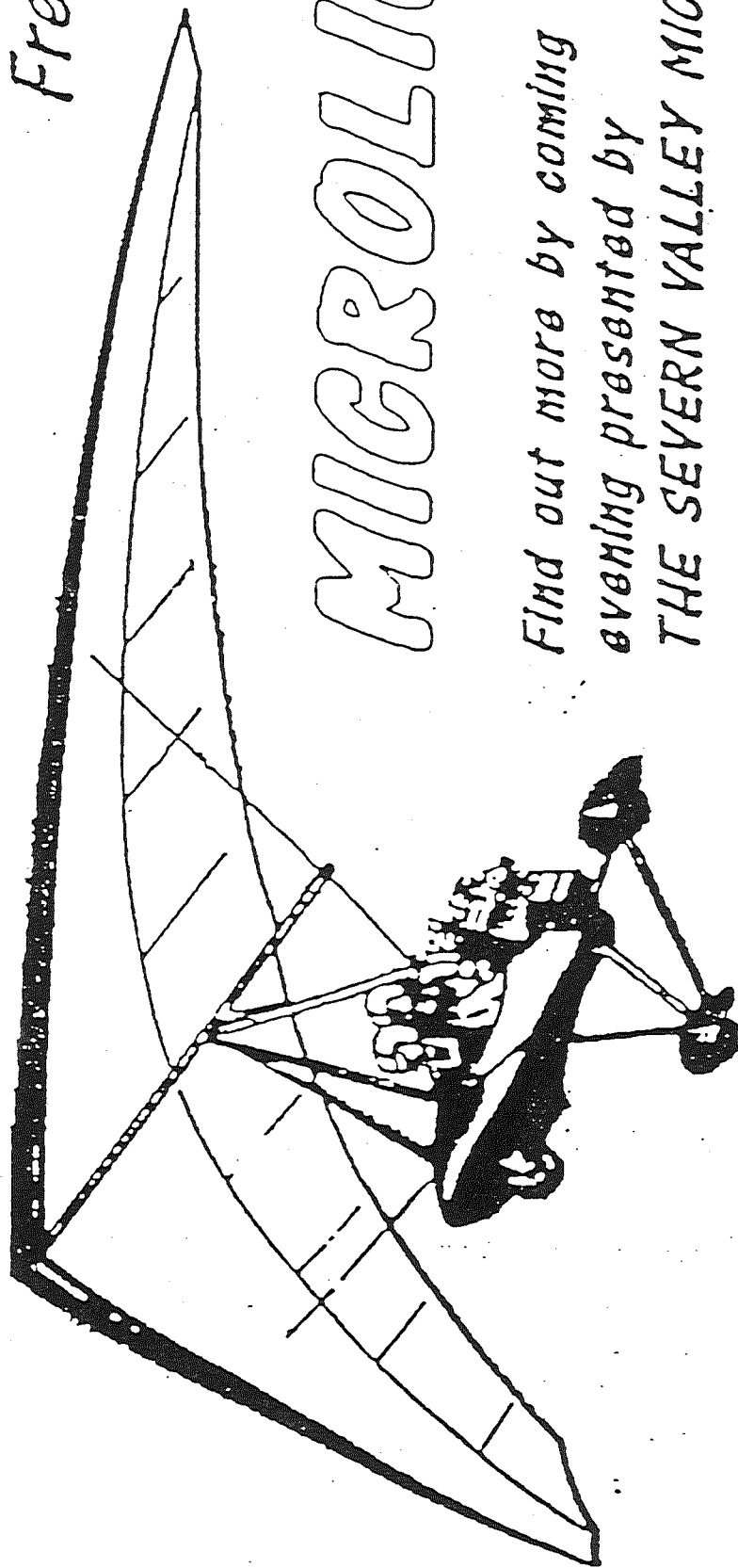
Once again members thoroughly enjoyed the free Christmas Buffet. Raffle profits more than paid for this and with 35 wonderful prizes being donated, and some £72 was taken for the raffle on that night alone.

All in all I feel the club finances

*Fresh-Air*

*Freedom*

*Fun*



# MICROLIGHTS

*Find out more by coming to an open  
evening presented by*

*THE SEVERN VALLEY MICROLIGHT CLUB*

**HARTPURY COLLEGE, HARTPURY, GLOS.**

**8pm. WEDNESDAY 15th FEBRUARY**



remain extremely healthy. Any of the above factors can be juggled should an unexpected financial problem arise and there is now a healthy cushion of some £1900 in the bank. It is therefore my opinion and recommendation that the membership fee continues at the same level.

In conclusion I would like to thank all members for the help and support they have given over the three years I have been Treasurer. I have thoroughly enjoyed the job and it is with some sadness that I am retiring from the post, but realistically I have just too much on at the moment. The work has enabled me to get to know club members and if someone really wants to feel part of the club, I strongly recommend a stint on the committee. The current committee is an extremely capable and hard working one. This is one reason that has enabled the membership fee to remain constant for what now has been five years.

I look forward to continuing to enjoy the club and no doubt I shall get co-opted into doing things. Best wishes and good flying in 1995 to all members.

### **Secretary's report**

**By John Hamer**

Another year has passed in which I have been able to organise a full programme of monthly meeting speakers. This year they have ranged from the exploits of our own members in the various competitions - Round Ireland, Round Britain & the World Championships - to the two homebuilding projects - RansS6 & Huntwing as well as a couple of talks from the establishment on Met & Law Enforcement. I trust members found them all interesting and would request members suggest speakers for 1995 as I've run out of friends!

Computer technology has once again been responsible for ensuring that all members have received their Airscrews each month and on time. It is quite a logistical feat to coordinate all the involved parties, but special thanks must go to Adrian Smith (a former member, but now a Gp A aviator) who generously lets me use his facilities for printing the Airscrew.

### **Training**

**by Bill Austin**

Following the Open evening on 16th February 94, seven students enrolled for the groundschool, five of whom were new to the Club and microlighting. Every Monday for 13 weeks, they applied their thoughts to why and how things fly, how to get lost going from A to B, the

weather (and what makes it so awful!), the Highway Code of flying and what makes the pilot the weakest part of an aeroplane - in other words - preparation for the four exams of Technical, Navigation and Meteorology, Air Law and Human Performance limitations.

The average pass mark for all exams was 88.6% which was higher than in 1993. The exams are getting no easier but the students are obviously putting in more effort. Three students are currently awaiting favourable weather conditions to take their GFT's - at this rate they may have a long wait!

The total costs of the course including hire of the premises were met from the income generated and no contribution was required from general club funds.

Thanks to John Hamer for technical support and the VMCC for the use of their premises.

### **Fly In Review**

**by Tom Thomson**

As in previous years, the unpredictable weather was the main reason for the restricted and altered Fly In calendar during 1994. However, several trips of note during the 'better' weather included the annual pilgrimage to the Popham Trade Fair, both by road and by air. Graham and Judy Pritchard once again hosted a very friendly barbecue at their strip near Hay on Wye, and in August, several club members flew to Ceredigion on the Welsh coast to join the Shobdon fliers in their annual weekend away. (As usual, the Sabre Airports Club organisation was excellent, apart from the weather, which they never seem to get quite right.)

Don Law's RAF Lyneham trip was once again attended by some SVMC members, a highly recommended and very interesting day's flying. The annual Fly-in, barbecue and Treasure Hunt at Woolstone was again cancelled a few times before the London Weather Centre supplied what we needed, but eventually a good day was enjoyed by quite a number.

Unfortunately, the Hartpury Fly-In was rather a non event due to - yes, you've guessed it, as was the Club Team Trophy in September organised by the Avon Microlight Club.

On the individual front, Robbie Keene had a memorable year in competitions, both at home and representing the UK in Poland. Don Law did very well in Ireland, and there were other notable flights by members, Haverfordwest and the Isle of Wight among them.

The fliers who attended these events or competitions, or individuals who gained personal satisfaction by making that

longer flight, already know the sense of achievement gained by extending their horizons, and the camaraderie found on new airfields in meeting new people with a similar interest. May 1995 see an increase in this number, with a wish to pilots and passengers everywhere for a safe year's flying.

## Editors Review

by Di Hayes

Last year's Airscrew included many interesting articles, for which I thank the contributors. Although Airscrew was published every month, the size of the magazine however varied from month to month because of lack of material from contributors. May 1995 see an increase in the number of contributors, as I'm sure everyone will have an interesting story to tell at some stage in the year. So enjoy your flying, and let us all know what you are going to do and have done.

## Safety Officer's report

By Cliff Hannam

Having just completed my first year as Safety Officer for the club it is with great pleasure, if not some relief, that I can report on an excellent year's flying with no problems for any of our members. One or two of us may have had the odd "moment" but it is a credit to everyone involved that nothing developed into a reportable incident. I say everyone involved, as this credit is not only deserved by the flyers, but also the non flyers, our friends, guests and many passengers that have attended the various get togethers during the year.

## Accounts 1994

Income	£
Subscriptions	2015.00
Raffle profits	353.54
Ground school	205.00
Blg Soc interest	70.87
Bank interest	0.61
Licence renewals	60.00
Exam fees	312.00
Sundries	0.00
	-----
	3017.02
 Current Holdings	 £
Building Society	1740.31
Bank	38.89
Petty Cash	<del>1740.31</del> 140.25
	-----
	1919.45

It is often said that safety is no accident, it's not, it is due to careful preparation and discipline. So let's not rest on our laurels, but maintain our standards to ensure the forthcoming year is as successful as 1994.

## Special Projects

By John Morris

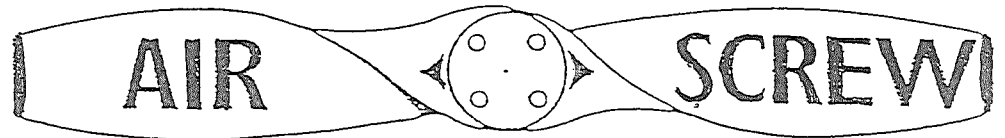
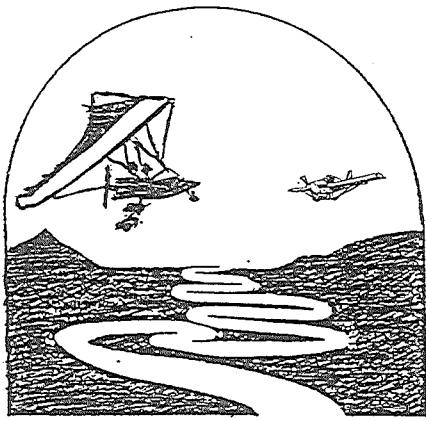
As the non flying member of the committee I was busied with a variety of task that don't need the talents of the fliers. (Modesty! - Ed) Thus I tided hedges and fences at Woolstone and spring cleaned and ensured supplies of gas and water for our event there, did the posters and the publicity for the open evenings and arranged skittles and go karting challenges with Aerolite. I have to admit I instigated the review of the Club's insurance - the most obvious aspect of which you can see in the accounts. The thing that gave me pleasure to organise - from the enthusiasm and support that was shown, were the visits to and from the Met Office in early 1994.

## Woolstone

By Graham Arthur

Despite various exercises and many farmers visited, no suitable alternative for Woolstone has been found. It was therefore decided and agreed with Mike Hocken to extend the lease on Woolstone for another year on exactly the same terms as the previous three years. This should allow us time to continue our search for a suitable site with buildings - the latter being the disadvantage of Woolstone.

Expenditure	£
Woolstone rent	1440.00
Woolstone upkeep	102.50
Insurance	269.11
Windsock	25.00
Postage	11.37
Airscrew	155.76
Mtg Room hire	141.00
Xmas Party	211.50
Wings	10.25
Speakers/slide cost	72.38
Examiner Fees	188.50
G/School Hall hire	100.00
Excess Income/exp	289.65
	-----
	3017.02
 End of Year Balance	 £
Balance from 93	1629.80
Excess income 94	289.65
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Carried Forward	1919.45



# Severn Valley Microlight Club

February 1995

## News Views & Crewroom Gossip

### First Pass of the Year

While large parts of Gloucestershire were under water, and most airfields were only suitable for float planes, Peter Smith was able to take the opportunity of using the hard runway at Long Newton to good effect. On 2nd February he underwent and passed his GFT to gain his restricted licence. Congratulations Peter - you're the first this year. Peter joined us last year and underwent ground school with 'L' flight, while going to Dave Young at Long Newton for flight training.

### Treasurer's Tight Fist

Sources in the financial world have revealed that the new club treasurer is even more tight fisted than the previous incumbent. Apparently the Club's bank have had to make a plea with him that the object of having an account with them was so that they could hold the club's money and distribute it as directed. Apparently the new treasurer disputed this, for adopting standard business practice of doing the work first then getting paid, he expected the bank to pay up first, then be reimbursed. Apparently they didn't take kindly to this new practice - fortunately it was a Club member who presented the cheque! Just in case you're worried where all the Club money is - it's earning interest in a high interest account run by an organisation who unlike the banks reward you generously for keeping money with them. It is only transferred when required - well usually!

### Summer's Coming

It is difficult to believe that with all the recent bad weather and flooding, that the days will ever be warm & dry

again. A look in one well known member's shed will reveal that he for one is looking ahead to the warm summer days for he has just completed an open canopy for his usually enclosed MiniMax. Obviously he believes the weather must get better - we even understand that he has starched his white scarf and polished his goggles so summer can't be that far off!

### Monthly Meetings

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

### Groundschool

It is planned to start ground school for the four exams on Monday 20th February. The programme lasting 13 weeks will start with Technical, followed by Nav & Met, then Human Performance with the sting in the tail being Air Law! The exam for each subject will be held immediately after each set of lectures. A detail programme is available from Bill Austin for those that want to attend ground school, take the exams or just sit in on a lecture to mug up on a particular topic. If anyone is interested in attending or would like to take the exams please contact Bill Austin as soon as possible. (01242 515064).

### Ges' Dream Takes Shape

While the rain lashes down, and airstrips get more waterlogged, at least one member is able to get on with his dream to get into the skies. Ges Hatchett has been busy cutting, drilling and fettling away on his Huntwing project. Slowly but surely a familiar shape of a trike unit is beginning to

appear, and indeed the other day the keel unit was seen standing on its own wheels. To date drilling the folding mechanism of the seat frame has been the most trying problem, with what seems a quick simple job turning into a protracted task involving alignment & drilling of five different holes while trying to keep the seat frame in position - no easy job. To date Ges has not ventured to suggest a roll out date, but things are now progressing and we look forward to seeing the completed machine.

## **Safety Matters**

**By Cliff Hannam**

Despite the circulation of numerous safety bulletins and service information leaflets, it appears that some of the members are still unaware or unsure of the problem relating to Rotax carb. needles.

The fuel metering needle, which is fitted in the bottom of the carb. slide by means of a circlip, can rotate under the forces of vibration. As the needle rotates, the circlip will wear away the locating groove in the needle. Eventually the groove may wear right through, thus allowing the needle to drop into the main jet and cut off the fuel supply. (This was the cause of the last fatal microlight accident.) Rotax recommend a fifty hour inspection of the needle and its replacement every 150 hours, these actions are yet to be made mandatory. Meanwhile Rotax are developing a modification which will entail fitting an 'O' ring to each side of the circlip to prevent the needle rotating. (Recommended reading: Page.79. Pilot Magazine, January 1995).

If you haven't checked your needle recently I suggest you do it before you next fly! I know this can be an irksome task due to the tension of the spring, but it can be made simpler. After lifting the slide clear of the carb. body, instead of attempting to compress the spring, then trying to slip the nipple out of its slot, (for which you need three hands and an extra thumb). You "unwind" the spring off the cable. This is done by carefully slipping the cable through the first coil at the top of the of the spring and then unscrewing the spring. Having removed the spring the rest is easy. Reassemble using the same method in reverse order.

If you have a good memory you may remember my last contribution to the Aircsrew when I penned my concerns and reasons for not using this new fangled unleaded petrol in our aircraft. Now they are trying to sell us this petrol with DETERGENT in it!! Well here's a thought for you, particularly if you run a premix two stroke. What do you use to break down or remove oil???

Answers, on a postcard please, to the editor.

## **Membership Fees**

As agreed at the AGM, the membership fees for 1995 will remain at the same level as they have done for the past three years. For those that have not already paid up, Ges Hatchett is waiting for your contribution. For those that fail to deliver the requisite amount of gold in the next 28 days, then your name will be struck from Ges' register and you will not receive any more Aircsrews.

## **Chairmans's Annual Report**

**by Andrew John**

Despite pretty miserable weather in 1994, many of our members report having enjoyed more flying hours than usual. Once a student pilot gains his wings, further flying experience is his desire and the enthusiasm we, as seasoned club members, can pass on greatly assists him. The SVMC membership has this enthusiasm and reputation and welcomes and encourages new recruits to the challenge of flying our type of aircraft.

### Membership

Currently a solid 65 members of whom some 80% share or own their aircraft. Our records show some 20 types, most popular being the Mainair Gemini Flash II Alpha with 13 aircraft. Non flying members are particularly welcome and we have several model aircraft enthusiasts who enjoy the shared use of our facilities at Woolstone.

### Woolstone

Our flying field, a prized possession in these days of planning constraints, remains intact with renewed agreement with the farmer for a further twelve months. Despite Woolstone's lack of hangerage, our search for a more suitable field has yet to produce anything better. Many thanks to Graham Arthur for negotiating on our behalf and Vic Booth for mowing the grass with his



Super Major.

#### Training

This year our 'in house' training school has triumphed again under Bill Austin's solo tuition. Ground school exam passes have now achieved the record average pass mark of 88.6%, which is a tribute to the professional approach that Bill devotes to his students. This year he is offering a Radio course, not just for beginners but also for those who would enjoy the opportunity to practice the art of two way transmission.

#### Finances

Dennis Beale has decided to step down as Treasurer which allows a sincere tribute to be paid to him for the way he has handled the Club's finances over the last three years. It was Dennis's idea to raise funds through our monthly Raffle to pay for the Christmas party - both painless and pleasurable! He has kept a very firm grip on our funds and can hand on a solid balance to his successor. Thank you Dennis, you have done a great job.

#### Monthly Meetings

Keeping a full programme of speakers each month is hard going for our Secretary, but last year we had as good a choice as ever, including contributions from several of our own members as follows:-

January - Annual General Meeting  
February - Open Night  
March - Huntwing experience - John Hunt  
April - Meteorology - Neil Price from the Bristol weather centre  
May - Buildings a Rans S6 - John Dance & Peter Lewis  
June - To Italy via Germany - Don Law & Neil Duncanson  
July - A break  
August - Round Britain Rally - Chris Wales & Ges Hatchett  
September - Round Ireland Rally - Don Law & Neil Duncanson  
October - The CAA's point of View - Gordon Sharp  
November - World Championships - Robbie Keene  
December - Christmas Party

A varied programme much enjoyed by everyone, with thanks to the contributors.

#### Social Events

Skittles and Go Karting against Aerolite may not have produced the right result, but were most enjoyable occasions even

though the latter was held on a floodlight and flooded racetrack! Otherwise we saved our energies for the Christmas party, held again at Hartpury College who again produced the most amazing buffet. A grand raffle ensured that almost everyone won a prize and some even two!

#### Airscrew

Club news and views aired in our monthly newsletter certainly helps to keep everyone well informed. However the task of editing and producing this is considerable and we are much indebted to Di Hayes and John Hamer for all their hard work in keeping us so well informed. Contributions for future editions are always welcome - on almost any subject!

#### Safety

Our Safety officer has watched over us well this year, putting us to test on occasions, which is excellent. Cliff Hannam, like his predecessors takes his responsibilities as safety officer very seriously so we in turn must give him every support we can, by operating and flying safely.

#### Fly In & Outs

Tom Thomson, despite several disappointing cancellations, managed to arrange a number of events which were much enjoyed by those who took part. Trips to Hay on Wye, Popham Trade Fair, West Wales amongst others have all been logged plus Don Law's annual invasion of RAF Lyneham which this year amassed some 17 microlights.

#### Special Events

Our trip to the Bristol Weather Centre was thanks to John Morris whose contact gave us such a very worthwhile talk and visit. He has also been a great help doing many of the less glamorous tasks within the club which all help to make events go smoother.

#### Secretarial

This year the committee agreed, during a temporary absence of the Secretary due to ill health, that the chance had come to award John Hamer the Poser Trophy for 1994. This was felt to be well deserved for the many years encouragement he has given to countless people longing to fly in a microlight, and for the way he will always try to assist fellow flyers with a problem. We are glad to have him amongst us, for not only as a respected and able pilot - he represents the BMAA as their Chief Pilot, but in addition as

club secretary he does a stalwart job.  
Thank you John

#### Finally

Time to wind up another year in the SVMC which has found the Club in good heart and financially sound, with our flying remaining our primary motivation and pleasure which on occasions is great to share with others, so spread the word - microlight flying can be both safe and fun.

#### **Committee Members**

At the AGM in January, a committee was elected for another year by a well attended meeting. The voting was highly conservative with the exception of one of the nominations for Safety Officer. As this well known 'rogue' wasn't a member, the membership weren't asked to express their opinion as to whether the poacher should be appointed gamekeeper! The only major change from the previous year's crew was in the post of Treasurer. Dennis Beale having retired, he was replaced by Ges Hatchett who takes on this vital role. The full committee that was elected is as follows:-

##### **Chairman - Andrew John**

Home 01386 725229

Work 01386 725217

##### **Secretary - John Hamer**

Home 01452 700314

Work 01242 661820

##### **Treasurer - Ges Hatchett**

Home 01452 414992

Work 01452 331335

##### **Safety Officer - Cliff Hannam**

Home 01594 842729

Work 01242 228454

##### **Training Officer - Bill Austin**

Home 01242 515064

##### **Airfield Controller - Graham Arthur**

Home 01242 522754

##### **Aircrew & Publicity - Di Hayes**

Home 01432 890759

Work 01527 873616

##### **Special Projects - John Morris**

Home 01452 780406

Work 01242 221311

##### **Fly In Organiser - Tom Thomson**

Home 01432 890759

Work 01568 616642

#### **Just the Job for James**

News has just filtered through that one of the founding members of the SVMC has

just got a job flying for Business Air who operate out of Aberdeen. James Cairns Terry joined the Club at its inception in 1983 and learnt to fly under the watchful eye of Simon Baker when the club was flying at Stoke Orchard. The fly bug really got to James, for eventually, he gave up his job with the C&G, sold his house and went to Cranfield to get his CPL. Unfortunately, once qualified jobs weren't forthcoming, so he took an instructor's rating, becoming a microlight QFI and up to recently has been teaching at Aerolite. James will be flying Shorts 360s which is a long way from his old Striker, but it does prove that microlighting can provide the introduction to greater things. Congratulations James. Incidentally he doesn't intend giving up microlights and full intends teaching at the Aberdeen microlight club once he has learnt the language!

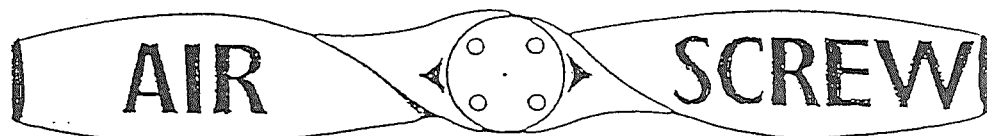
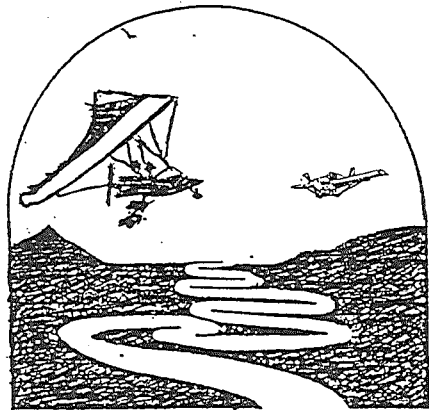
#### **For Sale**

Pegasus Q 462 1c 90 hours. Yellow pod, yellow and red wing. Excellent condition. Extras include carb heat, regulator, side storage bags, trailer, free air miles (tank of fuel) £5250 Phone Jonathan on 01989 565422.

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

Shadow B , G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 0242250224

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7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX



# Severn Valley Microlight Club

March 1995

## News Views & Crewroom Gossip

### Flying News

The continuous wet & windy weather has kept members indoors contemplating the worst period of non flying weather since the Club was founded in the days of the early 80's. Not in recent memory have the skies not been frequented by the bat like shapes accompanied by the familiar sound of Rotaxs. Last Sunday however, the winds abated and the sun shone, and with the ground drying a few club members ventured forth for the first time in ages. Surely things can only get better?

### Treasurer's Lost Funds

Can things get only better? Well they could get worse, for the new Treasurer having only been in the job ten minutes or so has been forced to admit to the committee that over £1,000 is missing from Club funds. How much, I can hear you say. Yes over £1000. How is this possible, has Ges been at the GeeGees again or betting on derivatives - shades of Nick Leeson & Barings. No the matter is simpler than that, the sum reflects the membership fees that are currently due to the Club because members have been slow with their cheque books. All those are delinquent have received a much abbreviated Aircscrew reminding them that they are not entitled to the full unexpurgated version unless they cough up - the Treasurer's a hard man. He, however points out that those that don't renew their fees and yet enjoy the Club's amenities are actually costing the fully paid up members ie me & you - in short & being blunt, he explains they could be considered to be stealing from us - at present that sum is £1000 and if this is not dramatically reduced, he suggests that this will mean cut backs in the programme & increased subs in the future - so he asks you to check that your friends & acquaintances have all

rejoined and are not relying on your anticipated generosity to fund their activities in 1995. One quick way for you to see who they are is that they're not reading their own copy of Aircscrew - well not a full unexpurgated copy like this one.

### Monthly Meetings

The speaker for April's meeting will be the BMAA Chief Technical Officer, Billy Brooks. Billy is a graduate of Cranfield and an acknowledged expert in aerodynamics and flexwings, having been Chief Designer at Pegasus. This makes him eminently qualified to talk on Flexwings and Control Systems which is his subject for the night.

### Fly In Diary

Sunday 26th March - Daffodil Fly-In at Woolstone from 15.00hrs onwards. Fly or drive over to help us celebrate the start of British Summer Time and get some entries in the airfield movements log. Telephone Tom Thomson on 01432 890759 or 01585 458048 for final confirmation on the day.

As in previous years, the intention is to organise barbecues, treasure hunts and fly outs. Destination under consideration include Popham Trade Fair, Weston Park, Welsh coast weekend, Sunday lunch fly out & RAF Cosford Aerospace Museum. Any suggestions most welcome.

### Severn Bore

One of the more spectacular natural phenomena to observe from the air is due to occur soon with the coming of the spring tides. The March bores are expected at Minsterworth on 18th, 19th & 20th at 08.40, 09.19 & 09.58. They are rated \*\*, \*\*\* & \*\* respectively. Similarly bores are expected in April on 16th, 17th & 18th at 09.18, 10.00 & 10.43 & are rated \*\*, \*\*\* & \*\*. You

should be advised that timings are very approximate with the bore really starting to build at Longney, which is downstream some half an hour before the time indicated above. You of course don't need to fly, you can watch the event from various points along the bank.

### **No Handstands Please**

One of our educated inspectors was checking out a member's microlight recently, when he spotted the neatly made engraved plated that states what you can & can't do in one's aircraft. The placard read as follows :- "Acrobatics are not permitted in this aircraft .."! Aerobatics OK then?

### **Back to School**

The bandwagon is rolling again and five members are undergoing the aviation equivalent of the Chinese water torture - the SVMC groundschool on Monday evenings. The five are Russel Church, Bill Keel Stocker, John Miller, Dean Sweeney and Gary Thomas. The latter two are based at Redlands while the other three are in our "area". We are currently doing the "Technical bit" - why aircraft fly etc. - with the exam on 20th March.

I know some member have had their progress halted by the recurrent wet weather and may therefore have to consider re-taking these exams. If they wish to do so they are welcome to do so. The exam dates are 20th March - Technical, 24th April - Navigation & Meteorology and 5th June - Air Law and Human Performance Limitations. The cost of each exam is £12.50.

Some club members have expressed an interest in revising and updating their knowledge and anyone who wishes to sit in on any of the lectures can just turn up on the night. Dates to bear in mind are 27th March for Navigation & Meteorology and 8th May for Human Performance Limitations and Air Law.

### **Ges' Dream Takes Shape**

Readers of the March edition of the international aviation magazine "Pilot" will no doubt have seen the announcement by one of our club members of the critical stage reached in construction of his new aeroplane. The main part of the announcement comprised five code letters, G-MYWH and the name G N Hatchett, Gloucestershire. Club members will wish to congratulate and encourage him to progress to the next important

stage of building (engraving these details on a penny washer and attaching it to the aircraft?) We look forward with baited breath to the next proclamation. As a point of interest you can register an aircraft without having built one piece - all you need is the cash!

### **Blast from the Past**

At the last committee meeting, Bill Austin produced a newspaper photograph, found by Barbara, of a microlight flying at the Staverton airshow. The date was 1982 and it showed the first SVMC chairman, Daryl Parson airborne in a very primitive flexwing. Not to be outdone by this bit of history, the present Chairman produced a rather tatty & worn newspaper article entitled "My first flying lesson". Not much new in that you may ask, even reading the article didn't suggest anything new - indeed it was all familiar stuff - except the date - April 1918! Given space, it is hoped to publish it in the next newsletter.

### **Oshkosh '94**

by John Dance

Starting with a gentle bump, the aircraft was towed away from the boarding ramp and we were finally on our way. The 7½ hour flight over the Atlantic to Chicago in the 20 year old British Airways Boeing 747-100 was routine and we landed at O'Hare in the early evening. After watching all the passengers leave the carousel with their luggage, the fact that our luggage was missing gradually sank in. BA booked us into a smart hotel and we purchased the basic necessities at their expense but we not impressed!

Next day we drove about 150 miles due north to Foud-du-lac (about 10 miles south of Oshkosh) where we booked into Naber College which was to be our base for the next 7 days.

Foud-du-Lac is a picturesque town with rows of clapper board houses, large verandas and a very laid back atmosphere. All accommodation in the area is booked from one year to the next for the Experimental Aircraft Association Convention held nearby.

Breakfast at 6 am on holiday - phew! however there was already a traffic queue when we arrived at Oshkosh at 7.30 am, so we were pleased that we had made the effort. The first impression which is remained for the whole of the visit -

was:- BIG.

The main runway is the area where, as you would expect, the principle flying took place but at same time a second runway to the north was busy with arriving/ departing aircraft, as well as joy rides in amongst other aircraft a Trimotor plus helicopter rides.

To the south is another field where at any one time a dozen or so ultralights were circulating. Further to the south only a few miles away, float planes were operating from a creak off lake Winnebago.

Days were devoted to different themes and having been a wartime teenager, the most interesting for me, was the Warbirds day. The sight of 40 Harvards in the air with an estimated 40 or so still on the ground brought back memories of ATC camps at RAF South Cerney. The noise of all those supersonic prop tips was sheer music. Aircraft which took part in a mock attack with realistic pyrotechnics included B27 Flying Fortress, B25 Mitchell, Douglas Havoc, a flight of 19 Bearcats, numerous Mustangs as well as a Spitfire, DC3, a Corsair and many others - great. However without doubt as far as I was concerned, the most impressive sight was to see a Sunderland flying boat in the air again. Although the sound of Wright Cyclones did not ring the bells of nostalgia as would have the sound of Bristol Pegasus or the sleeve valve Bristol Hercules, I was reminded of my first job when I worked for BOAC at Poole in Dorset. We operated S26s (RAF Sunderlands converted for passenger use) on the wartime service to Calcutta and Karachi.

A non military machine which was a sight for sore eyes was the DH Comet replica Grosvenor House G-ACSS. This aeroplane flew every day showing off its superb lines to best advantage.

The ground show was so vast that I didn't see half of it. There were four large permanent exhibition halls in which could be found anything and everything vaguely connected with airplanes. A town of further buildings including offices, workshops and restaurants surrounded the control tower and the tented area. Ten huge marquees, each of which I estimate had seating for 200 - 300 people were in use as lecture halls from 7.30 in the morning to 7.30 at night. These events were so popular that unless you grabbed your seat well in advance it was standing room only

outside.

The tented area just continued almost as far as the eye could see with displays and merchandise of every description. In the opposite direction was the aircraft park and a fleet of tractor drawn transporters provided a free bus service.

The ultra light park was packed with everything from a Weedhopper to a kevlar hulled amphibian. It was interesting to see the Fisher Tiger Moth powered by the 90hp Mid West rotary and a Shadow representing the UK. I debated whether I would mention that I only saw one weight shift and that was tucked away in a hangar behind the Ford Trimotor. Are they outlawed in the States?

A visit to the EAA museum was a must and again a UK exhibit took pride of place in my eyes, a Mosquito, unfortunately no longer airworthy.

We joined a crowd sitting on the floor in one of the exhibition halls amongst the airplanes and were captivated for almost 2 hours by the Rutan brothers who talked about their Voyager non-stop round the world flight - that was some achievement!

As we drove alongside lake Winnebago on our way to the floatplane base, we could see the Sunderland moored a mile or so off shore, however we resisted the temptation to take one of the boat trips on offer for a close look.

Further down the lake, there were 20 - 30 machines moored for a splash in at the floatplane base, ranging from a turbine engined Cessna Caravan to a Rotax powered ultralight. The technique adopted by the smaller machines to lessen the unstick problem was interesting. One hull, say the right one, was lifted out of the water first and then as speed increased the second was hauled out and they were airborne. New one on me. The surroundings were particularly attractive and we sat on the bank eating goodies that club members were busy preparing in a tented buffet.

For a change we spent Sunday at the local airfield at Foud du Lac. This airfield was used as a satellite at Oshkosh and hundreds of aircraft were arriving and their occupants were being bused on to Oshkosh in the standard canary yellow US school buses. The R/T could be heard on the Tannoy outside the tower and it was great to hear the controller talking in the arrivals who were required to remain silent " Hey,

172 with yellow wings, make it tight over the highway and land short. Bonanza land past the 172, waggle your wings if you hear me. OK 150 take-off from the intersection etc, etc" Gloucester would have an apoplexy with such a crowded itinerary but it all seemed to work quite smoothly over there.

When it was time to return we booked in at O'Hare and were met by the receptionist who had been at the sharp end, dealing with the non arrival of our luggage. I forgot to mention that the luggage turned up at Ford du Lac the day after we arrived. Our receptionist friend made amends by arranging an upgrade to Club Class for our return flight so we parted good friends. The night flight home was a much more enjoyable experience with superior evening meal, unlimited wine and a couple of brandies as a night cap. The lost luggage was soon forgotten but Oshkosh will remain a BIG memory for a very long time -certainly the experience of a lifetime.

### Engine Health Check

With the anticipated good weather in the offing and the prospect of continuous flying throughout the summer - hopefully, now is the time to check your engine. Whilst some members insist on taking the whole thing to bits, other prefer to adopt the philosophy of 'if it is working then leave it alone'. There are however 'non destructive' ways of checking your engine to see if all is well without dismantling the same. You can check timing (points), the compression (sticking rings), the clearances on the big & little end bearings (wear), coil resistance (breakdown), max engine rpm (power output) - all by using a few specialist tools & no dismantling. If you want to take advantage of these simple checks, call John Hamer, 01452 700314 or 01242 661820 (Wk).

### For Sale

Pegasus Q 462 lc 90 hours. Yellow pod, yellow and red wing. Excellent condition. Extras include carb heat, regulator, side storage bags, trailer, free air miles (tank of fuel) £5250 Phone Jonathan on 01989 565422.

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

Shadow B , G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 0242250224

Shadow C-D G-MZRS - 220 hours, factory built 1990, excellent condition, hangered from new, well instrumented and equipped with Communica intercom & headsets, electric trim etc. Slipper tank recently fitted, dechoke with new small ends and gearbox overhaul carried out at 210 hrs. Tinted screens, spats. As featured in Shadow advert. Permit renewal due June 1995. £12,750 ono - David Steade 01905 820598 (evening) 01905 754624 (Day).

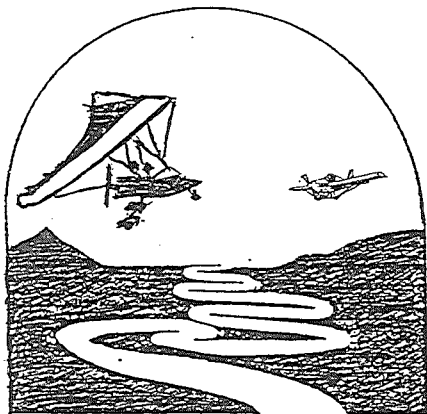
Puma Sprint G-MMKD 160 hrs. Permit to Fly until June 95. Full instrumentation, c/w trailer £1,750 ono. - Chris Payne 01905 763004.

Radio antenna for kingpost mounting - complete with all clips, linkages, cable etc, almost new £20. YUASA 12v 1.2AH battery & charger £5. Communica X-Com 90 main unit for connection of radio, headset & remote PTT button - new £116 - £60. Garmin GPS 50 complete with battery, mounting plate, cover cables etc, boxed (new £540) - £300 - Trevor Cale -01684 564 685.

### Editor's Address

One member has complained that he has found it difficult to send me any articles because he couldn't find my address- Some excuse! Articles etc should be addressed to me, Di Hayes, Clatterpark, Yarkhill, Hereford HR1 3ST - Tel no 01432 890759 (Hm) 01527 873616 (wk) 01570299 (fax). Now you have no excuse for not sending me articles.

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# Severn Valley Microlight Club

April 1995

## News Views & Crewroom Gossip

### First Hurdle Cleared

by Bill Austin

March 20th, 7.00pm, tension in the air near Staverton - yes it was the Technical exam for 'M' Flight. Despite some worried looks, it was eventually all smiles as reflected in an average pass mark of 87.6%. Well done to all the students and thanks to Don Law for being the examiner.

Now we are learning how not to get lost - or at least that is the objective. Do you remember how to work out the triangle of velocities (without a computer or GPS) and could you write down the formulae for the one-in-sixty rule? Such are the mysteries of Nav & Met. The exam will be on Monday 24th April for anyone who needs/wants to take it.

### Beware the Flasher

by Barbara Austin

Thanks boys for the encouragement and to Bill for help with the rigging. I'm in the air - a solo flight of 40 mins in glorious conditions - What bliss!

(I think the good weather of recent weeks has got many members of out of winter hibernation and back into the skies - Ed.)

### Monthly Meetings

The next monthly meeting lecture is scheduled to be given by Don Law. He plans to tell us about his recent trip to Germany in which he went to one of Europe's leading Sport Aviation Shows.

### Weston Park

The first major microlight fly in scheduled this year was effectively blown out. The strong northerly winds inhibited the running of the first round of the National Championships for the second year running. A few brave people did venture out there including Robbie

Keene who was taking time off elvering to try and claim a place in the British Team for the forthcoming European Championships to be held virtually on home ground, ie Little Rissington in August.

We are advised that this round of the National Championships may be rescheduled to May at a different location, particularly as the round at the Leicester Microlight Club's field at Swinford, seems a doubtful starter.

### Fly-In Diary

by Tom Thomson

Sat 6th May Shobdon Victory Fly-In. Details from Tom or Steve Jones at Sabre Airsports on 01568 708168

Sun 7th May Popham Trade Fair Fly-In. You must be on the ground by 12 noon, and it is expected that a contingent will leave either Over or Woolstone at 9am, weather permitting, with a fuel stop at Redlands if necessary. £2.00 Landing/Entry Fee. Note the show is also open on the Saturday but is **not** a fly in.

13th/14th May Fly-In and barbecue at Graham and Judy Pritchards strip at Hardwick, near Hay on Wye. Details from Graham on 01497 831259

Sun 14th May Microlight Fly-In at Old Sarum near Salisbury (01722 322525) or for those with less time that day,

Sun 14th May V.E. Day Fly-In at Baxterley, Warwickshire (01827 874572)

The following weekend, the 20th and 21st of May, sees a Fly/Buy Weekend at White Waltham Aerodrome, near Maidenhead. £6 per person and free parking, but free admission and landing if you arrive by air. Aircraft for sale, trade and private stands. Further details and Fly-In arrangements next issue.

Due to the vagaries of the British weather which plays havoc with our club

flying programme, not only forcing cancellation of some events, but allowing others to be organised at short notice, a database of interested pilots and passengers is to be compiled. These people would be telephoned by a member of the committee if good weather and a fly-out coincided. Anyone wishing to be included on this list should give their names to Tom at a club night or on 01432 890759.

### **Hangerage**

There are two slots available at present at Haywood, south west of Hereford (shown in the BMAA Landing Maps) for semi rigged trikes. Very secure, with two grass runways for £25.00 per month. Speak to Tom on 01432 890759.

### **Ears to Quieter Flying**

By Bill Austin

Recently I read an article on cockpit noise. Admittedly the article was more concerned with GA aircraft but when it comes to the effects of noise on long term hearing levels and flying fatigue a lot of it also applies to, microlights. A statement that caught my eye was that the only reference the author found to noise levels in a Pilots Operating Handbook was in one relating to microlights. In order to meet the conditions of Section S our aircraft have to meet minimum noise pollution levels. No such conditions apply to GA aircraft where silencing and sound deadening are woefully absent - a point to be borne in mind perhaps when people suggest that our aeroplanes are somewhat noisy.

What effect has this noise upon us flyers? Well, most of you will not have had the privilege of taking the Human Performance Limitations exam and it will come as a surprise to learn that long term exposure to noise levels greater than 90dB will result in loss of hearing or permanent deafness. To give some comparison the noise certificates for Mainair machines quote noise levels in the air (overheard at 500 ft full power) of 77-79dB. The quietest aircraft in the article I was reading produced 90dB in a descent at 1500rpm. The Cessna 150 - often used for GA training was quoted at 97dB when idling and 118 db when climbing at full power - both levels inside the cockpit. Cars driven hard down the peritrack produced 73 to 87 dB. An increase of 30% in the 90dB level will do the same amount of damage

to your hearing in one minute that 90dB would do in 8 hours.

It is obviously important, therefore, to protect our hearing when flying. The simplest way is to use ear plugs - the mouldable foam one are very good. The next stage is to add a pair of ear defenders (a good headset) which will aid the use of intercom/radio. The ultimate is an Active Noise Reduction headset - very expensive - but, be advised, of no use to silence the protests of the "other half" on returning home after a day at the airfield!

In these days of more advanced aircraft flying longer distances, noise fatigue is a large factor in our flying comfort. Add to this the increasing use of radio (more concentration, stress etc) and the need to hear clearly any instructions given and the need to look after our delicate hearing mechanism becomes even more essential. Fly quietly.

### **All now Quiet**

by John Hamer

As indicated in Bill Austin's article on noise, the ultimate suppression equipment at present is the ANR headset. As might be expected, the small enclosed cockpit of the Minimax cockpit is a relatively noisy place which degrades the pleasure of flying the aircraft. I have thus been seeking ways of reducing the drumming noise I was experiencing and the ANR headset seemed one way of achieving this. After much thought I took the plunge and purchased a Communica ANR headset. The clever electronics are in fact manufactured by Racal - well known defence contractor. These electronics sense the ambient noise adjacent to the ear, electronically invert the signal received and feed it into the headphones, thereby cancelling out the noise. In practice not all the noise is cancelled out, the lower frequencies being more suppressed than the higher ones. In the Minimax cockpit is it the drumming of the airframe rather than the engine you hear, and I find that the perceived noise level is halved when the ANR headset is switched on. The difference really has to be heard (or not heard as is the case) to be believed. I still use ear plugs and this cuts out even more sound, but still lets in enough to let you hear that the engine is still going - albeit a different



noise - takes a bit of getting used to. In addition the radio is now also much clearer and easier to understand - in brief it all adds to much more stress free flying and no ringing ears in the evening after flying.

This however is not a panacea for all noise problems, for I have found that the headset did not make that much difference when used in a flexwing. Clearly the sound is of a different frequency range which the headset doesn't filter out as well.

### **New aircraft take to the air**

Trevor Cale has been waiting since October to get his new Quantum into the air. Winter rains have meant Defford airfield has been unusable so it wasn't 8th April that Trevor was able to venture into the air for its maiden flight. We understand that Trevor is pleased with his new acquisition and we should be seeing him around the fly ins in the coming months.

Also getting into the air during the past month, was Bill Keelstocker's XL. Bill had purchased this aircraft from a former member who had given up flying, but as the log book reveals the aircraft had done very few hours and had not flown since 1992. Bill was thus delighted to find that his bargain purchase actually flies and now is looking forward to learning to fly the machine himself.

### **More on the Build**

From that well known little aircraft factory in Hartpury, information has filtered through to the newsroom that yet another project is about to be started. From the limited information available it appears that JH is in the process of acquiring a pile of timber, some pieces of metal and some plans for Bill Austin to build a MiniMax. The intention is for Bill to use JH's workshop with all its tools & jigs. So where is Jess going with his Huntwing? Well he is moving to JH's 'other' workshop now that he has virtually finished the trike. A right little cottage industry going on down there!

### **Navigation (or What Price a Map)? By Chris Wales**

If my memory serves me correctly you are required to fly VFR unless you have an instrument rating. To navigate in these conditions you need an air map, compass, a serviceable MK1 computer (ie brain)

and a sharp pair of eyes ( or a least your glasses). Thus equipped you only have to fly in ever increasing circles to acquire what you need most - experience!

If you are not too bright, you could of course end up flying in ever decreasing circles and ... shall we say - going nowhere. It could be boring never going far from your home strip, but you could buy a GPS!

There is only one snag in going down this road - anything electrical can let you down and always seems to do this at a time when you least expect it.

A cautionary tale follows:-

Some time ago I was in France about to undertake a flight in a Group A machine. The pilot held a Gp A and Gp D licences. I watched his preflight planning with interest. He had a flight planning computer which could tell him everything he wanted to know. I noticed his notes contained VOR frequencies, leg times and fuel consumption. The route was Blois, Bourges, doglegging at Clermont Ferrand and Lyon, to Montelimar. This would avoid the mountains of the Massif Central.

The only thing that was missing was a line on the map. I asked about this and it was pointed out to me that maps cost £8.50 and drawing lines on them messed them up. (European ones aren't always laminated like ours.)

The first leg was uneventful. We flew on a back bearing from Blois until we picked up the beacon at Bourges.

After refuelling, my pilot informed me that there was a change of plan. We would fly direct to Montelimar over the Massif Central. As we flew south the hills became mountains - exciting stuff! I was enjoying the view - some of the mountains still had patches of snow on them - and noticed that we made a course change which seemed odd as we were flying direct! The cloud base and the tops of the mountains were getting closer together but not enough to really worry me. Suddenly I was asked by the man in the left hand seat if I knew where we were. I pointed out that he had the map and asked what the problem was. He told me that he couldn't get a heading out of the VOR and did not know where we were. My next question was how much fuel did we have, answer 20 minutes. I pointed out that it would be a good idea to find somewhere to land before the engine stopped. Below it was grey or white and the best bits were at

45°. Off to the right was a green bit. We sorted out a field, tightened our harnesses until it hurt and he plonked it in. The only damage was to the propeller - broken as we crossed an old hedge line which had not been ploughed out when they made two fields into one - and his pride!

So there we were 3,500 feet up a mountain ... My thoughts ... maps cost £8.50, propellers £300 plus, and I always draw a line! Buying navigational aids is no substitute for maps, compass and eye. If you can navigate, don't waste money on expensive toys you don't need and if you can't, then it is about time you learnt!

### On Instruments

by John Hamer

The other night I thought I would take a trip to see how they were getting on with the Severn Bridge. As I was flying down there, other than look out of the window I had little better to do than consult the vast array of instrumentation that adorns my MiniMax, and assess the information that it was telling me. Yes I was flying at 2000ft (ASI) and neither going up or down (VSI). I was cruising through the air at 60 mph (ASI) at 5000 rpm (Tacho), consuming 9.2 litres an hour (fuel computer), heading 220° (compass). The aircraft was balanced correctly (Slip indicator) with a bit of nose down trip (trim indicator). The engine seemed cool enough (CHTS) and the mixture not too lean (EGTs). I was able to assess the headwind as well as my ETA at the bridge (GPS). I ascertained how long I had been in the air (stop watch) as well as my current endurance (fuel computer) as well as fuel left (tank gauge). I found out how far off track I was (CDI) and where my nearest diversions were and how long it would take to get there (GPS). But there was something missing. It then dawned on me that I didn't know the time - my watch had broken!

Try as I may I couldn't find the relevant page on the GPS - I have since read the instruction book again as well as buying a new watch!

### Tech Tips

Have you got any tips to share with members? For instance it is well known that Rotax exhausts are prone to rust and are difficult to keep looking new. One member advises that West Midland Farmers have cans of black spray paint

specially for wood burning stoves that does the job excellently. Another advises caution when using such paint for it doesn't come off red lounge carpet and the black outline of a Rotax exhaust doesn't exactly blend in!

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GA Sale: Kitfox Mk 2 582/LC oil injected Rotax. 190hrs. Inc radio & Decca navigator £11,000 ono. Hangered Defford - illness forces sale - Tel A Wood 01386 443408

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# Severn Valley Microlight Club

May 1995

## News Views & Crewroom Gossip

### The Exam Crunch Factor

by Bill Austin

Exams are never pleasant experiences but they are a fact of life for most of us whether as part of our "real" job or of our leisure activities such as flying. Hence on 24th April, six people gathered at the VMCC hut for the Nav & Met exam.

At 7.20pm it was heads down and minds a total blank! The next 45 minutes or so was punctuated by the odd grunt, sigh of despair and the rustle of 1/2 mil maps being folded and unfolded. Apart from this, all was quiet and then it happened! The silence was shattered by an eerie, hollow crunching noise from the back of the room. Each crisp from the bag was purposefully crunched as an aid to concentration. After half a bag of this, nerves were strained to breaking point. One student could stand it no longer - "For heavens sake stop the row!" was what he implied, but to his credit he phrased it more politely.

I suppose I might have anticipated something like this happening. In one of the previous weeks when everyone had worked out a particular triangle of velocities problem, I said to one of them "Well, what did you get?" -

"I got lost!" was the quick reply.

However, at the end of the evening, there were smiles all round again - the average pass mark was 89% - these boys are certainly putting their backs into it! The next exams are Air Law and Human Performance Limitations on 5th June - after that we can all go flying on Monday evenings - weather permitting!

### Licensed

The advent of the better weather has meant that more flying has been done, and thus more people reaching that critical stage. First this year is Chris Ball who coupled his GFT in April at Old Sarum with only days to spare - his exams were about to run out. Well done Chris. Chris has a Shadow and intends eventually flying this from his home on the Cotswolds where he has recently got planning permission for a sheep shed which is big enough to accommodate his aeroplane as well as the sheep, etc! The next to qualify, is Ed Wells who has been training at M4 Microlights with Don Law. Ed passed his GFT at the beginning of May - Congratulations Ed.

In addition we are pleased to congratulate Dean Sweeney who went solo at Clench Common at the beginning of the month. He and Garry Thomas share an XL, so hopefully Garry will be going solo in the near future.

### Redlands News

As most of you know from Microlight Flying, Don Law is set to take on Rotax with the introduction of the Yamaha engine. This 77hp four stroke engine is planned to be a direct competitor, and indeed is replacement for a Rotax 582 utilising the same mounting holes and accessories. The development programme for this engine has meant that Don has had little time to undertake training and as a result he has arranged that Dave Marshall will take over the training role allowing Don to concentrate on the engine. Dave can be reached on 01793 791123.

## Defford News

The airfield now boasts a static caravan on site where visiting flyers can now relax and have a cup of coffee. A couple of SVMC members have been taken up residence with their new aircraft. Chris Payne has acquired a Flash 2 and Ian Evans has just bought an MW7. Together with Trevor Cale, Graham Stallard & the Austins, this is fast becoming a significant detachment of the SVMC.

## Monthly Meetings

As some of you will have heard, John Morris is leaving the area to take up a new job on the South Coast - five miles from Shoreham ie the PFA HQ. As a departing gesture and an opportunity to say farewell, he has arranged a very different club evening for the June meeting. It is hoped that as many members as possibly will turn out for this event.

## Popham

For the second year in succession Popham was blessed with two flyable days, though this year, the fly in aspect was restricted to the Sunday, the more windy of the two days. Many members visited the show over the two days, with a few flying in on the Sunday. These flyers found a very busy circuit and had to be on their toes to get down and avoid others. As all arrivals had to be down before mid day, there was a rush between 10.30 & 11.30 with over 100 visiting microlights seeming all trying to land at the same time. However this paled into insignificance compared to the journey home with most being stranded overnight at Redlands thanks to the 20kt headwind, but that is another story. What did they see at Popham? Well honestly there was nothing radically new - only variations on the theme. There was a tricycle gear Thruster, a restyled Challenger and the new all metal Murphy Maverick - a shiny tin can as someone put it. There where one or two aircraft that had been seen there before but not flying. Among these was the Ballerit, the two wing French machine of Flying Flea origins, and the Sherwood Ranger. The Chairman was seen casting his eyes over the Czech Sluka being imported by

Roger Jones, while Ges Hatchett was lodged in the Huntwing camp admiring a beautifully built Huntwing. Talking of homebuilds, JH was there with his MiniMax and on the Sunday there were six MiniMaxs on his stand showing various different options on the basic theme. This incidentally was the biggest gathering of MiniMaxs outside the USA. Mainair and Pegasus seemed to vie for the circuit and spent both days taking people for trips in their Blades and Quantums (Quanti?) respectively. Other exhibits included gyrocopters, powered parachutes and powered paragliders. Talking of gliders, there was an impressive demonstration of a trike towing a single seat glider into the air.

## Fly-In Diary by Tom Thomson

20th and 21st of May, sees a Fly/Buy Weekend at White Waltham Aerodrome, near Maidenhead. £6 per person and free parking, but free admission and landing if you arrive by air. Aircraft for sale, trade and private stands. Information and booking on 01225 481440.

3rd/4th June - Wings & Wheels Fly In at Old Sarum Wilts - 01722 322525.

## Hartpury Open Day

Hartpury College is to hold an Open Day on 3rd/4th June and once again the SVMC have been invited to participate. Last year the weather confined us to giving a static exhibition, though the year before we had a special mown strip to use. It is hoped that we will be able to use this strip again, though at the time of going to press it has yet to be confirmed, and strip inspected. If it goes ahead the strip is fairly short and is rough being a cow pasture. Hopefully the cows will have been removed but usually not all their traces! So you have been warned! If anyone wishes to fly in please confirm with John Hamer before you do so - 01452 700314.

## On the Build

We can report that Bill Austin has now started his MiniMax. He and John Davis

Severn Valley Microlight Club  
Membership List

16 May 1995

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	BMAA	No Hrs	Insurance
1 Arthur	Graham	113	01242	52275			52 Griffiths Ave,	St Marks,	Cheltenham	Glos	G-MTGB	Thruster	F	Y	2255	300	Y
2 Austin	Barbara & Bill	174	01242	51506			Sheldon	Battledown Approach,	Cheltenham	Glos	G-MHRA	Flash 2A	F	Y	3219	79	Y
3 Chris		271	01242	82005	01242	52136	Oxleaze Grange	Hawling	Cheltenham	GL54 5TB	G-MHON	Shadow C-D	F	Y	5751	23	Y
4 Beale	Dennis	192	01452	75042	01443	22477	The Cottage	Harlands Hill	Minsterworth	Glos GL2 BJY	G-MTPA	Flash 2A	R	Y	3527	32	Y
5 Bircher	K	266	01452	30783			Pinewood	May Hill	Longhope	Gloucester	G-MHON	Tiger Cub	F	Y	5725	208	Y
6 Booth	Vic & Marie	156	01242	58338			111 New Barn Lane	Prebury,	Cheltenham	Glos GL11 SES	G-MHON	Pegasus Q	F	Y	3134	61	Y
7 Burak	Myron	0	01453	386570			Bosley Corner,	Haeshill,	Coaley,	Glos GL20 BJA	G-MHON	Flash 1	F	Y	5840		Y
8 Butterworth	Tina	279	01242	620745	01242	2223300	Walnut Bank Drive	Teddington	Tewkesbury	Glos	G-MHON	Flash 1	R	Y	3854	64	Y
9 Cafful	John	153	01452	70056			Pound House,	33 Corsend Road,	Hartbury	Glos	G-MHON	Pegasus Quantum	F	Y	1708	120	Y
10 Gale	Irevor	217	01684	564685	01684	564685	10 The Braeleys,	Longhope,	Malvern	HR14 3RH	G-MHON	Flash 1	F	Y	2222	10	Y
11 Christie	Russell	121	01452	2830141	01242	26262	5 The Old Cowans Cottage	Greenhouse Lane,	Gloucestershire	Glos GL5 6SE	G-MHON	Flash 2	F	Y	4992	8	Y
12 Church	George	93	01293	2624660	01452	27051	5 Drownell Road	Bulwark	Gloucester	Gwent NP6 5AD	G-MHON	Flash 2	F	Y	2934	125	Y
13 Cole	Ken	81	01452	41437	01452	21221	14 Tuncare,	Painswick	Cheltenham	Nr Glos GL19 4HF	G-MHON	Flash 2	F	Y	1352	350	Y
14 Cole	Phil	115	01242	680581	01452	21221	School House,	Cheltenham	Cheltenham	Oxon OX14 1ER	G-MHON	Flash 2	F	Y	2170	152	Y
15 Cotton	Malcolm	0	01348	180999	01235	463289	43 Bath St	Church Lane,	Abingdon	Glos GL52 4QU	G-MHON	Flash 2	F	Y	2436	170	Y
16 Cox		0	01242	675823			57 Gretton Road	Gatherington	Cheltenham	Glos GL54 5TA	G-MHON	Flash 2	F	Y		21	Y
17 Davis	John	248	01451	1850214			The Bungalow	Hawling Manor Farm	Hawling, Cheltenham	HR2 8EQ	G-MHON	Flash 2	F	Y	0381	125	Y
18 Davies	Alan	260	01451	1850214			Hunters Lodge	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2013	110	Y
19 Dobson	Bruce	251	01981	540185			Deans Walk	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2277	120	Y
20 Duncan	Neil	237	01452	415762			30 Woodhill Drive	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2813	200	Y
21 Duncanson		253	01235	3426			Woodhalls,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	3599	80	Y
22 Evans	Ian	73	01684	275727	01684	310003	Woodhalls,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	1422	100	Y
23 Frost	Norman	123	01452	2863777			87 Boverton Drive,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	277	40	Y
24 Garrett	David	266	01885	400226	01885	403576	Cinarron	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2325	91	Y
25 Gilmore	Brian	233	01452	740679	01453	3812118	10 Paynes Meadows	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2190	1000	Y
26 Gould	Gordon	3	01242	50224			7 The Spinney	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2672	14	Y
27 Hawer	John	94	01452	700314	01242	2661820	Catsbury Cottage,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	3174	96	Y
28 Hannam	Clifford	190	01594	482729	01242	228454	2 Forest Road	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	2029	337	Y
29 Hatchett	Ses	209	01452	414992			41, Myrtle Close,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	1887	650	Y
30 Hinds	Bob	109	01594	516320			The Stature,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	3322	17	Y
31 John	Andrew	180	01386	725229	01386	725217	Conderton Chase	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	892	174	Y
32 Keel-Stocker	Bill	0	01452	31348	01831	1237353	Benges Cottage,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	3102	400	Y
33 Keene	Robbie	87	01452	414975	01793	790052	Over Farm,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y	1420	55	Y
34 Law	Don	195	01793	740854			14 Turnball,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
35 Lewis	Peter	0	01242	676819	01242	583100	11 Ashfield Close	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
36 Lindley	Keith	216	01242	22464			26 Belland Drive	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
37 Lloyd	Adrian	125	01885	482504			24 Lower Westfields,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
38 Miller	John	210	01451	1860456	01452	2307307	Herrywead,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
39 Morris	John	231	01452	780406	01242	221311	Redberry House	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
40 Munro-Hunt	John	215	01885	510452			'Drabbington',	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
41 Payne	Chris	246	01905	763004	01805	614030	37 Teale Road,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
42 Penny/Ruck	Tony / Val	89	01594	510348	01452	305430	Holly Tree Place,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
43 Rendell	John & Andy	273	01452	712124	01242	514390	Phasant Cottage,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
44 Seddon-Harvey	Jonathan	252	01989	555422	01432	3258171	Penyard Stables	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
45 Smith	Peter	277	01594	555425	01594	4841545	Penyard Stables	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
46 Stallard	Graham	92	01242	672300	01452	713021	Pennylock,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
47 Steade	David	221	01905	820598	01905	754624	18 Brookland Lane,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
48 Sweeney	Dean	0	01793	962219	01793	3848980	6 Groves Street,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
49 Tandy	Steve	243	01452	813068	01452	221819	Appleshaw,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
50 Taylor	Jim	0	01989	553866	01452	226454	Starry Way,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
51 Thomas	Gary	0	01793	3491002	01831	705865	19 Roman Road	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
52 Thomson/Hayes	Tom & Di	0	01432	280759	01566	16642	Clatterpark	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
53 Hainwright	Neil	0	01889	400223			The Wells	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
54 Hales	Chris	146	01452	760493			Hawthorn Cottage,	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
55 Harren	M.	272	01242	674664	19	Read Way	Bishops Cleeve	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
56 Webb	Richard	148	01452	2524531	32	Kendal Rd	Gloucester	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y
57 Wells	Ed	259	01452	2830951	01452	426238	Glastonbury Farm	Hawling Manor Farm	Hawling, Cheltenham		G-MHON	Flash 2	F	Y			Y

# 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 M 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 01386 725229  
Work 01386 725217

#### Secretary - John Hamer

Home 01452 700314  
Work 01242 661820

#### Treasurer - Ges Hatchett

Home 01452 414992  
Work 01452 331335

#### Safety Officer - Cliff Hannam

Home 01594 842729  
Work 01242 228454

#### Training Officer - Bill Austin

Home 01242 515064

#### Airfield Controller - Graham Arthur

Home 01242 522754

#### Airscrew & Publicity - Di Hayes

Home 01432 890759  
Work 01527 873616

#### Special Projects - John Morris

Home 01452 780406  
Work 01242 221311

#### Fly In Organiser - Tom Thomson

Home 01432 890759  
Work 01568 616642

### Other Useful People

#### Inspectors

John Hamer	01452 700314
Don Law	01793 790052
Dave Read	01531 650245
Dave Marshall	01793 791123

#### Check Pilots

John Hamer	01452 700314
Adrian Lloyd	01885 482504
Don Law	01793 740854
Dave Marshall	01793 791123

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

**Aerolite**, Long Marston,  
Stratford-on-Avon 01789 299229

**Avon Microlight**, Long Marston,  
Stratford-on-Avon 01789 204010

**Group D Aviation**, Enstone,  
Chipping Norton 01608 678741

**M4 Microlights**, South Wanborough,  
Swindon 01793 791123

**Sabre Airsports**, Shobdon,  
Leominster 01568 708168

**Pegasus Flight Training**, Kemble,  
Cirencester 01285 770077

collected the 'box' of bits from Kent at the end of April and construction has now started on the fin in JH's workshop at Hartpury. The engine has also been acquired - ex Tom Thompson, and has been overhauled and ground run in Dave Watson's XL.

### **Permit Thanks**

One of our inspectors recieved the following ditty from a grateful member following his Permit Renewal:-

How sweet to be on high  
A' floating like a cloud  
The CAA have vowed  
To see that it's allowed  
Permit to Fly renewed  
The earth below I viewed  
It makes me very bright  
To fly a microlight  
A' floating in the blue  
With many thanks to you.

Acknowledgement  
G Pooh Bear

### **Kemble**

As you all no doubt have read in the recent issue of Microlight Flying, Pegasus Flight Training has moved from Long Newton to Kemble. There they are using the entire length of the two existing tarmac runways, with the centre of operations being located in the Control Tower where Dave Young has his office, lecture room etc. They also have use of nearly 20,000sq feet of hangar space in which there are already 18 microlights and three autogyros. To visit the site by air, you'll need third party insurnace of £100,000 or a Crown Indemnity (£35) as well as PPR on 1285-770077 (Direct line to Dave Young's office). To visit the site by road, all you have to do is call in at the main gate on the A429 and check in with security. Then you will either be escorted to the tower or shown the way. Having said this it is best to get PPR even for a "ground" visit. They are still under the authority of the Army and Security will not let unauthorised people onto the site if Dave Young is not there.

### **Chairman Waters his fuel**

No the Chairman is not trying to make his fuel go further, this is what he discovered in his fuel bowl during a recent investigation into his engine's rough running. Clearly the water can get into the fuel in a number of ways, so it is worth checking constantly for signs not only in your fuel bowl, but also in the tank. The cause of the rough running? - read on!

### **Chairman Gets Needled**

It was while investigating his engine's fluctuating rpm at full power that the Chairman found that Murphy had been at work again, in particular he had been tampering with his carb. Everyone knows Murphy, he the guy who always manages to assembly things in a different way from what the manufacture intended. The problem lay in the fact that the circlip holding the needle had been located between the plastic slide and the spring, and not the carb piston itself. This has the effect of raising the needle, thus over-enriching the mixture. In addition there is the possibility of the needle riding up and down slightly under engine vibration thereby causing fluctuation in the rpm. Talking of needles, our inspector has found one in which the three grooves have been worn to two. In other words the ridge between two adjacent grooves had completely worn away. Remember it was just this kind of wear that brought down the Kolb last year. Have you checked your needle(s) recently and have you reassembled them correctly?

### **Tech Tips**

On the preservation of exhausts, Trevor Cale uses Zebrite grate blacking from a tube, merely spreading it on and then polishing it up to a shiny gun metal finish. Bits of rust are removed with very fine wire wool before reapplying Zebrite. A spray of WD40 also seems to help the finish.

Trevor also recommends using the colour coordinated polishes to bring up an impressive true mirror image finish on trikes which calculated to impress friends though it does not add to the speed of the aircraft!

Trevor's third tip is that Brasso or similar brass cleaner is good at removing scratches or clouding from visors or plastics. T Cut also has the same effect.

### **Trevor Grounded**

Last month we reported that Trevor Cale had just flown his new Quantum which he had taken delivery the previous October. Yes he was pleased with his new baby - "bombs along like a rocket, the in flight trim, electric start, ease of roll, comfortable steering, hydraulic brakes, gas strut wing lift etc all make for a relaxing and exciting flying", so Trevor writes. Unfortunately all in the garden isn't so green for since then he has been forceable grounded as his letter went on to reveal - "Unfortunately, I went over to Marrakesh for a 13 day business and pleasure trip and on the 3rd day dislocated my ankle deep in the heart of the old town! The Mother of the family I was visiting, rushed off and bought back a local 'specialist', who arrived complete with Jolaba and battered briefcase. Whilst I lay there 'thinking of England' and exercising the 'stiff upper lip' bit, suddenly and without warning, he grabbed the foot and gave it a violent twist - having presumably realised it was dislocated! The searing agony was 'interesting', so with true British phlegm, I had to laugh it off! The ankle was duly strapped up and I was carried by two hearty Arabs through the winding streets of Medina, into a taxi and back to the hotel. 24 hours later, thanks to a phone call to my Insurance Company in England, I was in a distinctly primitive, but private Clinic, having it X rayed and plastered. It still took 2 days to track down a pair of crutches! For the next ten days, it was out with all stops to try and get an earlier flight home, but lack of cooperation from Royal Air Morac, meant that I just had to stick it out in utter boredom with my books, portable radio and lousy weather."

Hopefully Trevor you'll be back on two legs again soon and back in the air to exercise your shiny new machine.

### **Members List**

On the insert page is a full & up to date list of SVMC members. Please check your details and advise John Hamer of any errors. Also please note that there are some well known faces that have failed to renew their membership despite their presence around the flying field. See if you can identify them and then remind them next time you see them. Remember they are imposing on your hospitality.

### **Hangarage**

There is still some clean, secure hangarage available on the Haywood strip near Hereford. £25 per month. Talk to Tom on tel no 01432 890759

### **For Sale**

Shadow B, G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 01242250224

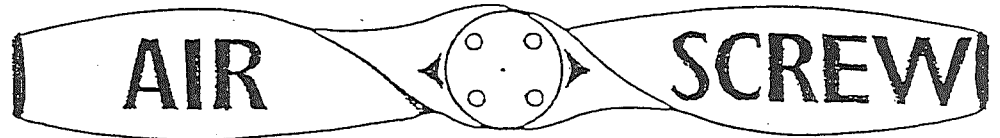
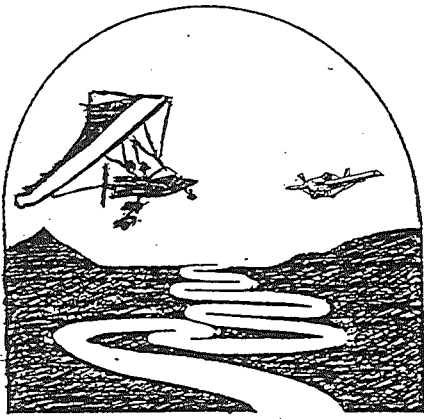
Shadow C-D G-MZRS - 220 hours, factory built 1990, excellent condition, hangared from new, well instrumented and equipped with Communica intercom & headsets, electric trim etc. Slipper tank recently fitted, dechoke with new small ends and gearbox overhaul carried out at 210 hrs. Tinted screens, spats. As featured in Shadow advert. Permit renewal due June 1995. £12,750 ono - David Steade 01905 820598 (evening) 01905 754624 (Day).

Puma Sprint G-MMKD 160 hrs. Permit to Fly until June 95. Full instrumentation, c/w trailer £1,750 ono. - Chris Payne 01905 763004.

GA Sale: Kitfox Mk 2 582/LC oil injected Rotax. 190hrs. Inc radio & Decca navigator £11,000 ono. Hangered Defford - illness forces sale - Tel A Wood 01386 443408

Flash 2 Alpha - G-MVAD - Rotax 503, long range tank, trailer cover, spare prop. Currently hangared at Over. Keith Lindley 01242 232464.





# Severn Valley Microlight Club

June 1995

## News Views & Crewroom Gossip

### Ground School - Final Report

by Bill Austin

At 8.15pm on Monday 5th June 1995, the Vintage Motorcycle Club House resounded to the cries of "Free at last" as the students celebrated passing the final two exams. Some of them could not believe that it was all over and despite their doubts, they had all made it safely back to the hangar, so to speak. Mention must be made of one notable achievement in that Bill Keel-Stocker achieved the highest pass mark in Air Law that Don Law has ever had with any of his students - an outstanding 95%. That means that he had only one wrong answer in the 20 question paper. Well done Bill.

Looking back at the exams, the standard has increased yet again this year with the average pass mark for all four exams being 89.5%. This speaks volumes for the effort and commitment of the students themselves. They have been a hard working group putting in many hours of their own time to ensure their success. I have enjoyed guiding them through the mysteries and eccentricities of the CAA exams and hope that they can now accumulate their flying hours sufficiently quickly to avoid having to sit them again, Needless to say the course could not have happened without the cooperation of some other people. My thanks to John Rendle for obtaining the "Cosgroves", to the VMCC for the use of the premises, to Don Law for supervising all the exams and to John Hamer for administrative support.

He may have thanked everyone but himself, however special congratulations and thanks must go to Bill Austin for all his hard work. The results get better and better every year. - Ed

### Licensed

Our congratulations this month go to Ken Bircher (Budge) on obtaining his full licence. Budge has been undertaking his training on his Alpha at Aerolite and did his GFT with Steve Comben. Well done Budge.

Also to be congratulated is Gary Thomas who recently went solo on his Pegasus XL at Clench Common.

### Treasure Hunt

With the forecast spell of good weather at the end of the week, Robbie Keene has kindly agreed to lay on a Treasure Hunt and Barbecue. The Treasure Hunt will start from Woolstone this Thursday (22nd July) at 18.30. You are all invited to attend - flyers are to bring a 1/4 mil map and pencil etc. Those with two seat aircraft are encouraged to take a passenger, and if you can't find one just bring a spare helmet and flying suit and you may get a taker at Woolstone. Correspondingly, those without aircraft are invited to turn up at Woolstone. You never know you might get a flight. Robbie has set a 40 nautical mile course around the local area which should take about an hour. The finish is at his strip at Over where the barbecue will be. Those that can't make the start at Woolstone are welcome to go straight to the barbecue at Over,

which should be from about 20.00hrs onwards.

### **Monthly Meetings**

A varied programme of speakers has been assembled for the remaining six months of the year.

For the July meeting, Dave Marshall the BMAA Chief Inspector will be descending on us to impart his pearls of wisdom on aircraft airworthiness and associated topics.

At present August remains vacant, however for September Robbie Keene will be enlightening us on what happened at the European Championships. In October, Andrew John's brother who is a CAA 'Flying' Inspector will be giving us a talk on Press-onitis and other related topics. November's speaker is scheduled to be Brian Cosgove who will be giving an illustrated talk on the history of microlighting.

### **European Championships**

As most of you are aware the microlight European Championships are being held at RAF Little Rissington in August. We are pleased to confirm that Robbie Keene has once again been selected to represent the UK at these Championships. Congratulations Robbie and we wish you all the best.

The Championships do need a lot of helpers and marshallers, and thus the BMAA are seeking help from members to assist. Several SVMC members have already volunteered. Though the Championships official start on 19th August, support is required from Thursday 17th August until 26th August. Anyone that wants to help please contact Dave Cole or John Hamer. There is limited accommodation available at Little Rissington, but helpers will be fed and given "beer" money.

Please support this event and give some of your time, even a day is better than nothing.

### **Fly-In Diary**

The biggest event by far in the next month is the PFA rally at Cranfield. This is a three day event starting on Friday 30th June and lasting until

Sunday 2nd July. Microlights are very welcome to fly in but they must be fully aware of the procedures to follow and follow them religiously, for there will be nearly two thousand aircraft trying to get there in over the three days. Copies of the procedure AIC28/1995 can be obtained from the CAA in Cheltenham or John Hamer who has acquired spare copies. Even if you don't fly in, there is plenty to see on the ground so it is well worth the visit.

On 24th/25th June, the next round of the National Championships are being held at Swansea which is well within flying distance should you wish to go and see what goes on at these events.

On Saturday 22nd July, there is microlight fly in at Dunkeswell. PPR by phone on 01404891643, 0836 613544 or radio on 123.475. Remember there are to be no overhead joins as there is parachuting at this airfield. There is overnight camping barbecue etc, but no landing fees.

On Saturday 29th July, there is the annual fly in to Lyneham. The plan is once again to meet at Redlands at 10.00am on the day. Names need to be with Don Law in advance of this event. Unfortunately there will be no Hercules rides this year - something about not enough money in the kitty. The Club Chairman has offered a sub, but the Treasurer is objecting on the grounds that the total Club funds would only pay for a couple of minutes flying!

### **Hartpury Open Day**

As in previous years the College prepared a special strip for us to use, however like last year the weather proved very uncooperative. The Saturday was a totally washout, from both the flying point of view as well as on the ground. The incessant rain and strong winds ruined even the static events of the show and restricted the numbers attending. The Sunday wasn't a great deal better only the rain held off. As a result Andrew John rigged his aircraft and John Hamer came in his flexwing - an epic flight - all of three fields! Quite

a lot of interest was shown in the two aircraft especially as they were parked along the front drive. During the afternoon the two did take to the skies to show that they were more than merely static displays, but conditions prevented them taking passengers. The two were joined late in the afternoon by Robbie Keene arrived in his Chaser.

### **My first 100 hours**

**by Bill Austin**

"Not another one telling us where he has flown and how marvellous it's all been!" I hear you say. You're right! It's not another one of those tales of swashbucklingly adventure in the skies. My hundred hours have been spent with feet firmly on the ground in the workshop with only a bench, a box of wood, a sander, a pillar drill and a few hand tools for company.

I collected my "coffin" of assorted lengths of wood from Sittingbourne in Kent on 30th April. Actual woodwork started on 13th May and to date I have spent 112 hours sawing, sanding, shaping and gluing. So what is there to show for all this effort? Well, I have completed the basic construction of the fin, rudder, tailplane and elevator. No, it hasn't all gone smoothly. I have made some mistakes but I'm on a steep learning curve. The biggest problem is perhaps learning to read the plans correctly.

Up to now I have been putting in a least 3 days each week on the project and I'm enjoying it immensely. Barbara is also enjoying my being out of the house for 3 days a week - so that's two happy people. (The "down" side for Barbara is that she now has to do the shopping!) I feel though that Barbara has an ulterior motive - namely for me to build the MiniMax as quickly as possible - so that she can have exclusive use of "Romeo Alpha" - our flexwing!

### **All now for Something Completely different.**

Down at Hartpury there have been strange going on. Yes, we know about the MiniMax being constructed in one shed, while in another a Huntwing is beginning to take shape. So what is going on? Well various

microlighters have seen assisting JH in his latest project. First John Cafful was seen aiding and betting JH in bringing a Robin Reliant home on Dennis Beale's trailer, then Bill Austin was seen doing similar clandestine work a couple of weeks later bringing a Mini back from Defford where it had been abandoned - apparently JH spied it during an aircraft inspection and opening the bonnet was heard to exclaim "It just what I've been looking for". So what is JH up to now? Why is he collecting a load of what appears to be scrap metal. The answer is that JH is set to challenge British Aerospace. So what do have JH and British Aerospace have in common? - well both build planes and cars. Yes JH's next project is a car. The parts acquired are all required for the small two seat fun car he's building for his wife. His mother has been heard to say of the project - "Surely you can afford buy a proper car?". I think she's missing the point - builders are builders! One thing JH's says about this project though is that it is much cheaper than building aircraft. To date his two cars have cost him less than the price of a Rotax piston!

### **Round Britain Rally**

For the first time for a number of years, the club did not have any members taking part in the annual Round Britain event. You perhaps remember Robbie Keene won it last year. One of our airfields did however feature on the course, namely Redlands. It was here a couple of people learnt lessons about aviation the hard way. A Rans S6 came in too slow and low in the gusting northerly wind, encountering sink at the last minute, had no 'energy' left to get over Don's hedge which he duly removed. A few knots extra on approach on windy days doesn't go a miss.

The other lesson? A competitor put his oil into the tank first, then added fuel. Trouble is that oil is heavier going straight to the bottom of the tank. On climb out, the neat oil was sucked into the engine whereupon, the machine suddenly became a glider and forced landing technique was required -

this time successfully. The lesson? Fuel and oil must be mixed in a separate container before pouring into the tank. Who won? Oh nearly forgot - Eddie Clapham in his Rans S6.

### **Hangerage**

There is still some clean, secure hangerage available on the Haywood strip near Hereford. £25 per month. Talk to Tom on tel no 01432 890759

Hangerage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

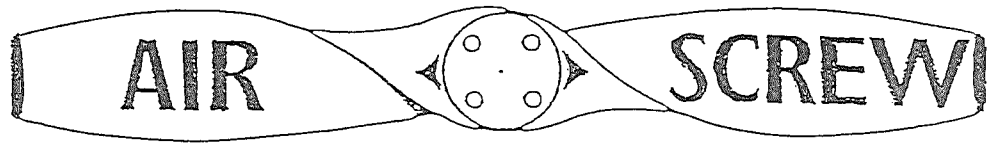
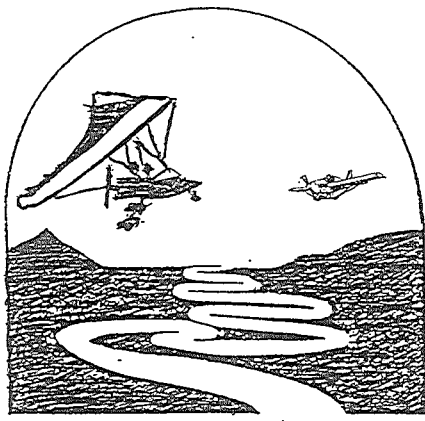
### **For Sale**

Shadow B , G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 01242250224

Flash 2 Alpha - G-MVAD - Rotax 503, long range tank, trailer cover, spare prop. Currently hangared at Over. Keith Lindley 01242 232464.

Large almost new blue Ozee, also Communica Helmet with separate headset - Offers invited - Adrian Lloyd 01885 482504

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX



# Severn Valley Microlight Club

July 1995

## News Views & Crewroom Gossip

### Cranfield 1995

By Bill Austin

As a new member of the PFA, I felt obliged to attend the famous Rally at Cranfield this year and see what it was all about. I went by car on the Saturday - a grey cold morning with low cloud and a brisk wind. Although the wind was almost on the runway at Cranfield, it still provided some "exciting" arrivals, particularly the flexwings which were tossed about quite violently at times in the last 300 feet of their approach. Throughout the day the two runways resembled Heathrow with aircraft arriving or departing every minute or less. Some people chose to sit alongside the runway most of the time where they were either videoing, photographing and/or noting the registration of every aircraft which crossed their line of sight. Other avid "spotters" were seen hurrying up and down the lines of aircraft with smoke coming from their pencils as they noted the registrations. The 'technologically advanced' spotter was using a small dictation machine for the same purpose - some of them were virtually trotting along the lines of aircraft and gasping the registrations into their 'little boxes' as a result of their exertions. To give some idea of the number of aircraft involved - up to 4-15pm on the Saturday there had been 1315 arrivals and not all the pilots had booked in apparently! (over 1800 aircraft visited the show in the end-Ed) The trade show was equally mind boggling in its variety and size. Everything from a complete aircraft to nuts, bolts, washers and instruments both new and secondhand. Such was the variety and volume that it took several trips around the 'circuit' to register what was actually there. The biggest problem was not to buy anything! Mind you there appeared to be very few bargain offers, particularly on GPSs, radios and instruments - who needs to reduce the price when people are buying them as if there was world shortage.

The lasting impression? The sheer number of aircraft present and the ability to see them at close quarters. It certainly says something for those attending, in that there appeared to be no major accidents despite people wandering freely between parked aircraft which at the end of the day were starting up and weaving their way out to the runway. I shall certainly go again next year.

### 'M' Flight News

Bill Keel Stocker and Russell Church are at the circuit bashing stage at Long Marston, whilst at Clench Common Dean Sweeney and Gary Thomas have both completed their qualifying cross countries and are brushing up for their GFTs.

### Section S

While you are all familiar with the term Section S and this being associated with the regulations that govern microlight construction, and are probably aware that these have been around since the early 80s - 1983 actually, what most of you haven't realised is that they were only an advanced issue. Yes, the CAA has eventually got round to formally publishing the regulations after 12 years - the issue came out in April and is available from CAA Publications located at the Runnings, Cheltenham. The new issue has several changes but nothing particularly significant; however all that could change shortly due to the weight problems that were highlighted in the recent issue of Microlight Flying. It has been indicated that the pilot weight will be reduced from 90kgs to 86kgs and fuel load will have to be one hour's worth at full power. This change will bring the microlight regulations into line with the Joint Airworthiness Authorities's (JAA) Very Light Aircraft (VLA) regulations. This should have the effect of bringing some overweight aircraft back into the fold, however in the meantime all microlights will have to be

weighed at their annual inspection. No date has been given yet for when this will commence however it is known that your intrepid inspector is searching for a set of Weight Watcher scales - ie those ones that progressively under read! Any offers?

### **Robbie Wins Again**

As if to reinforce his recent selection to the British Team for the forthcoming European Championships, Robbie Keene pull out all stops with a convincing win at the National Championships at Swansea on 24th/25th June.

He wasn't so fortunate a fortnight later at Lichfield when he only came third, but he could be excused as he managed also to fit in a wedding reception in between events. Where was the wedding reception? Near Andover - yes Robbie flew there and back and still managed third!

### **Treasure Hunt**

On Thursday 22nd July, Robbie Keene our renowned international competitor, organised a Treasure Hunt for Club members which culminated in a barbecue. Seven crews turned up at Woolstone and were given the task of identifying the location of 9 colour photographs along a pre-defined route. The route had four legs which took the flyers about an hour and lead them to near Goodrich Castle before turning south to the Sharpness canal before returning back to Over for the barbecue. Easy? Well even though each photograph was taken exactly on track the best that was achieved was only seven correctly spotted and located. Located accurately was the key for inaccurate location lead to points deduction. One crew ended up with negative points but they could be forgiven as they were using GPS as a navigational aid! The winning crew was John Hamer and Barbara Buck. Barbara was being given a 'thank you' ride for the previous evening she had supplied copious sandwiches at the Club's quiz. Our thanks go to Robbie for organising the competition and providing the prizes, and also to his wife Sue for providing the barbecue.

### **Monthly Meetings**

A varied programme of speakers has been assembled for the remaining six months of the year.

At August will feature the Flight for Life video recounting the trip from the UK to Jordan by Judy Leden and Ben Ashman.

In September Robbie Keene will be

enlightening us on what happened at the European Championships.

In October, Andrew John's brother who is a CAA 'Flying' Inspector will be give us a talk on Press-onitis and other related topics.

November's speaker is scheduled to be Brian Cosgove who will be giving an illustrated talk on the history of microlighting.

December will feature our usual 'end of term' party.

### **European Championships**

As most of you are aware the microlight European Championships are being held at RAF Little Rissington in August and in the last issue of the newsletter we requested your support for the event. We are therefore pleased to report that there was a good response and five members, ie Bill Austin, John Dance, Norman Frost, Trevor Cale and John Miller have generously agreed to give up their time and act as marshals. It still is not too late for anyone else to volunteer, so if you want to help contact John Hamer.

### **Fly-In Diary**

The flying season has arrived - it's official! and thus a full programme has been organised with something every weekend - so read on.

On Saturday 22nd July, there is microlight fly in at Dunkeswell. PPR by phone on 01404891643, 0836 613544 or radio on 123.475. Remember there are to be no overhead joins as there is parachuting at this airfield. There is overnight camping barbecue etc, but no landing fees.

On Sunday 23rd July, Chris & Liz Ball have invited the Club to christen their new strip which they claim is the highest in the Cotswolds at 900ft AMSL. The location is near Hawling, but for the technically minded is 50°54' 1°56'W. The runway 75/255 is approx 250 yds. The invite extends from 1600 hrs onwards. Circuits should be tight into the field to avoid overflying Brockhampton village to the west and Hawling to the east. Also don't confuse this strip with John Davis's 'airfield' which is also at Hawling and looks more obvious from the air. Please contact Chris on 01242 820055 on the day to confirm the event.

On Saturday 29th July, there is the annual fly in to Lyneham. The plan is once again to meet at Redlands at 10.00am on the day. Names need to be

with Don Law in advance of this event and places are strictly limited this year.

29th/30th July is also the West Wales Air Display nr New Quay (52°-08', 04° 16'W). This looks a very much more up market version of last year's event that several members attended. Fly in times are restricted to 10.00 - 12.30hrs & after 17.00hrs, and permission needs to be obtained prior to departure on 0374 690 548 when the radio frequency will be provided.

Sunday 6th August, Bob Hinds has kindly agreed to hold a fly in at his farm near Newnham. Again the invite extends from 1600 hrs onwards. Telephone Bob on 01594 516320 on the day to confirm the event.

Sunday 13th August is presently being held as a reserve date for a fly in. Telephone Tom Thompson 01432 890759 or John Hamer on 01452 700314 on the day to confirm the event/location.

### **Fairford**

Most of you should be aware that the International Air Show is being held at Fairford over the weekend 22nd / 23rd July. To flyers this means that there will be a very large restricted airspace around the area up to 7000 ft amsl, not only for this period, but also for the week before as well as the day after. Those wishing to go to/from the Swindon area from/to the north should familiarise themselves with the AIC on the subject. AIC 63/1995.

### **The Joys of Flight**

Trevor Cale recently burst out one weekend recently and did 8½ hours flying. A recount of his adventures follow:-

At last to Devon by microlight and thus by 8.30 on a clear Saturday morning of July 8th, I plus one set off for Dunkeswell near Honiton. There is no need for GPS's here as it was simply follow the River Severn and then turn left to Taunton and the airfield, and what a glorious flight it was! There was no real need to fly down the middle of the Bristol Channel, but it was awe inspiring to do so, and to fly over the suspension bridge, both old and new. Before then I radioed through to the Bristol for FIS though I was under the zone. A rather daunting and crisp voice reeled off a string of instructions and admonished me for using the first 2 letters of my callsign, instead of the last two- I must have had a brainstorm!

One would have thought by all the traffic on the air and his 'look out for' this & that, that there would have been a score of planes to be seen, but I never saw anything whatsoever!

After Portishead it was onto Taunton via the M5 and then a short hop to the easily spotted vastness of Dunkeswell, with it's endless tarmac runways.

A very friendly and relaxed controller brought me in 'at my own discretion' and after a 1hr 50 min flight, we were soon sitting down to a hearty breakfast, the airport having full restaurant facilities and a bar. On the other side of the runway is the Microlight school - just the usual battered caravan and a cup of coffee (if the milk and coffee haven't run out!), but a very friendly bunch of guys none the less.

As it was a wonderful hot day, it was then a pleasure just to sunbathe, chat, visit the local pub which was in the classic picture book Devon village and to watch the Wimbledon Ladies final on the pub TV.

At 4.30pm, we set off for the coast and flew over the motionless sea, skipping along the cliff edge over Seaton and Lyme Regis and then out over the Cobb. The views were stunning and on the way back, I made a few passes over my old School at Rousdon, to the bewilderment of the swimmers around the pool.

Then up to 6½ thousand feet to break out over the inversion layer and savour clear blue skies, a brilliant sun and a panoramic view of Devon and Dorset below, followed by a rapid descent to Dunkeswell, a cup of tea (but no clotted cream). It was then time to say our thank yous and goodbyes before we set off in a brisk breeze. The conditions were comfortably calm but with an increasingly thick haze developing northwards. Only prior to landing at Defford, did quite strong turbulence necessitate grim concentration, but the Quantum handled itself very nicely for a smooth touchdown and a cheery wave of the of 'welcome back' from Barbara Austin.

Up early again on Sunday morning, to be met by a stiff easterly wind, but not to be daunted, we set off for the Ashford fly in near Manchester at 9am and had a rather bumpy flight of 1hr 50 to join a mass of GA aircraft buzzing around. Due to my speed, several GA's undercut & overtook to land, so judging when to make the final run in was a bit tricky. A long wide grass strip gave time to straighten up for landing, for the wind remained very fresh. To my surprise, we were the only flexwing there, amidst a

very large number of GA aircraft. A Mainair came in later, as did 2 more in the afternoon, but that was it. It was then a most pleasant afternoon in the sun at a well organised fly in, with plenty to see, eat and drink.

We set off for the return at 5 pm and as bumping around the sky can be a bit tiring, landed at a parachute field at Chetwynd for a breather, there being no one around. We avoided going to Halfpenny Green where we understood, they charged a visiting flexwing a £10 landing fee when he stopped off to refuel. On the next leg, I climbed to 2½ thousand feet and found calm conditions on the edge of the inversion, not doing so before as my passenger was cold!

On the approach to Defford, it was back into turbulence, but I live to tell the tale!

### **Up there or down here?**

by John Hamer

There are times that I wish I was up there and not down here, and there are times when I'm up there and wish I was down here, but very recently there were a couple of times when I was very glad that I was not up there and the aircraft was safely tucked in it's hanger.

This year I attended the Cranfield rally on all three days but as I was on the PFA Homebuilders stand I went by road as the guaranteed method of getting there. On the very hot calm Friday however, I then wished I had flown in, but then at about 6 o'clock that night I very distinctly changed my mind. We had been warned, but no one took much notice - but very suddenly one was aware that the trees on the far side of the airfield were really moving for no apparent reason, moments later it hit us in the campsite - like a wall of wind. Panic ensued as people garbed tents, and I thought that mine was going to return to the Cotswolds. Aircraft were still arriving though and some poor people including a couple of flexwings could be seen to be really struggling to get in, the last hundred feet being horrendous with them being tossed like nothing I've seen before. The temperature also suddenly dropped and I had to borrow an anorak to go on top of the two sweaters I had just put over my T shirt. That night with the wind beating the tent, I was grateful the little aircraft was tucked up in its hangar and not picked out there. When Saturday dawned, it was still cold and breezy but the weather slowly improved. When Sunday arrived the warm weather returned as did the feeling of 'I wish I had flown in'. But then once again this thought was again

rapidly changed with a weather warning advising those from the south and west to change their plans and arrange to stay. What are they talking about? The weather was lovely. Then suddenly the heavens opened and the cloudbase came down to the deck. Then I thought, thank goodness I didn't fly in otherwise I could be here for days. The drive home back home that night was in a torrential downpour - until the edge of the Cotswolds was reached - the sky was blue and the hot air balloons were up - perhaps I'll go flying, I thought - but then the weather might suddenly change again, so prudence took precedence and I stayed on the ground for I had seen enough weather changes that weekend. The quote of the weekend was by an American who when questioned why he liked coming to the UK replied "because you can see all the seasons in a weekend!" I sure did!

Incidentally some club members did get caught up there on that Friday night when the front charged through - Ges Hatchett and John Miller are two that won't forget their flight that night for a long time to come.

### **Defford**

While members are welcome to fly into Defford and there are no landing fees for the privilege, members are reminded that Defford does have a 'contributions' box in the caravan. Members are thus urged to use it or we may lose the privilege.

### **Hangarage**

Hangerage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

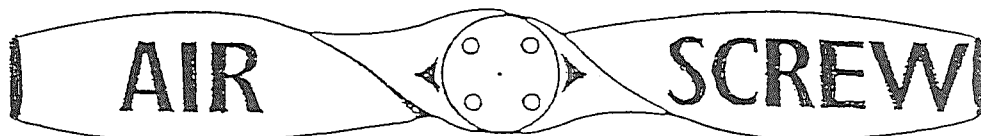
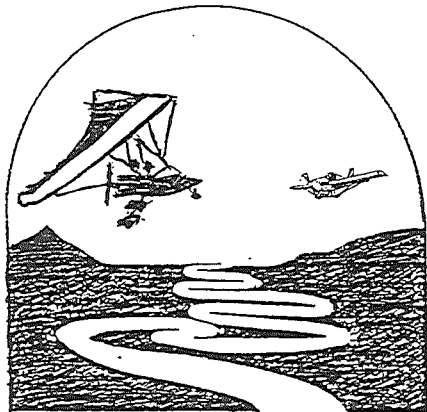
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Large almost new blue Ozee, also Communicator Helmet with separate headset - Offers invited - Adrian Lloyd 01885 482504

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# Severn Valley Microlight Club

August 1995

## News Views & Crewroom Gossip

### Robbie Wins Again

At the last round of the National Championships before the forthcoming European Championships, Robbie Keene once again pulled out all stops with another win over his rival Richard Rawes. Robbie advises that the margin was tight but significant. Well done Robbie

Robbie who has been selected for the national team for the forthcoming Championships, has been putting in some practice lately. On one recent flight - an endurance task - he flew for 5¼ hours, using only used 23 litres of fuel and covered over 230 miles. Now that is economy - as well as good bladder control!

We wish Robbie all the best at the Championships which formally open at Little Rissington on Saturday 19th August and last the whole week.

### More Successes

Dean Sweeney has recently passed his GFT at Popham with MacSmith. Congratulations Dean. Dean completed his training in 27 hours spread over 5½ months which is good going.

News has also been received that Russell Church - one of this year's ground school and a new club member - went solo at Long Marston on the evening of 9th August. Congratulation Russell.

### Club Badge

After a great deal of research and effort by our Chairman, an appropriate supplier has been found to produce a Club badge suitable for sewing onto ones flying suit etc. The badge woven in colour is of similar format to that which appears at the top of this

newsletter. Where can I get one from? Well assuming that you have enough gold or other tradable currency amounting to five pounds sterling. then the Treasurer, Ges Hatchett may be prepared to exchange this pittance for the work of art. We ought to advise you that he expects you to buy at least two - one for each flying suit!

### Flying In Report

The exceptional weather over the past month has meant that all the planned SVMC events actually took place. This must be a record of some sort!

Six aircraft christened Chris & Liz Ball's new strip on the first Sunday in August. The visitors were treated to outsize hamburgers which were much appreciated. Many thanks Chris & Liz.

Some members did travel to the West Wales fly near Newport, but they reported a disappointing show with few microlights. They put this down to the restricted hours that one could fly into the event.

Don Law took his usual party of people into Lyneham again this year. While members enjoyed their flights there, they reported far less people on the ground and there were no flights in the Hercules this year except for RAF dependants.

Five aircraft took the opportunity of Bob Hinds' hospitality and flew into his field on Sunday 13th August. Several others came by road and enjoyed the barbecue that had been laid on and also the use of his swimming pool. Many

thanks Bob.

### **A Dear or Deer Experience?**

Lately our Chairman has been experiencing problems with his engine hunting at high revs. No matter what he tried (and everybody else) the problem would not go away. As the engine had done some 500 hours, he opted to take it to Cyclone at Marlborough for a full strip down. There they identified that the crankshaft was worn - yes mega bucks for replacement - but more importantly after much searching, they diagnosed that the hunting problem was due to one of the two tubes within the air cleaner/silencer coming adrift and reducing the air getting into the engine. (Remove the air filter and you'll see the ends of these tubes which should be fully pressed home). With the problem sorted and the engine run, the aircraft was returned to Andrew. He then further ran it in before taking off for a trial flight. He was over the gallops on Bredon watching a deer below, when all of a sudden there was silence. He thus opted to land on the gallops and found himself floating into land with a startled deer running alongside. Another trip to Marlborough followed, where it was identified that the piston had now seized. Happily the problem has now been resolved and Andrew is back flying again, but not before he traveled over 500 miles and spent mega bucks. Do you call this a deer or dear experience? No just expensive!

### **Fly In to Lyneham**

by Barbara Austin

Making an early start to avoid the rigours of hot weather flying, we drove out of Cheltenham in good visibility only to meet increasing mist en route to Defford. On arrival at the strip we quite literally could not see either end of the 600 yard runway from our rigging area at the midpoint. Nevertheless we rigged & waited - eventually taking off at 09.10 as it was beginning to warm up. After a mildly "sporting" flight we arrived belatedly at Don's, narrowly missing his electric fence (well he was watching!) & doing a rather unusual cross strip short landing.

Shortly afterwards a flotilla of four flexwings took off for Lyneham, two of

them hedge hopping & two at a more comfortable height. Don later said he had lost 1000 ft due to a wrong altimeter setting! The three lead aircraft were all on radio & heard Lyneham's instructions to fly in on long finals to 25 & proceed to the far end before landing. Ed Wells with his young son Nathan was not on radio & admitted after to not knowing what was going on, for as tail end Charlie, he saw each of us proceeding along this wonderfully long 2386 metre runway & still not landing. (A parked Herc was the reason for this but we also subsequently heard that the runways had been melting in the heat!) Two pairs of microlights then proceeded in stately fashion almost the same distance back along the peri track to the parking area by the Tower. Food, drink & a look round the Tower were the order of the day as this time Herc trips were not available to outsiders. The day was exceptionally hot and trip flying was limited & mainly in the capable hands of the various microlight instructors. (Groups had come from other sites also.)

At last, it cooled down sufficiently to allow a comfortable trip back & we (ED & ourselves) were given clearance to leave to the North not above 1000' till we cleared the zone. Vis was excellent & Ed soon struck out towards May Hill as we progressed towards Bredon. We did try to fly into Chris Ball's strip en route but despite the lowish pass over the strip, could not get any reaction from the mini tractor going round in tiny repetitive circles right in the centre of the strip. We eventually gave up here and proceeded uneventfully home to Defford after a very pleasant day. Our thanks go to Don for organising it and commiserations to those of you who missed it.

### **Monthly Meetings**

A varied programme of speakers has been assembled for the remaining months of the year.

In September Robbie Keene will be enlightening us on what happened at the European Championships held at Little Rissington.

In October, Andrew John's brother who is a CAA 'Flying' Inspector will be give us

a talk on Press-onitis and other related topics.

November's speaker is scheduled to be Brian Cosgove who will be giving an illustrated talk on the history of microlighting.

December will feature our usual 'end of term' party and raffle.

### **Fly-In Diary**

The flying season has arrived - it's official - and following last month's successful programme, another has been organised with something every weekends - so read on.

The planned Vintage Fly In at Long Marston on Sat/Sun 19th/20th August is still scheduled but will be a very low key informal affair compared to previous years. ie no trade stands or other organised events, but all are welcome but ring first on 01789 299229 for PPR.

To celebrate VJ day, there is to be a picnic etc for Hartpury village on John Hamer's site at Hartpury at 16.30hrs on Saturday 19th August. SVMC Members are also well to come along and join in the fun, and they are especially welcome to fly in. John will be making an adjacent flat field available should you wish to fly in, but ring him first on 01452 700314 for details. The planned flour bombing competition with the person creating the largest mushroom cloud being the winner, has been cancelled due to the sensitivity of the occasion!

Saturday 19th August also sees the start of the European Championships at Little Rissington. They last the whole week until Saturday 26th August. Flying is being restricted to between 09.00hrs and 18.00hrs due to local pressure. Anyone is welcome to go along and support the event, but there is an Open day on Saturday 26th when all are welcome. There will be no competitive flying that day. Those with Crown indemnity insurance can fly in. The organisers can be reached on 01451 820 641 or - 649

Sunday 20th August sees a microlight fly in at Sywell, Northampton. Tel no:- 01604 644917

On Sunday 27th August, the West Midland

Microlight Club is hosting an event at Hurcott, Kidderminster. Co-ord 52°23'N 2°13'W - Contact Albert Tristram 01384 873366. The site is a large field that is literally just to the east of the town.

On 3rd Sept there is a Wings & Wheels fly in at Charity Farm, Baxterley Warks. Tel no 01827 874572

On Sunday 10th September, there is a Charity fly in at Allensmore, Herefordshire organised by Sabre Airsports Microlight Club. This is a new strip north of both the other strips at Allensmore. There will be no fees, but donations to the Air Ambulance will be expected. All microlights and light aircraft welcome. The coordinates are N52° 01' 58" W02° 45' 85". Contact Graham or Judy Pritchard on 01497 831259

On 17th Sept there is a fly in at Gransden airfield, just east of Bedford in aid of Children in Need. Tel no 01480 459149.

On 23rd/24th Sept there is the Club Team Trophy at Ebrington near Stratford on Avon (52°3'N 1°43'W). The Club is planning to put a team(s) into this event. Anyone who would like to go please contact Tom Thompson or Robbie Keene.

### **Fairford**

In the last newsletter we advised that an area around Fairford had been set aside for the air show. Well the MATZ around the airfield has been temporarily activated until 31st Oct. Brize Radar should be contacted on 134.3 should you wish to cross this area.

### **The Great Microlight Adventure**

News has filtered through that Trevor Cale is off on his travels again, this time he has entered the Madrid - London Rally being run in September. He is flying out to Spain on 3rd September, while his Quasar will be going to Spain in a container lorry. Currently he is at the route planning stage and is poring over maps and filling in a myriad of forms. He plans to fly as light as possible, so he envisages two smelly pilots arriving back in the UK. Finally

he is wondering whether anyone can loan him a couple of life jackets? All the best Trevor - we got you booked in for a Club talk when you get back so don't forget your camera!

## **The Doubting Passenger**

**By Bill Austin**

When faced with an engine failure one of the first action by the pilot is to reassure his passenger that the aircraft will still fly, and that a gentle glide will ensure everything will arrive back on terra firma in one piece. That, at least among other things, is what you are taught during training. With me it was different. I had to convince Barbara that it was the real thing. The conversation went something like this:-  
Me - quietly announced so as not to alarm Barbara " We have an engine failure"

Barbara - "Oh - a practice one?"

Me - "No - a real one"

Barbara "You haven't just taken your foot off the throttle?"

Me - trying to remain calm - "No, its the real thing"

Barbara matter of factly replied - "Well, there is a nice large field down there with some beasties in it." -(and carried on doing the crossword in the rear seat?! -Ed.)

It all happened about 4 minutes after take off just north of Eckington at 1500feet when the engine dropped from full power to idling speed. We landed safely with no damage to ourselves or the aircraft. Barbara hitched a lift from a passing car back to Defford where she persuaded Trevor Cale to hitch up his trailer and retrieve us. Thanks to Trevor for sorting us out.

At the time of going to press the cause of the failure has yet to be identified.

## **Can you get it right?**

The recent spate of engine stops and other incidents, raises the question of 'Are you confident that you will get it right when the time comes' - you'll note the phrase when the time comes - not if the time comes - for it surely will if you fly often enough. You can however do a much to mitigate the consequences of such an event and save yourself a lot of time, trouble and money.

Have you practiced your forced landings

lately? - are you confident you'll get into the field chosen? - practice your glide approaches over your home airfield from 1000ft and see if you can get it on the 'numbers' without using power, in varying wind conditions.

Landing on short strips, in crosswind or turbulent conditions is very demanding. Are you sure you're using the best & right technique. Most flying schools don't teach this as they have no need with large wide into wind runways. Do you know what your capabilities are - and are you current? Several people have been off into the corn recently - why? Can you get it straight down the centre regardless of the conditions? Do you know your & your aircraft limitations? - Do you fly within these limitations all the time? Do you stay on the ground resisting peer pressure to fly when you're not happy with the conditions?

With the cost of mistakes getting more and more expensive, might it not pay you to brush up your flying techniques with an expert?

Where do I get such help? Well Don Law for one has volunteered his services for anyone who would like a refresher course, especially into the techniques of getting into and out of those difficult strips.

## **Hangarage**

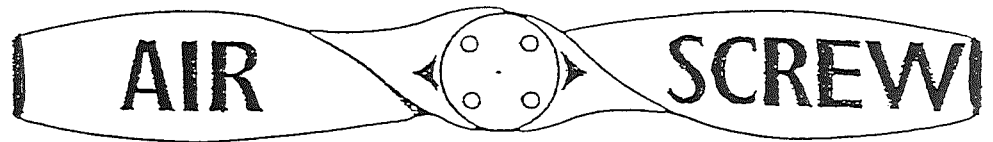
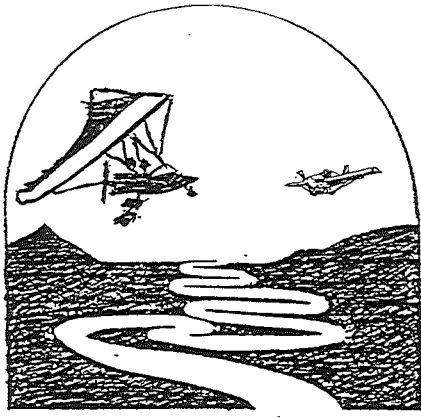
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**Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX**



# Severn Valley Microlight Club

September 1995

## News Views & Crewroom Gossip

### British Team

At the recent European Championships held at Little Rissington, the British Team was again successful and was again aided by our own Robbie Keene who came fourth in the single seat class after a very fraught competition from his point of view. Well Done Robbie. Robbie's achievement was all the more commendable as he was forced to land out a couple of times - once when his headset went through the prop and on the last day when his ignition failed almost within sight of the airfield.

The event though was apparently an organisational nightmare which if it hadn't been for several members of the Club giving over a week of their time each, the Championships would not have run as smoothly as they did. Thanks must go to Bill Austin, John Miller, Norman Frost & Dave Watson for all their efforts.

### Woolstone

Crunch time is fast approaching when a decision on the future of Woolstone needs to be made. Our lease is up at the end of the year, and thus the subject of renewal raises it's head once again. The committee has noted the lack of use of the site - only 16 recorded movements this year - while the cost is equivalent to 50 members subs and is liable to increase if the farmer has his way. The committee feel the lack of use reflects the inability to put up hangars, but is pleased to noted that there are now over a dozen different sites that SVMC members now house their aircraft and fly from which there certainly weren't when Woolstone was established. They thus feel that retention of this under-utilised & expensive site can no longer be justified. Retention would certainly require a substantial increase in the

membership fees for even at the present rental level, club expenditure is currently exceeding income.

It is planned to hold a vote on the subject at the November's meeting. Anyone who has views on the subject should contact the Chairman as soon as possible. Anyone who can't make the meeting but wishes to vote should lodge his proxy vote with the Secretary before the meeting.

### More Successes

On 18th August Bill Keelstocker went solo at Long Marston in his own XL. Congratulations Bill. We also had hoped to report that Gary Thomas had completed his GFT, but to abandon his attempt due to hailstones! Winter has arrived - it's official.

### It Flies

On 20th August Colin Davies managed to silence the crewroom pundits and achieve what everyone said wouldn't happen - his long time project ie his MW6 took to the air for the first time. Well done Colin. At the time of going to press, the flight testing is almost all complete and the aircraft is just awaiting its noise certificate.

Crewroom gossip is now centred on who will be first to fly his MW6 solo - Colin or Ken Cole? The Treasurer is taking bets!

### Club Badge

Following the runaway success of the badges, the Treasurer is now featuring a sale of the few that remain. Please contact him as soon as possible if you wish not to be disappointed. Rember you could aquire one as an early Christmas present.

## **Flying In Report**

As you'll be aware the weather has broken and the summer seems to have finished. This put a dampener on the Fly in programme with few being successful. Various members set out to some of the events but turned back in the worsening weather. Ges Hatchett & John Rendell set out for the Kidderminster but landed at an event at Upton on Severn and were grounded for the rest of the day due to worsening winds. Andrew John & John Hamer set out for Allensmore, but turned back at the sight of rain and only just got back before the heavens opened. JH also went to his previous haunt of Little Rissington to visit the Championships, but it took him three days to get his aircraft back into his hangar as he couldn't get back into his own strip in the strong westerly winds. For two nights the aircraft had to sit in the adjacent field a stone throw away from the hangar - the villagers were all intrigued why the aircraft had been left out. The previous week they had been treated by a flying display at the VJ day picnic on Catsbury Hill to which the club was invited but no one turned up.

## **Monthly Meetings**

A varied programme of speakers has been assembled for the next few months.

In October, Andrew John's brother who is a CAA 'Flying' Inspector will give us a talk on Press-onitis and other related topics.

November's speaker is scheduled to be Brian Cosgove who will be giving an illustrated talk on the history of microlighting.

December will feature our usual 'end of term' party and raffle.

The Annual General Meeting will occupy the January meeting, and February's meeting will be the Open Evening.

## **Fly-In Diary**

The flying season is almost over, but there are still a few events planned - so read on.

On 23rd/24th Sept there is the Club Team Trophy at Ebrington near Stratford on Avon (52°3'N 1°43'W). The Club is planning to put a team(s) into this event. Anyone who would like to go please contact Tom Thompson or Robbie Keene.

On Sunday 24th Sept there is a Fly In at Inglesham 51°40'03"N 01°42'60"W (just south of Brize Norton). 400 mtr strip (24/06) Circuits to North - watch infringing Brize Norton & check Fairford MATZ - don't overfly village - light refreshments available - Contact M Kinch, 01367 252421

## **The Great Microlight Adventure or Misadventure?**

by Trevor Cale

What might have been a triumphal progress across Spain and France, traversing mountains and the seas, turned into an ignominious 900 mile hitch on a Pegasus trailer and a ferry crossing from Caen to Portsmouth, our dear friend the WEATHER deciding to interfere with well laid plans!

I arrived in Spain on the afternoon of Sunday 3rd September, my co-pilot having already arrived on the Friday, only to find that everybody had left either Saturday morning/ evening or Sunday morning and there was my microlight in splendid isolation in the middle of a windswept dustbowl!

I'd already met the organiser Richard Meredith-Hardy at the airport waiting for a flight home looking pale and with a heavy limp. It transpired that he'd escaped with his life, having failed to get out of an airstrip in the middle of a large forest. Despite a strong wind, he landed there in his Chaser, but on take-off was hit by rotor and cross winds. At 30ft he knew he wasn't going to make it, so landed rapidly and headed for the gap between the trees, wide enough for him but not for the Chaser, of which there is little left. He was rescued by a passing helicopter who just happened to be landing during an inspection tour.

Altogether, not an auspicious start!

Though the skies were blue, the wind was very, very strong and by that evening, it changed direction and the cloud moved in. The weather's on the turn' said the Spanish. Great, thought I and I haven't even set off yet! Before sunset, Graham Slater and Tony Baker flew in from Blois and were off to a hotel, planning to meet up with John Fack of Pegasus on the morrow and go for the speed prize.

We managed to fuel up, thanks to a lift to a nearby garage and then got another lift later to the local village, there to eat. It then meant a hike across a

moonscape in the dark to get back! We slept little that night, as the sand flies had a field day seeing as we slept only under a tent outer with no groundsheet! Monday morning saw heavy cloud and a brisk wind, but by 9 am we were airborne and heading for Garray, 145 miles away N.E. of Madrid. Due to poor visibility and an inability to see much of the mountains, we took a high valley route up and over and then due west to Garray. We had a 13 to 15mph following wind and landed safely 2½ hours later. There we met 'Northern Dave' in a Mainair machine who had flown from England, but had decided to pack it in due to an engine that had already given out three times. He was awaiting a trailer from the UK.

As I was dog tired due to lack of sleep, we booked into a hotel and slept most of the afternoon, only being woken by a great thunderstorm crashing around outside.

The following morning dawned equally grey and drizzly and yet, at 9.10am, three Quantums passed overhead, very low and hugging the railway westwards - obviously John Fack and company!. As a result, by midday, I was rigged up and ready to go, until a Spanish pilot who manned the firefighting plane came up and said I was mad to even think of it, as were the three who'd passed by! He said the conditions were dangerous and described with passion, the horrors of the 8000 ft mountains I would pass on my intended route! Mainair Dave reckoned I should take his advice. As I was entirely on my own and with no backup and clearly the last active flyer left so far south, I heeded the advice and elected to wait till the afternoon to try again.

Perhaps now 'the Gods spake', for during lunch, Dave happened to step outside to see an English car and trailer passing through the village. It was Roger of Pegasus who had just been to the airfield to pick up the jerry cans that John Fack's team had used to refuel. He came in for a drink and suggested he could trailer me out if necessary as he was en route back to the UK. First though, he had to go up to Sesma - 2 hours away, to pick up further jerrycans at another re-fuelling stop, but he'd return. What a decision to make!

For me it meant failure, as I knew at that stage, that apart from Richard M-H,

Dave and another Mainair man who'd packed it in (but had come with a back up team), everybody else was at least en route, including Trevor Jones in his Shadow who had left Garray on the Monday. Against that, was the certainty that the weather was unlikely to change, I had no backup, was the last of the Competitors to leave Madrid and a phone call to John by Roger (who had already arrived back in the UK!) that unless I crossed the Channel by the morning of Wednesday, the weather would make it impossible till at least Saturday. It was already Tuesday afternoon, the competition finished at 4pm on Friday and my co-pilot was due back at work on Monday! With heavy hearts, we therefore packed up and back too came very strong winds, and we finally set forth for France early on Wednesday morning. I couldn't yet accept that all was lost and when we reached Biarritz on quite a fine morning, I called in at the airport's Met Office. I was shown the charts and they did indeed show an intense depression about to sweep across Northern France and the Channel and that became the ultimate deciding factor in realising that it was 'no go'.

A rather depressing and boring drive then ensued and we hit the rain as we passed through central France, arriving at Caen at 2am for the 8am crossing to Portsmouth. By lunchtime, we were back at Marlborough (still raining), to find an exultant John Fack claiming a just victory - just 1½ days back to the UK and just avoiding the low from the west. In Spain, they had hugged the railway from Garray and then headed north climbing all the time up through the low stratus to clearer skies above and thus over the Pyrenees. They then 'cloud hopped' their way up France and across the Channel - 16 hours practically non-stop. They had a great deal of luck on their side of course, as well as the back-up laying out fuel, flying as a Team and John's mobile phone for the detailed met forecasts! All useful lessons when planning such an expedition.

On Friday night at Radwell, near Letchworth, the final destination, there was a great barbecue, barn dance and prize giving and I was able to find out, that of the 52 odd entrants, only about 24 had actually set out from Madrid and 15 made it back to England by Friday. As

I write (9th Sept), there are probably still a few microlight scattered across France, but I know that Trevor Jones was hoping to make it back sometime on Saturday. Apart from the Quantums splendid run, surely the other epic journey was the two microlights from the North, who, in 2 weeks and with no particular plans laid, flew from England to Madrid, then down to Portugal, across to Italy, up and over Mont Blanc at no less than 16,000ft (and a photo to prove it!) and then north over the French Alps and back to the UK - 1600 miles and a perfect demonstration of what microlight are capable of.

I'm left with a feeling of great frustration of course and have spent many an hour of 'if only's', but I now have a complete set of maps of France and Spain all carefully notated with landing sites and routes, so I very much hope I can persuade some Club members to join me in a cross channel expedition into France next year, and there are rumours too, of a Hungarian Rally.

If any members are keen to make up a group prepared to 'sally forth' next year, please do let me know. I've learnt that it is clearly much more fun to fly in a group for you then have the added support and confidence engendered by being in company.

### **Weight**

The rumours are now true, microlights are all to be weighed. With effect from 1st October all microlights are to be weighed at their Permit Renewals. At this stage the weighings are to serve as a general analysis to determine which aircraft are overweight aircraft what needs to be done. No aircraft will be grounded as a result of this weighing but obviously may be in the end if appropriate modification fails to bring the aircraft under the 390kg limit including the revised 86kg pilot/passenger weight. The modification action will include reduced fuel load available and in the worst case single seat operation. The actual weighing is not complicated, for using three bathroom type scales the trike (full of fuel) can be weighed and then the wing separately - all indoors if necessary. The MAUW is then simply done by adding the two weights plus 180kgs for pilot/passenger. It is only the MAUW that is required by the CAA so there is

no need to go on a diet!

### **Female Test Pilot**

Last month we reported on the doubting female passenger who queried whether the engine stopping was just another practice when in fact it was the real thing. Much searching by the ground crew went on after that flight for the elusive problem - indeed everything was stripped down and changed and still the problem was there and completely repeatable. Then one day the persistent recurring problem just disappeared and no matter how much ground running they did it wouldn't recur. Believing this repetitive ground running wasn't getting anywhere and that it was a ploy by the boys to keep her grounded, she did all that was left to do - flew - leaving all the boys shaking their heads at this lady with nerves of steel. Yes she came back with a big smile and declared that all was well again with her baby! Well done Barbara, that's one up on Bill - but I bet you he won't let you play with his MiniMax quite so easily once he's finished it!

### **Hangarage**

Hangerage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

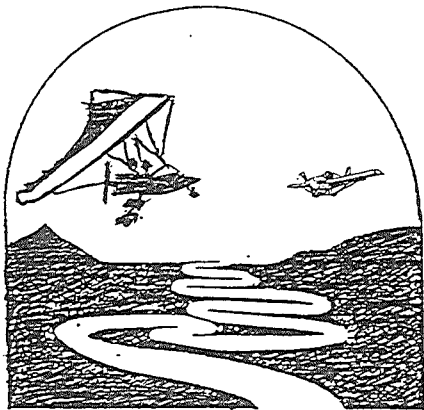
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RECEIVED 20 OCT 1995

# Severn Valley Microlight Club

October 1995

## News Views & Crewroom Gossip

### Woolstone

In the last newsletter, it was indicated that the future of Woolstone was in doubt and your views were being sought as to whether the club should continue with the field. A vote on the matter was scheduled for the November meeting. Events have however now overtaken that discussion and vote, for Mike Hocken, the landowner, getting wind of our discussions has pre-empted us and has served the club notice to quit the site by 31st December. This is in accordance with our agreement with him. It therefore follows that the Club will have to relinquish the site at the end of the year.

It also follows that the site will have to be cleared by this date, and in particular the caravan disposed of. To effect this, there is to be an auction of the caravan at the November meeting. Anyone who wants to bid for this mobile dwelling, but can't make the meeting, should leave their bid with the Treasurer before November 15th.

### More Successes

News has filtered through that the weather abated enough to allow Gary Thomas to successfully complete the second part of his GFT on 21st September. Well done Gary.

### Safety Evening

The Gloster Strut of the PFA are hosting the Safety Evening being presented by the CAA in the local area. The venue is the Smith Industries site at Bishops Cleeve, on Tuesday 7th November at

7.30pm. The SVMC has been invited to attend along with all other interested aviation parties in the locality. The presentations are usually very professional and are well worth going to. See you there.

### Radio Course

The Training Officer intends running a radio course for Club members who wish to obtain the licence to operate an aircraft radio. It is planned to start the course in the week commencing 6th November and will take place at Bill Austin's house in Cheltenham. The course will be a practical course with the participants actually practising all the necessary radio calls which they likely to encounter. The fees for the course will be £15 which includes a copy of CAP413. In addition there will be a fee for the written exam - £6 and a fee for the practical test - £25. The exam parts of the course are to be done at Staverton Flying School. Please advise Bill Austin as soon as possible if you wish to attend.

### Club Badge

Following the runaway success of the badges, the Treasurer is now featuring a sale of the few that remain. Please contact him as soon as possible if you wish not to be disappointed. Remember you could acquire one as an early Christmas present.

### Monthly Meetings

A varied programme of speakers has been assembled for the next few months.

November's speaker is scheduled to be Brian Cosgove who will be giving an illustrated talk on the history of microlighting.

December will feature our usual 'end of term' party and raffle.

The Annual General Meeting will occupy the January meeting, and February's meeting will be the Open Evening.

### **Gotcha**

The other day there were strange goings on the top of Bredon, when the BBC in the form of the Noel Edmonds Tea Party crew descended upon Andrew John's estate to film a 'Gotcha'. The celebrity 'trapped' was Bernie Winters who was 'diverted' to the top of Bredon while on a helicopter trip from Blackpool and ends up as a marshall in a local fancy dress cross country race which featured the local boy - Ducky duck duck. Yes you've guessed it - Ducky duck duck in reality is Noel Edmonds! For the rest of the story, you'll have to watch the Saturday show.

### **Fly-In Diary**

The flying season is almost over, but should the weather permit various outings are planned. In principal the scheme is to visit somewhere different each Sunday starting from Woolstone at 10.30 then going somewhere approximately an hour's flying away and having lunch. The decision on when & where to go is to be taken on the previous evening. Those wishing to take part should contact Tom Thompson on 01432 890759 or 0585458048 before 9 am on the Sunday concerned. The places in the hat include Hardwicke, Shobdon, Sywell & a Little Chef....

### **Club Team Trophy 1995**

By Bill Austin

The Cotswold village of Ebrington was the local centre of microlight activity on the weekend of 22nd/24th September for the Club Team Trophy competition. The SVMC entered one & two thirds teams - not possible you say - but this is the SVMC so read on!

The number one - and initially the only - SVMC team was Robbie Keene, Chris Wales/Ges Hatchett and Andrew

John/Barbara Austin. On the Saturday at Ebrington there were others looking to make up teams of three aircraft. I had arrived in the back seat of Trevor Cale's Quantum and Tony Penny/Val Ruck had trailed in. We decided to look for one more who turned out to be a member of the Ribble Valley team flying a Challenger - hence the one & two thirds SVMC entry. In all 13 teams of 3 aircraft each took part in the competition.

The first task was flour bombing and precision landing. Only one team was in the air at any one time. On the first circuit the flour bomb had to be released (thrown, projected etc) from 100 feet above the target - a series of concentric circles. On the second circuit at 500 feet the pilot had to decide at which point to cut the engine to tickover and then aim to land on the 250 points area of the landing box as well as stopping within the 100 metre box.

Success was infinitely variable with Robbie dive bombing the target to score maximum points and scoring just less than top points on his landing. Trevor and I - at the other end of the scale - missed on both tasks completely. We did however enjoy the opportunity to try something completely new.

In the afternoon each team had to answer 18 questions mainly relating to Air Law in 5 minutes, followed by skittles and a tug of war. That ended the day's competitions. Trevor and I flew back to Defford and had an interesting landing in a fairly strong crosswind.

Sunday had been programmed as an aerial treasure hunt but the weather put paid to that. However the organisers substituted a car treasure hunt. Unfortunately this alternative had not been publicised so Trevor and I decided not to go back. The results of the weekend are published elsewhere in the newsletter. It should be noted our No 1 Team came fourth - and the winners of last year's competition were excluded as their aircraft arrived too late.

Avon 'Microlight Club' are to be congratulated on their organisation of the event - it made the European Championships look a shambles. The

lasting impression? A fun event with everyone entering into the light hearted nature of the occasion and the permanent grin on Tony Penny's face at being back in the air again.

### Breakfast Call

For those of you flying early in the morning, the Chairman has found the place to go for sustenance. JH's strip at Hartpury is always open, but Andrew reckons you can be guaranteed to be supplied with bacon baps & coffee if you arrive early enough at the weekends. If you haven't been into JH's strip at Hartpury, then get a briefing on 01452 700314 - otherwise see you there.

### Photo Competition

Members are reminded that there will be again a photograph competition at the annual Christmas party in December. There will be two classes, one for airborne shots & one for ground. The photo below serves as a reminder, but won't be entered. It comes courtesy of the RAF. They are excluded from the competition for they have expensive cameras! The shot was taken at 350mph from a Jaguar at an undisclosed UK location - after all if you knew where it was you'd all go and there and annoy the poor fellow - you can see he really likes aviators!

### Hangerage

Hangerage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

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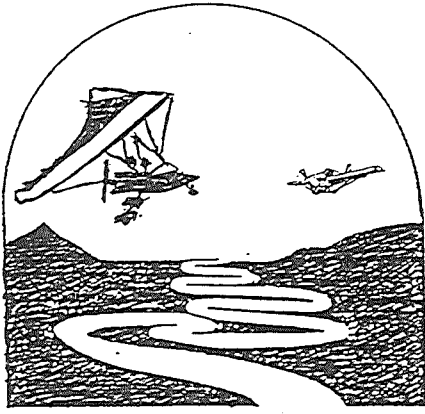
### Wanted

As Club members you are entitled to determine the direction the Club should be taking and thus your views are sought on what the Committee should be doing to give you what you want. If you have any suggestions, ideas, requests or even moans, please tell the Chairman or any of the committee.



Date: 24/9/95 Time: 2:23 pm

TEAM NUMBER	AIRCRAFT REG	AIRCRAFT PILOT	AIRCRAFT CREW	FLOUR BOMB	SPOT LANDING	AVIATION QUIZ	TUG OF WAR	SKITTLE	TREASURE HUNT	COMP TOTAL
1	G- MYNH	Eddy Clapham	Bill Moody	50	150				800	1000
	G- MWIF	Steve Slade	John Bowditch	0	150				800	950
	G- MYTY	Nigel Beale		0	250				800	1050
THE A A'S TOTAL				50	550	1044	15	26	2400	4085
2	G- MWZD	Barry Hamilton	Dave Bramley	50	100				700	850
	G- MWIM	Pete Bates	Tom Bates	50	0				700	750
	G- MWXH	Gerald Horrocks	Chris Reed	50	0				700	750
AEROLIGHT TOTAL				150	100	880	15	34	2100	3279
3	G- MYLF	Graham Pritchard	Judy Pritchard	50	0				750	800
	G- MVSU	Paul Shelton	Jerry Ridgewell	50	0				750	800
	G- MNVU	Martin Marsh	Steve Morrison	0	0				750	750
SABRE AIRSPORTS 1 TOTAL				100	0	560	35	29	2250	2974
4	G- MYMY	Rob Keene		150	150				750	1050
	G- MTZO	Chris Wales	Ges Hatchet	100	0				750	850
	G- MTHZ	Andrew John	Barbra Austin	50	0				750	800
SEVERN VALLY M C TOTAL				300	150	960	25	28	2250	3713
5	G- MWEO	Chris wills		100	150				800	1050
	G- MTYD	Mark Treveil	Stephen Wills	50	250				800	1100
	G- MMPD	Brian Baker	Clair Wills	100	0				800	900
CHILBOLTON F C TOTAL				250	400	852	0	28	2400	3930
6	G- MWCG	Paul Collicutt	Colin Marshall	50	0				750	800
	G- MVHR	Jeremy Hucker	Lorraine Hucker	50	0				750	800
	G- MVZU	Richard Proctor	Sarah Kent	150	150				750	1050
ADMINGTON FLYERS TOTAL				250	150	790	0	26	2250	3466
7	G- MTMC	Alan Johnson	Les Johnson	150	0				650	800
	G- MTVK	Geff Hall	Mike Baldwin	50	250				650	950
	G- MVGM	Andy Pitcher	Trevor Heathcote	150	0				650	800
KENT MC TOTAL				350	250	790	0	25	1950	3365
8	G- MYHL	Phil Morton	Mike Gardner	150	0				700	850
	G- MYUM	Mary Keefe	Kevin Rutland	100	250				750	1100
	G- MWYG	Neil King	Bill Hoolachan	100	0				700	800
NORTH WEST M C TOTAL				350	250	830	25	29	2150	3634
9	G- MYRC	Brian Cook	Suzy Parkinson	50	150				750	950
	G- MYTU	Chris Parkinson	Roger Pattrick	100	150				750	1000
	G- MZAZ	David Bolton	Stafford Meadowcroft	100	0				750	850
MAINAIR SPORTS TOTAL				250	300	730	0	34	2250	3564
10	G- MZAM	Steve Jones	Peter McCormick	100	0				800	900
	G- MTXZ	Ken Anderson	Terry Carter	250	0				800	1050
	G- MYSZ	Paul Jennings	Jenny Shilton	250	0				800	1050
SABRE AIRSPORTS 2 TOTAL				600	0	1010	50	25	2400	4085
11	G- MYIL	Richard Rawes		100	250				0	350
	G- MWYE	Dave Seath	Stan Stockill	100	0				0	100
	G- MYNP	Mel Thurlbourn	Andy Harvey	0	0				0	0
RAF MFA TOTAL				200	250	810	0	32	0	1292
12	G- MYTJ	Trevor Cale	Bill Austin	0	0				800	800
	G- MTM	Tony Penny	Val Ruck	100	0				800	900
	G- MWFU	Mark Chamberlain	Thomas Chamberlain	100	0				800	900
SEVERN RIBBLE TOTAL				200	0	1000	0	18	2400	3618
13	G- MMGT	John Hunt	Lucy Hunt	150	0				0	150
	G- MYTY	Mick Hadden	John Ivers	0	0				0	0
	G- MYPO	Nigel Musgrave	Sarah Wilmer	50	0				0	50
HUNTWING TEAM TOTAL				200	0	660	15	24	0	899
14	G-								0	0
	G-								0	0
	G-								0	0
TEAM 14 TOTAL				0	0				0	0
15	G-								0	0
	G-									



# Severn Valley Microlight Club

November 1995

## News Views & Crewroom Gossip

### Radio Course

The first session of the new course started on 9th November and was extremely well subscribed. 10 members attend the course being run by Bill Austin, and a couple of additional members are expected this week with others planning to sit in to refresh their knowledge of the subject.

### Brain Gilmore

The sad news has just filtered through that one of our members, Brian Gilmore died at the beginning of the month from a heart attack. He had been having problems for some months, but sadly succumbed while waiting for a heart bypass operation. Our sympathy goes out to his wife and family.

### BMAA Show

The annual trade show and AGM is once again to be held at Telford. This year the timing is later than usual, this time only a one day affair - Sunday 10th December. It is being billed as an International Airsports Exhibition - and again is being in conjunction with the hang gliding/ paragliding fraternity. Doors open at 9am, though the show does commence until 10.00am. It is anticipated that many members will be attending, so if you plan to go let everyone know for you could share transport. Remember to get in you'll need your membership tickets, otherwise the entry fee is £1.

### Bonfire Night Party

Many of our members attended another excellent bonfire night fireworks party that was held at Over Farm again this year. Our thanks go to Robbie Keene for organising it and to John Rendell for once again providing the fireworks.

### Monthly Meetings

A varied programme of events has been assembled for the next few months.

December will feature the annual Christmas Party and Grand Draw. While there is no entry fee to the party, attendees will be expected to bring at least a prize for the draw. We're told the Treasurer might not let you in otherwise!

The Annual General Meeting will occupy the January meeting, and will be the opportunity of electing a new committee as well as voicing your opinion of what you want from the club. The good news is that the Chairman has withdrawn his threat of resignation and is prepared to stand for election again - that is if you'll have him.

February's meeting will be the Open Evening to give the public an insight into

what microlighting is all about. It also serves as an introduction to new members, for ground school is planned to start the following week.

For the March meeting, John Fack will be recounting his adventures in the recent Madrid-Radwell rally - viz the recent article in Microlight Flying.

### **I won ma bet**

There was much crewroom speculation as to which MW6 pilot would first go solo in his craft. We are pleased to congratulate Colin Davis in getting there first, though only just - for Ken Cole has been having special tuition with John Hollings and Eddie Clapham. Hope you too will be there soon Ken.

### **Fly-In/Out Report**

The past month did see one successful Sunday morning fly out by six members for lunch at the Royal Oak at Hardwicke, and then afterwards coffee at Graham & Judy Pritchard's.

It is planned to continue the scheme of Sunday fly outs (with the exception of 10th Dec - the BMAA show). In principal the scheme is to visit somewhere different each Sunday starting from Woolstone at 10.30 then going somewhere approximately an hours flying away and having lunch. The decision on when & where to go is to be taken on the previous evening. Those wishing to take part should contact Tom Thompson on 01432 890759 or 0585458048 before 8 am on the Sunday concerned.

### **Doesn't it go quiet!**

By Ed Wells

Never mind Friday 13th, what about Saturday 10th Nov? Six aircraft down in one day and all in the Severn Valley, must be some kind of record.

The day was one of those rare occasions where I and a lot of others didn't need to rush to get a reasonable bit of flying in. Wind, nothing at all, visibility - forever. One of the best days this year and just about every aviator was up there enjoying themselves. But some of us came down unexpectedly...

My plan for the day was to change the hang point on my Flash 1, check the batten profiles and then see if I had finally achieved 'hands off' flying. A friend arrived at midday and was eventually strapped in. "How much do you weigh now Alan?" I quipped as I finally got the belt done up, " Oh around 15 stone" came the reply. Not a problem I thought as I'm around 11 stone so the aircraft is nowhere near the all up weight.

We were just preparing for takeoff when someone conked out on climb out and did a trouble free, muddy landing in a freshly seeded field off the end of the runway at Over. He was alright, so I decided to get on. The machine struggled to get off the floor. "Are you sure you're 15 stone?" I asked.

The first leg was to Defford and we arrived there around 12.40 - just in time to see another member coming away and heading for Woolstone with his father in law in the back seat. They apparently landed there, but the father in law apparently froze on the rear rudder pedals inhibiting steering, which eventually caused the aircraft to tip over. Anyway on with my flight, I was looking for an opportunity to go down and land, but someone had parked a GA three axis (Cessna 172) bang in the middle of the runway. On closer inspection it was parked upside down and the police were all over it.

Well carry on with second leg to Chris Ball's strip. Arriving overhead at around 13.05, there was no activity on the ground and Chris's aircraft was safely in its new hangar (officially a sheep shed). Then I spotted John Davis admiring us from below so I decided to try out his 50 acre landing site.

Landed 13.12, chatted, drank tea and consumed biscuits. I dropped an extra 5 litres of fuel into my single tank, bringing the total back up to 20 litres and set out back to Over at 14.04 - the long way.

It was a good to be alive sort of day, even better to be flying! Unplanned diversion over May Hill then onto Ross, Goodrich, Lydbrook and back. I had estimated my time in the air and there should be no problem.

Arriving back at Over, there was an MW6 sitting on the runway with its engine running. I circled waiting for it to move. It didn't. I circled, it still didn't move. Finally it did take off, so I headed out over the railway line to make my final approach and ... doesn't it ever go quiet when the engine stops.

At five hundred feet no time to panic (I left that to my mate) - "Hang on we're going down" - I love stating the obvious, don't you? Picked my field, swift 180 degree turn onto finals and flew it to the ground at 50mph, flared, let the speed bleed off and did the best landing I've done for months. Yes folks its good to feel the mud squishing up your shoes whilst merrily marching back to the airfield, kinda puts life into perspective!

They say you never forget your first solo, but imagine it will be some time before I forget my first proper emergency. My special thanks to Don Law for having taught me properly (emergency landings that is, not fuel calculations).

The other incidents that day? An MW6 forced landed nr Gloucester when he ran out of fuel because he forgot to change tanks in time, and a Cherokee forced landed at St Brivals when its engine stopped.

### **Photo Competition**

This is the last reminder to members to bring along their photos to the Christmas Party in December. As last year there will be two classes, one for airborne shots & one for ground. Each member attending will be given one vote in each category and the picture collecting the most votes wins.

### **The Press**

The recent Microlight Flying featured three letters from SVMC members. The Chairman and Robbie Keene wrote to say what a wonderful time they had at Ebrington, while Trevor Cale wrote about the European Championships. Trevor reckons that he has again been misquoted, but then isn't he always! One only had to read the recent report of the incident at Defford to question whether the star witness was there at all! The front page photo shows him landing after the incident! Can't believe all you read nowadays! - even in Airsew!

### **A Passenger's Tale or (who needs Alton Towers)**

I am fortunate to have clocked up over 60 very happy hours as a passenger with one of SVMC's Alpha pilots, though under no illusions, despite being often introduced as, "my navigator", I couldn't navigate my way to the end of the airstrip. I'm there to provide the sandwiches and a comfortable back rest. So as Sunday 20th August promised another hot, sunny day, fit for flying, I reported for passenger duties. Just the thought of my fleecy lined flying suit was almost too much in the heat of the day, never the less, fuelled up and rigged we were ready to fly by lunchtime. The first trip was to be to Defford where we had arranged to meet other flying friends for lunch at the local pub. I happily anticipated 50 minutes up in the cooler air, plenty to see away from the work and stress on the ground. All was shattered within the next few minutes - I had forgotten hot days breed thermals. "Bit bumpy", said 'A' but my conversation skills had diminished as we were thrown about the sky; also I had to grit my teeth in order to hide the odd strangled cry, or sharp intake

of breath I found myself making - so I didn't reply. I had no intention at that time of letting 'A' know I wasn't enjoying myself. Upon landing friends sympathised as we discussed the "Sport" nature of the flight. I also found that I had a slight ache in my jaw and difficulty straightening the fingers of my right hand due to gripping the sides of the Alpha.

It was a relaxing restful lunch, refreshed by aeroplane talk and a drink. The time came for us to make stage two of our trip - the model flying field, near Bromyard. It will have settled down a bit by now, I told myself, putting all thought of the previous flight behind me as I took my back seat. But I should have guessed otherwise when 'A' decided to recheck that I was securely belted in.

Airborne I began to relax; but all too soon, as we neared the Malverns where I wanted to view the recent fire damage to the hills, it all began again! This time I didn't bother to hide the involuntary squeaks I was making as we roller coastered towards the landing site, it was the longest 30 minutes or so of my life. I couldn't make my mind think of anything else but - getting down.

My pilot doesn't understand me - he delights in finding a thermal and uses it to good effect, that comes from his glider experience. I wish he wouldn't forget I'm in the back with him!

At last flying over the field I saw that several modellers had their planes in the air, it was then I exploded! I'm not given to swearing but 'A' heard "Never mind the bloody models, I want to land now!" - I now know what the term "white knuckle ride" means.

The evening flight back to Milson was one of those quiet, calm, romantic flights that make it all worthwhile.

In retrospect - most women I know get taken to good restaurants or theatres - but I know where I want to be. It's Saturday night now - hope its fine in the morning and the phone rings to invite me aloft again!

### Hangarage

Hangarage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

### For Sale

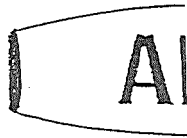
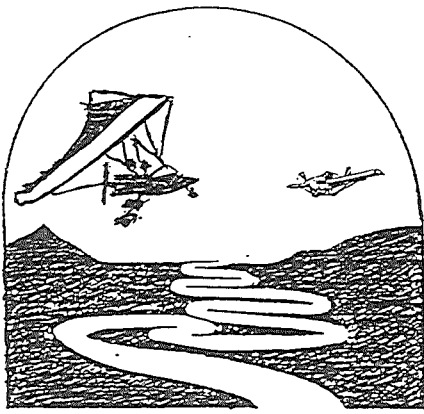
Shadow B, G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 01242250224

Quasar 503 - G-MWJJ - approx 150 hrs

recent permit - kept permanently rigged - clean tidy machine £7,100. Jim Taylor 01989 563866 (hm) or 01242 228454 (Wk)

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX





Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

# Severn Valley Microlight Club

December 1995

## News Views & Crewroom Gossip

### Woolstone Closes

Members are reminded that Woolstone will cease operations from sunset on Sunday 31st December and will revert to agricultural use. To mark the passing of an era, there will be a fly in on that day at 10.30am. All members are encouraged to attend the decommissioning ceremony. It should be noted that the event will be held even if it is not flyable, for we need hands to clear the field that we have occupied for the past six years.

### Chancellor Hatchett

Chancellor Ken Clark's recent budget didn't bring good news for us flyers, for the increase in fuel prices adds another 50p odd per hour onto our costs. The good news is that Chancellor Hatchett has been doing his figures and reckons that he can reverse the trend of upward increasing aviation costs. Thanks to a bit of creative accounting, fund transfers, cross subsidy, restructured objectives and other fiscal measures, he will be proposing at the forthcoming AGM to half - yes half the membership fee. In addition it is rumoured that he is considering abolishing landing fees, the navigational surcharge, the insurance surcharge, fire premium and various other taxes, but you'll have to come to the January meeting to find out more. There is also a rumour that he will be seeking re election as Treasurer at the same meeting!

### Annual General Meeting

While on the subject of the January meeting, the agenda will be as follows:-

- Chairman's report,
- Treasurer's report,
- Election of Officer's
- Membership fee for 1996
- Any Other Business

All the posts on the committee are up for re-elections and some new faces are required.

### Monthly Meetings

A varied programme of events has been assembled for the next few months.

The Annual General Meeting will occupy the January meeting, and will be the opportunity of electing a new committee as well as voicing your opinion of what you want from the club.

February's meeting will be the Open Evening to give the public an insight into what microlighting is all about. It also serves as an introduction to new members, for ground school is planned to start the following week.

For the March meeting, John Fack will be recounting his adventures in the recent Madrid-Radwell rally - viz the recent article in Microlight Flying.

### Fly Ins/Outs

There will be the usual fly round on 25th December, however only those able to fly at night and capable of precision landings in unusual locations should come along. The trail will be blazed as always by Rudolph and his well known pilot. As mentioned previously, there will be a fly in to Woolstone on Sunday 31st December at 10.30am.

### Ken gets there

Last month we reported that Colin Davis had beaten Ken Cole by going solo first in

the MW6. Well we can now advise that shortly after the report, Ken was cleared to go solo in his own aircraft. Congratulations Ken. It is quite an achievement to build one's own aircraft and then fly it.

### **All change**

As indicated above, Ken Cole has now converted from flexwing to three axis, but he isn't the only SVMC member who has or shortly will be converting to from the 'bar pullers' to the 'stick pushers' club. Three more members have recently taken the plunge and interesting they are all Alpha pilots. To everyone's surprise Bruce Drake purchased himself a Rans ESD6 at the recent Telford show, while Adrian Lloyd has been hinting of his defection for several months. He has purchased Dave Steade's Kitfox. Dave Garrett is also going three axis, for he along with Dave Steade & Mike Porter have purchased a Jodel.

### **James gets Rated**

News has filtered through that James Cairns Terry, one of the founding members of the SVMC has now got his microlight examiner's ticket. Congratulations James. As most of you know James works part time at Aerolite, Long Marston.

### **Trevor's Weighty Problem**

As you all should know by now, all microlight's have to be weighed at their next inspection, and as luck would have it, Trevor Cale and his nice new Quantum were first on the scales. Low and behold, the inspector found that on his nice new BMAA recommended bathroom scales Trevor's aircraft was a few kgs overweight - no matter which ever way he looked at it - well almost. A trip to the local weigh-bridge confirmed the readings - indeed they gave identical reading to the bathroom scales. As Trevor had other problems with his aircraft, he took it back to that well known health farm near Marlborough famed for sorting out engine & airframe problems. After undoubtedly a few visits to the sauna, a couple of visit to the gym & an improved diet, the aircraft was weighed again but this time on the BMAA calibrated scales in the presence of the BMAA Chief Engineer, we understand, and low and behold the aircraft is under the weight limit by about 2kgs! Clever lads down at Marlborough - it is understood that the local Weight Watcher's Club would love to know how to shed pounds so quickly!

### **Inspections**

There was speculation and indeed a statement in Microlight Flying concerning the requirement to strip wings down at the annual inspections. While this was one interpretation of the missive from HQ, clarification was rapidly sort at the time. This was eventually issued to reveal that the strip down was only a requirement for those aircraft subject to the BMAA 'On Condition' scheme eg Ravens & Sprints - so you can put the spanners away.

### **Use of WD40**

It was noted that the recent copy of GASIL had identified that an American magazine had made the statement that the much used WD40 should never be applied on aircraft. The explanation given in the magazine for this is as follows. "The brand name WD40 actually stands for 'water displacement' and '40 days'. The problem is that after a month or so WD40 dries into a sticky film that actually absorbs water and promotes corrosion. For use as a penetrant to free stuck parts, recommended is Mouse Milk, AeroKroil or ACF50. For use as a light lubricant for rod ends, piano hinges and such, try LPS-1 (silcone based) or LPS-2 (light oil based)." GASIL also reminds us that grease is hydroscopic (ie it absorbs water).

Our inspector comments that WD40 is better than nothing, you've just got to remember to keep applying it every 40 days to be effective! Built in obsolescence on the manufacturer's part to get us to buy more WD40?

### **Telford 95 - The Show**

By Bill Austin

This year's BMAA trade show (not forgetting the hang gliders and paracenders) reverted to its original one day only format. My impression was that the overall attendance was down on previous shows and that there was very little to be seen that was new.

All major manufacturers were there but it certainly seemed that almost without exception they had run out of ideas. Development within the present section S requirements seems to have reached its limits. Mainair did have on show their latest

Blade 912. It looked very potent and tempting - providing you didn't want to know the price (£20,000 plus). (A report on JH's flight test of this aircraft appears next month's newsletter.)

Pegasus seemed to be promoting the many faces of the Quantum, but again no real development save for a 912 engined Quantum.

The only real new aircraft concept was provided by Hugh Lorimer who was displaying his part built canard design Xolaire powered by a BMW motorbike engine - this was featured in Microlight Flying some months ago. If the performance figures are to be believed, this home built aircraft could be something special.

Headset & intercoms attracted a lot of interest but it was difficult to see real money changing hands. Our Ozee friends seemed to be doing steady business and at least 3 of our members came away clutching large polythene bags full of flying suits.

Nothing though jumped and said 'You must have one of these'

I enjoyed the day out and the opportunity to see all the rival products under one roof, however I do wish some of them would be a little more "customer friendly" and not just be interested if you are waving a wad of notes or a cheque book.

## **Telford 95 - The BMAA AGM**

By Andrew John

Attendance at this year's AGM was somewhat sparse due no doubt to the early start at 10.00hrs and the lack of controversial matters on the agenda.

Ann Welch, the BMAA President, began by reminding us that of all types of flying, microlights have the lowest recorded number of incidents, a record to maintain in the future to strengthen our case against increasing pressure from those who wish to see us permanently grounded. She supported the view that possibly greater use could be made of our aircraft, for example, police surveillance, aerial photography, search and rescue over difficult terrain; but of course a change in the law would be required to do this form of aerial work.

The awards followed; the most notable being to the woman who has achieved the most in our sport which deservedly went to Judy Leden, now heavily pregnant.

The Chairman, Dave Cole then reviewed the past year & announced the retirement of three council members namely, David Young, Chairman of the Training Committee, Peter Lovegrove, past Vice Chairman & former Chief Inspector, and Dave Marshall, the BMAA Chief Inspector. All were thanked for their work for the BMAA, highlighting the fact that many of their achievements were behind the scenes and go largely unsung. Moving on he brought the meeting right up to date over the question of a change to the Max All Up Weight for Section S aircraft from 390 kgs to 450 kgs. Apparently a joint announcement is due shortly from the CAA and the JAA confirming the acceptance of 450 kgs from sometime next year. This ruling will not be retrospective and will apply only to new designs or approved modifications in the future. This unexpected speeding up of the decision by the CAA has a down side in that they are looking to harmonise Airworthiness Certification throughout all types of aviation in particular, ourselves. This would of course cripple the Microlight sport on cost alone and the BMAA are taking a very strong stand against this proposal using the success of section S as the basis for any negotiation.

Next the question of Powered Para Glider's (PPG) future has been assured by the announcement that they are to be deregulated from licensing and associated disciplines. However it is the aim of the BMAA to offer as much assistance as possible to the PPG movement, so that hopefully there will not be a repetition of the near eclipsing of the movement as occurred to the microlighting in the early eighties due to total lack of control and far too many fatalities.

Over the general noise issue the Dept of Transport are still dragging their feet, confused possibly by the now recognised fact that most GA aircraft (unsilenced) give higher decibel noise footprints than microlights.

The European Microlight Championships held this year at Little Rissington was considered a qualified success helped considerably by the weather. Restrictions imposed by the local authorities both on flying times and banning of the general public were not fully appreciated at the time by those taking part. However the British Team kept their cool and their record by winning again (just!), and in addition most people had a good time. The event cost less than budget, so some £2500 was returned to the BMAA kitty.

Peter Blyth, the Treasurer presented a very satisfactory set of accounts which were adopted unanimously. The substantial reserves are shortly to be put to good use in providing bigger premises for the BMAA HQ, and also to hedge against inflation while holding subscriptions levels in the meantime.

Jim Bell, the Chief Executive then reproduced interesting statistics concerning membership and aircraft registrations:-

94/95 Membership	3783	down 13 on 93/94
New Members	825	Losses 838
A/c Registrations	2734	All types
of which	2138	Flexwings
	515	3 axis
	81	Powered parachutes

As we know the CAA has requested all microlights to be weighed at their next annual inspection. He gave next June as the anticipated introduction of the raised MAUW to 450 kgs. On financial issues he said that following negotiations, VAT will not be charged on Permit to Flys, instead the BMAA are to be charged on certain expenses such as postage etc.

Allan Payne, the Safety Officer reported three fatal accidents and four serious injuries, all incurred during an estimated 100,000 flying hours for the sport during the past year. There were 61 reported accidents of which 62% were considered pilot error, 21% engine problems, and the remainder caused by weather etc. He is however fully aware that not all accidents are reported and emphasised that without accurate and complete information it was very difficult to have accurate statistics to back up discussions on improved safety matters for example. It is not the BMAA's intention to apportion blame in these matters. Discussions are continuing with the RAF over the problems of low flying, their advice is to stay clear of their operational altitude, 250 - 1000 ft, and use the Hot Line to report concentrated flying activities in advance.

Tony Wells, the new Training Officer and read a letter from Dave Young who had resigned.

Competitions were discussed and an idea for a novice class to be introduced at national events was well received.

Billy Brooks, Chief Technical Officer, claimed to have cleared the back log of paperwork and was ready for more! The BMAA are now cleared to test major modifications and all the approvals, inspections and certifications of new designs. John Hunt's "Huntwing" and Hugh Lorimer's "Xolaire" projects are just two examples. An idea for a National Coach was proposed and will be considered.

As from 1st Jan 1996, all check flying by approved check pilots will be covered by BMAA insurance in order to avoid some of serious financial problems that have occur in the past. The maximum claim limit is £25,000 & claims for less than £500 will not be paid. (Check pilots have been given full details.)

The meeting closed at midday, but it deserved a better audience.

### Hangarage

Hangarage is available for 1 flexwing microlight on a private airstrip 400m long, north south plus E-W available for microlights. The airstrip is situated at Milson Shropshire - marked on aviation maps - and has excellent facilities - interested? Contact Adrian Lloyd or John Munro Hunt on 01885 410452

### For Sale

Shadow B, G-MNTP 1986 Only 85 hours, Rotax 447, full instruments, radio, intercom, headsets, strobe, slipper tank, 9 month permit. Immaculate, sadly redundancy forces sale. £10,500 - Gordon Gould 01242250224

Quasar 503 - G-MWJJ - approx 150 hrs recent permit - kept permanently rigged - clean tidy machine £7,100. Jim Taylor 01989 563866 (hm) or 01242 228454 (Wk)

Flash II Alpha G-MVIZ - Rotax 503 - Exceedingly well equipped & maintained. rigging aids, helmets & intercom included. All ready to go - offers around £6750. Contact Adrian Lloyd - 01885 482504

To good home only, one rear Mainair fuel tank . Also One SVMC light blue sweat shirt - no previous owner ! £20 - Andrew John

### Festive Greetings

The Committee would like to wish all members a Marry Christmas and a Happy New Year. May all your flights in 1996 be enjoyable and all your landings safe and intentional ones.

