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GL52 3JX



Severn Valley Microlight Club

January 1996

News Views & Crewroom Gossip

Woolstone Closes

A fly in was planned to mark the closing of the site on 31st December, however in the event the weather kept everyone on the ground. Indeed many members came by road to mark the passing of an era. There was a firework display - more precisely one firework was let off and the ensemble retired to the pub at Teddington Hands for Sunday lunch. That was the bad news - the good news is that hopefully the field opposite might become available for aviators to allow us to have further Sunday lunches at Teddington.

Christmas Party

The now annual Christmas party was held at Hartpury College just before Christmas and was a great success. Over sixty people attended the most popular event of the calendar which featured a magnificently sponsored draw with over 50 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 a runaway success for Robbie Keene whose spectacular photograph was taken by himself while flying over Victoria Falls. The ground shot competition was a much closer fought competition with Tom Thompson just gaining the edge. Our thanks must also go to John Howie of Hartpury College for once again putting on such a magnificent spread which once again over-faced 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 before the meeting commences. Remember without a committee there would be no club. It is planned that the February meeting (Wednesday 21st) 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 Aircrew. Please put it a prominent place at work etc - we want to spread the word as far as possible. Your objective should be to try and bring a new face with you to this meeting. The speaker for March is scheduled to be John Fack who will be recounting his exploits during the Madrid to Radwell rally last year. The speaker for April will be Alan Newton of Newton propellers.

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 26th February, so if anyone is interested in attending or needs to take the subsequent exams please contact Bill Austin. (01242 515064)

MiniMax - The Video

by Bill Austin

I have just seen some official TEAM videos from the USA about the MiniMax. They say you can build one in 300 hours - in which case I must be using two left feet! (Wrong Bill - the video said an experienced builder could build one in "200-300 enjoyable hours" - it must therefore be assumed that all the other hours weren't so enjoyable! - Editor)

Earlier this month I passed the magic 500 hour mark, all of which has been spent doing just the woodwork. In various parts of the workshop I have a fin, rudder, tailplane, elevator and one wing - all varnished and ready for inspection before covering. Looking at it the other way around, I have only a wing, the undercarriage and fuselage to build before it is ready to fly!. It doesn't sound much so should be finished by next week! - but there still seems to be a lot of unused wood under the bench - so more like next year seems a more realistic time schedule.

Some club members have had good reason to curse the recent run of bad weather. However it has enabled me to put extra days in the workshop - it's an ill wind so they say. Even the cold weather didn't stop me but the glue almost did because it was close to its lower temperature limit.

Going back to videos - the MiniMax can certainly perform excitingly. I can't wait to get behind the stick & try it out.

Awards

The committee has decided that there will be two awards this year. The existing Poser Trophy will be given to a club member for outstanding achievement, while a new award will be introduced. This award presented by the Chairman, will be known as the Spitfire Trophy for the obvious reason that the 'trophy' is derived from part of a Spitfire propeller. The award will be presented to a club member for continuing support of club activities. The recipients of these awards will be announced at the AGM.

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 Ges Hatchett

A summary of the accounts is to be found at the end of this newsletter. The main changes from 1994 are:

Subscriptions are again down by £215 (10%), however the previous years had been exceptional years and a membership of 63 for 1995 remains a healthy situation.

Reduced numbers at ground school & purchase of a projector meant that ground school just broke even instead of contributing £279 to funds. In addition the club has purchased a number of badges & shirts, some of which are held in stock. However despite these items, excess expenditure was kept to just £513.79 (but with a stock of £410), thanks largely due to John Hamer and Adrian Smith who between them produce the Aircrew at a minimal cost.

The major expenditure to the club continued to be Woolstone representing 50% of our costs, however with the closure of Woolstone this expense will no longer occur in future, thus there will be a recommendation for 1996 to reduce the membership fee by a similar percentage ie to £15 pa.

Once again members thoroughly enjoyed the free Christmas Buffet. Raffle profits more than paid with over £100 taken on that night alone as well as 50 wonderful prizes being donated. Thank you members for the support.

All in all I feel the club finances remain extremely healthy. Any of the above factors can be juggled should an unexpected financial problem arise and there is still a healthy cushion of some £1405 in the bank.

In conclusion I would like to thank all members for the help and support they have given over the past year I have been Treasurer. I have thoroughly enjoyed the job.

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 at the European Championships, in Romania to the history of microlighting as well as a couple of talks from the establishment on aircraft inspections, microlight design & safety. The addition there was a most enjoyable quiz which we hope to repeat in 1996. I trust members found them all interesting and would request members suggest speakers for 1996 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 15th February 95, five students enrolled for the groundschool, four 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 89.05% which was higher than in 1994. The exams are getting no easier but the students are obviously putting in more effort. Two students have now obtained full licences while two 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 and purchase of a projector 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 1995. However, several trips of note during the 'better' weather included the annual pilgrimage to the Popham Trade Fair, both by road and by air. Some will remember the trip home for a long time!

Don Law's RAF Lyneham trip was once again attended by some SVMC members. This as always is a highly recommended and very interesting day's flying.

Unfortunately, the Hartpury Fly-In was a bit of a non event due to - yes, you've guessed it, the weather but the Club Team Trophy in September organised by the Avon Microlight Club was on the other hand deemed a great success with the club putting in teams.

On the individual front, Robbie Keene had a memorable year in competitions, both in the Nationals and representing the UK at the European Championships at Little Rissington. In addition he organised a highly successful treasure hunt for club members which ended with a barbecue & strawberries.

Surprising for the first time for many years no member took part in the Round Britain rally, though Trevor Cale had a go at the Madrid - Radwell rally only to be forced out due to weather.

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 1996 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 content of the magazine however varied from month to month because of lack of material from contributors. I am giving up the editorship, so may I take the opportunity to thank all that have supported me in producing the monthly newsletter.

May 1996 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 the new editor know what you are going to do and have done. The new editor? You'll have to wait until the election to find out the new incumbent - Any offers?.

Safety Officer's report

By Cliff Hannam

Having completed another year as Safety Officer for the club it is with great pleasure, if not some relief, that once again 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. 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 1995.

Woolstone

By Graham Arthur

This year the lack of usage of Woolstone reached such a low level that continuation seemed difficult to justify. In the event Mike Hocken, the farmer & landowner served notice to quit at the end of the lease and the site was cleared by the last day of 1995. The field has now reverted to agricultural use.

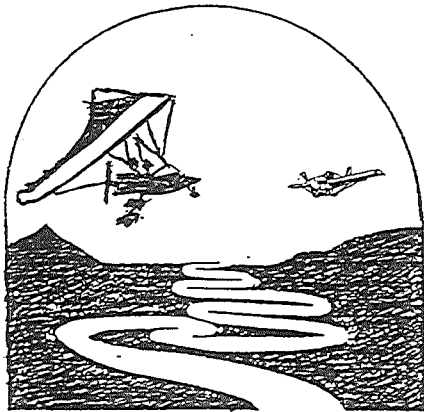
For Sale

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 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

Accounts 1995

Income	£ (1995)	£ (1994)	Expenditure	£ (1995)	£ (1994)
Subscriptions	1800.00	2015.00	Woolstone rent	1440.00	1440.00
Raffle profits	388.24	353.54	Woolstone upkeep	128.38	102.50
Ground school	125.00	205.00	Insurance	256.25	269.11
Blg Soc interest	70.16	70.87	G/school hall	100.00	100.00
Bank interest	0.41	0.61	G/school equip	163.75	0.00
Licence renewals	27.00	60.00	Aircscrew	187.00	192.13
Exam fees	272.00	312.00	Mtg Room hire	141.00	141.00
Sweatshirt sales	220.00	0.00	Xmas Party	246.75	211.50
Badge sales	110.00	0.00	Wings	64.00	10.25
Excess Expenditure	513.79	(289.65)	Speakers/slide cost	45.93	72.38
	-----	-----	Examiner Fees	132.00	188.50
	3526.60	2727.37	Badges/shirst cost	610.99	0.00
			Sundries	10.55	0.00
				-----	-----
				3526.60	2727.37
Current Holdings	£ (1995)	£ (1994)	End of Year Balance	£	£
Building Society	1300.34	1740.31	Bal from pre yr	1919.45	1629.80
Bank	0.00	38.89	Excess inc/(exp)	(513.79)	289.65
Petty Cash	105.32	140.25		-----	-----
	-----	-----	Carried Forward	1405.66	1919.45
	1405.66	1919.45	Stock (badges etc)	410.00	



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News Views & Crewroom Gossip

First Pass of the Year

We are pleased to record that after a blown out January & indifferent weather for the previous two months, Russell Church was able to take advantage of the good weekend at the beginning of the month and passed his GFT at Long Marston under the eye of James Cairns Terry. Well done Russell.

Monthly Meetings

The speaker for March is scheduled to be John Fack who will be recounting his exploits during the Madrid to Radwell rally last year.

The speaker for April will be Alan Newton of Newton Propellers whose topic naturally enough is propellers - their design & manufacture.

Hartpury College is undergoing a re-organisation with all their conference facilities moving later this year to the newly acquired Blaisdon Hall in the Forest. While the location of the monthly meeting will remain at Hartpury College in the near future, the venue within the complex may vary. So be warned, however March's meeting is in the usual place.

Open Day

Following the Open Night, it is planned that there will be a demonstration of the "hardware" at Over at 10.00am on Sunday 25th. If the weather is favourable hopefully there will be an opportunity to get people into the air and thus give prospective members a taste of the fun. 'Non Over residents' are more than welcome to fly in and lend a hand.

Groundschool

Once again it is planned to start ground school immediately after the Open Night. The first night will be Monday 26th February, then every Monday night until mid June. If anyone is interested in attending or needs to take the subsequent exams please contact Bill Austin. (01242 515064)

A Passengers Tale Pt 2

By G

It would appear everybody knew long before I did that my pilot was going "fixed wing"! Did he listen to my complaints about bumpy thermals - I think not; just looking for an easier flight in his old age!

I rue the day I ever threw the remark "I love surprises" to 'A'. These days I am never told where we are going or what to expect, apart from SVMC nights! I am allowed to ask what to wear, just so that I don't end up on an airstrip in evening dress! but the reply is almost always just "clothes". As a result; Saturday 9th December I was told to "wrap up warm", bring the sandwiches and you might need your wellingtons. Women are naturally curious so I did try to guess - We're "Off-roading in the Landrover" I thought.

8.30am found us heading out of Malvern in my "heap", a car you wouldn't dare take off a road, it only just copes on tarmac. So I guessed wrong, no amount of questions gave me a clue so I decided to just wait and see!

As we turned right at Worcester it crossed my mind we might be going to Defford to view the newly acquired Jodel; but at Kempsey we drew up outside a house 'A' went inside - I was left in the car! A few minutes later 'DS' came out, got in his car, 'A' followed and we set off after him.

A few miles down a country lane into a farmyard (not Defford) and we parked outside a hangar - 'great' I thought, no suit with me so I can't be flying - must be here to watch them! I let them get on with it; out came 'DS's' blue and white Kit Fox, as it was pulled past me I heard "You'd better learn this registration" "What for?" I said. "This is my new aeroplane". He doesn't silence me very often but he did then! I also discovered why I was there - taxi service - 'DS' flew 'A' & new plane to Milson where she now lives, I drove to pick them up & return 'DS' home - that afternoon we spent viewing the Jodel - I had at least got one bit right!

I now discover I'm no longer needed as a back rest, I am now grounded until 'A' converts his licence and she far more interesting than me! However I know a Kit Fox can't make sandwiches and as I have had orders to learn to navigate, passenger duties won't be quite the same but I look forward to trying this side by side flying. I shall not have to talk to the back of my pilots head anymore! So all considered, the summer doesn't look too bad.

Chairman's Report for 1995

by Andrew John

Following a damp and soggy start to the flying year, the weather pulled itself together and produced some of the best flying conditions we have had for several years. The heat of high summer was certainly a challenge but most pilots and their passengers will recall the pleasures of flying early and late in the day during 1995.

The highlight of the year must have been the European Microlight Championships held at Little Rissington last August. An amazing collection of aircraft which competed during the week of almost unbroken sunshine to bring the British team into first place yet again. Other events during the year included the Avon Team event at Ebrington much enjoyed by myself and others.

If you are interested in horse racing you might like to know that there is now a filly called "Flexwing", apart from the name nothing is guaranteed!

We have again seen a number of our members taking on three axis/fixed wing flying either by purchasing an aircraft or building their own, emphasising the value of Microlighting as an excellent starter to flying.

We have lost Woolstone, our flying field, but apart from nostalgia there are now many other strips for members to fly from so future fly 'ins & outs' will be much more interesting.

We await with interest the launch of Don Law's project with the Yamaha four stroke engine and wish him every success. Improved engine performance, reliability and particularly noise reduction are needed to secure the future of our sport.

Our club continues to thrive thanks to the enthusiasm of it's members and the common bond of flying.

Membership

This remains stable at 63 members who own / share some 45 aircraft plus an additional 5 aircraft in the process of construction.

Woolstone

For six years this superb site provided pilots with a safe and useable field which will be missed by many including our model aircraft members who enjoyed the freedom of flying from such an excellent site. The farmer however wanted the field back, so considering the high cost of maintaining it and the development of so many satellite fields to replace it, we felt that Woolstone's days were over. Nevertheless we are indebted to Graham Arthur as Airfield Controller and Vic Booth for mowing the grass on so many occasions.

Training

There cannot be many clubs (if any) which consistently improve on their student pilot's ground school exam results, but thanks to Bill Austin, the

SVMC can boast a 100% pass rate with this year's average pass mark of 89.5%. Bill is currently running a radio course starting with twelve members in his own home, brave man.

Finance

Ges Hatchett has survived his first year as Treasurer and produced a satisfactory result by keeping the club financially sound. In addition, the prospect for the next year looks good as membership fees are to take a tumble as a result of the loss of Woolstone. We however are not looking to make serious profits only to keep a sound financial base.

Social Events

With the exception of our monthly meeting, socialising does not attract enthusiasm - too busy flying? - but the one exception each year is the Christmas party. This year it was as good as ever with a record number of Raffle prizes - almost one for everyone present. In addition the evening was paid for out of the proceeds from our monthly raffles.

Airscrew

Thanks to Di Hayes we have enjoyed many articles that she has persuaded shy members to pen, and we regret that she will be retiring this year and will be handing over the editorship to John Hamer. We are very grateful to Adrian Smith for the use of his photocopier on which to produce our monthly newsletter.

Monthly Meetings

We are extremely fortunate in having the use of the facilities at Hartpury College, our thanks go to the Principal Malcolm Wharton - himself a microlight convert.

Our meetings were well attended and consisted of the following:-

January	-	AGM
February	-	Open Night
March	-	Return visit to Romania by Trevor Cale
April	-	Flexwing design and performance by Billy Brooks
May	-	The European Trade Fair by Don Law
June	-	Quiz Night by John Morris & presented by John Dance
July	-	BMAA Chief Inspector - David Marshall
August	-	"Flight for Life" video by Judy Leden & Ben Ashman
September	-	The European Championships by Robbie Keene
October	-	Pressonitis, the CAA and past experiences by Hugh John
November	-	The History of Microlighting by Brian Cosgrove
December	-	The Christmas Party

Special Events

During the year we 'lost' John Morris who migrated south with Mary to pastures new leaving behind a vacancy on the committee. John gave us enormous support over several years together with his detailed knowledge of aviation matters past & present. Our best wishes to them both for the future.

Safety

Safety has the highest priority again there were no serious incidents to report, largely thanks to individual care and attention but also the watching brief held by our safety officer Cliff Hannam who is to retire this year, many thanks Cliff

Fly In and Outs

Despite some poor weather early on, some notable successes were achieved as the season progressed such as Popham, Robbie Keene's Treasure Hunt plus Bar B Q and strawberries, Lyneham and visits to Hardwicke, Chris Ball's, Bob Hinds, and Long Marston amongst others. Not forgetting our annual attendance at the Open Days at Hartpury College where we always get a welcome. Many thanks to Tom Thompson for his organisation and perseverance when the weather wrecked his plans!

Competitions

What a year for our Star pilot Robbie Keene who not only came second in the Class A solo section of the Nationals, but was picked to represent Britain in

the Solo Team at Little Rissington in August. The SVMC also scored well at Ebrington coming third out of thirteen in the Avon Team event.

Trophies

The "Poser" award for the outstanding achievement this year goes to Ken Cole on the completion and flying of his MW6. A new award in the form of part of a Spitfire propeller, to be known as the "Spitfire Award" goes to Norman Frost for his significant and continuous support of club events and activities.

Sadly Missed

Brian Gilmore died this year and is much missed as an enthusiastic convert to microlighting from gliding. Our condolences go to his family and friends.

Secretarial

The multirole John Hamer continues to beaver away producing amongst other things an excellent programme of speakers in addition to supporting club members in his other role as BMAA inspector & check pilot. John's considerable dedication to his job is much appreciated by everyone.

Finally

A good year, but we are left without Woolstone which some of us will miss but all of us will welcome reduced subscriptions next year as a result! As always we welcome new members and hope that the opportunity we can give them to discover the joys of flying, be it as a pilot or a passenger, will be really appreciated in the future.

My thanks to the committee as always for their support which makes my job more enjoyable.

Membership Fees

It was agreed at the AGM that the membership fee would be reduced by half to £15 this year. The reduction basically reflects the reduced anticipated expenditure following the closing of Woolstone. In addition new membership is to be £20, but this would include presentation of the Club badge. Family membership is also to be reduced proportionately to £20. Members are reminded that fees are due immediately, so for those that haven't already done so, the enclosed form should be completed and returned to the Treasurer as soon as possible, but no later than 15th March. Those that haven't paid by that date will not receive the next newsletter.

The Committee

Following the AGM, the new committee was confirmed as follows:-

Chairman	Andrew John
Secretary/Aircrew Editor	John Hamer
Treasurer	Ges Hatchett
Training/Safety	Bill Austin
Other Members	Robbie Keene
	Richard Webb
	John Davis

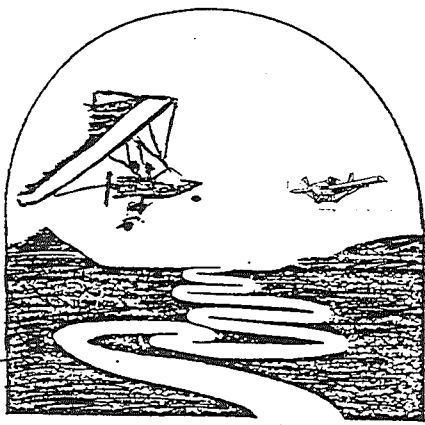
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ICOM IC-A20 VHF Airband Transceiver/VOR - Flexible antenna, base unit £150 - Keith Lindley - 01242 232464

Castrol TTS two stroke oil - best deal in town - not knowingly underpriced - ring Adrian Lloyd with your order - 01885 482504



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Severn Valley Microlight Club

March 1996

News Views & Crewroom Gossip

Bill K-S Gets There At Last

We are pleased to record that after very indifferent winter weather over the past four months, Bill Keel-Stocker was at long last able to take advantage of a break in the weather and pass his GFT at Long Marston under the eye of James Cairns Terry. We understand that he was determined to get it taken before the end February, so leaving it to Thursday 29th February was cutting it fine! Just as well it is a leap year. Well done Bill.

Monthly Meetings

The speaker for April will be Alan Newton of Newton Propellers whose topic naturally enough is propellers - their design & manufacture.

Hartpury College is undergoing a re-organisation with all their conference facilities moving later this year to the newly acquired Blaisdon Hall in the Forest. While the location of the monthly meeting will remain at Hartpury College in the near future, the venue within the complex may vary. Be warned that next month's meeting although in the main building will not be in the usual room so look at the notice board when you enter the building.

Open Night

The Open Night held last month at Hartpury College was one of the best attended in recent years with over 30 new faces in the audience. They were treated to a 'revamped' presentation on microlighting which included many shots of early Rogallo winged flying machines not seen before by Club members.

On the following Sunday the weather wasn't too brilliant to take people flying, but for the first time for several years flying did take place. JH & 'Charlie Fox' struggled through the rain and mud to take 15 people flying. Sorry about the runway at Over but it was in a good cause.

As the result of the two events the Club can now boast an additional fourteen new members (including one recycled ie Dave Watson). Several of these new members handed their rain soaked membership forms to the Chairman following their flight, so that's how keen they were to join our happy band!

Ground School 1996 - 'N' Flight

Ground school started on the Monday night immediately after the Open Night and presently on the course there are five members - Gary Ball, Dave Bullock, John Davidson, Yvonne Kay and Jim Smart. Not all of them are totally new to microlighting but all are enthusiastic about learning to fly which is what it is all about. By the time you read this they will be doing their last minute swotting for the first exam which is the Technical paper.

If there are any Club members who wish or need to take the Technical exam it will be on Monday 25th March 1996 at Bill Austin's house. It would be helpful if you could let him know in advance if you intend to take advantage of this offer, or indeed whether you would like to sit in on the subsequent lectures ie Nav & Met, Air Law & Human Performance Limitations. Bill's Tel No is :- 01242 515064

Radio Course

The course started with 13 people enrolling in November last year for a weekly session at Bill Austin's home. The attrition rate seems to have been rather high because the course has finished up with a core of six, five of whom will be sitting the test within the next month or so.

The basic problem seems to have been the fact that the test requires the applicant to fly an imaginary course which contains all the possible situations which can be met in a real life flight (not all on the same flight hopefully!). No concession is made for the fact that we are microlighters and may never need to use some of the services. In fact once you have the licence you can operate any aircraft radio - even that in a 747!

After 14 weeks it is hoped that they will all pass but it really comes down to how much practice they have done. Put it this way, if no one passes Bill will be running a class in flower arranging next winter!

Safety

By Bill Austin, SVMC Safety Officer

At long last the weather looks as if it might be improving to the point where we could be unwrapping our aircraft from their winter hibernation. It is all too easy to pull it out of the hanger, put it together and launch into the sky. You might, if you are unlucky, find yourself back on the ground more quickly than you would like probably because of a simple thing which should have been obvious before you took off.

Before your first flight do an extended pre-flight check of the wing and everything on the aircraft and carry out a longer than usual ground run of the engine even up to full power - but make sure that the aircraft is securely tied down first.

Let us be aware that the Club has a good safety record and it is up to you to maintain it. **THINK SAFETY** and enjoy your flying.

As Safety Officer I am interested in anything that happens to you or your aircraft on the ground or in the air. It is the little things I would prefer to hear about rather than the major incident. When that happens it is already too late. Give me a ring anytime or catch me at a Club meeting - confidentiality will be preserved.

Engine Health Check

With the anticipated good weather in the offing and the prospect of continuous flying throughout the summer - hopefully - now, as indicated above, 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).

Forced Down But He Didn't Break The Eggs

Some one who had cause to doubt the health of his engine in the past ten days was Dave Watson, for on climb out from a well known duck farm with two fresh duck eggs stuffed in his pockets, the engine shuddered and the power dramatically reduced. With the little power left he managed to reach Over only for his engine to fail completely on the final approach. He executed a safe landing and was forced only to have to push the aircraft the final few yards off the runway - neat judgement. The main thing was that he got back in one piece and didn't even break the eggs in his pocket - however the results in his engine may break his pocket! Basically the circlip on the gudgeon pin had come adrift, proceeding to crack the cylinder liner and destroying the crown of the piston as well as the head.

We are pleased to advise that it just so happened that one of our member's had a spare used cylinder, piston & head in his goody box 'just in case', and so Dave's engine is now back together and functioning, and he has been spared bankruptcy at the hands of Rotax! - that's what Club mates are for. The question that must be asked is did Dave have premonition about this for he had just rejoined the Club this year?

From the Chief Inspector

Our inspectors have received a recent reminder that more worn carb needles have been found, so he reminds everyone to check them on a regular basis. In addition he has also sent a bulletin on the M4 electric starter. These now need to be examined at regular intervals as cracking has been found on the starter mounting plate itself. Don Law advises that the number found to date are a small fraction of the total number sold and could attributed to poor fitment and out of balance engines. A copy of the bulletin can be obtained from John Hamer.

In addition the BMAA have revised their modification application forms as well as the fee to £30. Copies of these forms can be obtained from John Hamer.

Membership Subscriptions

The Treasurer has been collecting in subscriptions, but regrettably despite the 50% reduction, not at a fast enough rate for there are many well known faces that have been slow in paying. Indeed he did receive an empty envelope from one member! However before you all claim it saying your subs must have fallen out, the errant member has been identified and he has paid up. Indeed non paid up members will not be receiving a copy of this newsletter - instead those whose subs are outstanding will get a blank newsletter and a reminder!

Fly Ins

It is planned to hold a fly in to mark the last Sunday of winter flying ie the last weekend before the clocks go forward and evening flying becomes a possibility. The venue will be the field by the Tedding Hands courtesy of Gary Ball. Time/date 12.00hrs Sunday March 24th. Telephone Andrew John on 01386725217 to confirm whether flyable. Notwithstanding the weather it is planned to have lunch in the pub anyway so if you don't plan/ can't fly why don't you come by road.

Report on Flight in Mainair 912 Blade - G-MZAG

by John Hamer

At the end of last year, Mainair requested that in my role as BMAA Chief Pilot I come and evaluate their latest creation, the Rotax 912 powered Blade. The article that follows is the report which constituted part of the overall submission to the CAA to clear the aircraft for production.

Two flights - one dual, one solo - were carried out on Wednesday 13th December at Barton (Manchester). Conditions were cold with a 8 - 10 kt North easterly wind which generated fairly turbulent conditions for flying. The aircraft started easily but due to the cold conditions it did take some time for the oil to reach an acceptable temperature. On the ground, the engine appeared uniformly responsive to the application of power with the brakes holding up to about 4500 rpm. The mag drop between ignition systems was almost unnoticeable.

On the takeoff run the power came in very smoothly and progressively, accelerating the aircraft quickly. The aircraft showed no tendency to swing, either on the roll or at rotation. The aircraft climbed quickly at 1000 fpm climb at 60 mph. The angle of climb appeared little different from a 462 Alpha climbing at 45/50 mph. The conditions being very turbulent emphasised the Blade's handling characteristics. The aircraft was light but positive in roll without the fuselage oscillations experienced in the Alpha in such conditions. It was also found that the aircraft could be banked and the bank almost instantaneously stopped at any bank angle desired. The 60°/60° roll reversal showed no tendency to over-swing or over-bank. The stall was difficult to achieve requiring very considerable bar pressure to reduce the aircraft speed below 40 mph, and when the stall did occur the aircraft just fell gently away, recovering itself. The full power climb/ engine failure situation was tried at various speeds and was a non event with the aircraft slowing down gently and adopting the glide attitude even with the bar held firmly. It was also noticeable that even at the higher speeds of the Blade, there was

less pilot buffeting obviously due to the revised cockpit shape. Power application was smooth and progressive and sudden demands for power amounted to a firm progressive shove rather than a sudden rush as experienced with other high powered engines that only develop their power at the top end. Similarly removal of power, saw the aircraft progressively reducing speed, rather than abruptly slow down as if an airbrake had been applied. The landing was no problem with the suspension doing its work on the bumpy Barton runway. The aircraft was directionally stable with no tendency to wander on such an undulating field - a tribute to the trailing link suspension.

The aircraft's handling characteristics were no different when flown solo though the angle and rate of climb were much steeper. Recovery from simulated engine failures was the same and so was the stall.

In brief, although there is considerable power in the 912, the Blade wing and airframe are easily up to coping with it. In addition the wing/airframe handled better and was more positive & predictable than previous models. In addition it was difficult without undue bar pressure and reach, to get into the stall regime. It is thus difficult to envisage how a pilot could accidentally mishandle this aircraft for no vices could be found. Basically, I was impressed - Mainair aircraft are getting better and better and thus I have no hesitation in recommending the 912 Mainair Blade aircraft as suitable for both the ab initio and experienced microlight pilot.

Incidentally the price is currently quoted as £20.5k, and it should also be noted that Pegasus now have a 912 engined Quantum cleared for production, also at a similar price.

For Sale

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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

Tiger Cub 440 G-MMAM 3 axis fully permitted until June '96. All mods incorporated including Walton mod, trailer, covers, 72hrs excellent condition £2200 ono - Vic Booth 01242 583338

ICOM IC-A20 VHF Airband Transceiver/VOR - Flexible antenna, base unit £150 - Keith Lindley - 01242 232464

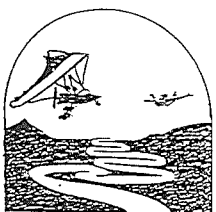
Castrol TTS two stoke oil - ring Adrian Lloyd with your order - 01885 482504

Wanted

The content and quality of the newsletter is directly proportional to the articles that are received. If you have anything to say, an adventure to tell, a grievance to air, scandal to reveal or something to advertise then write it down and send it to the editor.

Similarly the topics for the monthly meetings reflect the suggestions from members. If you have an idea or know someone who can give a talk please advise the secretary.

Also the variety of the fly ins/ outs are a reflection of what the membership wants to do. If you have any ideas, know somewhere to go, or know someone who'll lend a field for a day then let the secretary know.



**Severn Valley
Microlight Club**

Gordon Gould
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May 1996

News Views & Crewroom Gossip

Summer it would appear has eventually arrived for the past three weekends have been totally flyable, thus for a change we can report on successful fly in and expeditions to far off places.

Fly In at Teddington Hands

The planned fly in to the field by the Teddington Hands Pub on Sunday 21st April was again frustrated by the weather, in particular by the blustery wind. Andrew John did however trailer in and rig, taking Gary Ball the owner of the field for a flight after lunch with other members in the adjacent pub. The flight was described as interesting and we have the feeling that Gary won't forget the flight for a while! There won't be a fly in to the field for at least another month due to the grass being too long.

Popham Show

The weather again proved favourable for another year in a row and thus many flocked to Popham both by air and road. Indeed there were nearly two hundred microlights there on the Saturday which turned out to be the best and warmest day. By Sunday the weather had turned and pullovers and jackets were the order of the day. What was there to see? Well there was wasn't really anything outstanding, nothing really new to catch the eye. Both Mainair and Pegasus were demonstrating there 912 engine machines, and the Hawk was seen flying for the first time at the show. Down at the far end of the show line there was a collection of MiniMaxs, indeed there were 12 different ones over the two days on the stand. This is the largest collection ever assembled in the UK and I can't think who organised it!

Brooklands Fly In

We all remember those magnificent men and their flying machines - they go up tiddly pom pom they go down etc. Well the film was loosely based on the exploits and happening at the original home of British aviation ie Brooklands in 1910. Although Brooklands is probably more famous for its banked racing track, the in field housed the airfield were famous names like Roe, Rolls, Shuttleworth all first fly and where subsequently Vickers based their factory. Part of the original site still exists today with the 'finishing straight' and Clubhouse now forming part of a museum, along with some of the Vickers hangers. The museum is dedicated to aviation and motor sport. There is also still in existence a small bit of runway left which is very occasionally used for aviation. Several members were thus very fortunate when they were invited to a fly in to the Museum organised by the Surrey Microlight Club. Andrew John with Don Law in the rear for a change, and John Hamer accompanied by Norman Frost made the journey, along with two other aircraft from Redlands. To say the journey was interesting was an understatement, for the day was very thermic and thus like the film they went up tiddly pom pom and they went down, while at the same time trying to stay clear of the London LTA. Indeed the final approach to Brooklands was from the Ockendon beacon into the zone by special permission.

Once there there was plenty to see both from the aviation and motoring side. The place reeked of nostalgia and even part of the famous banking was still in evidence. It was not difficult to imagine the roar of Bentleys going round in those far off early days or Avros clawing their way into the sky. A most enjoyable and interesting day was had by all and it was a privilege to land at such a historic site.

Chris Ball's Fly In at Oxleaze Grange

Billed as the highest airfield in the Cotswolds, the event held at Oxleaze Grange near Hawling late on Saturday 11th May attracted seven aircraft and more would have come had not the weather intervened. Indeed it is known that a couple set out and ran into rain, while another arrived either circumventing the rain or was he just practising his navigation? One flew over the strip, decided it wasn't long enough and went home. Those that made it enjoyed a barbecue and thus our thanks go to Chris & Liz for hosting the event. For those that missed it or want to return for another dose of Liz & Chris's excellent hospitality, then we have been invited in again when the Shadow Owner's Club arrive for their weekend stay on 8th/9th June. Indeed the invitation extends to staying for the weekend, but a tent is required.

The Pritchard's Fly In at Hardwicke

The now annual fly in to Judy & Graham's farm near Hay on Wye took place on 11th/ 12th May. They had many visitors over the two days and surprising for a small strip there were a number of GA aircraft there as well. Indeed the variety of the visitors was quite amazing with flexwings only just being in the majority. Several SVMC members found their way there to enjoy the Pritchard's hospitality. In particular Chris Ball ventured there in his Shadow and acquitted himself well getting into what is a difficult strip. This was his first away landing since his GFT. He then went onto Over, another new strip to him - he was airfield collecting that day!

Best of Both Worlds By Andrew John

Precision aerobatics have always fascinated me, so the spectacle I was witnessing was indeed a rare treat. Above me a cloudless blue April sky, just visible against the sun's glare a yellow and black Yak 52 was climbing vertically to a point where gravity equalled thrust and it hung suspended for a split second before dropping a wing and plummeted earthwards, pulling up into yet another series of amazing contortions.

At that point my attention was totally distracted as I fell off the straw bale on which I was sitting aboard a farm trailer being given a farm tour of the Shuttleworth College Farms in Bedfordshire.

The Richard Ormond Shuttleworth Trust not only owns the finest collection of flyable historic aircraft in Europe but also a large agricultural estate on which the Old warden Aerodrome is situated. As a past student of the Shuttleworth Agricultural College, vintage 60/62, I had returned for the 50th Anniversary celebration of the foundation of the College by Richard's mother following his untimely death whilst serving in the RAF during the War. The objective was for the College to teach farming to those returning after the War and subsequently to an expanding demand for farmers and farm managers like myself.

Back in the thirties, Richard had started to collect not only examples of the earliest aircraft but cars and other forms of transport as well. To this original collection has been added many other unique examples which today comprise the Shuttleworth Collection which has no equal and regularly displays many of the old aircraft at Old Warden Airfield. The airfield is also used for a variety of aerial events and on this occasion it happened to be the Icicle Aerobatic Spring Competition.

So there I was half listening to the commentary on the farm crops and stock as we were towed along and at the same time half mesmerised by the aerobatics overhead, silhouetted against the azure sky.

I can think of no better way to spend an afternoon, other than maybe doing the flying oneself. Indeed I was enjoying the best of both worlds!

Robin Powered

Further to last month's article on the Robin's nest in the MW6, we report that the Robin has moved to a less hazardous home - albeit still in Ken's hangar. She has moved into his tool bin rack next to the exhaust mounts. To date there are six eggs hatching so his problems are about to multiply!

Monthly Meetings

The programme for the next two months has been slightly rearranged to fit in with the availability of accommodation at Hartpury College. The illustrated talk by Aled Pugh about the Victor bomber flight testing programme is now

scheduled for next month, with a quiz scheduled for the following month. The venue for future meetings is still under discussion for Hartpury College are offering us the use of Blaisdon Hall instead of Hartpury College which is to be turned into classrooms. The establishment is located just west of Huntley and adds about 7 miles to the journey of anyone coming to meeting from the Gloucester direction. The facilities are excellent as the new establishment has just been refurbished. Your views and comments on moving to Blaisdon or indeed another venue would be appreciated by the Committee.

Wrong Way Barbara? by Bill Austin, Safety Officer

The aviation enthusiasts amongst you will have heard of Douglas "Wrong Way" Corrigan. For those of you not familiar with the name, he was an American aviator who in 1938 wanted to fly the Atlantic but the authorities would not give him the necessary clearances to do so. He overcame this obstacle by flying to Newark (New York) and filing a Flight Plan for California. He took off but, unfortunately, flew a reciprocal heading and found himself flying over water for many hours. He eventually landed in England. His version was that his compass gave him the wrong bearing! What is the relevance of this story?

Early one recent Saturday morning Barbara set out with daughter Hazel from Defford with another aircraft to fly to Popham but spent the day at Long Marston instead! This was not as a result of a faulty compass but of a decision shortly after take-off that, as far as she was concerned, the weather to the South-East looked distinctly uninviting so a diversion was in order. (Good airmanship is another way of putting it) The other pilot made the journey safely in both directions but did say that the conditions were not ideal.

Perhaps not enough of us have the courage to make up our own minds especially when flying with other pilots who decide to carry on as planned. Remember it is better to fly within your capabilities than never to fly again.

Groundschool 1996

Halfway through the exams but no half term holiday other than the occasional Bank Holiday which happens to fall on a Monday. Nav and Met stretched the brain a little more than the Technical but the overall pass mark remained steady at 86%. I'm sure they can't wait for Air Law!

Czechoslovakia

Trevor Cale is off again on his travels, for he leaves these shores to travel to Czechoslovakia at the end of June, though this time he intends to fly all the way there. Trevor promises to take his camera with him so all will be revealed in a talk later this year - that is if they don't lock him up permanently this time!

Invitation to a Fly In By Dennis Beale

The Ariel Owners Motor Cycle Club are holding a club rally at Dean Magna School, Mitcheldean. These are not your "rockers", but mature motor cyclists from all walks of life.

We have been invited to fly in on the Saturday of 3rd August from 5 pm. We are also invited to stay over with free camping and free entertainment by a rock & roll band (60's music). There is a bar and food by outside caterers, so you can buy what you want to eat & drink. Alternatively, you can fly in & fly out again, and if you so desire return by road for the evenings fun.

I need to know ASAP, June 8th at the latest if you would like to fly in subject to suitable weather conditions naturally. I also need to know your type of plane. This is so I can make suitable arrangements, which I won't bother doing if no one wants to go!

Please ring 01452 750424. If I am out you can leave a message giving your name and aircraft type.

The site is approximately 8 nm west of Over, and details will be published later if the event goes ahead.

Hartpury Open Day

Once again Hartpury College is holding an Open Day on Saturday /Sunday 1st/2nd June and has invited the SVMC to display its wares. It is planned to mow a strip either in the usual field or an adjacent strip to allow members to fly

in. The event is scheduled to open each day at 1300hrs but members can fly in at anytime, please contact John Hamer (01452 700314) before hand to ascertain the arrangements that have been made as the location of the strip will be a last minute decision dependant on the silage being cut.

It is important that members support this local event as we need the College's goodwill in finding us a permanent meeting place once their reorganisation has been completed.

Kemble Air Day

Kemble Air Day '96 is being organised on Sunday 2nd June by a group of local business and aviation enthusiasts who are the tenants of the Ministry of Defence at Kemble Aerodrome. The flying programme which includes many aircraft types will feature a display by the Red Arrows. Interestingly this is their first public display at the base which was their home for so many years.

There is a general invitation to fly in, not only on the Sunday for the air show, but also on the Saturday. Opening hours being 0800 - 1900hrs, except that the airfield is closed during the airshow with last arrivals being 1330hrs, and no departures before the end of the display expected to be 1740hrs. The only runway in use for the weekend is 27/09 and the radio frequency is 118.90. Third party/ Crown Indemnity of £7.5m is required but is available on landing for £8.50.

Those not going to the airshow should be advised to stay clear of the area.

Oaksey Park Air Display

On 15th June from 1300hrs to 1800 hrs & on 16th June from 0900 hrs to 1500 hrs, there will be a great deal of activity in a rectangle bounded by Lydney, Cirencester, Thornbury & Oaksey. The activity will be formation flying of up to 25 aircraft at a time including a nine ship formation of Europas. This appears to be part of a photographic exercise so stay clear of the area that weekend.

Don Survives the Ultimate Student Test to Instruct Another Day.

It is always said that a student's favourite pastime is dreaming up new ways of killing their instructor. Up to now Don Law has managed to remain ahead of the game and quell his student's sudden impulses. Well that was until black Saturday, ie 27th April when at long last a student managed to find a weakness in Don's armour and took him into a hedge on takeoff. Fortunately the student was undamaged, and happily Don is now well on the mend having received a bit of branch from the hedge into his leg. The aircraft which was extensively damaged, has now been completely repaired thanks to Mainair excellent service. It's a pity the Health Service wasn't as speedy in repairing Don's bodywork, but then I suppose they haven't got a component replacement policy - they just patch up what comes through the door and send it out again. I suppose that is just as well as Don with gleaming new bodywork wouldn't seem right!

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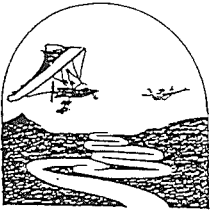
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Castrol TTS two stoke oil - ring Adrian Lloyd with your order - 01885 482504

Two full face helmets with integral Sonic Intercom and radio interface box in full working order - £125. Bill Austin 01242 515064.

Pegasus XL G-MTVB 447 engine. Black/gold trike, red/white wing. Excellent condition with ASI, EGT, CHT/Tacho, Alt, vario, compass, clock, wing and trike covers. 250 hours airframe, 40 hours engine since total rebuild. £3300 ono. Dean Sweeney 01793 848980(day) 01793 692219 (eve) 0378 946150 (mobile) or Gary Thomas 01793 491002

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**Severn Valley
Microlight Club**

April 1996

News Views & Crewroom Gossip

Bruce's New Baby

The end of March saw at long last Bruce Drake get his new toy home to Over. Bruce bought the Rans S6 at the Telford show at the beginning of last December and has been waiting for good weather to get it back from Yorkshire where it was built. Just before Easter Eddie Clapham and he flew the machine back to Over where it is to be permanently based. Naturally Bruce is chuffed to bits with this very nicely finished aircraft and he looks forward to converting to it and taking everyone for a trip. We all look forward to that.

Robin Powered

Spring is in the air, and a couple of our members have discovered that their aircraft have become prime targets for domestic accommodation from our feathered friends. Dennis Beale & John Cafful have had to evict a very persistent Robin who fancied nesting in their engine, while next door Ken Cole was having a similar problem also with a Robin (a relative?) who thought that an MW6 wing tubes were equally homely. So check your aircraft thoroughly before you go flying next, for you may have an unwanted passenger on board!

Fly In Teddington Hands

The planned fly in to the field by the Teddington Hands Pub on Sunday 24th March was frustrated by the weather, in particular by the strong northerly wind. The meet did however take place in the adjacent pub albeit on foot with over 12 members turning up to enjoy a chat and lunch, even if beef had been taken off the menu. It is planned to have another go at the event this month with hopefully beef back on the menu - see later for details.

Monthly Meetings

The talk for May will be 'Memories of a Flying Farmer' - which loosely interpreted means that Andrew John will share with the Club his collections of aerial photographs and reminisce about his flying experiences.

For June it is planned to have another aviation quiz, similar to the very successful one held last year which was set by John Morris and compared by John Dance.

For July we have invited Aled Pugh to give an illustrated talk about the Victor bomber flight testing programme.

Weighty Problem

Much has been said about microlights being overweight, but one of our members has quite the reverse problem - for despite all her clothing & her pocket money she doesn't even meet the minimum weight to fly a Mainair machine - did you know there was a minimum weight? Barbara Austin discovered that even though the weight of her kit was 1½ stone - yes she wears two ozees suits, then her total weight was only 9½ stone, well short of the minimum 11 stone required to fly the machine. Although Barbara was well short, the more interesting thing was just how heavy her kit was, nearly 20% of her 'dry' weight. Do you know how heavy you are with all your kit including helmet?

Ground School 1996 - 'N' Flight By Bill Austin

The first exam is now but a faded memory - at least to me it is - the students may think otherwise! The average pass mark was 86% which is a good start for everybody as it leaves room for improvement in the remaining three exams. I think that all the students now appreciate the peculiar way in which the CAA manage to ask what basically is a very straightforward and easy question. Well done to them all- they all passed.

The next exam is Navigation and Meteorology which will be on Monday 29th April. Anyone wishing to take it should notify me in advance so that arrangements can be made if necessary to hold it at an alternative venue should numbers increase dramatically.

Radio Course By Bill Austin

The formal sessions of the course have now finished after some 16 evenings. (Future courses will be somewhat shorter as my long suffering wife does not intend being so tolerant next time around!) Nevertheless, we now have four newly qualified radio operators in the Club - Myron Burak, John Rendle, Peter Smith and Ed Wells. Congratulations to them all. They all worked very hard. I hope to run another course much later in the year so let me know if you are interested - you do not have to take the exam but if you don't you could be operating illegally if you send messages across the ether! Don't think that it is easy either, as one of those who took the test will tell you. The pressure is such that your throat and mouth dry up and you totally forget the sweets you brought specifically for that purpose. Not only that but you also ignore the fact that in front of you is a half pint of something non-alcoholic to slake your thirst and the cigarette you lit to calm your nerves has burnt itself out in the ashtray without ever touching your lips. Flying may be difficult but it appears that talking your way around an RT route is the ultimate challenge.

Davis Strikes Oil

Such a headline would you think make John Davis a very rich man, far from it, it could have made him very poor indeed as John nearly discovered to his cost when he was levelling his site at Hawling to use as a airfield. A very concerned gentleman appeared on his site during his earth moving operations to advise him that there was an aviation fuel pipeline across his ground and only three feet under the surface! The pipe apparently is pressurised to 1400 psi and he was advised they had never repaired one for less than £100,000! You'll be pleased to hear that John didn't disturb the pipeline and hopes to invite you all the fly in later this year to witness his efforts at first hand.

Safety Matters by Bill Austin

If you were listening to the local radio on Thursday last you would have heard that over the Easter week-end a light aircraft crashed at Rendcombe after hitting electricity wires. This is the second accident of this kind in nine months at the same airfield. It serves to emphasise need to be aware of such obstacles when faced with a forced landing or even a normal landing come to that. The next time you fly make a point of looking for power lines. You will probably spot the large National Grid pylons without too much problem but having said that I am reminded of the occasion when Barbara and I were intending to use one of these lines as a turn point. We looked very carefully but they must have painted them with invisible paint - we didn't see anything resembling large pylons despite the fact that they were on the map! The real problem are the lines on 30 foot poles which often skirt around or cross a suitable landing field. They are much harder to spot and often "cut the corner" of a field just at the height you will be at on your final approach. All the books imply that they can be seen because they cast a shadow but, even in bright sunlight, it is almost impossible to see them from 2000 feet and sometimes from even 200 feet! Be warned THINK POWER LINES & once you've seen one set note them and then look for further ones. It was this second set that caught a well known local aviator at the end of last year.

Airborne Helmets

Most of you will recall Robbie Keene's disaster in the European Championships last year when his helmet "departed his head" during one of the tasks. There was also a reference to helmets saving injuries in the last issue of the Flight Safety Bulletin. A tip to prevent the strap from coming undone is to have a piece of velcro on the end of the strap which, after the strap is done up, is secured to its "other half" on the same strap. KEEP YOUR HEAD AND DON'T LOSE YOUR HELMET!

Who's Lost?!

Famous last words perhaps from many pilots when their passenger asks why they are passing the same set of aerals for the third time. Now you can get help legally and easily if you have a radio with no questions asked. The recent introduction of the "TRAINING FIX" call on the emergency frequency of 121.5Mhz solves your problem. The procedure is as follows:-

- i) Listen out on the frequency to see if there is anything going on
- ii) If all is quiet, press the PTT button and say "Training fix, training fix, training fix" followed by your full callsign.
- iii) The reply will tell you where you are.
- iv) You then REQUEST a change of frequency before switching back to your original frequency.

It is so simple there is now no reason for anyone to get lost. The CAA think it is so important that they have classified it next in importance to a

Mayday.

All Change at Redlands

If you've visited Redlands in the past few weeks you should have noticed a lot of changes with even the daffodils are standing to attention! If you were very observant you will have witnessed a long forgotten sight, Don Law in the back seat of an Alpha. So what has happened? Basically Don is back in charge & Dave Marshall has left. The site is being overhauled with enlarged car park & extended workshop facilities. Although not confirmed it looks like an engine manufacturer is moving in, and such a fact could be given credence by the rumour that Don has offered his Alpha for sale and is buying one without an engine. A test-bed for his four stroke? Such a view is also supported by the total lack of Rotax stickers around the establishment! Yes change is in the air now that Don is back and firing on all cylinders but 4 stroking this time!

Membership List

A full list of the current SVMC members is published at the end of the newsletter. Please check your details and if there are any errors/ changes please notify the Secretary. See also if you can spot who hasn't rejoined and the next time you see them encourage them to come back on board. Cost should now be no excuse following the 50% cut in membership fees this year.

Fly Ins

As indicated above, it is proposed to hold another fly-in in at Teddington Hands. The venue will be the field by the pub courtesy of Gary Ball. Time/date 12.00hrs Sunday April 21st. Telephone Andrew John on 01386725217 to confirm whether flyable. Notwithstanding the weather it is planned to have lunch in the pub as before so if you don't plan/ can't fly why don't you come by road. Saturday 27th & Sunday 28th April sees the annual Trade Show being held at Popham. Members as usual are welcome to fly in. Remember it is a very busy circuit for this event so keep a look out and it pays to be early. On Saturday 11th May, the Club is invited to Chris Ball's strip at Hawling on the Cotswolds. The event is planned to commence 16.00hrs and Chris & Liz Ball have kindly agreed to provide refreshments for visiting pilots. Phone 01242 820055 to confirm whether the event is flyable.

See and Avoid

Scientists at Farnborough (the DRA Centre for Human Sciences, formerly the RAF Institute of Aviation Medicine) have been investigating the causes of mid air collisions for several years. As a result of this research the RAF has adopted a policy of fitting high intensity headlights on front line aircraft and is painting training aircraft like the Hawk and Tucano gloss black. Surprisingly, flight trials have shown this to be the best colour in general for fast aircraft. Further research is in progress on paint schemes for helicopters and other slow movers. A prototype collision warning system is also under test. Now the Ministry of Defence has commissioned a comprehensive study of flight safety in the lower airspace. The aim is to represent all flying activity in a mathematical model, predict the areas of maximum risk and evaluate the effectiveness of possible remedies such as paint schemes, lights, flow arrows and warning systems. The study should be completed within the year. You can help by completing and returning the questionnaire in this issue of the newsletter. The questionnaire is anonymous and all that is required is a few details from your log book. The information will allow seasonal, daily and hourly variations in flying activity to be modelled accurately. You can also add your own comments on flight safety in the lower airspace as well, so you have a chance to influence the outcome of the research.

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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

Tiger Cub 440 G-MMAM 3 axis fully permitted until June '96. All mods incorporated including Walton mod, trailer, covers, 72hrs excellent condition £2200 ono - Vic Booth 01242 583338

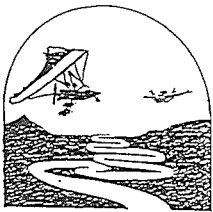
ICOM IC-A20 VHF Airband Transceiver/VOR - Flexible antenna, base unit £150 - Keith Lindley - 01242 232464

Castrol TTS two stroke oil - ring Adrian Lloyd with your order - 01885 482504

Severn Valley Microlight Club
Membership List

15 April 1977

No	Name	C/name	Mea	No	Hoag	Tel	No	Work	Tel	No	Address	Street	Town	County	R/C	Reg	R/C	Type	Licence	R/T	EM49	No	Hrs	Insurance
1	Arthur	Graham	113		01245352754		0378	523637			52 Griffiths Ave,	St Marks,	Cheltenham	Glos	G-MTG8	Thruster	G-MTG8	Flash 2A	F	Y	2255	300	Y	
2	Rushin	Barbara & Bill	174		01245315064						Sheldon	Battleton Approach,	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	3219	79	Y	
3	Ball	Gary	289		01694291465		0836	217404			69 The Sandfield,	Northway,	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	3219	79	Y	
4	Ball	Chris	271		01242 88005		01242	52135			Oldaze Grange	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5751	32	Y	
5	Beale	Dennis	192		01452750424						The Cottage	Hartlands Hill	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
6	Bircher	K	266		01452830783						Finewood	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
7	Bircher	Vic	156		01242583338						111 New Barn Lane	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
8	Brom	Broth	300		01242583338						204 Down Road	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
9	Bulllock	David	288		01694291367		01694	290230			Malvern View,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
10	Burack	Myron	285		01453860570						Bosley Corner,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
11	Cafful	John	153		01452700585						33 Corsend Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
12	Cale	Trevor	217		01694564665		01694	564665			Pound House,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
13	Church	Russell	282		01452812940		01242	626565			24 Milton Road	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
14	Cole	Ken	81		01452414374						The Old Cottage	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
15	Cole	George	93		01292654460						14 Tunacre,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
16	Collis	Brian	295		01242578902						5 Crownell Road	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
17	Cotton	Phil	115		01242600581		01242	6221221			Greenway House,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
18	Cox	Malcolm	19		01235834351		01235	453289			School House,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
19	Dance	John	248		01242675823						2 South Drive	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
20	Davidson	John	291		01694291159		01242	676555			57 Gretton Road	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
21	Davis	John	260		01451850214						22 Bowler Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
22	Dobson	Alan	251		019815540185						The Bungalow	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
23	Drake	Bruce	237		01453311417		01454	4515762			Numers Lodge	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
24	Duncanson	Neil	253		01235734256						Deans Walk Inn	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
25	Frost	Norman	123		01452983777						Jock's Lodge,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
26	Garrett	David	266		01854000225		01854	8545576			87 Boyerton Drive,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
27	Gillmore	Lea	267		01793729328						Ciarron	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
28	Gould	Bordon	3		01242290224						39 East Drive	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
29	Hall	Andy	299		01452790654		0860	15977			7 The Spinnery	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
30	Haer	John	94		01452700314		01242	661820			1 Whitehouse Cottages	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
31	Hammam	Clifford	190		01594848279		01242	228454			Catbury Cottage,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
32	Hatchett	Ges	209		01452414992						2 Forest Road	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
33	Hinds	Boo	109		01594516320						41, Myrtle Close,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
34	John	Andrew	180		01386725229		01386	725217			The Stature	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
35	Kay	Yvonne	296		01793465676						1 Hatherley Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
36	Keel-Stocker	Bill	281		01452731348		01452	614124			Benges Cottage,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
37	Keene	Robbie	87		01452414975		01831	237353			Over Farm	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
38	Lam	Don	155		01793740854		01452	307307			14 Turnball	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
39	Lindrick	David & Susan	296		01452618130		01242	553100			599 Upton Close	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
40	Lindley	Keith	216		01242222464						26 Belland Drive	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
41	Lloyd / Nisbet	Adrian & Gay	125		01885482504						24 Lower Westfields,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
42	Miller	John	210		01451860456		01452	307307			4 Lower Westfields,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
43	Payne	Chris	246		01905763004		0589	006389			37 Teer Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
44	Penny/Rock	Tony / Val	89		01594510348		01452	304530			Holly Tree Place,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
45	Remell	John & Andy	273		01452712124		01242	514390			Pheasant Cottage,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
46	Salisbury	Malcolm	297								6 Parkend Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
47	Seddon-Harvey	Jonathan	282		01989565422		01432	3368171			Peynard Stables	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
48	Seart	Jim	267		01452714408						18 Sandycroft Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
49	Smith	Peter	277		01594362945		01594	841545			Honeywood	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
50	Stallard	Graham	92		01242672300						Pennypick,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
51	Stade	David	221		01905820598		01905	754624			16 Brookland Lane,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
52	Stevens	Andrew	284		01452790427		01452	840908			35 Orchard Rise,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
53	Stevens	Nigel	293		01452831248		0378	530420			8 Byfords Road,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
54	Stevens	Donald	290		01452790347						1 Pected Peace	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
55	Sweeney	Dean	263		01452812940		01452	81819			6 Broves Street,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
56	Taylor	Steve	243		01989563866		01242	288454			Applesham,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
57	Taylor	Jim	189		01452760923						Starry Hay,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
58	Thomson/ Hayes	Tom & Di	234		01452830759		0156	661642			Clatterpark	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
59	Tydean	Nick	292		01452790224						Bovine Farm	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
60	Hales	Chris	146		01452760923						Hawthorn Cottage,	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
61	Hatson	David	181		0452 421376						10 Gilsom Close	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
62	Hebb	Richard	148		01452824531						Clifford Resne	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	
63	Heils	Ed	293		01452830951		01452	426238			Glasfombury Farm	Hawling	Cheltenham	Glos	G-MTR4	Flash 2A	G-MTR4	Flash 2A	F	Y	5752	32	Y	



**Severn Valley
Microlight Club**

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

June 1996

News Views & Crewroom Gossip

Summer it would appear has eventually arrived and flying seems now to be a daily occurrence from the various SVMC sites, thus we have reports on various events that actually happened.

Hartpury Open Day

Hartpury College held an Open Day on Saturday /Sunday 1st/2nd June and invited the SVMC to display its wares. A strip was provided in a newly cut silage field adjacent to the main drive. The weather however proved very blustery which obviously deterred members, however the SVMC was represented by the College's 'neighbour' - JH himself who only had to 'hop' over the fence to display his two aircraft. On the ground he was ably assisted by various members of the SVMC who turned up on foot.

Kemble Air Day by Barbara Austin

The SVMC was represented at Kemble Air Day on 2nd June by a Quantum, an Alpha and (dare I say it) a Jodel plus others who arrived by car. Trevor (Smooth as Silk) Cale went early and arrived for his slot time with several other visitors. I and Dave Steade flew in at midday in reasonably turbulent conditions (what's new?). I had the circuit to myself - much to my relief - being my first time on radio in these circumstances.

Everyone was grounded for the next few hours to watch a very relaxed and enjoyable airshow - after which there was a scramble to leave. I don't know why there was such a rush with several hours of daylight left!

Fly In at Oxleaze Grange

Over a dozen Shadow's flew in and stayed overnight to Liz & Chris's Ball's field on the Cotswolds. They then retired that night to the local inn for dinner. Several SVMC members also called in to see what was going on but unlike the Shadow fliers, none stayed the night under canvas, preferring to retire to the warmth and comfort of their own homes.

Fly In Diary

PFA 50th Rally at Cranfield is on Friday/Saturday/Sunday 5th/6th/7th July

at Cranfield. Anyone can fly in, however the procedure laid down in AIC 21/1996 has to be followed.

There is an Air Day at Defford on Saturday 6th July if you don't want to venture as far as Cranfield.

There is a Fly In at Dunkeswell on 13th & 14th July. Devon & Somerset Microlight Club extend a welcome for anyone to attend. Airfield information is available on 01404891643 or 0836 613544 & further information on the event is available from Jim Greenshields on 01823 442391.

The SVMC July Meeting, ie 17th July, is scheduled as a FlyIn/ competition & barbecue at Over Farm. Pilots should fly in as early as possible ie before 1800hrs to take part in a small competition. The usual 1/4 mil map, map board & writing implement will be required for the task which will take approximately one hour. After the competition there will be food & refreshments in the newly constructed/renovated clubhouse. Should there be any doubts about the suitability of the weather for flying ring Robbie on 0831 237353. The barbecue etc will take place even if the flying event is blown out.

Monthly Meetings

As you are well aware Hartpury College is undergoing a reorganisation with the Conference Facility moving to Blaisdon Hall near Huntley. As a result the SVMC will also have to move its meeting place to align with the move and therefore the current month's meeting ie June is the last that will be held at Hartpury College itself. The July meeting as indicated above is scheduled to be a Fly In/competition/ barbecue at Over Farm. The August meeting will then take place at Blaisdon Hall where the 'Autumn' programme is scheduled to include talks on the World Championships, a trip to Czech Republic & a CAA Safety Evening, finally rounding off with the Christmas Party.

Airfield Discipline

By Bill Austin - Club Safety Officer

Now that the flying season appears to have arrived a gentle reminder of airfield discipline might be in order. CAP 85 clearly states that "an aircraft landing or on final approach has right of way over others in flight or on the surface". If you happen to be the aircraft on the ground and you are part way along or at the end of the runway, how do you indicate to the aircraft in the air that you have seen it and that it should continue its approach?

A flexwing should stop in a safe place on the right hand side of the runway facing the landing aircraft and lower one wing. A fixed wing should stop preferably on the right hand side of the runway in a safe position facing the landing aircraft or turn slightly so that it is at an angle to the runway and wait for the other aircraft to land. Under NO circumstances should aircraft stop at the end of the runway FACING THE DIRECTION OF TAKE-OFF. The aircraft on approach will think you are about to start your take-off run and will wait for you to clear the runway. Stalemate will result, which on one occasion this year resulted in one of our club member's aircraft in the air running out of fuel and having to force land.

There are some strips which are narrow where stopping on the runway is positively dangerous. In these instances it would be best to get to one end as quickly as possible and then position yourself as in the paragraph above. The decision whether or not to land is then that of the landing aircraft. If it turns away or flies down the dead side of the runway that is cue to take-off when it is safe or to get off the runway completely.

Many GA pilots have a habit of lining up on the runway and then carrying out their power and instrument checks. This is inconsiderate to other users. Do your checks BEFORE turning on to the runway. Once you have lined up, take-off as quickly as possible and leave the runway clear - everyone will thank you for your courtesy.

School's Out!

Yes, this year's ground school finished on 10th June with the last two exams. One of the students decided not to take them and will have that pleasure to look forward to at some time in the future. However, the others went ahead and achieved an average pass mark of 85%. Well done!

Once again the students have given of their best which is all that can be asked of them. The exams are not easy particularly as this year the CAA produced a completely revised version of all the papers in all four exams. Now

all that remains is for all the students to fly as much as possible to obtain their licences or else they will need to re-take the exams next year!

Southern England Map

The new edition (edition 22) of the Southern England ICAO 1:500,000 has been available since the end of May. Unfortunately its late arrival has been due to production problems at the Ordnance Survey - they have experienced both technical and staffing problems. These problems have also resulted in the decision not to produce a low level version of the chart this time. Users are reminded that as from the end of May, the Southern low level chart, Edition 2 and ICAO chart edition 21 are obsolete and must not be used.

Licence Privileges

Previously the privileges of a PPL(M) holder were limited insofar as the holder could not fly solo when flight visibility was less than 3km, but for flights with a passenger this minimum visibility increased to 5km. This latter limitation has been removed.

Fairford

The International Air Tattoo is once again to be held at Fairford and will mean lots of heavy metal rushing around the area during the few days up to the show and during the show itself. A Temporary Restricted Airspace has been declared around a significant area of the base from 17th July until the day after the show itself, ie 22nd July, though it's applicability is mainly during working hours only. If anyone plans a journey through this area ie the area between Cirencester & Swindon during this time, ring the Secretary for further details on the restrictions.

Group A - Is it worth it?

By Dave Steade

My interest in aviation has been life-long, originally building models as a teenager, a brief flirtation with hang gliding and several attempts at conventional gliding culminated in the decision to obtain a microlight licence. Although originally I was drawn in the three axis direction, I eventually opted for the flexwing approach. This, at the time, seemed to offer several advantages. The products were more easily transportable, and I had no ready access to a flying field or storage facilities. Additionally the flexwing had advantages of greater manoeuvrability, lower purchase prices and potentially lower maintenance costs due to the small number of moving parts. Once a decision had been made I was lucky that things progressed comparatively quickly. After purchasing

a second hand Alfa from a club member, I hangered the aircraft at Shobden and obtained my licence during the Spring/Summer of 1991. After briefly using a field close to my home and keeping the aircraft in the garage, I obtained the use of a new flying field operated by a farmer friend, complete with the use of a barn that gave access for my microlight fully rigged. This, I must admit, was an absolutely fantastic set up, being just three miles from my home. During the next two years I used the flexwing for about 100 hours and gained enormous pleasure from the aeroplane, which was enriched to a great degree by the club atmosphere of the SVMC. What became evident to me soon after the gaining of my licence was the restrictions of flexwing aviation due to its great dependency on calm weather conditions for a relaxing flight. I know there will be a large number of club members who will totally disagree with these views, as many members have made enormous journeys and sometimes in the most horrendous weather conditions, but I was looking for an aeroplane that in one way, perhaps was not as challenging as a flexwing and certainly one which could be flown in most weather conditions without undue stress.

To this end and because the regulations were to change requiring pilots with only flexwing experience to undertake regulated additional training requirements to fly three axis, I purchased a part share in a Shadow CD aircraft based at Defford. Conversion to the Shadow was relatively straight forward. I did several hours dual with one of the other share holders before finishing off with a couple of hours dual at the Shadow centre at Old Sarum. My original intention at this time was to keep my flexwing microlight. However, I soon found out that the complications of owning and running two aircraft even, though one was syndicated, was too complicated and soon after the acquisition of the share in the Shadow, I sold the Alfa to another club member.

To anyone who has not flown a Shadow I recommend that you try the experience. It is truly an exceptional aircraft. Having easily the best aerodynamics of any fixed wing microlight, the only real compromises that have been made are on passenger comfort and fuel carrying capacity, although even this latter point has been addressed with the ability of the additional tank retro-fitable under the BMAA modification scheme. This aircraft answered almost all of my requirements. It was comfortable (at least for the pilot), quite fast (60-65 mph), economical and extremely forgiving, requiring only mediocre piloting

abilities.

During this time more things started to happen on the licensing front. Information was becoming available that there were proposals to have common European pilot licensing. This would mean that as the requirements for microlight licences were not common throughout Europe, the concession given for three axis microlight experience would not be available after common European licensing requirements were agreed. In 1994 when I first contacted the CAA they indicated that it would be possible that these amendments could be made anytime after October 1995, although they did stress that this was the earliest time that the changes could take place and in all probability it could be much later than this. This has obviously proved to be the case as presently it is still possible to obtain an hours concession on a group A licence with appropriate three axis experience. The requirements to be met with anyone who has gained their microlight licence on a three axis machine, or for anyone who has 25 hours P1 on a three axis machine, to convert their licence to a Group A specification are as follows:-

(1) Undertake not less than 12 hours dual flying instruction in Group A aeroplanes under the supervision of the holder of a valid Flying Instructors Rating for Group A aeroplanes to include:

(a) General handling, at the discretion of the flying instructor, to cover the whole of the general handling content of the syllabus being followed; and

(b) Not less than 2 hours stall/spin awareness and avoidance training; and

(c) Not less than 4 hours of instrument flying, including 1 hour instrument appreciation; and

(d) Not less than 3 hours pilot navigation training.

(2) Undertake not less than 4 hours solo general handling.

(3) Not less than 3 hours solo navigation, including the qualifying cross-country flight.

(4) Pass a Navigational Flight Test.

(5) Pass a General Flight Test.

In addition to this you will have to take all the written exams again (except air law provided you originally passed this before early 1992) and obtain a class 3 medical certificate.

So if you examine the details you can convert your licence in a minimum of 19 hours plus the time taken to undergo the NFT and GFT. This is 20 hours less than starting from scratch and at current prices (about £80/hour) is a significant saving.

I was fortunate at this time in that through a colleague I had managed to join the West Mercia Police Flying Club. This meant that I received my tuition at

£55 per hour dual. This was an excellent deal but one problem that did arise during the training was that the flying school to which we were affiliated at Half Penny Green were completely ignorant of microlights, or the skills necessary to pilot them, and I am sure that this in part contributed to the 33 hours that I finally clocked up.

I would strongly recommend anyone contemplating conversion to try to convert at a flying school familiar with the process. I now know of one or two clubs who have converted students in less than 25 hours.

My first experiences of Group A flying even in something as simple as the Cessna 152 which I was using, is of the vast quantity of additional information and procedures to absorb. In some way it certainly is flying by numbers and the mental workload increases significantly with the complexity. Carburettor heat, flaps, instruments, priming pumps, check lists, radios and navigational aids increases the workload significantly to the point where on some occasions I had trouble subtracting 180 degrees from 210 degrees to work out the direction of the downwind leg.

Most of the tuition progressed steadily, through the usual straight and level turns and general handling exercises onto circuits and more circuits up to my first solo, not this time the monumental experience that it was with the microlight, my first ever solo, but nevertheless a significant milestone. There then followed a significant amount of training particularly in those areas that are different to a microlight licence.

One of the main training differences is the four hours instrument flying which in my case was mostly carried out for real in cloud, as opposed to the more normal procedure of wearing goggles that restrict your vision. Thankfully the blind flying came fairly naturally so a little time was available during the course to proceed further with the instruments and attempt some simple navigation using NDB and VOR beacons. Having toyed with the VOR facility on an Icom, using it for real was intriguing and certainly given an area of the country where VORs are prevalent, it is a useful navigation aid.

The other parts of the group A training which microlight pilots will not be familiar with, is the dual cross country navigation. This is particularly taxing. Everyone knows the story of the qualifying microlight cross country where you follow roads, railways, land to ask directions and carry out every other dodge/idea you can think of to get to your destination and back, but as long as you arrive back with the

information then all is well. This is not so with the group A licence, although there is a qualifying solo cross country, the dual navigational flying test means that your navigational skills are observed. This test includes not only a normal triangular course but a deliberate diversion from your planned course by your instructor where you are then expected to regain your course and direction. This is followed by a drop down to low level at 500 feet in order to assess your skills at navigating close to the ground in supposed reduced visibility conditions. The final part of the test is to ask you to assume that your destination airfield is unavailable and to make a diversion plotting the diversion course on route. Luckily my NFT was successful, helped no doubt in part by the route chosen which was from Halfpenny Green to Usk then via Mayhill to Tewkesbury and then a diversion to Birmingham, countryside of which I was very familiar.

The qualifying solo cross country was also very interesting using similar parts of the country. I first landed at Gloucester and then for the first time ever at an international Airport-Cardiff. This indeed was an experience joining the circuit with Boeings etc. Anyway, 6 months later and about £2000 poorer, I sent my licence down to the CAA for the group A rating change, the question now was what to do with it.

To be continued next month, when we find out whether he thought it was worth it.

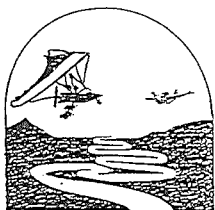
For Sale

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

Castrol TTS two stoke oil - ring Adrian Lloyd with your order - 01885 482504

Two full face helmets with integral Sonic Intercom and radio interface box in full working order - £125. Bill Austin 01242 515064.

Pegasus XL G-MTVB 447 engine. Black/gold trike, red/white wing. Excellent condition with ASI, EGT, CHT/Tacho, Alt, vario, compass, clock, wing and trike covers. 250 hours airframe, 40 hours engine since total rebuild. £3300 ono. Dean Sweeney 01793 848980(day) 01793 692219 (eve) 0378 946150 (mobile) or Gary Thomas 01793 491002



Severn Valley Microlight Club

July 1996

News Views & Crewroom Gossip

We have a bumper edition of a newsletter for we have three stories this month. Two record how the best laid plans turn out quite differently from expected and the third is the answer to was going Gp A worth it.

Robbie for the World Champs

As many of you will have seen from the microlight press, Robbie Keene has been selected for the British Team to go to the World Championships to be held at the beginning of August in South Africa. We wish him all the best.

Club Team Trophy

The Club Team Trophy is again being held this year, though the venue has changed to Long Marston itself. The dates are 16th, 17th & 18th August. Further information can be obtained from Brian Bastin on 01684 296040. Details will be on the Club notice board in the crew room at Over and the Club is looking for members to take part. Members should also note that the circuit pattern and runway in use is all changed for the event, so intending visitors should brief themselves before going.

Another Convert

We are pleased to report that Adrian Lloyd has successfully converted to Gp A and has gone solo in his Kitfox. Well done Adrian. At least Gaye should be pleased - she'll now be able to go flying again! Perhaps we'll find out her views of this new aerial chariot should she put pen to paper again.

Monthly Meetings

There will be no meeting in August as this seems to be the popular holiday period and usually has low attendance. The programme will recommence in September when Robbie Keene will be telling us how he got on at the World Championships in South Africa.

Roger Pattrick from Mainair Sports will be coming down to talk to us in October to tell us how they build machines to comply with Section S and what testing they have to do to satisfy the requirements.

For the November meeting David Hocking from the CAA Safety Section will be visiting to talk to us on the subject of safety.

As usual, December is scheduled to feature our Christmas Party.

Monthly Meeting Venue

As has been stated before, the club is regrettably having to give up meeting at Hartpury House due to restructuring of the College's facilities. Unfortunately we have no choice in the matter, for the College has stated that the hall is no longer available, however they have offered us the use of their purpose built conference facility at Blaisdon Hall. The committee appreciate that the location of Blaisdon is not as convenient, but in the light of no immediate suitable alternatives, have accepted in the meantime to use these premises for the monthly meeting. The committee are still looking for more conveniently located premises and thus are open to suggestions. An exercise has been carried out to determine the 'epi-centre' of the Club taking into consideration where club member's live. This has revealed that the centre is Longford and thus the search for premises is being sought in this area.

Fly In

As previously mentioned in the newsletter the Club has been invited to fly into the Ariel Owners Motor

Cycle Club Annual Rally to be held at Dene Magna School on 3rd & 4th August. The landing site is the playing field of the school, which though of limited size is adequate for flexwings, however as it is set in a valley winds could be tricky around the site. A site plan and details of the 'runway' in use will be posted on the day of the event at Over. Basically unless you're already based at Over you'll have to fly in there to find out what is happening.

To Go or Not to Go

By Trevor Cale

Having enjoyed a week of fine settled weather, I optimistically supposed that it would remain much the same for our departure for the Czech Republic on Friday, 28th June despite gloomy predictions from the Met Office.

Friday 28th June

Two pilots and two drivers looked out off their respective bedroom windows at 4am to see thick grey skies advancing from the West. Undaunted, but cursing, we were at Defford by 5.30 and trying to predict whether flying S.E. to Headcorn might just keep us ahead of the weather or if we should, most unwillingly, have to trailer down. The decision was made for us, by the heavens opening and drowning everything for the next 10 minutes. We therefore packed up the wing and trailered down to Headcorn in showery unsettled conditions. A hearty breakfast at the Little Chef en route, helped bolster the spirits! At Headcorn, the wind was blowing lustily from the West, with thick cloud rolling merrily by. We were informed, that no one had crossed the Channel that day, nor were planning to and that one GA from France had turned back.

I rang the very friendly and helpful Dover Coastguard and they reported 25 knot winds down the Channel and low cloud. As this would be the first time for me, it was again decided we had no choice but to trailer over and head for St Ghislain in Belgium, our intended destination. Surprisingly, the addition of a trailer and 2 more passengers on the boat, did not give rise to further costs - some compensation at least. We arrived at Ghislain in the early evening after a 2 hour drive from Calais and enjoyed

a warm welcome and several beers in their excellent restaurant/bar/clubhouse. Ghislain has an E/W tarmac runway, several large hangars and is just 5 minutes from the local town, with a BP petrol station for we microlighters at the entrance to the airfield. We camped overnight, during the course of which it rained steadily.

Saturday 29th June

We awoke to thick grey skies and it was damp and chilly with strong gusty winds. Ghislain was to have a Parachutists 'Manifestation' over the weekend and a large Russian helicopter flew in in the morning. It never moved the entire weekend and a large number of parachutists, the public and us, hung around all day in hope.

We did attempt a breakfast in the town at 9, but should have known better in Belgium. A delightful immaculate town, but as dead as a cemetery and so it was DIY on bread, cheese and ham from the local shop. In the afternoon, we unpacked the wing, ever hopeful, and to my horror, discovered that one baton was missing. Knowing that Eghzee, a Pegasus microlight site was only 40 miles away, a phone call to the site had us on the road to collect another. There too, the wind was gusting 22 knots and thus none of the 40 odd microlights parked fully rigged in very smart hangers, were in the air or intended to be so. On return, to my embarrassment, we discovered that the missing baton was not the one we supposed, so we had the wrong one!

Another phonecall and yes, they would swap! the weather forecast for the morrow sounded a little more promising, so I planned to fly in en route for Germany and collect it. I surmised that I could risk that, as the missing baton was an underwing one.

As the Clubhouse was jam packed that evening, we opted for eating in Ghislain. You might think that the place had come alive by now, but wishful thinking. It remained as a morgue and we ended up at the local cafe.

Sunday 30th June

It dawned grey and damp, and surprise, surprise, with the same stiff wind from the West. The

predictions were for no rain and a lifting of the cloud base, so we rigged up, intending to go to Eghzee and overfly the site of the Battle of Waterloo, as it was only 20 miles off course.

A check with the Tower and the wind was now gusting unpleasantly from 12 to 28 knots, with the cloud beginning to lower again and the onset of drizzle. So it was abort once more and the parachutists remained at the bar.

It was really getting to 'major decision' time - turn left to Calais or right to Germany. If right, it meant trailering and the 4 day forecast for N Europe, just in, looked horrible, with no better prospects beyond. Sadly then, it was pack up and turn left. The Commandant at Ghislain could not have been more helpful during our stay and very much looked forward to seeing us or anyone from the UK, again.

We were in Calais by 5pm and got the 8.15 ferry. A rough crossing with 25 knots down the Channel and low damp clouds shrouding the cliffs - a microlighters vision of purgatory. By 2am we were back at Defford.

If nothing else, we've recc'd the 1st leg to Europe and now have everything we need for another try later, if only to Ghislain and Waterloo.

Round Britain (Scotland) Rally **By Robbie Keene**

Having been looking forward to this great annual event for some time, I set off for Barton on a tranquil evening in June. A gentle tailwind kept the scenery moving by at a good rate and in no time at all I was at Crewe, the point which you descend to enter the low level corridor past Manchester & Liverpool airspace.

I was at 1200ft and only 20 miles from my destination when suddenly all was not well with my engine. Oil was spurting out from the rocker box covers and clouds of blue smoke billowed from the exhaust and a severe knocking was felt. Fortunately a newly cleared grass field was not far away and I was quickly on the ground to assess the problem.

It quickly became apparent that major surgery was required so I nearly phoned home for a retrieval party and abandon all plans of competing the

rally; but as I had organised for several days off I decided to do all I could to get going again and enjoy some relaxing flying. So with the aid of the mobile phone I got organising. A very helpful team from Barton borrowed a trailer and within an hour were with me and we headed to the start albeit with a broken engine. Upon arriving at Barton at 11 pm there were many competitors discussing over pints of beer which way to head on the morrow. Luck had it that Jeremy Hucker had his car there and willingly lent it and a trailer to take my trike to Nigel Beale to be fixed.

6am the next morning I set off for the 2½hour drive to Cyclone. Nigel & Mark were waiting for me and the moment I arrived pounced on my poor engine and sent me inside for breakfast!

7 hours later and 1 new piston & barrel later, we finally got her going again for a good run up. All seemed well so back on the trailer she went and up the motorway to Barton at 4pm

I cannot compliment Nigel & Mark enough for their willingness to help get me back in the rally. Nigel was also entered for the event but due to lack of time had had to withdraw. Now he wasted one of his precious days to help me fly!

Arriving at Barton at 7pm I decided to do a test flight and then continue early the following morning as I was by now - knackered!

8am on Thursday morning and I was heading north. A slight headwind but fairly good progress was maintained and I had a scenic flight over the lake district to Kirkbride near the Scottish border. My aim was now to complete all the Scottish & northern turnpoints and enjoy the scenery rather than race around the southern airfields scoring points - all which I had done 2 years previously.

A coffee & a warm up at Kirkbride and then off to Cumbernauld for a refuel and a £10 landing fee!! Then out across the infamous rugged mountains to Oban - super visibility and very picturesque. It was now 2pm so with no need for fuel back in the air across the water towards Skye. Then all of a sudden the engine started revving frantically. I backed off the power and all seemed OK but as really

nasty mountains & much water was looming I opted to gently return to Oban which was only 7 miles away. The engine seemed fine until I increased power when it revved like crazy. I couldn't make a quick landing as a 'spam can' was on long finals, but as I was allowing the engine to now idle it was vibrating rather alarmingly. Upon landing I was now seriously concerned about an eight hour trailer ride home, but examination of the propeller showed that it was no longer fixed to the engine. All the bolts had sheared through! This can only have been caused by the bolts not being done up as tight as they should have been coupled with the very vicious nature of the torque of a 508 four stroke.

Kind people once again leapt to my assistance and in a few hours the prop was once again bolted onto the gearbox ready for an early departure the next day. While this was going on I watched John North and his passenger take off for Sandtoft, only to watch them have a forced landing on a beach of football sized shingle. Needless to say the shingle won and I spent some time helping them remove the debris from the beach and lift it over the barbed wire fence back onto the airfield. (The cause - improperly mixed fuel). We all spent a comfortable night in a hotel and enjoyed a few beers with Dave Whitelaw, the microlight instructor at Oban.

On Friday morning I was off to Skye. A 55nm flight over rocks, water & mountains. Really beautiful but scary!. Arriving at 8am with a 15kt crosswind off the sea, I had an interesting landing but saw no one - so off again for the longest leg - 140 nm flight to Castletown and John O'Groats. This was a very long into wind leg across bleak countryside and many patches of low cloud and drizzle followed by sunshine.

Arriving at this most northern airfield, I was cold & tired as well as in the middle of nowhere and only 3 litres of fuel left! I walked the 2 miles into Castletown and found a friendly chap who kindly took me back with more fuel. An hour later I was back in the air and out to Dungeness Point (the furthest point north) and then to John o'Groats for some pictures. Finally I was going south

and with a good tailwind I was soon at Dornoch (near Inverness) where an enthusiastic farmer microlighter (Stan Moodie) was waiting for me with coffee, biscuits & fruit. (His wife had seen me going north a few hours earlier and Stan had driven 20 miles to the airfield to welcome me on my return!)

From Dornoch I flew to Inch where I landed in drizzle and very poor visibility, so no one was about. Inch is a superb looking place with apparently lots of Aberdeen oil workers keeping their machines there. From Inch then down the coast and another deep breath for the 10 mile crossing of the Firth of Forth before descending for the night at East Fortune. Again superb hospitality and a good meal with a few of the Grampian Club in a fine restaurant. Saturday dawned fine with another tailwind trip, this time to Eshott then onto Full Sutton near York before heading east to arrive at Pilling Sands at 3pm where all the others had arrived.

A super BBQ and presentation then followed to end what had been a very eventful but enjoyable few days. My engine is now well run in with over 20 hours and 1000nm flying.

Group A - Is it worth it?

Continued from June's newsletter

By Dave Steade

Now I know training schools around the world use Cessna 152s and it must be one of the most successful light aircraft ever but I now know why they call them 'spam cans'. If the only thing you could do after gaining your licence was to hire a 152 at £70/hour from a flying club then no wonder 50% of new licence holders never fly again! The 152 and their ilk must really be the most boring aircraft ever, and this coupled with limited vision, mediocre performance and 50's styling does not add up to the thing dreams are made of.

For my part I would have been happy to fly the Shadow for a little longer but my partner in the Shadow had also converted his licence to Group A and was keen to move on. I had obviously been looking at what was available and despite its reputation for tricky ground handling, I had been more and more drawn to the Kitfox. This aircraft had many desirable features,

comfortable side by side seating, STOL performance and able to use most Microlight sites, good range (over four hours duration), low running costs, with folding wings and a good cruise(65-70 m.p.h.).

The reputation for difficult handling and the resultant problems with insurance had drastically reduced the second-hand value of Kitfoxs and therefore although I originally only went to look at a Kitfox advertised in the magazines it appeared such excellent value for money, being less than the price of a new mid range flexwing, that after a week or two's deliberation I purchased one.

Despite what some may say I found the Kitfox brilliant but it does need a good conversion. I did 10 hours in all with Steve Watkins (an old club member who now has over 200 hours on type) with more than 6 hours before I took it solo. Insurance still is a problem, they can be insured for flying risks but the minimum premium is £1000 and with third party and ground risks added on the total bill is more than £1500 so I, like most, settled for more limited cover. Nevertheless the bill was about £750 and for this the Shadow had all risk insurance for two pilots. The other main problem was, as predicted, its crosswind limitations - I only ended in the cornfield once after an unintentional swing off the runway but others have not been so lucky.

I had the Kitfox for about a year but during this time my partner in the Shadow had been without anything to fly, being unable to fly the Kitfox due to the insurance restrictions and another club member, Dave Garrett had also gained a group A license and therefore late in 1995 the three of us formed a syndicate and bought a Jodel 120A.

The Jodel aircraft types were designed by two Frenchmen who started off in the 1950s with a VW powered single seater. They are characterised by their dihedral with sharp upturned tips, the design has eventually finished up with the Robin Aircraft and this wing configuration can still be seen even on their new aircraft, if the wooden wing option is chosen. Our particular Jodel was built in France by the Wassmer factory in 1961 and is fitted with a Rolls Royce C90 engine. It uses about 4.5 gallons per

hour cruising at 100 m.p.h. and has a stall speed about 35 m.p.h. As you can see by the figures the aircraft is very docile and although still a tail dragger reminds me a lot of the Shadow with its forgiving nature and good all round visibility with its low wing bubble canopy configuration. The cost of a Jodel of this vintage, to purchase, insure and to renew the permit to fly are all similar to those for a new mid range 3 axis microlight. However the running costs are not. We believe that between the three of us a monthly contribution about £25/hr. we should keep us airborne however as yet it's early days and time will tell. Spares are unbelievably expensive, two tyres and tubes-£350, rear leaf spring-£190 and spark plug leads £20 each (and there are eight!).

So is it worth it? Well it all depends what you want to do. I certainly have no regrets about changing from flexwing to 3 axis, but Group A - well I'm not sure. When we first bought the Jodel, I wondered why all the flight times in the log books were short, well now I find my flights are shorter, the answer is obvious - at 100 m.p.h. you go a long way in 30 minutes so if flying time is what you are after don't go group A. I also now find that many of the air strips I used to use are now unsuitable and that thrill of just landing in the local field is completely gone, so if landing in the field at the back of your friend's house is what you are after, don't go Group A. On the benefit side, the Channel Islands are less than two hours away, Devon and Kent little more than an hour and the aircraft is completely stable in all but the most thermic of conditions, so if you want to cover large distances, go abroad and in relative comfort then yes go Group A.

My decision - well I think I'm going to build a Streak Shadow this might be a reasonable compromise

Fairford

The International Air Tattoo is once again to be held at Fairford and will mean lots of heavy metal rushing around the area during the few days up to the show and during the show itself. A Temporary Restricted

Airspace has been declared around a significant area of the base from 17th July until the day after the show itself, ie 22nd July, though it's applicability is mainly during working hours only. If anyone plans a journey though this area ie the area between Cirencester & Swindon during this time, ring the Secretary for further details on the restrictions.

Maps

Sheet 13 Midlands has just been updated. The new version is Edition 16 and the price remains at £11.50 for the laminated version. Needless to say there are alterations to airspace since the last edition. As this is our local area it could be money well spent.

Members may like to know that no further editions of the half mil LOW LEVEL are going to be produced.

Tech Topics

Fan Belt Failure

The recent issue of Tech Topics mentions the above problem. A little closer to home it has actually happened. Two of our members have had their aircraft hangered throughout the winter (and a good part of the Spring like the rest of us!) and they had kept it carefully wrapped up against the elements, nevertheless the damp got into the engine and rusted the fan pulley. The result was that on the first flight of the year the engine temperature suddenly rocketed into the danger zone. The pilot reduced power and the engine immediately seized up. The reason for the seizure was a broken fan belt brought about by the rusty pulleys abrading the fan belt. The answer is to start the engine on a regular basis to ensure that the pulleys are kept smooth and shiny - better still fly as regularly as you can even in winter. Even if you do all this, you should still check your fan belt as part of your preflight check.

Propeller Bolts

How often do you look closely at the bolts holding the propeller onto the hub? Those members with wooden props (not wooden tops!) should be particularly aware of the possibility that the wood may shrink as well as swell. If it shrinks then the bolts will become loose and will result in

the bolts being subjected to shear forces which could result in their failure. You should CHECK THE BOLTS REGULARLY with a torque wrench. Remember one of our members was over water when his bolts sheared - he was lucky not to get wet.

Electric Start Plate Cracking

Members who have fitted one of Don Law's electric start units should be aware that cracks have been found in the back plate holding the starter motor on to the crankcase. This has been put down to loose securing bolts and vibration. Careful inspection is advised. Two of our members have found that although their plates aren't cracked one of the bolts securing the back plate has sheared. An advisory bulletin has been issued recommending inspection every 10 hours. Anyone who is concerned may obtain a copy of the bulletin from the Club Safety Officer.

For Sale

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Severn Valley Microlight Club

August 1996

CLUB NEWSLETTER

I'm sure that you'll notice the newsletter has a slightly new style. This is because the latest technology has now become available and means that not only can we update the typeface, but as you see below include photographs - so from now on we expect photographs with your contributions!

Microlight World Championships

We are pleased to congratulate the British Team again for winning the Gold Medal at the recent World Championships held in South Africa. More importantly from the Club point of view, was the fact that Robbie Keene came second in the single seat class in his Chaser. Very well done Robbie, we look forward to hearing about your exploits in our September meeting.



Robbie with his trophy & medal

Also of interest to members will be the fact that Simon Baker at long last satisfied his ambition and won a gold in the two seat class in a Pegasus 912, while Eddie Clapham

did extremely well to come third in the fixed wing class in a borrowed Challenger. Sadly the Team's victory was marred by the loss of John Holloway who was killed during one of the soaring tasks.

Club Team Trophy

The Avon Microlight Club once again organised a very enjoyable competition at Long Marston attracting entries from ten Clubs. The SVMC was represented by Robbie Keene/ Ges. Hatchett, Trevor Cale/Bill Keel-Stocker and Bill/Hazel Austin.

The format was the same as last year - flour bombing, precision landing, tug-of-war, skittles, aviation questions and an aerial treasure hunt. The weather for the first two events was turbulent and very few bombs actually hit the target. The spot landings were more successful with our World Championship man scoring maximum points.

The Club team had no luck in the tug-of-war as our opponents were bigger than us and had better footwear. Barbara did her best to help us by trying to make the other team laugh and nearly succeeded! At the end of the first day SVMC were in sixth place with 1210 points.

Sunday dawned fine but windy. The Metfax forecast 15kts at 1000 feet but early fliers with GPS reported 25kts as the actual wind. The decision, on a vote, was not to fly the treasure hunt - it was after all supposed to be a fun event. The alternative was a tour of Stratford-on-Avon to find the answers to 7 questions. The answers, of course, were to be found in some of the town's pubs! Your team did not let the Club down and, thanks to Trevor, managed to reduce the walking to a minimum and return a full score - leaving ample time for drinking and lunch.

When it came to the final scores and the presentation, SVMC came third and we have an engraved plaque to prove

it. The latter will be on display at the next Club meeting in September.

Congratulations must once again go to the Avon Microlight Club for a well organised, safe and enjoyable weekend. The only disappointment was that there were not more teams participating. What happened to all of you? You do not need to be an expert, just willing to have a go. If you want the reaction of a relatively new pilot who suddenly found himself backseating as a member of our team speak to Bill Keel-Stocker. I'm sure next year, he will be there with his own aircraft and I hope others of you will join us.

A Welsh Solo

John Davidson, one of this year's ground school, went solo at the beginning of the month at Haverfordwest. Well done John! He has really got the bit between his teeth because he has now transported his own aircraft from Defford to Haverford West and will be flying it there for a month. The title is also apt in that he will be appearing locally later in the year in an amateur operatic production which may curtail his aerial activities.

Monthly Meetings

As indicated above the programme will recommence in September when Robbie Keene will be telling us how he got on at the World Championships in South Africa.



Robbie on Top of the World in South Africa

Roger Pattrick from Mainair Sports will be coming down to talk to us in October to tell us how they build machines to comply with Section S and what testing they have to do to satisfy the requirements.

For the November meeting, David Hocking from the CAA Safety Section will be visiting to talk to us on the subject of safety.

As usual December is scheduled to feature our Christmas Party.

Monthly Meeting Venue

As has been stated before, the club is regrettably having to give up meeting at Hartpury House due to restructuring of the College's facilities and thus the meeting venue will be moving to Blaisdon Hall. The committee is conscious of the views of the members that this location appears to be a bit out in the sticks, and has thus sought alternatives nearer the 'epicentre' of the Club membership which has been identified as the Longford roundabout on the North Gloucester ring road. Unfortunately the roundabout doesn't have the required facilities! However some four hundred yards south is the Farmers' Club where there are excellent facilities. Unfortunately they cannot accommodate us permanently until the New Year, so until then all meetings will be at Blaisdon, as will the Christmas Party in December.

To get to Blaisdon, take the road to Huntley. In the village take the A4136 to Monmouth and about a mile out of the village on the left there is a turning to Blaisdon. Entrance to the Hall is off this road on the right.

Fly In

The West Midlands Microlight Club have invited the Club to their fly in on 24th & 25th August at Pound Green at Bewdley. Further details can be obtained from John Hamer, but are also posted on the noticeboard in the crewroom at Over.

We also have an invitation to fly into Upton upon Severn over the same Bank holiday weekend. The invitation is by the Upton Water Festival sponsored by the town's Tourism Association to a 'Microlight Flying' weekend and includes an invitation, not only to the water festival itself, but also to the firework display on the Saturday night. There will be marked strip (300/120) on the northern bank of the river by the bridge, along with windsock etc. There will be radio 130.425.

On 31st Aug/ 1st Sept we have been invited by Graham & Judy Pritchard to a fly in at Hardwicke. This is actually a Rans Fly in but they extend a welcome to all types.

Club Treasure Hunt

There was an extremely good turnout out for the Treasure Hunt cum barbecue on 17th July at Over. Undoubtedly the calm evening was responsible for so many aircraft taking part, with nine crews venturing forth to identify the location of ten photographs. This task was achieved successfully by four crews and only time could divide them. With easily the quickest time Andrew John/Jim Taylor were first with Trevor Cale & Co just getting in before Ken Cole & James Cairns-Terry. Following the event, there was a superb

barbecue put on by Sue & Robbie Keene. Many thanks Sue & Robbie - it was greatly appreciated.



Andrew John - Treasure Hunt Winner

Back to School

As advertised last month, the Club was invited to fly in to Dene Magna School by the Ariel Owner Motorcycle Club of which Dennis Beale is a leading light - hence the invite. The event was held on the playing fields of Dene Magna school at Micheldean and fortunately the weather was kind on the Saturday to enable quite a few SVMC members to venture across and land on the playing field - the only flat space for miles around! In addition some members worked hard and took a number of visitors for a trip once round the bay.

Group A - Is it worth it? - Another View

By Adrian Lloyd



Adrian's Pride & Joy - Kitfox G-BST

After having read Dave Steade's two treatises, I have been tempted to add my tuppence worth. Like Dave, I came into flexwing flying because of cost, transportability etc. I had been flying and instructing in gliders since the late 70's and wanted the addition of being able to operate as a 'one man band' without all the crew gathering of a gliding operation. It was quite a novel experience having to remember all the reversed inputs - I say remember, because I continued with the gliding. Over 10 years or so, I progressed up the

flexwing ladder with two solo machines, before proudly owning an Alpha.

However, tucked away at the back of my mind for quite some years, lay the thought of eventually going 3 axis. This had certainly been fuelled since I became involved in a small way with the building of Steve Watkins' Kitfox. The Kitfox was a 'love at first sight aeroplane'.

Anyhow, I found early morning and evening flexwing flying beyond one's wildest dreams - it was only during thermic days that the 'wild' really took over. I found that battling in thermals, through them and using them, became very physically demanding. I felt that I wrestled my way across the sky.

During the winter of 1995, Kitfox dreams were becoming more vivid, and when Dave Steade heard of my dreams, he offered to take my Alpha in part exchange for his 'Fox'. I thought it was a joke on his part, but when he repeated it several weeks later at the club meet, I was amazed to find it no joke at all!

Suddenly the deed was done, and I was Alpha-less but sporting a superb example of the Kitfox breed.

How did I learn to fly it, you ask? Well, I had not rushed into things quite with my eyes shut! I hold a Silver 'C' gliding certificate, and this counts a lot towards a PPL-A. Just prove a satisfactory course to solo standard - 6 hours in my case, 3 hours P.I.C., 4 hours instrument flying, 2 hours stall/spin awareness, an NFT, & a GFT - and of course, the exams, all bar Air Law, which I had taken prior to 1992, before it became a specific microlight Air Law Exam.

Where I am based at Milson, the landowner is a qualified instructor, with over 8000hrs on tailwheel aircraft. All we had to do was take off, fly to Shobdon, 25 mins away, kiss the wheels on the deck and into training. This had to be done from a licensed airfield, hence Shobdon. When training was complete for the day, we flew back to Milson.

As I was training on my own aeroplane, costs per hour were a fraction of those that would have been incurred had I had to convert on something like a Cessna 150/152; plus the fact, I was training on a taildragger, better than a wheelbarrow job! I had to do 4 hours instrument flying on a Cessna 152, as the Kitfox is not equipped for such; as well as the fact that you cannot IFR fly a PFA permit aircraft!

The bill for the 4 hours on the Cessna was frightening and all for not being able to look out of the window!

At the end of the day I now have a PPL-A, obtained by the route outlined above. It cost considerably less than £1,000.

The real question though for all you out there thinking that he has turned traitor to the flexwing, is have I gained anything? I will tell you what I think I have gained.

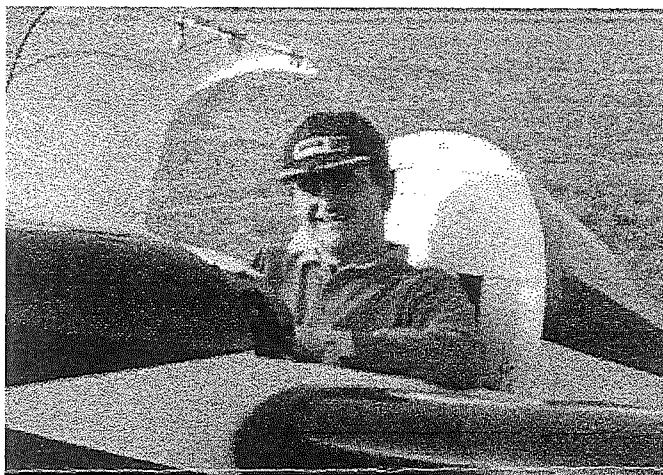
Cruise speed is now 75 mph - with a fuel capacity of 72 litres at 12 litres per hour burn or less. Quite a long legged cross country machine. Stall speed - only slightly more than a flexwing - around 32 mph if pushed. What about thermals? - Well, its a one piece aeroplane, with a stick to

waggle. No more being the link between 2 wildly cavorting pieces off aeroplane. I can fly with the doors open. I can fly and do, in just shorts & shirt. When it gets cooler, I shut the door! Then its lovely and warm. If it does get chilly - switch on the heater!

"Oh that's all I need to hear" - I hear you darkly mutter. Well, mutter you can, but I thoroughly enjoy my Fox; she is a delight to thermal with and best of all if my passenger complains about my tight turns, I just look at her next to me and reassuringly pat her thigh!

Gp A to Microlights

By John Hamer



John Hamer in his MiniMax

I have read all the pieces about converting to Gp A; well as usual just to be different I did it the other way! It is thirty year almost to the day to when I first got a Gp A licence - flying was expensive then as now albeit at just over £8 an hour! It was this expense and the fact that subsequently HMG paid for my flying that prevented me even looking at anything else for the next twenty years. Once I had been civilianised, I still thought about flying but at first did little about it. It was the concept of flying from my front door that got me into microlighting, and hence I acquired a flexwing which I find is the best viewing platform to see the countryside, though at its best on calm days. For more comfort & speed I now have a MiniMax which has an open canopy for warm days & an enclosed canopy for cold ones. I'm not going to revalidate my Gp A licence, I can't be bothered with the hassle & expense of training, let alone the cost of a medical - & then they might find me unserviceable! After all there is no such thing as a healthy person, only one that hasn't been investigated properly - and I don't fancy being properly investigated!

Quote of the Month

A well known training officer was enquiring of his over confident student how his flying training was going. "Very well indeed" came the reply "I'm now half way through - I've done three hours"!

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

Castrol TTS two stoke oil - ring Adrian Lloyd with your order - 01885 482504

Flash 2 Alpha, G-MVIZ, 503 air cooled. Three bladed propeller, strobes, good instrumentation. Complete with 2 helmets, headsets and intercom, trailer and wing racks. Owners going 3-axis. Offers to Dean Sweeney 01793 848980 (day), 01793 692219 (eve), or Gary Thomas 01793 491002 (eve).

Raven 44 XLR Hybrid, 503 air cooled, long range tank, 3 bladed propeller, new wing fabric, long permit. £4000. Keith Wildish 01672 512274 (work) or Don Law 01793 790052.

Editor : John Hamer

01452 700314/ 01242 661820





Severn Valley
Microlight Club

Gordon Gould
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September 1996

Club Newsletter

Although as is traditional the bank holiday weekend was effectively blown out, the other weekends have proved very flyable enabling members to get out and about before the night draws in and winter arrives. Some of their stories follow including their disasters, as well as some details of future events.

Trip to Cosford

A visit to the Aviation Museum at Cosford has been organised for Sunday 27th October. The Club will be hiring a Minibus for the outing and the cost will be £10 per person (excluding entry fee). To secure your place please provide your cash to Bill Austin. There are 15 places which will be allocated on a first paid first served basis.

Microlight World Championships



The Winning British Team

Many members will have seen the article on the World Championships in Microlight flying which featured the team win in South Africa. Tucked in a corner you may also have seen a thank you to the Severn Valley Microlight Club for their donation. The Team have also asked me to express a more personal thank you through this newsletter to the Club - so thank you SVMC members. Those of you that receive the Gloucester Citizen will also have noticed that the Club received some free publicity thanks to Robbie Keene when they featured his success in South Africa with the headlines of "Microlighter brings home world trophy out of Africa" & "Rob's on top of the world". Thanks Robbie, we need all the good PR we can get.

Monthly Meetings

Roger Pattrick from Mainair Sports will be coming down to talk to us in October to tell us how they build machines to comply with Section S and what testing they have to do to satisfy the requirements. For the November meeting, David Hocking from the CAA Safety Section will be visiting to talk to us on the subject of safety. As usual December is scheduled to feature our Christmas Party. Please note that the meetings will be held at Blaisdon until the New Year.

Fly-Ins Report

The bank holiday weekend proved very blustery coupled with the odd shower so the activity at the West Midlands Microlight Club Fly In at Pound Green at Bewdley, and the Upton upon Severn Water Festival was limited to say the least. The following weekend however was totally different enabling the fly-in at Graham & Judy Pritchard's farm at Hardwicke to take place in relatively calm conditions. Quite a few members flew in. The predicted spell of good weather also prompted Hugh Thomas to lay on a fly in at Milson on the same day. This was his third attempt this year - and thus several members made the round trip of the two fly ins. A story of one of those appears below.

Exploring the New Territories

By Bill Austin

On Sunday 1st September there were fly-ins at Hardwicke and Milson. JH offered me his Alpha "Charlie Fox" for the day and I had planned to go to Milson and Long Marston. However, on arriving at Hartpur, it was suggested that the plan be altered so as to visit the two fly-ins on the basis that by going north-westwards I would be flying in unfamiliar territory.

Severn Valley Microlight Club Newsletter

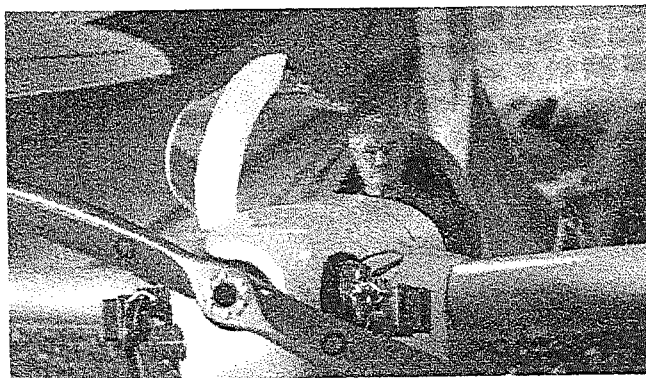
A new set of lines were drawn on the map - well as far as was possible since Hardwicke was just off the western edge of Sheet 13. "Just about there " said JH putting a dot in the margin! Take-off at 1330 meant hazy visibility, a reasonably brisk wind from 250 degrees and some thermal activity to make sure that I did not fall asleep from boredom. The flight to Hardwicke took exactly one hour with a fair amount of aerobic/aerobatic activity for myself and the aircraft. (Incidentally JH took only 35 mins in his speedy MiniMax). At one stage I thought someone had tied me to Ross-on-Wye because I did not seem to be able to get away from it.

The landing at Hardwicke was one of my better efforts especially as I had been warned that it was not the easiest of places to land. Tea and burgers were provided and very welcome. This was officially a Rans fly-in, so that type predominated but others were there as well including SVMC members Robbie Keene, John Hamer and Barbara Austin, all of whom had flown in. In addition Bruce Drake came by road as his Rans is still unserviceable.

At 1610 I departed for Milson. Navigation was helped by the fact that I could see Cleve Hill from take-off but I still kept a check on the map just in case of a weather change. Forty minutes later I landed at Milson with nothing more exciting to report than an accident on one of the main roads about six miles West of the field.

At this point in the afternoon Milson was not very busy. Two hot air balloons arrived by trailer and later took off from the field. After an hour or so it was time to return to Hartpury. This last lap turned out to be the smoothest flight of the day.

I enjoyed my day out and was particularly pleased with the fact that I did not get lost - my navigation skills have not been used for a very long time, possibly not since my qualifying cross country flights! You may be wondering why I was not flying my own aircraft. Barbara and Hazel had also flown to Hardwicke on Saturday evening and had stayed overnight. Barbara now refers to "Romeo Alpha" as "her" aircraft as I am building my own and unless I book it well in advance I don't stand a chance of getting near it - except when I'm needed as ground maintenance! The boot will soon be on the other foot, however, as I have now acquired a Minimax to fly. Don't tell Barbara but I have bought another one to practice on while I continue building! Indeed so new is the aircraft that it is still operating on a permit to test, thus JH had to fly it back to Hartpury last Sunday and from where it will operate at least until remainder of the test hours are flown off. Then there will be two MiniMaxs in the Club, but you'll know which one is coming as mine makes a different noise - a pop-pop-pop for it's four stoke powered!



Bill Austin in his new MiniMax

Prior Permission Required (PPR)

Members will know that John Davis at Hawling has a large field in which he has cut a landing strip. He is an aircraft enthusiast and likes people to visit him but **ONLY AFTER THEY HAVE TELEPHONED HIM**. His strip is not always suitable for landing as he, like the rest of us, has a full time job which, at this time of year in particular, gives him little time for tending his own field. There is also the small but important matter of the PUBLIC FOOTPATH which crosses the runway and is used regularly. Added to this is the fact that in the next week or so there will be sheep on the field and some thin wire electric fencing which you definitely will not see even on final approach. You will now appreciate why it is important to obtain prior permission to use the strip SAFELY. John's telephone number is 01451-850214.

Please respect requests for prior permission because YOU may inadvertently be the cause of a complaint which may well result in yet another airstrip being closed down and we have had enough of those already.

Group A - The Passenger's Postscript

By Gay Nisbet

It has been a wonderful summer; especially as the eight months I spent 'grounded' over the winter & spring seemed so long. My garden was a picture this year! But it seemed every time I worked on it, microlights went over by the score; I suppose just to rub it in! I'm afraid I became rather 'scratchy' towards the end of Adrian's conversion, but gosh - it was worth waiting for.



Gay in her favourite aircraft

"Kit Fox" flying is pure luxury, I no longer labour into my 'Michelin Man' suit or battle with a helmet that falls over my eyes. I now can see more than the back of my pilot's head, but best of all I can 'join in'. I'm learning the rudiments of navigation and I've been put in charge of pressing the buttons on the GPS. I even get to hold the stick if Adrian needs to adjust himself; actually I've flown her a bit, so watch out - I may even be attending ground school soon!

Thermals no longer cause me angst and trips further afield have been a great pleasure; down to Dorset for lunch, a visit to the Shuttleworth collection last weekend! I even have a heater to keep my feet warm!

Please don't think I have become too blasé about all this, for I know I still have my seat because of my sandwiches! I do miss the Alpha though, especially when I saw everybody at Robbie's for the Treasure Hunt. Wouldn't it be just wonderful to be rich enough to have both!

I end this with a request, will someone help me persuade Adrian that it is not the end of the world if the occasional landing was not perfect - lots of pilots bounce sometimes - we have a post mortem every time we reach the ground!

Gay - obviously you'll just have make the earth move for him in time with his bounces if smoothness is to be achieved! - Ed

Radio Frequency Changes

As members do occasionally visit Old Sarum, it be should noted that the Air/ground frequency has changed to 123.2 Mhz.

Airspace Changes

Now for something to stir the grey matter - there is now only one sort of Class D airspace (what - you didn't know there were two originally). Minimum in-flight visibility criteria for flight within this airspace has been standardised at 5 Kms. However, aircraft departing from or

arriving at aerodromes within this airspace - where ATC are responsible for separation of VFR and IFR traffic - have to accept the visibility passed to them by ATC. If this is below 5Kms then flight under VFR is not possible. As ALL our flying is VFR then you may not be allowed in/out, though this does not preclude a request for Special VFR if appropriate.

For flight in uncontrolled airspace, i.e. Classes F and G, above 3000 feet, in-flight visibility is now 5 Kms and you must be 1000 feet vertically and 1800 metres horizontally clear of cloud. Below 3000 feet minimum in-flight visibility remains at 3 Kms and you must be clear of cloud and in sight of the surface.

Watch the Birds

Members are be reminded that the exclusion zone surrounding the Wildfowl Trust at Slimbridge is now back in force until the end of April. Venturing below 4,000 ft in this area might lead to your wings being clipped or something like that! Just remember those that view the birds usually have high powered binoculars capable of seeing the smallest feather at great distances, let alone large registration letters like G-M---!

Quote of the Month

At an airfield where there were a choice of entry points to the runway, the controller (male) enquired which entry point the pilot would like. The pilot (female) replied "I always take the full length".

Question for the Month.

(Aka I learnt from that time)

Do you know what a hold point is?

Is it :-

- a) A place on an aircraft you can touch when pushing it
- b) a marked point on a taxi way at which you may be requested to stop by ATC.
- c) An interruption in training
- d) Or something else

I'm advised that one member made a special trip to Swansea last weekend and found out the answer the hard way from ATC - ie b)

From the Maintenance Hangar

A review of some recent technical problems may give us all some food for thought.

Chairman goes up in Smoke

Recently the Chairman landed at a well known strip to be advised that he had arrived in a cloud of blue smoke and thus possibly something was wrong. Could it be that he had put too much oil into his fuel?

You know put 400 mls twice into his 20 litre can, ie once before putting the fuel in and once after. It certainly looked that way for all other indications were normal. The next flight however came to a screeching halt quite literally, for having landed, a screech was heard from the rear end, the amplitude of which varied with RPM.

Close investigation showed there was no oil in the gearbox -however filling the gearbox didn't solve the problem for the engine wouldn't run properly. All the gearbox oil was draining straight into the crankcase - clearly the seal had gone.

Although this is an unusual case, particularly as the engine had been stripped - new crankshaft & oil seals - less than 50 hours previously, it is suggested that members should regularly look at the gearbox oil level as this is often a forgotten area of inspection.

Ditched but not wet!

Another member had engine problems which resulted in having to make a forced landing, which was executed perfectly, but unfortunately ran out of stopping room and into the ditch - thus proving it possible to ditch an aircraft and stay dry! The problem has been isolated to a crankshaft which had separated at the main journal but surprisingly still allowed the engine to run, although it had upset the timing giving the symptoms experienced, i.e. hot in one cylinder and as well as uneven running. A possible cause of this defect may attributed to excessive vibration in the engine due propeller imbalance. When did you last check your prop balance and tracking?

Needled

Another case of a worn carb needle has been identified on an engine with total time of less than 125 hours and that was reputedly inspected only ten hours previously. Keep a watch on those needles as the engine will stop quite suddenly if they break. There is a mod to fix this. It basically consists of putting a Viton 'O' ring on the needle between the circlip and the plastic retaining housing. Apparently it is only advised for needles that are showing wear and not as a panacea for all carbs. This 'O' ring can be obtained by sending a SAE to Dave Simpson at 7 The Green, Tea Green, Luton, Beds. It should be noted that this is not a Rotax or Cyclone Hovercraft recommended modification - product liability prevents them from officially supporting it, however new carbs from the factory do feature this modification complete with a groove in the plastic retaining housing for the 'O' ring.

Skirt Repairs

For repairs to your skirts, aircraft skirt that is, the Chairman recommends Sylvia Allen of Skylark Camping Repairs. It is understood that she is only too delighted to put in new see through panels etc for it makes a change from tents - and all at a reasonable price. She is based in Cheltenham -01242 2621246.

Losing track of Time - A GPS future problem

Although not a problem at this instant, there potentially looms a problem for some GPS owners for just like the predicted millennium problem for some computers. In early computers space was at such a premium that the date was shortened to the last two digits, thus when the year 2000 appears, they won't know which century they are in. Similar space considerations in GPS satellite software, meant that only space for 1024 weeks was allowed starting from Jan 6 1980. The satellites don't keep track of time in the conventional manner, but rather in week blocks of seconds, and they will revert back to week 1 when all the 1024 blocks are utilised. This reversion will occur on Aug 22, 1999 and according to a leading expert could throw positional readings way off as the GPS receiver may think it is 19 years earlier than it is. Most GPS manufacturers have now recognised this problem and have incorporated the manufacture date within the unit, so the unit will not jump back 19 years.

For Sale For Sale For Sale For Sale For Sale

Castrol TTS two stoke oil - ring Adrian Lloyd with your order - 01885 482504

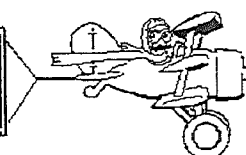
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Raven 44 XLR Hybrid, 503 air cooled, long range tank, 3 bladed propeller, new wing fabric, long permit. £4000. Keith Wildish 01672 512274 (wk) or Don Law 01793 790052.

Ozee 'Milar' flying suit. Winter weight in Royal Blue. Size - medium - perfect condition. £45

Lichfield 'Beaver' 2 person dome tent - 3.5kgs £40 - Trevor Cale 01684 564685

Editor - John Hamer
Tel No 01454 700314





**Severn Valley
Microlight Club**

Gordon Gould
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October 1996

Club Newsletter

The past month has held little cheer for pilots with unsuitable weather and the ever darkening nights to providing few opportunities for flying. Our thoughts must regrettably turn to winter. With this in mind there follows some articles and events that reflect this theme.

Trip to Cosford

It is planned to visit the aviation museum at Cosford on Sunday 27th October. The Club intends hiring a Minibus for the outing as indicated in the last Newsletter the cost will be £10 per person (excluding entry fee). Although this event was advertised at the last meeting there has been very little positive response. Unless more members come forward at the next meeting (October), then the trip may have to be cancelled. To secure your place please provide your cash to Bill Austin. There are 15 places which will be allocated on a first paid first served basis.

Senior Inspector

We are pleased to announce that John Hamer has now been made a Senior Inspector for the BMAA in addition to his role as Chief Pilot. This makes him responsible for BMAA homebuilds in the area.



JH in his 'Office'

Ges Gets Going Again

One of JH's immediate tasks will be supervising Ges Hatchett's Huntwing that he is building over at Hartpury. After lying apparently dormant for the summer month, the first frost of winter has brought renewed activity. Indeed Ges has been seen with Norman Frost busy drilling various tubes at the said establishment.



An amazing sight

- Ges Hatchett at Work!

Monthly Meetings

For the November meeting, David Hocking from the CAA Safety Section will be visiting to talk to us on the subject of safety. There will be a slide lecture using the theme Knowledge, Preparation and Practice,

Severn Valley Microlight Club Newsletter

followed by a presentation on the Military Low Flying system and it will conclude with a film entitled "It could Happen to You"

There is a lot to get through and thus the presentation will commence at 7.30pm sharp. Please ensure that you make an effort to get there earlier than your usual time, and certainly by the start. (Note the bar will close at 7.30). In addition bring your log books so that you can receive a special safety endorsement.

As usual the December meeting is scheduled to feature our Christmas Party complete with its Grand Draw and photo competition.

The January meeting will be the Annual General Meeting - the time when you can voice your views and vote for a new committee.

Please note that all these meetings will be held at Blaisdon. We are not scheduled to go to the Farmers Club until February.

Flying Blind is a Clear Success

With the winter fogs approaching the following article from the Engineer of 27th June 1930 may seem appropriate:-

Experiments have been carried out to develop ways in which aeroplanes might be landed on a fog-covered aerodrome. The first attempts were made in clear weather by covering the pilot's cockpit with a hood and carrying an auxiliary pilot unhooded for safety's sake. The machine was landed by the hooded pilot, who controlled the machine using instruments designed to bring the machine safely down to the aerodrome despite the lack of any visual assistance.

A step forward was made last week when a pilot of the Royal Air Force flying in a standard 'Avro' aeroplane, made five landings at Farnborough through fog which rose to 90ft above the ground.

The apparatus used was of the simplest character. It consisted of a small tethered sighting balloon 400 ft above ground half a mile from the aerodrome, a pitch and yaw indicator on the dashboard and a weight suspended by

wire a few feet below the landing carriage of the aeroplane.

The aeroplane flew through the fog until it got into clear air above. It then made use of the known height and position of the balloon to return to the aerodrome, gliding past the balloon at an angle indicated by the instruments and landing by means of a red lamp on the dashboard which lit up as the suspended weight touched the ground.

Do you think the BMAA would approve this as a minor mod? - Ed



Remember Summer? Remember Marston?

SVMC Team with Club Team trophy

Excuse me, anyone seen Shobdon?

During the first four months of 1996 the Distress and Diversion Cell at West Drayton received more than 36 reports involving pilots confronted by worsening weather, engine problems or becoming lost. Strangely enough, no less than 25 per cent of these reports involved pilots becoming lost while inbound to either Shobdon or Welshpool. Yes, as those of you that have been there Shobdon can be difficult to find, particularly from the South, so if you don't know how to correctly ask for help on the radio, it is suggested you consider the course below.

Radio Course

Bill Austin intends running another radio course before Christmas if any members are interested. The course which

will be held at his house on Monday evenings, will last for six weeks only and numbers will be limited to six due to the intensely practical nature of the course. The cost will be £20 which will include a copy of CAP 413 - the official CAA Manual. The exams, if you decide to take them, will be an extra charge. Participants will not be required to take the exams at the conclusion of the course but it is hoped that most will actually want to obtain their licence. This is one licence which applies to ALL aircraft once you have it.

Ground School

It is early to be talking about this subject but some thought is being given to re-scheduling it to the autumn from its present position of winter/spring. This decision, if it is implemented, may affect some members who may need to re-take exams or others who have been doing the flying side and hoping to take the exams next year. Any member who finds that they are in this position should let Bill Austin know as he is willing to give individual tuition or a couple of revision sessions for £5.00 per hour. This rate is for Club members only and a percentage of this charge will be given to the Treasurer for Club funds. (The grapevine tells me that some flying schools are charging £15 per hour for ground school tuition)

Quote of the Month

An Irish MiniMax builder is quoted as saying that "the second 90% of the project has taken longer than the first 90%".

From the Maintenance Hangar

A review of some recent technical problems may give us all some food for thought.

Un-fanned?

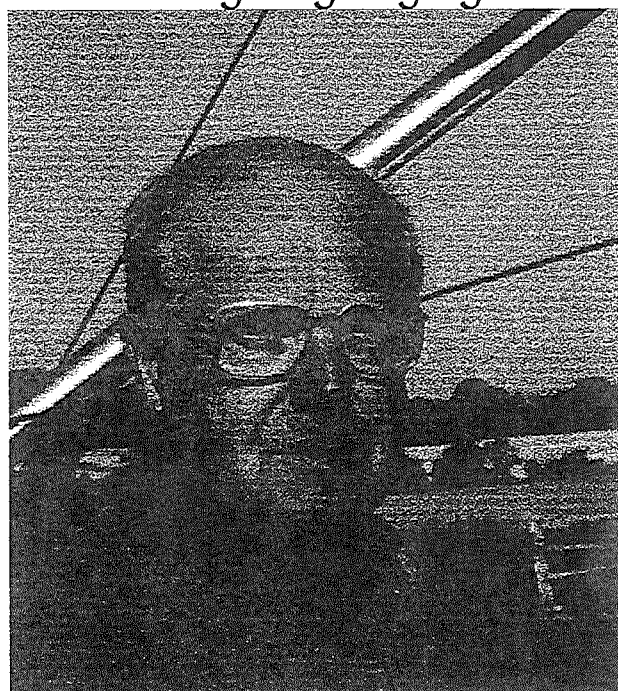
The Head of Engineering has just heard that of another of his aircraft has been downed due to a slack fan belt. The resultant bill for the seized engine far exceeded the cost of the belt. Basically the fan belt pulley had rusted, eroding the belt rapidly. The belt slipped, causing the engine to overheat. Have you checked your

belt lately? Certainly watch those pulleys during the dampness of winter. It is one reason for the engine to be run frequently even when no flying is possible. The cost of the fan belt? The good news is that Bill Keel Stocker has sourced them for less than the price of a pint of beer!



The Engine Team at Work

Chairman gets going again



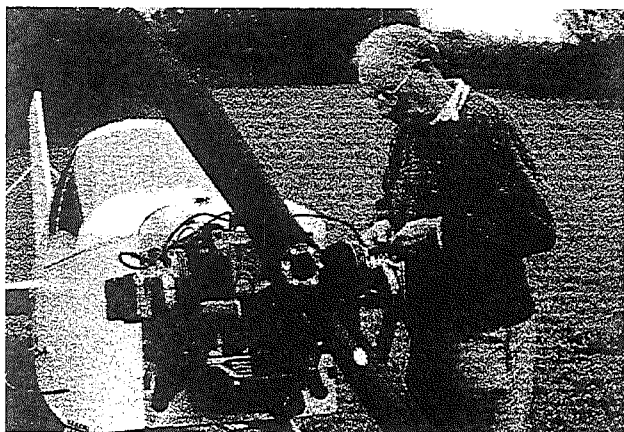
A Happier Chairman?

Last month we reported the Chairman being grounded following his loss of oil. We can now confirm that the problem was indeed an oil seal

failing, but this was due to the bearing breaking up. It should be remembered that the bearing had only done about 75 hours since being replaced so this was totally unexpected and unusual. We are advised that the Chairman has reached a satisfactory settlement with the company involved in replacing the crankshaft and that the engine is now all back together again. Indeed the engine has been run in and all Andrew is waiting for is the weather.

4 Stroke Problems

Since Bill Austin's new acquisition arrived back at Hartpury, he appears always be clutching a rag. No he's not polishing it, but trying to identify where the oil and fuel is going to leak from next. Every time he appears to cure one leak, another appears! - Never had this problem with a Rotax! On a more serious note Bill has been going over the aircraft and the engine in particular with a fine tooth comb in preparation for the completion of the flight test programme. As this is a new installation to a MiniMax, the flight test programme is 15 hours instead of the usual five so there is still some work to be done before the aircraft will receive it's Permit to Fly. Currently the weather has precluded any adventures into the air, but hopefully next week the air will resound to pop-pop-pop, and the little white MiniMax will again be airborne.



*Bill ponders what to do next with the engine
Hit it, kick it, polish it or pat it?*

Needled

Bill Keel-Stocker has also acquired a number of the magic 'O' rings to prevent the needles wearing as mentioned in the last newsletter. Contact him if you want one.

Date for the Diary

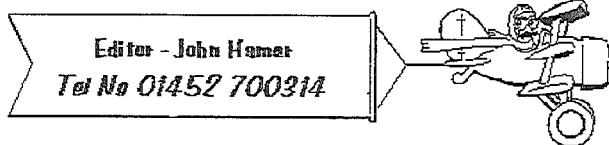
The Sport Air Exhibition which incorporates the BMAA Trade show and AGM will be again held at the Telford Exhibition Centre. The show is scheduled to run over the weekend 7th/8th December.

For Sale

Castrol TTS two stroke oil - 25 litre drums at £145 (ie £5.80 per litre) normally over £8.00 per litre in garages - ring Adrian Lloyd 0188 5482504

Raven 44 XLR Hybrid, 503 air cooled, long range tank, 3 bladed propeller, new wing fabric, long permit. £4000. Keith Wildish 01672 512274 (wk) or Don Law 01793 790052.

Ozee 'Milar' flying suit. Winter weight in Royal Blue. Size - medium - perfect condition. £45 - Trevor Cale 01684 564685





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NOVEMBER 1990

Club Newsletter

The past month has again held little cheer for pilots. The strong winds, rain & the first fogs of winter have combined to keep most pilots on the ground. Winter it seems has officially arrived, for even JH has now got his enclosed canopy back on and his aircraft has been seen sporting a blue nose (instead of his usual red one) - presumably reflecting the drop in temperature?!

Chairman gets going again

Following his engine problems, we are pleased that the Chairman has eventually found a window in the weather to check that his machine is back working again, and we supply photographic evidence of the Chairman arriving at Hartpury for breakfast just to prove it!



Telford Exhibition

The Sport Air Exhibition which incorporates the Microlight Trade Fair as well as the Hang Gliding Trade show, is again scheduled to be held at the Telford Exhibition Centre on 7th & 8th December. The doors open to the public at 10,00 am until 5.30pm. (Members are reminded to take their membership cards with them). The BMAA AGM is planned for the Sunday. There promises to be much to see as all the stand spaces have already been booked. Will there be anything new to see? Well one well known member is threatening to take the show by storm with his new

engine. Yes, Don Law and Motavia promise to reveal all at the show! Basically he will be launching an all new 4 stroke water cooled 850cc Ultratec engine which utilises many Ford components. This purpose designed engine will develop 65 or 80 hp, depending on the model. For further details you'll have to go to the show or else come to Don's talk on the engine in March.

Lost with a GPS!

JH had an interesting experience the other day while out flying in his MiniMax during some extremely windy weather. Flying downwind, he found his GPS locked up at 103 mph! He thus didn't know where he was going, all he knew was that he was going there fast! Yes he had run his GPS off the clock! His GPS was originally designed for boats - and not that many go over 100mph!. Incidentally almost as soon as he slowed down, the display returned, and turning into wind he managed to get down to just 12mph!

Monthly Meetings

As usual the December meeting is scheduled to feature our Christmas Party complete with its Grand Draw and photo competition.

The January meeting will be the Annual General Meeting - the time when you can voice your views and vote for a new committee. This is scheduled to be the last meeting at Blaisdon.

The February meeting will be the annual open evening, but this time it will be held at the Farmer's Club - our new venue.

Severn Valley Microlight Club Newsletter

At the March meeting, Don Law is booked to reveal all about his new engine which he is scheduled to unveil at the Telford Show.

Christmas Party

Once again the Club will be holding a Christmas Party on 18th December for members and their partners. Although there will be no entry fee as such, you will each be expected to bring a prize for the Grand Christmas Draw which has become a feature of the event. There will also be several other competitions including the photographic competition - See below.

Radio Course

The radio course has been put back to January because the CAA have decided to update the book (CAP413) yet again. Apologies to all who had made special arrangements to ensure regular attendance. There is still one place available if anyone is interested. Details are available from Bill Austin.

Photographic Competition

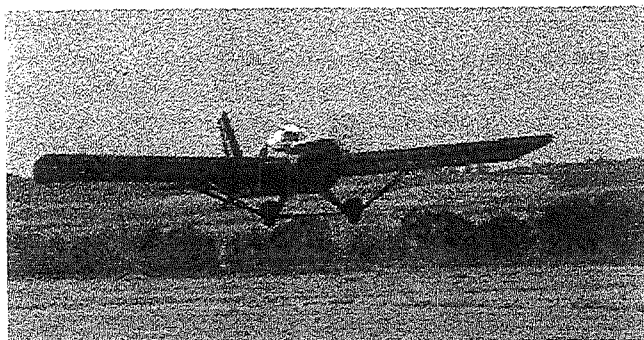
This year there will be three categories (maximum one photograph per category). To give you some ideas we've printed some photos from the archives to encourage you and give you inspiration.

A) for photographs shot from the air by member.

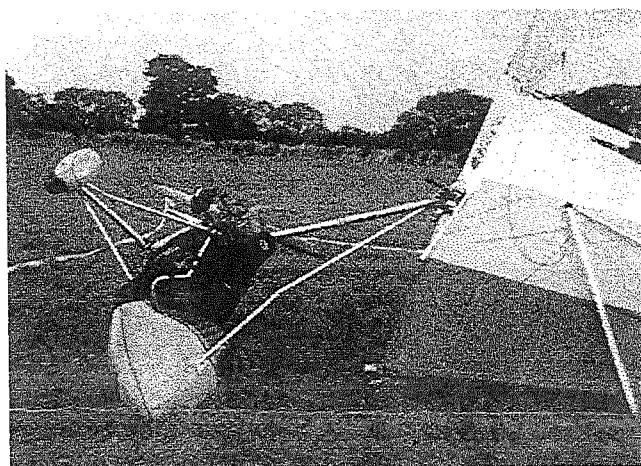


Note: this picture was taken somewhere in Wales by the RAF not an SVMC member! The writing on the roof has now been removed - the owner found that he was attracting attention rather than getting rid of it!

B) for photographs taken by the member from the ground of some aerial activity



C) for photograph relating to a member's activity(ies) with a caption



'Bet he didn't attend the Safety Evening'

How Are Your Liquid Assets Looking?

Everybody grumbles at the price of petrol which in some parts of the country at the present time costs £3.00 a gallon but how often do you think about the cost of those other liquids that are part of your life? The next time you retire to the local pub for a pint after flying think before you offer to buy a round for your eight fellow flyers as it could set you back £6.72/£7.59 depending on whether it was lager or beer. (You just bought a gallon believe it or not!) Whiskey works out to a frightening £69.04 a gallon (perhaps that's why its served in such small amounts) What about something non-alcoholic? Coke will set you back £2.70 a gallon while milk is a mere £3.04 a gallon. Bearing in mind what they pay the top man at Severn Trent I won't quote the price of water!

If, the next time you are in the workshop, you happen to cut yourself quite badly get

a plaster quickly. If you need to have a transfusion it will cost you £454 a gallon! (An arm and a leg you might think!)

Next time you fly remember that it will probably be dearer to go to the pub afterwards to top up your tank than it would be to do the same for your aircraft. Who said that flying was dear? Incidentally- 80% of the price of petrol is tax, so the liquid only works out at 60p per gallon.

Quote of the Month

An enquiry at a flying school the other day produced the following response :-
'The windsock hasn't always been horizontal today, it has been absolutely vertical at times - only straight up!' -
Guess what? No flying that day!

Microlights - An Illustrated Talk

The Chairman & the Secretary are scheduled to do a bit of PR work, for they have agreed to give a talk in the Overbury Village Hall on Microlights on Friday 13th December at 7.45pm. This is an open meeting so all of you are invited and if you know of anyone that is interested, please send them along.

A similar talk is also scheduled to be given by JH in the RAFA Club in Cheltenham on Thursday 28th November at 10.30am. Again anyone is welcome- details from John Dance 01242 675823

From the Maintenance Hangar

Keep those engines turning

At a recent talk by the men from Rotax, it was revealed that it was necessary to turn your engine over every month not only to generally keep all the parts lubricated but also to prevent the oil seals sticking. This apparently even applies to inhibited engines. So don't forget over the winter months to turn your engine even if flying is not on.

Go on, Give it a Squirt

Whilst talking of winter precautions, now is the time to go round and protect your assets, ie spray oil everywhere to prevent corrosion setting in due to the damp atmosphere. The most popular product that most members use is WD40. If you use this remember that WD40 stands for Water

Dispersing - 40 days, thus it is only effective for 40 days before needing redoing, and indeed because it works by absorbing water, it infers that when it goes off the water absorbed is released. Spray grease is a better product.

Permit Renewals

Some of you may be aware that with your permit renewal reminders, you'll also receive a check list of items that will be looked at by your inspector. This check list is in fact is no different from the one he currently fills out. The only difference now is you'll know what he will be looking at in advance and thus check it yourself first before getting him in. The renewal form itself has also changed, the most notable change being that you can now pay by plastic. Your inspector however will still expect his fees in gold bars!

Global Action or In action?

By Bill Austin

No, this is not a report of a world-wide revolution just a few words to follow up the report in the last issue of my Minimax engine problems. At last I seem to have cured most of the oil leaks and ground runs indicate that cylinder head temperatures are within limits. Hopefully once the aircraft gets off the ground temperatures will decrease a little more due to the increased airflow and the lower air temperature in the stratosphere! In common with the rest of you, all that is needed now is some decent weather to fly.



*The Global Engine that powers
Bill Austin's MiniMax
Will it ever fly again?*

P.S. We came close to achieving our objective on Sunday 10th November. You may recall that it was the first thick November fog of the year. I was at home when the phone rang and JH demanded to know why I was not at Hartpury when it was blue sky and flyable. Into the car and head west at top speed.

On arrival, unlock trailer, check engine, put on cowlings and remove fuselage from trailer. There followed almost half an hour of huff, puff, heave and groan to get the fuselage and wings from one part of the "estate" to the runway and assemble them. As I was on my back under the wing tightening the last nut I was informed that I was probably wasting my time as the scenery was fast disappearing. Within five minutes it was impossible to see the other end of the runway. Yes, you've guessed it, huff, puff, heave, groan and a few more noises and all was returned to the trailer once again only this time it was all wet! Trying to get your new toy into the air is obviously much the same as getting your licence - lots of frustration, lots of time on the ground wishing you could be up there and then putting it all away until next time. However, pigs might fly and so might my MiniMax!

Retiring

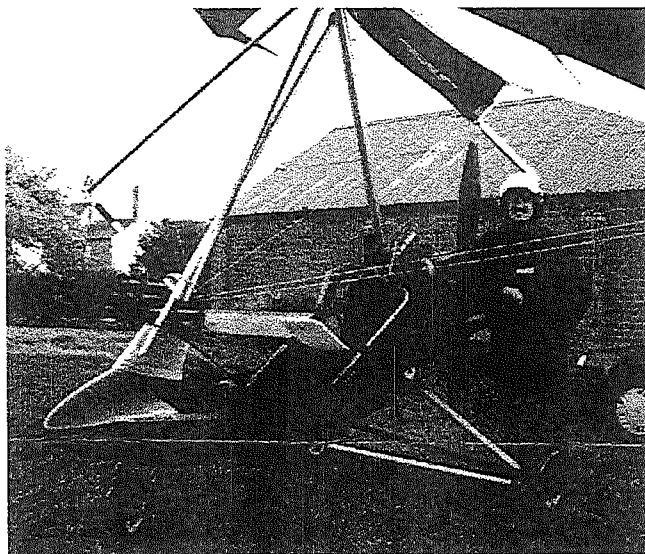


John Dance landing at Woolstone

As you will see from the for sale column, John Dance and Peter Lewis are selling their aircraft. Although they delight in flying their homebuilt machine, they have found it just too much hassle to operate as they don't have any rigged hangerage. Thus regrettably they have decided to put their pride and joy up for sale,

100 hours

It is always pleasing to report individual achievements, so it is pleasing to announce that Bill Keel Stocker has reached another personal goal, that of 100 hours. He had set himself this goal to be achieved before he packed up for the winter and moved out of Over. He records that he only just did it by 10 mins and this was thanks to one last flight with Russell Church who encouraged him up. Bill has achieved this goal in just eighteen months which is good going particularly as he was grounded for several months last winter waiting for the right weather to take his GFT. Well done, Bill.

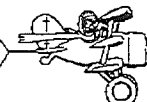


A Proud Bill Keel-Stocker & plane For Sale

Castrol TTS two stoke oil - 25 litre drums at £145 (ie £5.80 per litre) normally over £8.00 per litre in garages - ring Adrian Lloyd 0188 5482504

Unique Opportunity to Purchase an immaculate, low hours Rans S-6ESD. This aircraft has only completed 23 hours since it first flew in 1994 and is only for sale as the builders have decided to retire. It comes complete with the usual equipment including VSI, EGTs & hour meter as well as a trailer, Icom radio & Communicata Intercomm System. Permitted until June 1997. £14,000. John Dance Tel No :- 01242 675823

Editor - John Humes
Tel No 01452 700314





Severn Valley
Microlight Club

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December 1996

Club Newsletter

Telford Exhibition

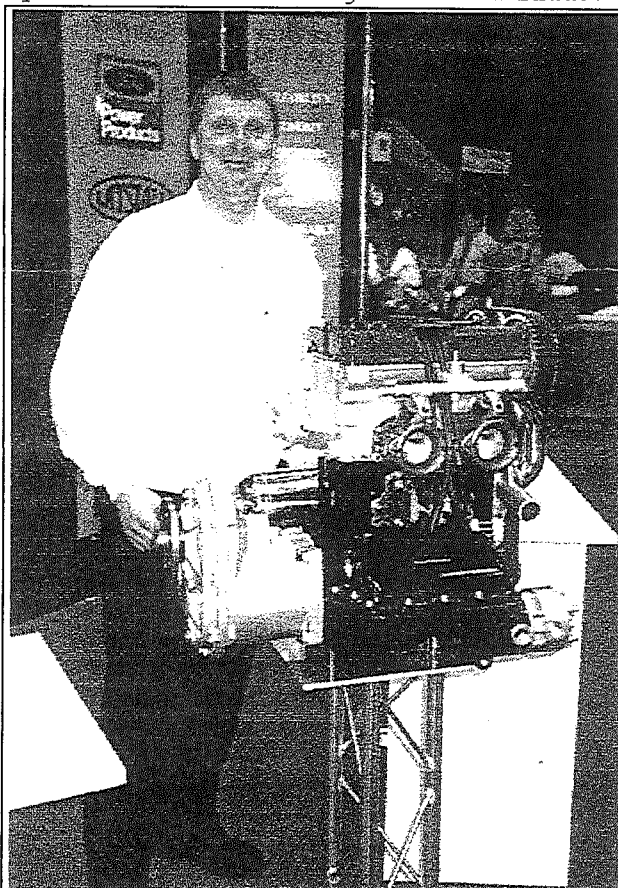
by Bill Austin

Another show has come and gone so what are the lingering memories? Visually the show now assails the eye with multicoloured, dayglo fabrics covering every flying surface imaginable including racks of flying clothing and equipment- shades of the Clothes Show? There were two main new developments and both of them engines. Motavia (aka Don Law) displayed a brand new aircraft engine while Mainair sprang a surprise by announcing that they were working with Jabiru to put their four cylinder four stroke engine into a Blade. The Motavia engine, known as Ultratec, is available in 60 and 80 hp versions and is water cooled and fuel injected with digital ignition. Talking to one of the other representatives on the stand revealed that the engine had not yet flown but has undergone 200 hours bench testing without major problems. Servicing will be no problem because the service intervals are measured in hundreds of hours rather than the 50 hour Rotax regime. Don will be the speaker at the March meeting next year so doubtless he will expand on the details.

Mainair showed the 2 litre air cooled Jabiru engine fitted to a Blade. The engine itself is Australian and has flown for some years in conventional aircraft so it is not new to aviation. So far 10 hours flying has been done and performance is impressive according to Jim Cunliffe. Maximum revs are 3200 but they have to date not exceeded 2900. It cruises at 1800 revs and at this early stage is returning 6 litres an hour. Its silence in operation has to be heard to be believed! Watch this space. One interesting comment which was confirmed in one of the leaflets picked up from another manufacturer, was that the CAA have given the go-ahead for new designs to be built to the new weight limit of 450kg. I understand that the fuel limit is also being increased to 60 litres.

To bring this point home Pegasus was showing the upgraded AX3 known as the AX2000. This has been designed and flight tested to the MAUW of 450kg but must not be flown above 390kg until the Air Navigation Order has been amended.

A new aircraft to compete with the AX3 and Thruster has arrived from New Zealand in the form of the well built and sturdy Bantam, but still has to obtain Section 'S' approval. Attractively priced this aircraft could well prove highly competitive for training purposes as well as private flying with it's side by side seating.



Don Law with his new baby



*A Newcomer to the Show -
The Bantam from New Zealand*

Another aircraft new to the show was the Aeroprakt. This aircraft gave impressive demonstrations at the European Championships at Little Rissington in August 1995, and is currently being marketed as a kit by Ian Stokes.

Sadly there were absentees on the stands. The Shadow, Chevron, Air Creation & Sherwood Ranger were missing for a variety of reasons. Another interesting development was the availability of microlight training overseas.

We all know of Gerry Breen's school in Portugal but now Leading Edge offers training in the Loire Valley in France and GS Aviation at Clench Common is doing the same thing in Antequera north of Malaga in Spain.

All three offer the advantage of predictable weather and a holiday at the same time - can't be bad!

If you really want your aircraft to look smart and you have some money to spend why not invest in a stainless steel exhaust? SigmaX can provide them to the Rotax design or to your individual requirement. One feature which makes them appealing is the ability to provide a heat source for cabin heating - so there's no excuse for you 3-axis pilots to stop flying in winter now!

In addition to these specific items there were all the usual exhibitors but there seemed to be a lack of small items on which to spend your money. In fact few people seem to be buying very much. Are we all waiting for the new generation of microlights built to the new weight limit?

One item to be featured in the near future is the ballistic parachute recovery system and an incredibly light weight version was exhibited on the Rotax stand for around £1000 for a flexwing.

The remainder of the show was taken up by hang gliders, paraflayers and paramotors. Interest in the latter seemed to be fairly good with a number of people seen lifting the motor units and declaring how light they were. If this interest translates into people buying, then come the Spring we will have to keep our eyes peeled when flying for brightly coloured parachutes as well as gliders and fast flying jets.

Telford '96 - Notes from the BMAA AGM

By Andrew John

The BMAA AGM fired up at 1.30pm and was attended by no more than 1% of the membership which was a great pity. The proceeding began with an overview of GASCO by John Campbell, who is booked to talk to the SVMC in the New Year. Our President, Ann Welch gave a stimulating talk as usual, this year highlighting the other uses, throughout of the world, to which micro/ultralights are used, notably aerotowing hang gliders, assisting migrating geese in the US and generally using every opportunity to give our sport the PR necessary to educate the general public of the significant benefits we can offer - eg Police search and surveillance.

The Chairman, David Cole, highlighted various points from the past year, beginning by praising the Chief Technical Officer Billy Brooks and stating that as yet, though widely advertised no one has been selected to take his post. Membership was up, but manufacturers were having a difficult time (nothing new!). The BMAA office is moving house - across the car park at Deddington to more spacious premises. The PFA have been given the task of assessing the introduction of the Aircraft Recovery Parachute System. The World Games in Turkey in 1997 will have a British Team to compete in the 12 airports involving a total of 5000 competitors and officials.

Peter Blyth, the Treasurer produced a satisfactory set of accounts despite the cost of supporting the British Team in South Africa and other rising costs. He recommended keeping subs and charges at '96 levels in '97, despite no Sports Council Grant, a specific instruction from Mr Major - only seventy sports qualify now!

Chief Executive Jim Bell gave a statistical report, beginning with membership which has increased to over 4000 (4030) up 95 on '95.

Aircraft registrations are up 117 on '95 to 2851 but only 1161 are currently permitted, down 507 on '95. Partly due it was thought to the overweight problem!

Section 'S' limit to 450kgs heralded for June '95 was delayed due to the usual bureaucracy and the desire to coincide with the European definition. The 'buzz' is that by May '97 the new limit will become legal. The BMAA is sponsoring it's own Credit Card to be announced shortly. During the inter regnum between Chief Technical Officers, the PFA are to handle all new modification approvals. Brian Cosgrove's persistent and often successful handling and advice over planning problems received considerable acclaim. Finally concerning overweight aircraft which are on a 6 month flying limitation, they are to be modified and re-weighed again next year.

Chief Inspector Ray Wilkinson announced a big improvement in approval of mini mods with a current turn around of 4-5 days (instead of months). He requested details of older aircraft for his register, otherwise a confident man with good progress to report.

Doubling as Chief Safety Officer, Ray reported the sad loss of 3 lives during 95/6. With microlights there were 64 reported accidents of which 5 were serious. He welcomed the CAA's change of heart over the introduction of ballistic Parachutes.

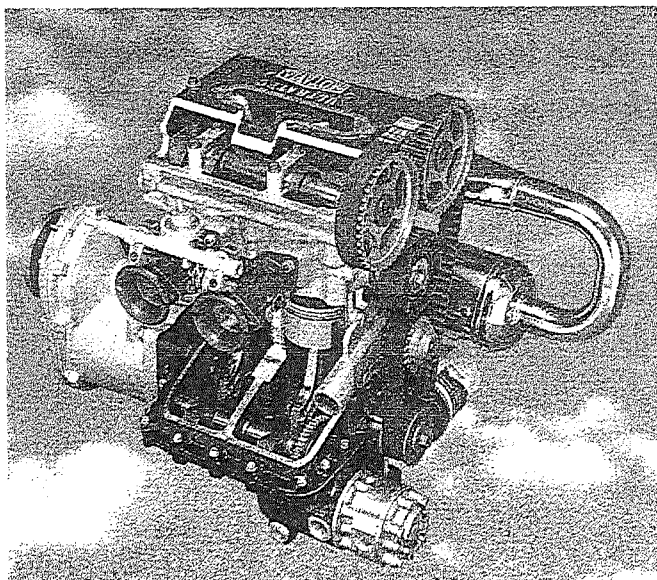
Tony Wells - Training Officer gave a positive report but highlighted the need for more AFI's as there are only 21 at the moment.

Ian Stokes as Events Officer began by apologising for the 'cock up' over the Nationals scoring system and announced the new results using the original scoring system. Next year's competition scoring system will be announced well in advance, ie February. After a slow start the British Team in South Africa competing for the World Championships received good support. The whole event was tragically marred by the death of John Holloway who as it turned out, was posthumously awarded the Trophy for winning the single seat class in the '96 Nationals.

Richard Meridith Hardy, Officer without portfolio, reported on his endeavours to introduce and integrate PPG's into the serious world of aviation following their deregulation by the CAA last summer. A training programme has been introduced including exams, based on similar lines to the syllabus we microlighters have to pass before qualifying. Licences to fly are only valid if the pilot is a current member of his association. Airworthiness standards are being written and Third party insurance is now available at similar rates to our own.

Finally I am glad to report that Brian Cosgrove has been elected onto the BMAA Council, a just reward for all the hard work he has put in to his life within the BMAA.

Somewhat shattered I returned to the exhibition hall and absorbed the final hour or so of our annual event. My self control over temptation to spend £'s amazed me as I left with only a '97 Pooley's diary and 4 spark plus in my pocket - a good day!



Seen at the show - The Ultratec and the Jabiru 4 stroke engines both competing for the current Rotax dominated market

Don't Slip on the Ice

By Bill Austin

If any members have flown in the last few weeks they may have had their engines suddenly run a bit rough for the weather has been conducive to carburettor icing. JH experienced it when flying my Minimax two weeks ago and cured it by using the carb heat control to restore normal running. By coincidence on the same day Barbara flew our flexwing and had exactly the same problem. Her remedy was to apply almost full power and fly with the bar pulled in because as soon as she returned to cruise power the engine began to run roughly within 20-30 seconds. With all the dampness and the low temperatures remember that the passage of air through the venturi of the carburettor causes the temperature to drop even further and ice will form in seconds on the wall between the carburettor and the inlet port. The effect is comparable to someone trying to strangle you. If they are successful you keel over and so will your aircraft if you don't act quickly!

Festive Fly -Ins

Boxing Day Meet - John Hamer will be hosting a fly in at mid-day at his strip. Alternative field adjacent to his strip may be in use. Phone to confirm details. Foot followers welcome. Late Christmas present for first arrival by air.

Saturday 28th Dec - Chris Ball has kindly agreed to host a fly in at his strip on the Cotswolds. Time mid day. Phone 01242 820055,

Sunday 29th Dec - There will be a fly in for lunch at the Teddington Hands Pub - Time mid day - phone Andrew John to confirm - 013862725299

New Year Day gathering - Andrew John will be hosting a fly in at mid day at his strip. Phone essential to confirm details of strip - 01386272299.

Meetings

The January meeting will be the Annual General Meeting - the time when you can voice your views and vote for a new committee. This is scheduled to be the last meeting at Blaisdon.

The February meeting will be the annual open evening, but this time it will be held at the Farmer's Club - our new venue.

For the March meeting, Don Law is booked to reveal all about his new engine which he unveiled at the Telford Show.

The April meeting is scheduled to feature the Services microlight trip across Canada last summer.

For The May meeting, John Campbell the Chairman of GASCO is scheduled to speak.

For Sale

Castrol TTS two stroke oil - 25 litre drums at £145 (ie £5.80 per litre) normally over £8.00 per litre in garages - ring Adrian Lloyd 0188 5482504

Flash 2 Alpha, G-MVIZ, 503 air cooled. Three bladed propeller, strobes, good instrumentation. Complete with 2 helmets, headsets and intercom, trailer and wing racks. Owners going 3-axis. Offers to Dean Sweeney 01793 848980 (day), 01793 692219 (eve), or Gary Thomas 01793 491002 (eve).

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Stop Press - Gary Ball goes solo

After the newsletter had been 'put to bed', the news came through that last Sunday (15th Dec) Gary Ball had gone solo at Kemble. Not surprisingly, he was over the moon about his achievement. Congratulations Gary.