

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX



**Severn Valley  
Microlight Club**

*January 1997*

## *Club Newsletter*

The cold icy weather has had a dramatic effect on the flying activity that has occurred in the past month - only Santa's sledge seemed to have run smoothly, though as you will see below some intrepid members did get into the sky. We can only reflect on the happy days of last summer and look forward to the arrival of the warm weather.

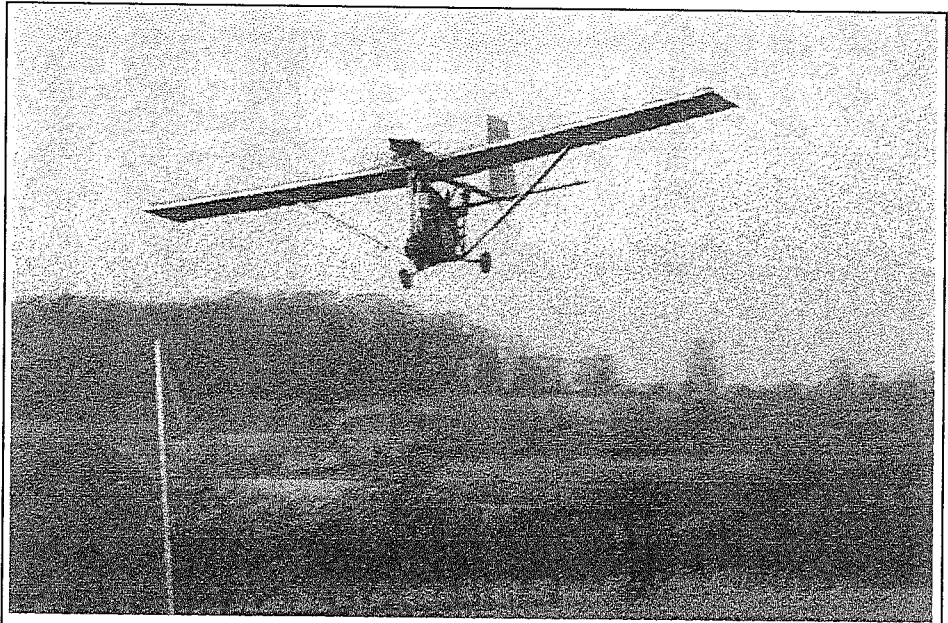
### *Festive Fly Ins*

Four flying events were scheduled over the Christmas period and despite the seasonal weather, two of them actually happened!

The first was on Boxing Day at John Hamer's strip. Two aircraft flew in, Ken Cole and Bill Austin, and three people arrived by road. Ken was the first arrival and thus won the prize on offer. It was also another first for him, his first landing at Hartpury. The conditions were quite good for the time of year though visibility was not the best there was a fair wind aloft for apparently the trip from Defford to Hartpury took 25 minutes while the return trip was over in 15 minutes. On the ground however there was no significant wind.

The Sunday meet at Teddington Hands was marginal with poor visibility, rough conditions at 1000 feet with some sleet showers.

Notwithstanding this, three aircraft took to the air - Ken Cole, John Hamer, plus Andrew John who trailered to the field, rigged and finally took a young lad for a short flight. In addition John Cafful, Bill Keel-Stocker and



*Ken Cole Arriving at Hartpury*

Bill Austin arrived by road. In truth it was rather bleak and cold, but the warm meal in the cosy pub more than compensated for that.

The day before, the visit to Chris Ball's strip was a victim of low cloud and strong, gusting winds. New Year's Day was another example of flying stopped by weather.

## *Open Night - Wed 19th Feb*

The February Meeting will feature the Club's Open Night with an illustrated talk & film showing what microlighting is all about. Please bring along anyone that is interested or would like a night out. Remember we are not only trying to recruit new members but more importantly it is a PR exercise to make the Public more aware of what we do.

In addition please display the enclosed poster so that the event can get the maximum publicity.

It is also planned to show the 'hardware' to the public on Sunday 23rd Feb at 10.00.am at Over. Weather permitting we may be able to take them flying. Volunteers would be appreciated.

It is planned to start Ground School on the Monday immediately after - please advise Bill Austin as soon as possible if you want to attend.

## *Future Meetings*

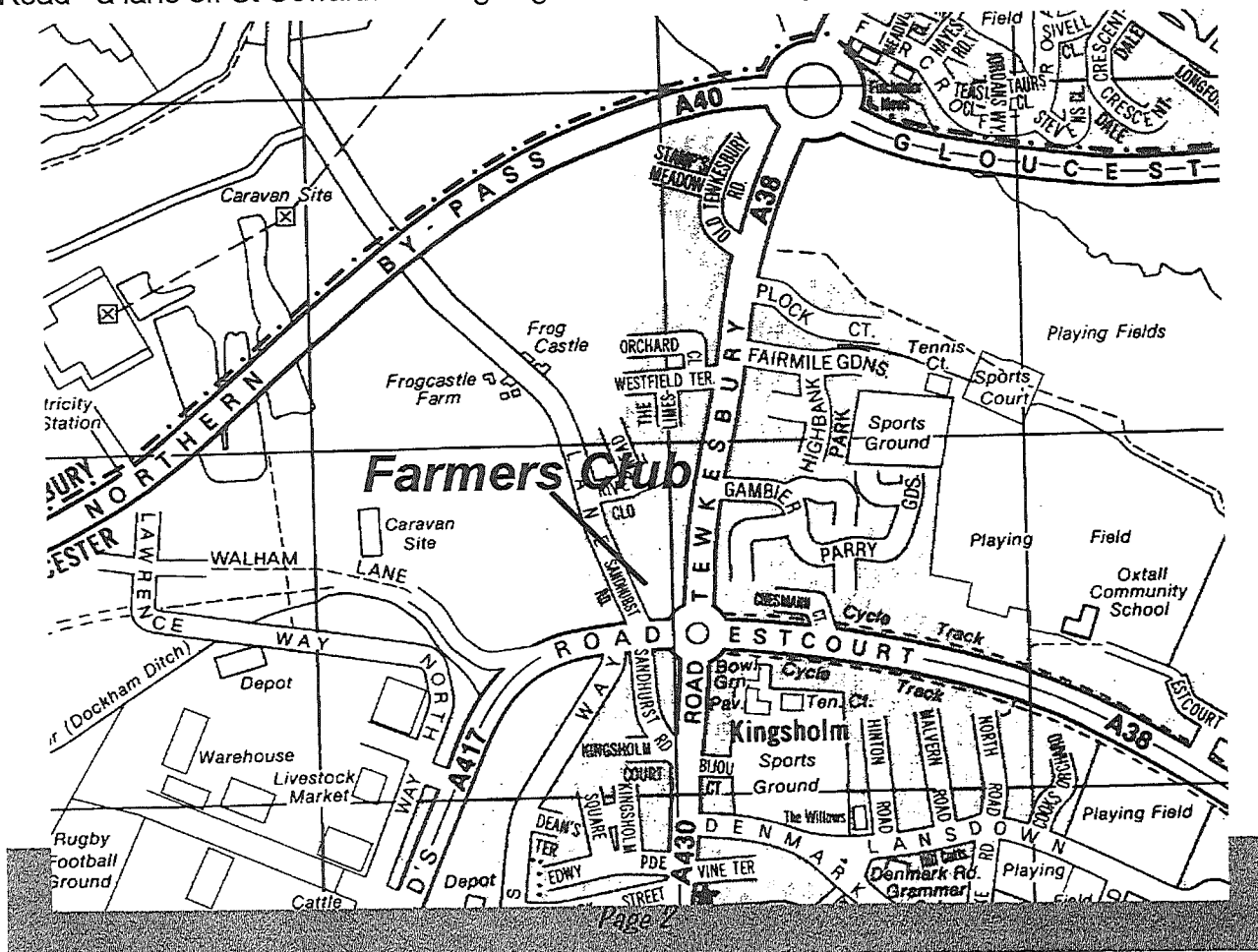
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For the April meeting, a presentation on the Services Microlight Trip across Canada is scheduled.

In May, John Campbell, the Chairman of GASCO has been invited down to give us a talk on his organisation and what it can do for us.

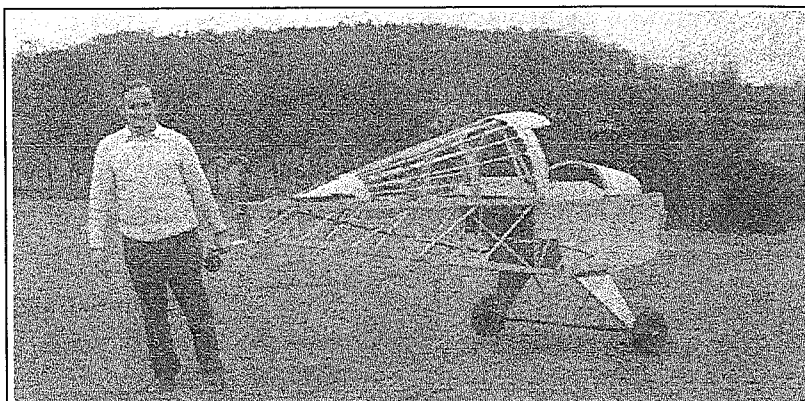
## *Meeting Venue*

Members should note that in future the meeting venue including the Open Night will be at the Farmers Club. The building is on the corner of Tewkesbury Road and St Oswalds Road adjacent to the roundabout, the car park however can only be accessed from Sandhurst Road - a lane off St Oswalds Road going north about a 100 yds back towards the market.



## *MiniMaxs Multiply*

Yes it true, Hartpury is competing as the centre of the MiniMax world for if you look round the sheds there you will find 4 1/3 MiniMaxs in various states of build. Well Bill Austin has two - one in the build and one currently under flight test. JH also now has two, the original one he built and another part finished project that he has just acquired. The 1/3 ? Thats the well known model which resides in a box when not on display at shows!



*JH takes his latest acquisition for a walk*

## *Christmas Party*

About fifty people attended the Christmas party at Blaisdon last month. Although attendance was low compared with previous years, those who did come were treated to a real log fire in the bar and a warm festive atmosphere. There were five competitions to entertain members during the evening. The winners were:-

Best ground photo	Robbie Keene
Best air photo	Andrew John
Best photo with caption	Gaye Nesbitt
Guess who	John Cafful
Yuletide quiz	John Davidson

In addition there was the usual raffle with a bumper selection of prizes. Our thanks go to all who brought prizes, to all who attended and made it a successful evening and to John Hamer and Bill Austin who organised the competitions.



One member gave as his excuse for not attending the Boxing Day Fly In as:- "We had the Mother in Law for lunch ————— but we would have preferred a turkey."

## *Permits to Fly*

With effect from 1st February there is a new Permit to Fly application form in use. It is issue no 17. Those owners whose Permits are now due will automatically be sent one with the reminder. Those of you whose Permits have already expired will need to acquire one from your friendly inspector. Incidentally a well informed source advises that the CAA are about to take to court a microlighter for not having a valid Permit to Fly & illegally modifying his aircraft. Don't let it happen to you - if you want to revalidate your permit give your inspector a ring now.

## *Annual General Meeting - 15th Jan 1997*

The agenda will be as follows:-

- 1) Report by Chairman
- 2) Report by Treasurer (Review of accounts - see below)
- 3) Report by Training Officer
- 4) Election of Officers
- 5) Membership Fee for 1997
- 6) Awards
- 7) Any Other Business

## *SEVERN VALLEY MICROLIGHT CLUB.*

## *1996 ACCOUNTS.*

### INCOME

SUBSCRIPTIONS	1135.00
RAFFLE PROFITS	320.37
G/SCHOOL SUBS	125.00
G/S EXAM FEES	310.00
B/SOC INTEREST	66.84
LICENCE RENEWALS	21.00
SWEATSHIRT SALES	20.00
BADGE SALES	15.00
BMAA NEW MEMBERS	3.00
CLUB AUCTION	62.50
	<u>2078.71</u>

### EXPENDITURE

G/SCHOOL COSTS	207.75
G/SCHOOL EQUIPMENT	60.00
G/SCHOOL EXAMINER FEES	98.00
AIRSCREW COSTS	212.16
MONTHLY SPEAKER COSTS	54.90
MEETING HALL HIRE	293.75
CHRISTMAS PARTY	280.00
COMPUTER REPAIR	79.90
BBQ EXPENSES	90.64
WORLD CHAMPIONSHIP	200.00
EXCESS INCOME	<u>501.61</u>
	<u>2078.81</u>

### CURRENT HOLDINGS.

BUILDING SOCIETY	1837.27
PETTY CASH	<u>70.00</u>
	<u>1907.27</u>

### END OF YEAR BALANCE.

BALANCE FROM 1995	1405.66
EXCESS INCOME	<u>501.61</u>
BAL.CARRIED FORWARD	<u>1907.27</u>

## *For Sale*

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

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).

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 & Communicator Intercomm system. Permitted until June 1997. £14,000. John Dance Tel No :- 01242 675823.







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*February 1997*

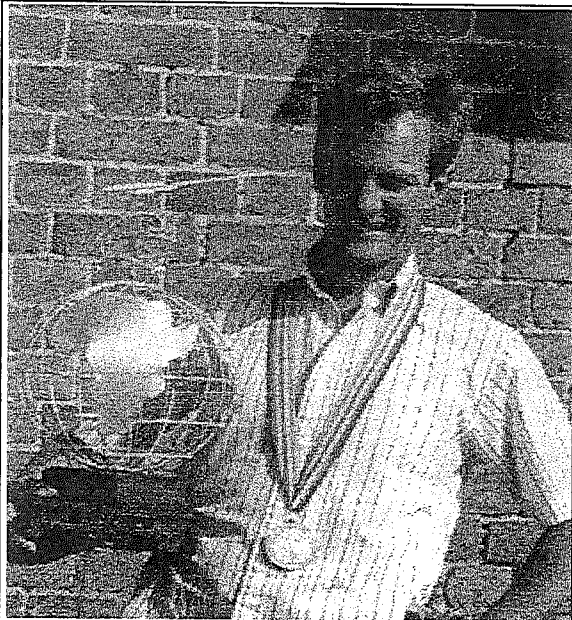
## *Club Newsletter*

An American was reputed to have said that he liked England for he could see all four seasons in a weekend. The recent weather has just been like that - gorgeous flyable days followed by hurricane winds, interspersed with cold frosty nights & a bit of fog thrown in. Nevertheless it has enabled members to get a couple of days flying in which is more than can be said for this time last year.

### *Club Trophies*

At the Annual General Meeting the following Awards were made:-

The Spitfire Trophy was awarded to Robbie Keene for his continuing outstanding contribution to the Club in providing the set up at Over, and also for his achievements in the World Championships.



*Robbie Keene  
Trophy Winner*

The Poser Award this year was presented to Bill Keel-Stocker for his determination in gaining his licence and his continuing enthusiasm for microlighting. An excellent example to all aspiring pilots.



*Bill Keel-Stocker  
Award Winner*

### *Open Day*

To follow on from the Open Evening, it is also planned to show the 'hardware' to those that are interested. This is scheduled to take place on Sunday 23rd Feb at 10.00am at Over. Weather permitting we may be able to take them flying so volunteers with their aircraft would be appreciated.

It is planned to start Ground School on the Monday immediately after - please advise Bill Austin if you wish to attend. A full programme including dates of the exams is available from him.

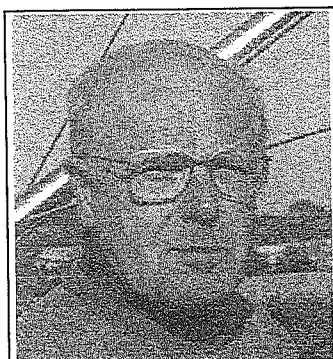
### *Future Meetings*

At the March meeting (19th March) Don Law will be revealing the secrets of his new engine that took the Telford show by storm.

For the April meeting (16th April) a presentation on the Services Microlight Trip across Canada is scheduled.

In May, John Campbell, the Chairman of GASCO has been invited down to give us a talk on his organisation and what it can do for us.

### *Chairman's Report*



*Andrew John  
Chairman*

At the AGM held last month, the Chairman gave the members a report on the state of play of the Club. A synopsis of his report follows:-

It has been another very satisfactory year for the club,

which must be one of the largest in the UK with 65 members and some 45 aircraft with 22 types. The highlight of the year was to welcome home Robbie Keene with his Silver Trophy achieved for his success in the World Championships in South Africa, a truly stunning performance. At the other end of the scale we congratulate two new pilots on achieving their solo flights, for them a memorable event.

The loss of Woolstone flying field has almost gone unnoticed as members have now become independent with their own or shared strips to fly from. The effect on the finances has however been dramatic with the membership fee being halved and still a surplus being created.

After considerable effort, one of our members, Don Law has at last produced an answer to Rotax with his '4 stroke'

engine called Ultratec. We all wish him every success in it's development and future sales.

Whilst flexwings continue to be the staple diet of member pilots there are always those who wish to become conventional and turn towards three axis aircraft, either as microlights or G/A aircraft. Adrian Lloyd's acquisition of a Kitfox was a joy to behold but nothing compared to Gay's satisfaction to be indoors out of the draft at last! Dave Steade however, having gone the whole way with a share in a Jodel has suffered withdrawal symptoms and is now seriously threatening to return in a MiniMax. By the numbers appearing at Hartpury this is becoming a very popular aircraft of the solo variety.

### *Training*

For anyone interested in learning to fly microlights, they could do no better than enrol with Bill Austin's highly successful Ground School. With an 86% pass rate this year from his students and also a number of radio course successes, the Club must thank him for his valuable services.

### *Finance*

Our Treasurer, Ges Hatchett has pleased everyone this year by only being able to halve the annual subscription, but also produce small surplus even after a substantial donation towards the British Team in the World Championships in South Africa.

### *Social Events*

The event of the last few years has been the Christmas Party and this year was no exception. Held at Blaisdon Hall for the first time, an entertaining evening was enjoyed by an enthusiastic gathering of members and their partners. Highlights included a photo competition which had a section displaying members of the committee as seen very many years ago. This tested most, but John Cafful beat everyone in identifying not only the

## SVMC - Committee Members - 1997

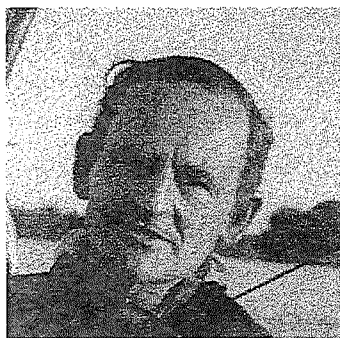
### Chairman



**Andrew John**

Home - 01386 725229  
Work - 01386 725217

### Secretary & Airscrew Editor



**John Hamer**

Home 01452 700314  
Work 01242 661820

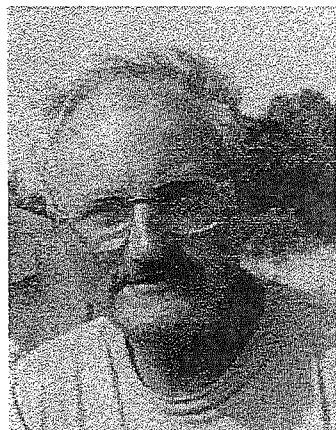
### Treasurer



**Ges Hatchett**

Home 01452 414992

### Training & Safety Officer



**Bill Austin**

Home 01242 515064

### Other Committee Members

#### **Robbie Keene**

Home 01452 414975  
Work 01831237353

#### **Richard Webb**

Home 01452 524531  
Work 01452 394365

#### **John Davis**

Home 01451 850214  
Work 01451 850214

#### **Norman Frost**

Home 01452 863777

### Other Useful People

#### **Inspectors**

##### **John Hamer**

01452 700314

##### **Don Law**

01783 740854

##### **Dave Read**

01531 650245

#### **Check Pilots**

##### **John Hamer**

01452 700314

##### **Adrian Lloyd**

01885 482504

##### **Don Law**

01793 740854

### Club Members use the following Schools

#### **Aerolite - Long Marston**

Stratford on Avon

01789299229

#### **GS Aviation - Clench Common**

Marlborough

01672515534

#### **Discovery Aviation - Long Marston**

Stratford on Avon

01905 840332

#### **Sabre Airports - Shobdon**

Leominster

01568 708168

#### **Group D Aviation - Enstone**

Chipping Norton

01608678741

#### **Pegasus Flight Training - Kemble**

Cirencester

01285770077

#### **M4 Microlights - Swindon**

01793790052



unmistakable JH, but also Humpty Dumpty Chairman sitting on the wall!

### ***The Newsletter - Airscrew***

Thanks to our Editor's enthusiasm and skill with his new computer software, we now have a presentation on a par with the daily Tabloids ie the same out of focus photographs and titillating comments. (Haven't included a page 3 girl yet - Any volunteers? - Ed).

### ***Monthly Meetings***

After many years at Hartpury circumstances beyond our control forced us to move to Blaisdon Hall in July. This move away from the epi-centre of the Club tended to reduce our monthly support to an average of 30. A new venue for 1997 has therefore been chosen, ie the Farmers Club in Gloucester.

The 1996 programme was as follows:-

- |     |  |
|-----|--|
| Jan | - AGM  |
| Feb | Open Night   |
| Mar | John Fack (Pegasus) -<br>'Madrid to Radwell Rally' |
| Apr | Alan Newton - Propellers                           |
| May | Andrew John - My Flying<br>experiences             |
| Jun | Alan Pugh - The Victor<br>Bomber                   |
| Jul | Over Farm Fly in                                   |
| Aug | No meeting   |
| Sep | Robbie Keene - The World<br>Championships          |
| Oct | Roger Pattrick - Section 'S'                       |
| Nov | CAA Safety Evening                                 |
| Dec | Christmas Party                                    |

### ***Fly in and Outs***

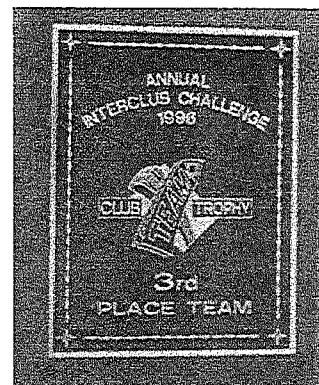
There were several notable excursions, in particular a visit to Brooklands airfield and Museum of Aviation thanks to an invitation from the Surrey Microlight Club.

Our own in house fly ins included to Chris Ball at Hawling, to Dene Magna, to Over on several occasions including the celebration of the opening of their new crewroom in July with an aerial Treasure hunt to enjoy. Visits were made to Hardwicke, as well as Milson. We also

attended Hartpury College's annual open day which was appreciated as usual.

### ***Competitions***

Following last year's success in the Team Trophy at Ebrington (4th), the Club entered a formidable team this year and secured 3rd place which by extrapolation should mean 1st



place in 1998! The Avon Club have created a superb annual event which is both fun and competitive to enter.

Robbie Keene's success in the World Championships has already been mentioned - we are very proud of our association with his achievement

### ***Finally***

Our club is made up from members with a cross section of interests in flying. It is this very variety coupled with the support these members give that makes it so successful. May you all contribute to support it and make 1997 even more enjoyable.

### ***The Best Experience in the World (Probably) by Gary Ball***

As the instructor jumped out and asked me if I wanted to go solo my thoughts turned to previous landings that would have done 'Skippy' proud. 'Okay I'll have a go' I meekly responded - confidence isn't my strong point. Toddling down to the runway gave me plenty of time to wonder what it will be like to land without my 'confidence enhancer' in the rear seat, but then concentration took over from nerves as I lined up. Three times I did the checks. Well you never know what might break in the two seconds since the last check!

With 25 litres of water in the back seat as ballast, we hurtled down the runway, aircraft and I as one or so I thought but

then we seemed to go vertically up. I had been warned about the difference with only one up, but nobody told me it turned into a helicopter!

At 800 feet downwind, my nerves settled a little and I noticed all the other aircraft that had been around had decided to give me a wide berth. Consideration or previous experience of novice pilots - I know not!

Tell Tower I'm downwind I thought; fear or should I say terror began to return. How am I going to land this thing. Pity there isn't in-flight refuelling, otherwise I'd stay up here for ages I mused. Call finals I remembered - but the runway seemed to stay still compared to the usual jumping up and down and side to side movement I used to experience previously. I kissed the tarmac, rolled along, - what a feeling - I've done it, a jubilant cheer and I thought let's go again. 'Golf Yanky Zulu - rolling through' I called. Airborne again, this is great I thought to myself. I remember to call the tower to say I'm downwind. I could get to like this. Then all of a sudden Kemble tower boomed in my ears "If you push the switch down on the right hand side of the seat, we might be able to hear you". Whoops, well nobody's perfect!

I don't think I will mention the second batch of landings - but skippy watch out!

How long before I can join you all you lucky people with PPLs I know not, but roll on the time when terra firma is where I land and not what I'm stuck to.

### *Bill gets Certified*

We are pleased to announce that Bill Austin has now been approved as a Ground Examiner thus enabling him to invigilate the ground school exams. In addition he can also sign 'Certificates of Experience' which as



*Bill Austin*  
*Ground Examiner*

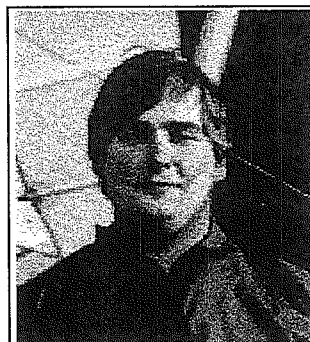
you all are aware needs doing every 13 months for qualified pilots.

### *Adrian's Millenium*

Adrian Lloyd is to be congratulated on achieving 1000 flying hours over the Christmas hols albeit in a variety of flying machines, from gliders, microlights through to Group A aircraft. He has written an account of his trials and tribulations which is scheduled to appear in the next issue.

### *James gets a Proper Job*

We are pleased to hear the news that after several years of searching, following CPL training at Cranfield, James Cairns-Terry



*James Cairns-Terry*  
*Airline Pilot*

has been able to relinquish his instructor's post at Aerolite and join the commercial scene. He has got a job flying Shorts 360s out of Newcastle. We wish him all the best. James was a member of the

club from the very early days, learning to fly with Simon Baker.

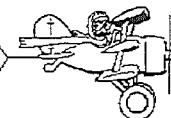
### *Membership Fees*

It was agreed at the recent AGM that membership fees would remain unchanged from last year. In this newsletter is a renewal form. Please complete it and send it with your fees to Ges Hatchett as soon as possible. No fees - no newsletter.



*Ges Hatchett*  
*Wants your money*

*Editor John Hamer*







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*March 1997*

## *Club Newsletter*

*The wind & rain of February have now departed to be replaced by fog, then more wind. In between there has been the odd day that has indicated that Spring may be around the corner, and indeed the Chairman flew down to Devon on one such day. The unpredictability of the weather as will be seen later caused one member to seek solace beyond these shores.*

### *Open Night and Hardware Viewing*

The February meeting featured the annual Club Open Night - or Recruiting Evening as it is otherwise known. This was held in our new venue, the Farmers' Club, and was attended by over 50 people. The heartening thing though was there were some 26 visitors who had come to learn more about our activities. The proceedings followed the usual format of slide presentation and cine film. The material had been updated from last year and even recorded the progress on the Treasurer's Huntwing project or rather lack of it! Questions from the floor at the end showed that people had been listening and there seemed to be some who even wanted to learn to fly! The following Sunday was the "come and see the hardware" follow up at Over. The weather ran true to form and ensured that

no flying was possible due to the high winds and rain. A significant number of people did however turn up and asked loads of questions. The answers did not seem to put them off and, for some it is suspected, definitely increased their wish to pursue ground school and practical training.



*Ground School '97 Working Hard*

### *Groundschool 1997*

Monday 3rd March saw the start of the real hard work with the first session on the Principles of Flight. Five new students and 2 "old faces" turned up for the first of Bill Austin's "torture sessions". In the next three months the screws will be applied in

earnest and minds will be seriously bent around the other subjects. It is not too late to join in the fun - just give Bill a ring.

### *Stamping of Log Books*

We announced in the last newsletter, that Bill Austin has been appointed a Ground Examiner and one of his functions is that he can sign the Certificate of Experience. Bill has generously agreed to undertake this duty for free for Club members except that he will expect you to donate a Raffle Prize to the Club for his services. No prize - no signature - seems fair. Incidentally he can also stamp Gp A logbooks as well

### *To Sunnier Climes*



*John Davies*

John Davies decided to learn to fly several years ago but achieving any continuity has continually been frustrated by the weather. The problem is that John's

job, he's an agricultural contractor, is also weather dependant, so when the weather is good he is forced to work. He has therefore decided that the only way around the problem is to take himself off for an intensive course in the sun. John will thus be departing these shores at the beginning of April for Malaga where Graham Slater has set up operation during the spring months. John hopes to undergo two weeks training after which he hopes - with a bit of luck to return to these shores clutching the vital piece of paper. Good Luck John - we'll expect an article from you on your experiences not just a post card from sunny Spain!

### *My First 1000 Hours by Adrian Lloyd*



*Adrian Lloyd*

Initially I had no intention of writing a piece entitled 'My First 1000 hours', then something happened which gave me little option.

A phonecall to JH to give him a useless snippet of information for the newsletter ie Boxing Day saw me complete 1000 hours was received by "Sorry just printed the newsletter".

Unfortunately I missed this years AGM - first time ever, so my Airscrew arrived by post. On the front page was stuck a little yellow notice :- "Sorry about your bit of news not being included, but I've reserved space for your article in the next issue". So I was committed!

As a teenager I joined the ATC and was always over the moon whenever I was able to take an Air Experience Flight in a Chipmunk from Hamble in Hampshire, right on the south coast. Unfortunately, whenever a gliding course came my way, I was embroiled in GSE exams and so the opportunity passed me by.

Years later saw me sat on top of the Long Mynd in Shropshire, girlfriend in tow, waiting for a trial flight in a glider. Miserable blighters kept coming up with an excuse as to why they could not fit me in, so after umpteen hours, and still no flight, I legged it.

Some years later with said girlfriend now a wife, I happened across an advert in the

back of a model aircraft magazine, which said roughly " Week long gliding course in Devon - £22-00". Wow, what a chance, so I wrote off. Too late all courses booked!

The following year, I made damn sure that I had the course details as soon as they were printed and I booked a place. Slight price rise - £24.00 but we were on our way. The year 1976.

Well, it was a brilliant week, up round and down with flight times between 3 - 4 mins each. Yes, it was an autotow site, and was at a place called Dunkeswell. On the Thursday of the week, I had a thermal flight of 48 mins and that clinched it. I was hooked.

On site there was also a chap with his own glider on holiday. He said to me on one of the days, having found out that I came from Herefordshire, " Why don't you come and join the Shobdon Gliding Club - that's where I'm based". "Where's that?" I said.

Anyhow, I did and my first flight at Shobdon

was in a Blanick, climbing to 5,000ft - flight time 1hr 30mins. I flew a few times more then lapsed.

The following summer, saw another week booked at Dunkeswell. My instructor was a gorgeous blond lady called Barbara. (Yes, really, I don't tell lies!). On the Friday of the week, I was due 5 flights. After flight no 5, I made to get out of the glider, but Barbara told me to get back in, so I did. If she couldn't count who was I to enlighten her! She chatted with the course members for a few minutes, and then returned to me. The resulting conversation was followed by my first solo - well as you all know, what a moment is that first time - it lives with me still. I stayed the weekend, and after 2

more solo's gained my 'A' and 'B' gliding certificates.

Now there was no holding me, and back at Shobdon I was soon cleared for aerotow solos.

Over the next few years, hours built up with many memorable flights. By now the 'bug' had really bitten, and I was soon forming a syndicate to own a glider. This was a 6 person syndicate and we co-owned a Schleiker K6 CR, a lovely lightweight single seat glider. This glider

saw me gain my Silver 'C'.

Many memorable flights later, and having married one of the syndicate members ( a woman, I hasten to add!) saw the arrival of a first born. Things changed!

Despite my best intentions to keep up a healthy hours acquisition each year, I found that demands on time from other quarters became more pressing!

However not long after the gliding CFI indicated his wish that he would like me to become an instructor. So a week was spent at Lasham in Hampshire undergoing an intensive instructors' course, which was very demanding, not least because the first day was spent showing one how little you knew! I shall never forget day 3, and the multi-spin exercises when one had to spin down from height, all the while remaining calm and giving the instructor 'patter' while keeping the voice in the correct octave!

Within a year, sensible financial reasons dictated the sale of my K6 share and my flying became purely instructional which I found great fun. Occasionally a pupil would do their utmost, or so it seemed to



*SVMC's Page 3 Girl.*  
*No prizes for guessing who she is!*

kill you, but I learned to cope - timing take-overs just right to ensure the survival of us both!

Around 1983/84 microlights began to appear at Shobdon and I gradually began to get a great interest in such machines. However cost was a big factor and the 'powers that be' tended not to be very helpful when they learned of my new found interest, so a new machine was not for me. However, I persevered and thanks to a tremendous lot of help from Gordon Faulkner, I and a friend acquired a 2nd hand single seater (That alone is a story in itself!)

A conversion course at Shobdon followed, £350 to solo standard. Then I was on my own - 260cc single cylinder, twin plug, electric start, 28 mph cruise, 32 mph foot to the floor, bar in!

I learnt a lot on that machine including my biggest cross country - Bromyard to Much Marcle and back - how times have changed since then!

A year later and 25 hours, I sold my share to my partner and acquired a Tri Pacer/Striker, 330 Robin engine, a truly lovely solo aircraft, through a SVMC member, by which time I had found and joined the Club.

91 hours and 2 years later, I sold that at a profit and came into possession of my dream machine, G-MVIZ. On that aircraft I completed just over 400 hours of superbly enjoyable and thrilling flying.

Unfortunately in 1994, for a couple of reasons not least financial, I reluctantly relinquished my gliding instructor rating, with some 350 hours, 800 launches under my belt. I still glide occasionally but now solo in the front seat, where I can see where I am going for a change.

As previously written last year, I then entered a new plane in my flying log when I purchased Kitfox G-BSRT - a truly wonderful aircraft. I will not say more on this machine, other than I have never regretted its purchase. I find it absolutely

fabulous to fly, as witnessed by last year's total of 130 hours in it!

Well there you have it - 360 hours on gliders, 822 launches, 18 types flown, 503 hours on flexwings, 13 types flown and 148 hours fixed wing, Gp A - 5 types flown. These first 1,000 hours have seen a very varied amount of flying, in many different conditions and have been responsible for a tremendous amount of fun and lasting memories. I truly hope to add to them, both in knowledge and experience as well as personal satisfaction and pleasure.

### *Breath tests for pilots?*

It is reported that the Department of Transport is considering introducing a limit on the amount of alcohol permitted in the blood stream of all aircrew, ATCO'S and maintenance staff. The current "eight hours between bottle and throttle" is purely an advisory constraint. The proposed limit is 20 milligrams of alcohol per 100 millilitres of blood - just one quarter of the current limit for driving a car! It is said that 8 hours after drinking 2 pints of beer and 2 double spirits it is likely that you would still have twice the proposed limit of 20 milligrams in your blood. Perhaps the solution is to stop drinking alcohol and put the money towards fuel for your aircraft.

### *For Sale*

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504





**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

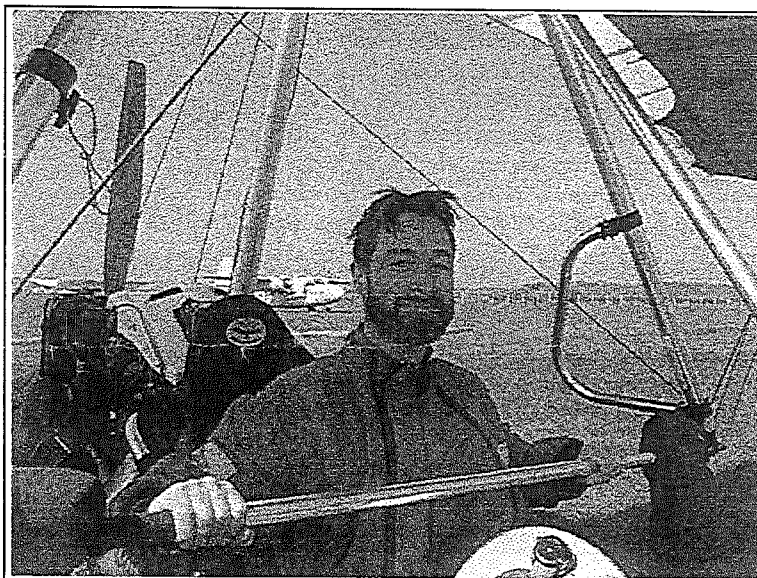
*April 1997*

## *Club Newsletter*

*Against all predictions, Easter heralded the start of good weather, the shift of the clocks and thus the start of the flying season. The hanger doors have been opened and members' have been up in the air night after night enjoying the almost unprecedented spate of good weather so early in the summer. Long may it continue. To find out what's been going on around the parish, read on:-*

### *John Davidson gets his Licence*

One of the first to benefit from the spell of good weather was John Davidson who has been putting the hours in at Long Marston under the tutelage of Tony Blackwell. John's efforts have paid off for last Sunday, James Cairns-Terry, taking a break from flying Shorts 360s was able to check John out. John has spent many hours and suffered many frustrations in obtaining his licence, so it is an exceptional well done to him for staying the course. An account of one of his tribulations is personally related later in this newsletter.



*A Very Happy John Davidson*

### *John Davis goes Solo*

Ironically it was the unpredictability of the British weather that lead John Davis to depart to Spain for his training at the beginning of the month. The good news from there is that John went solo on 9th April and thus hopefully he will have even better news when he returns on 18th April.



*John Davis - Solo*

### *Ground School Report*

The first exam is now just a memory - hopefully a happy one - because all eight students passed. The Technical exam is thought to be the easiest of all the papers and perhaps the average pass mark of 91.25% is proof of this. Well done to all the students. May your success spur you to even greater efforts in

the next three exams!

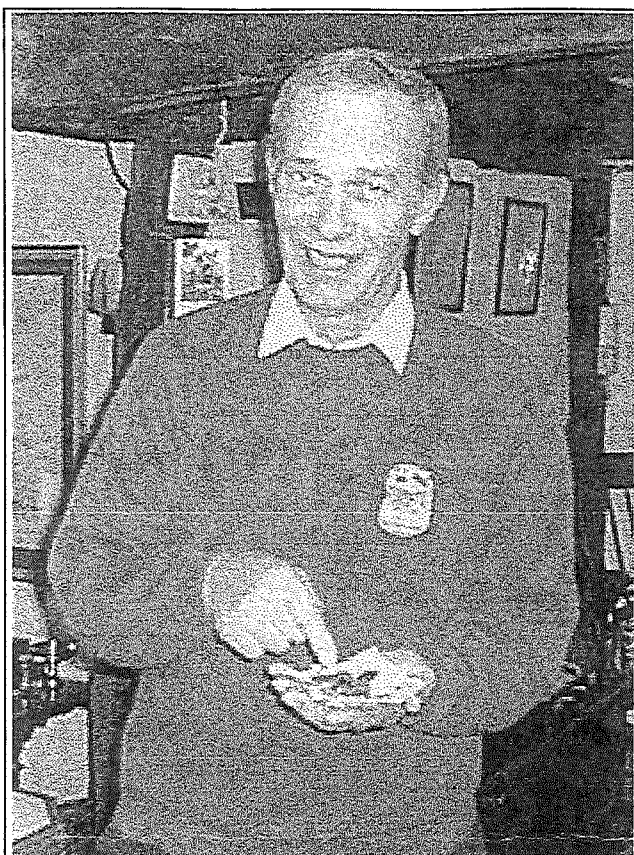
The next exam will be Navigation and Meteorology, and will be on Monday 21st April. Please let Bill Austin know if you intend taking it so that he can book a chair for you - space is restricted!

### *Membership List*

At the time of going to press 63 members have either joined or rejoined the club this year and their details are on the last page of this newsletter. Members are requested to check the information and advise the Secretary if there are any discrepancies. The picture sent to late payers of Ges demanding money lead to various comments from 'Cobblers' to 'Is he holding my change.' There was however even more diverse comments under 'experience' on the membership form itself. Some people boringly recounted their aviation activities whilst other wanted to expound about 'a few



girls from Ribstone Hall' or bragged that their experience was far greater than the space available!



*I've got your money now!*

## *A Grand Tour of The Cotswolds?*

by John Davidson

April 2nd dawned overcast, calm and an ideal day for my second qualifying cross-country, to Shotteswell via Enstone.

Climbing into the early afternoon haze, I set course for Enstone on 140 degrees. The villages appeared when and where expected, then Shipston on Stour. Here I elected to reduce pilot workload by keeping in sight of the Shipston/Enstone road. After all, it would only be a slight deviation to the right of my intended route.

I was a little surprised not to have seen Brailes on my left (somebody said I should have felt it, not seen it!) though not half the surprise I had some minutes later when a whacking great airfield emerged on the Alpha's nose. On first glance it resembled a spoilt ballot paper....there was a big X at the end of every straight line. "THIS IS NOT ENSTONE", thought I! Climbing to 2,000 feet and circling, the main road I'd followed led to a settlement, a cross roads and an airfield in the left hand corner.....certainly some similarities with Enstone. The ensuing discussion I had with myself ran somewhat thus:

"If this were Enstone, there would be aerials North of the airfield" ..... "No aerials!"

"If this were Enstone, there would be a pig farm to the North-East" ..... "No pig farm!"

"This definitely isn't Enstone!"

OK, run through the checks: LIFE, HELL and since this ain't Enstone WTF!?

I could hear Bill Austin's voice saying "Read from ground to map". There was plenty of information below, including a well used railway line which I flew along for a few yards and checked the compass. The line ran NNE. Re-examining the towers and strange black areas on the airfield, I realised it was Moreton in Marsh fire college and recalled seeing the compass reading 200 to 220 degrees on the leg from Shipston - a 60 degree error. Checking other features to confirm my position and estimating the detour would put me 25 minutes behind schedule, I glanced at the fuel, turned X-Ray Bravo towards Chipping Norton and pulled in the bar.

Overflying The Cross Hands Pub en-route to "Chippy" I laughed at myself. Here is a guy who walked across the notorious Exmoor Chains on a compass bearing and regularly walks in mountains, navigating by the shapes of the rocks.....and he got lost trying to follow a road from Shipston to Enstone!

By Shotteswell I'd planned this article. Back at Long Marston after 1 hr 55mins, Bill Austin was waiting for me and helped de-rig whilst I told my tale. The next time I elect to fly "IFR", I'll consult the compass & make sure I'm following the correct road!

## *I say I say I say*

A member who has been reading the newsletter - yes there are some, has produced a few limericks based on events reported in the newsletters.

A pilot called Mrs B Austin,  
Had carbs which developed some frost in,  
The nasty stuff thawed when the throttle was floored,  
And so performance was restored without costing.

On his first solo the young Gary Ball,  
Thought he made the right radio call,  
But then found that he wasn't turned on,  
So old Dave Young couldn't hear him at all.

Last June our friend Trevor Cale,  
Made a Czechoslovakian trail,  
To save breaking his neck he got back on the deck,  
And towed himself home in the teeth of a gale.



Severn Valley Microlight Club  
Membership List

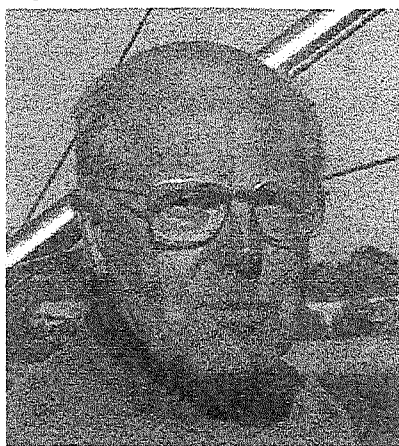
14 April 1997

No Name	C/name	Mem No	Home Tel No	Work Tel No	Address	Street	Town	County	R/C Reg	A/C Type	Licence R/T	RMA No	Hrs	Insurance
1 Austin	Barbara & Bill	174	01242515064		Sheldon	Battledown Approach,	Cheltenham	Glos	G-MWRQ	Flash 2A +	F	Y	3219	Y
2 Ball	Gary	289	01694291426	0836217404	69 The Sandfield,	Northway,	Tewkesbury,	Glos	G-MWRQ	Flash 2A +	F	Y	3219	Y
3 Ball	Chris	271	01242820055	01242821361	Oxleaze Grange	Hawling	Cheltenham	GL54 5TB	G-MWON	Shadow C-D	F	Y	5751	Y
4 Beale	Dennis	192	01452750424	01443224771	The Cottage	Hartlands Hill	Minsterworth	Glos GL2 8JY	G-MWON	Flash 1	R	Y	3527	Y
5 Bedford	Paul	61	01694290205	01242221491	7 Howard Close,	Anschurch Gardens	Tewkesbury	Glos GL20 8BT	G-MTNE	Medway Raven	Y	Y	2398	Y
6 Birchler	K	266	01452830783		Pinewood	Vale Hill	Longhope	Glos GL20 8BT	G-MTNE	Flash 2A	Y	Y	5725	Y
7 Booth	Vic	156	01386881639		The Bungalow	May Hill Life Centre	Station Rd, Beckford	Glos GL20 7AN	G-MTNE	Flash 2A	Y	Y	3134	Y
8 Brown	Ken	308	01275847147		204 Down Road	Portishead	Bristol	Avon BS20 8BG	G-MTNE	Tiger Cub	F	Y	240	Y
9 Bullock	David	288	01694291367	01694290290	Bosley Corner,	Old Manor Lane, Mitton,	Tewkesbury,	Glos	G-M	Pegasus Q	F	Y	5840	Y
10 Burak	Myron	285	01453860570		43 Adelaide Street	Haushill,	Coaley,	Glos GL11 SES	G-MTPE	Pegasus XL	F	Y	5734	Y
11 Burden	Adrian	302	01452504843		Pound House,	Tredworth,	Gloucester	Glos GL1 4NW	G-MWON	Flash 1	R	Y	3854	Y
12 Cafful	John	153	01452700365		33 Corsend Road,	33 Corsend Road,	Hartbury	WR14 3RH	G-MYJZ	Pegasus Quantum	F	Y	1708	Y
13 Cale	Trevor	217	01694564685	01694564685	Barnards Green	Barnards Green	Malvern	Glos GL6 6SE	G-MYJZ	Flash 11	F	Y	4992	Y
14 Church	Russell	202	01452812940	01242226266	The Old Cowmans Cottage	Greenhouse Lane,	Painswick	Glos GL6 6SE	G-MYJZ	Flash 2	F	Y	1352	Y
15 Cole	Ken	81	01452414374		14 Tunacre, Road	Highnam,	Gloucester	Gwent NP6 5ND	G-MWBI	Flash 2	F	Y	2934	Y
16 Cole	George	93	01295624460		5 Crownhill, Road	Bulwark,	Cheltenham,	Glos	G-MYJZ	Rans	F	Y	2436	Y
17 Collo	Brian	295	01242842500		Greenway House,	Harwell,	Cheltenham,	Glos GL52 4BU	G-MYJZ	Flash 2A	F	Y	25	Y
18 Cox	Malcolm	19	01235834351	01235463289	2 South Drive	Gotherington	Cheltenham	Glos GL52 4BU	G-MYJZ	Flash 2A	F	Y	4007	Y
19 Dance	John	248	01242675823	01242678555	57 Gretton Road	Northway,	Tewkesbury,	Glos GL52 4BU	G-MYJZ	Flash 2A	F	Y	1744	Y
20 Davidson	John	291	01694291159		Rose Cottage,	Hooks Lane,	Uplendon, Newent	Glos GL18 IEL	G-MYJZ	Flash 2A	F	Y	2013	Y
21 Davies	Colin	8	0531 820953		The Bungalow	Hawling Manor Farm	Hawling, Cheltenham	Glos GL54 5TA	G-MYJZ	Flash 2A	F	Y	2277	Y
22 Davis	John	260	01451850214		Deans Walk Inn	Deans Walk	Gloucester	Glos GL54 5TA	G-MYJZ	Flash 2A	F	Y	2277	Y
23 Drake	Bruce	237	01452311417	01452415762	Jock's Lodge,	Coopers Lane	Hartbury	Glos GL53 7UD	G-MYJZ	Flash 2A	F	Y	2259	Y
24 Duncanson	Neil	253	0123573426	01452418588	Tudor Lodge	28 Old Bath Road	Cheltenham	Glos GL53 7UD	G-MYJZ	Flash 2A	F	Y	2259	Y
25 Finch	Brian	304	01452842424		87 Boverton Drive,	Brookworth,	Glos	Glos GL53 7UD	G-MYJZ	Flash 2A	F	Y	2259	Y
26 Frost	Norman	123	01452863777	01895483576	Barethorne	Ullingswick	Herefordshire	HR1 3JD	G-MYJZ	Flash 2A	F	Y	1482	Y
27 Garrett	David	266	01895400226		7 The Spinnery	Hillcourt Road	Cheltenham	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2325	Y
28 Gould	Gordon	3	01242250224		Catsbury Cottage,	Hartbury,	Glos	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
29 Haer	John	94	01452700314	01242661820	34 Bramley Road	Mitton Estate	Tewkesbury	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
30 Hancock	Peter	307	01594842859	01242228454	2 Forest Road	Lydney	Gloucester	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
31 Hannan	Clifford	190	01594842859	01242228454	41, Myrtle Close,	Robinswood,	Gloucester	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
32 Hatchett	Ges	209	01452414992		Finale	Rivermead Close	Gloucester	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
33 Hignell	John	306	01594516320		The Stature,	Nemham,	Gloucester	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
34 Hinds	Bob	109	01242694284	01242661275	15 Hatherley Lane	Hatherley	Cheltenham	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
35 Holliday	Michael	312	01242694284	01386725217	Conderton Chase	Tewkesbury	Cheltenham	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
36 John	Andrew	180	01386725229	01386725217	Bengons Cottage,	Marlitt Lane,	Glos	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
37 Keel-Stocker	Bill	281	01452731348	01452614124	Over Farm	Highnam,	Glos	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
38 Keene	Robbie	87	01452414975	0831237353	Over Farm	Highnam,	Glos	Glos GL53 3JX	G-MYJZ	Flash 2A	F	Y	2190	Y
39 Law	Don	195	01793740854	01793790052	14 Turnball,	Chiselton,	Swindon	SN4 0LH	G-MYJZ	Flash 2A	F	Y	2190	Y
40 Lewis	Peter	0	01242676819		11 Ashfield Close	Bishops Cleeve	Cheltenham	Glos GL52 4LG	G-MYJZ	Flash 2A	F	Y	2190	Y
41 Lindrick	Simon	305	01452501854	01452394650	31 Fountain Square	Hestgate	Gloucester	Glos GL1 2DY	G-MYJZ	Flash 2A	F	Y	2190	Y
42 Lloyd	Brian	125	01889482504		24 Lower Westfield,	Broyard,	Herefordshire	HR7 4EN	G-MYJZ	Flash 2A	F	Y	2190	Y
43 Lockey	Peter	303	01793826532	01753511669	32 Hatherall Close	Lower Stratton	Swindon	Wiltshire SN3 4LQ	G-MYJZ	Flash 2A	F	Y	2190	Y
44 Mathers	William	313	01242238612		89 Moored Road,	Leckhampton,	Cheltenham	Glos GL53 0HB	G-MYJZ	Flash 2A	F	Y	2190	Y
45 Miller	John	210	01451860456	01452307307	Merrynead,	Haselton,	Cheltenham	Glos GL54 4EB	G-MYJZ	Flash 2A	F	Y	2190	Y
46 Payne	Chris	246	0190528826	0589 006369	37 Teale Road,	Horchester,	Gloucester	Glos GL11 6ER	G-MYJZ	Flash 2A	F	Y	2190	Y
47 Purnell	David	311	01453549040	01453844488	Crownall Brookmill	Forthay North Nibley	Bursley	Glos GL11 6ER	G-MYJZ	Flash 2A	F	Y	2190	Y
48 Rendell	John & Andy	273	01452712124	01242514290	Pheasant Cottage,	Pheasant Lane,	Cheltenham	Glos GL11 6ER	G-MYJZ	Flash 2A	F	Y	2190	Y
49 Rogers	Ian	310	01386881047	0385343143	Rockley	Little Beckford	Tewkesbury	Glos GL20 7AL	G-MYJZ	Flash 2A	F	Y	2190	Y
50 Rudge	Ed	309	01452410727		17 Collingbourne Road	Gloucester	GL4 6BS	Glos GL20 7AL	G-MYJZ	Flash 2A	F	Y	2190	Y
51 Seddon-Harvey	Jonathan	252	0198955422	01432358171	Penyard Stables	Weston Under Penyard	Gloucester	Herefordshire	G-MYJZ	Flash 2A	Y	Y	2635	Y
52 Smart	Jim	287	01452714408		18 Sandycroft Road,	Gloucester	Gloucester	Glos GL15 4RT	G-MYJZ	Flash 2A	Y	Y	0365	Y
53 Smith	Peter	277	01594562545	01594841545	Honeywood	Bailey Hill	Gloucester	S Devon TDS DRQ	G-MYJZ	Flash 2A	Y	Y	1993	Y
54 Stallard	Graham	92	01803752247		5 Bala Brook Close	Brixham	Gloucester	WMS 3LD	G-MYJZ	Flash 2A	Y	Y	142	Y
55 Steade	David	221	01905802098	01905754624	18 Brookland Lane,	Kempsey,	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3336	Y
56 Stevens	Donald	290	01452790347		'Pecked Peace'	Bully,	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
57 Stevens	Andrew	294	01989720206	01452840908	Treetops, Shoots Lane	Kilcot,	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
58 Sweeney	Dean	283	01793692219	01793848980	6 Groves Street,	Redbourne	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
59 Taylor	Jim	189	01989563866	01242228454	Sharyn Way	Cherry Tree Lane,	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
60 Thomson	Tom	234	01432890759	01566861642	Clatterpark	Yarkhill	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
61 Watson	David	181	0452 421376		10 Giason Close	Tuffrey	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
62 Webb	Richard	148	01452524531	01452394365	32 Kendal Rd,	Gloucester	Gloucester	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y
63 Wells	Ed	259	01452830951	01452426238	Glastonbury Farm	Clifford Mesne	Newent	Glos GL18 1PA	G-MYJZ	Flash 2A	Y	Y	3357	Y



## *Chairman has his ups & downs*

The Chairman's ambition this year must really rank with a version of the Round Britain Rally. He has decided that he should visit a number of his farmer friends - 17 to be precise, but this doesn't sound much of a challenge until you remember that they live in various far flung



parts of the country, or rather countries as he plans to visit friends in Scotland & Wales. The recent good weather has meant that he has already visited 10 of them but not all without incident. On one trip home on Easter Sunday - all hell let loose behind him when the engine raced away as he was returning from one of his visits. A forced landing on a sports field just south of Kiddeminster revealed a broken prop shaft. You can't keep a good man down, for he is pleased to report that the new gearbox has already done another 10 hours while visiting another four farmer friends in Lincoln, East Dereham, Norwich & Audley End. He puts the prop shaft failure down to a mishap about 400 hours previously when the propeller impacted with the runway at Long Marston. Examination of the break shows a progressive fatigue failure.



*Bill sorting engine problems in a Flash?!*

## *Bill's Problems -*

### *or her indoors wants to be outdoors*

The Chairman is not the only member of the committee who has had his problems. Bill Austin has been struggling to get both his aircraft serviceable, or rather more precisely Barbara's. His problem has been recurring power loss. Basically the engine reached full power then died back several hundred RPM after a few minutes. This became totally repeatable and despite changing almost everything on the engine, and finding various faults from partially blocked fuel pipes to stuck rings, the fault persisted. Even after changing the jets, needles and pump the problem still remained. Then the prop setting was rechecked and as a last desperate measure was fined off a degree - and hey presto the problem has disappeared. The only problem now is that Barbara is off for a fortnight or so and thus won't benefit from the now serviceable aircraft! Perhaps he should have spent his time fixing his other aircraft for he soon will be requiring this as he has been putting in time at Long Marston getting converted to three axis.

His other aircraft, the MiniMax 'ZE' was being test flown by JH when it almost spluttered to a halt above Bredon and was only saved from going prematurely earth bound by continuous application of choke. This kept the aircraft running smoothly until he got it back to base where fuel starvation was identified though the cause at present remains undetermined. The aircraft has run 12 hours to date without a hint of such a problem. Incidentally application of choke is a old trick if things are going wrong with the engine - if the engine is being starved of fuel it will pick up, but if the mixture is on the rich side, the engine will run even rougher and /or die.

## *Date for Your Diary*

Members are thoroughly recommended to attend the Popham Trade Fair on 3rd/ 4th May. This is the first opportunity this year to see what everyone is up to and hopefully see them fly. You can also fly there, but if you do decide to fly in make sure that you acquaint yourself with the airfield before departing - there are bound to be many people arriving by air and usually they restrict arrivals to before mid-day on both days.

## *Milson For Sale?*

Some of you may have seen from the aviation press that Milson is up for sale. Hugh Thompson has written to explain that this is not quite the case. Basically Hugh has got a job in Oxford and this makes commuting difficult so he initially he decided to sell, but is now having second thoughts. He has now decided to try and make his strip more user friendly by getting the planning restrictions amended, particularly as he is having to pay excessive rates on the strip - it is judged as a commercial operation. He hopes to continue having fly ins

### *Crankshaft bearing failures*

In the past few months there have been no less than three failures of crankshaft bearings in members' aircraft. In one case the bearing failed because the replacement bearing had been obtained from a non aircraft source. It had the same reference number as the original part but the oil grooves and holes in it to ensure an adequate supply of oil were smaller than the correct part. The result - poor oil supply and break-up of the bearing.

The other two were characterised by unusually large quantities of white smoke emitting from the exhaust on start up, almost disappearing when full throttle was applied and reappearing again when the engine was on reduced power or taxiing on the ground at the end of a flight. The reason for the smoke was quite simply that the end bearing in the gearbox had failed and broken the oilseal between the gearbox and the crankcase in the process. This allowed the oil in the gearbox to leak into the crankcase and be burned in the normal combustion cycle.

In one case another indicator that something was wrong was that at the end of a flight (fortunately) a high pitched scream came from the gearbox while taxiing in. Inspection revealed no oil in the gearbox. Fresh oil poured in just disappeared and later was found in the bottom of the crankcase.

#### **Conclusions**

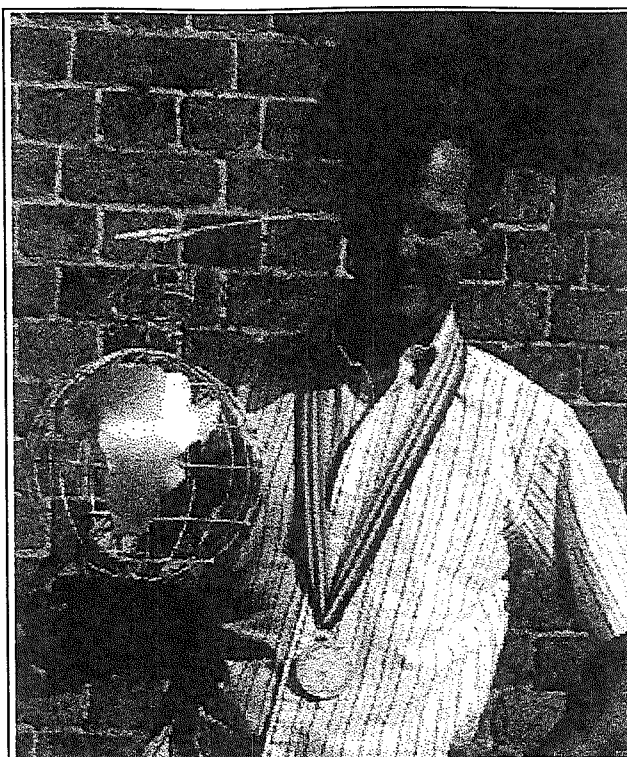
1. If your engine does anything different from that which you regard as normal, suspect a problem and do not fly.
2. Use only parts which are designed for the engine not an apparent cheaper substitute.
3. If you are prevented from flying for a long period of time make a point of turning the engine over at least by hand once a week if possible. This will prevent the seals from drying out thereby reducing the risk of seal failure on start up..

### *Use your nose (cone)!*

One member has told us of his heart stopping moment when, in flight, he discovered that he had forgotten to attach the nose cone to the wing. On arrival on the ground the nose cone was still there but acting as a flag at the top of the king post. He was fortunate in that the wing actually flew in this condition since air entering the wing at this point can alter its flying characteristics. Make sure your nose cone is firmly attached in its proper place before lift off.

Thanks to the members concerned for allowing us to pass on valuable safety information to other members. If you have had anything go wrong with your aircraft or a flying experience that taught you something, let Bill Austin have the details. No names or identifying details will be published but other people might benefit from your experience

### *Robbie Honoured*



*Robbie Keene*

As the newsletter goes to print (Tuesday), we learn that Robbie Keene is on his way to London to receive a Britannia Award which is being presented to the British Microlight Team for their outstanding achievement in winning last year's World Championships in South Africa. Well done Robbie.

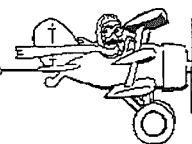
### *For Sale*

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 5 482504

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

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 & Communicator Inercomm system. Permitted until June 1997. £14,000. John Dance Tel No :- 01242 675823.

*Editor John Hamer*





**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

*May 1997*

## *Club Newsletter*

*After a promising start, the weather has turned again resulting in Popham being curtailed. Never the less, we have a bumper edition of the newsletter thanks to various contributions and reports - so read on.*

### *Licensed at Last*

We are pleased to report that after a concentrated period of flying in Spain away from the distraction of work, John Davis has obtained his full licence. John flew 27 hours in an intensive 2 week course to pass his GFT. The course included a 2½ hour cross country into a hill which made the Cotswolds look flat. It is understood that John first decided he wanted to fly microlights back in 1993 & joined the SVMC & ground school but various distractions had prevented him realising his dream until now. Congratulations John.

### *No more Groundschool until 1998!*

**by Bill Austin**

All who sat the Nav and Met exam on 21st April passed. The average mark was 83% which must indicate that it was a little more demanding than the Technical exam. The next two exams, Air Law and Human Performance Limitations, really caused some head scratching and were taken together on 19th May. The average pass marks were 95% and 100% respectively. Well done to all the students for their personal efforts in achieving these results.

As Training and Safety Officer I have enjoyed the last 13 weeks and hope that each of the students will now put their energies into learning to fly. I never cease to learn something from the group. For instance in the Air Law session I posed the question "What is needed to renew your Permit to Fly?" Answer from one student "A cheque book!" Needless to say that is one answer that does not appear in CAP 85 or the CAA answer sheet.

### *All Hot & Bothered Over Young Lady*

Yes it's true, Bill Keel-Stocker did get all hot & bothered and his heart did miss a beat the other week. He was taking this young lady flying, when unbeknown to Bill she started undressing. The first Bill knew about it was when the temperature went through the roof and the engine missed a beat. Without further ado he backed off the power and glided back to his field. It was then he discovered that the young lady's scarf had been sucked

into the fan, completely blocking the cooling air to the engine. He was lucky to get away with only a damaged fan, but there is a warning there to others - make sure your passengers keep their clothes on - especially young ladies - when flying at least.

### *The Nationals*

The first round of the Nationals was held at Popham in April and as usual Robbie Keene was there to contest the Championship. He was easily in the lead but was just pipped on the post by Richard Rawes in the single seat flexwing class, when Robbie arrived back from a task with ½ litre too little fuel left. Robbie was particularly annoyed with himself for this error as he had sat at the end of the runway for twenty minutes burning off fuel before the start of the task as he thought he had too much!

We wish him luck at the next round to be held at Swansea on 24th/25th May.

### *Monthly Meetings*

The programme has been slightly rearranged with Trevor Cale stepping in this month in place of John Campbell of GASCO. Trevor has agreed to give an illustrated account of what he saw at this year's Sun & Fun.

For the June meeting, Robbie Keene will be giving an illustrated talk of his adventures in the 1996 Round Britain Rally.

The July meeting will feature the now annual BBQ and treasure hunt at Over.

For the August meeting we plan to feature an aviation quiz.

### *Popham 1997*

Although the Trade Fair at Popham was a two day affair, the weather meant that they were two distinctly different days, so we have two reports, plus an aviators story :-

### *Popham on Saturday - by Bill Austin*

If its May, windy and possibly raining then it must be time for the annual Popham Trade Fair. This year it was fine in that it did not rain but the visibility (or lack of it) and the

wind made up for it. In general there seemed to be fewer trade exhibitors than in previous years. The old faithfuls - Mainair, Pegasus, Thruster, Rotax (under their new name Skydrive), Communica, Pooleys - were all there.

It was disappointing to find that Mainair did not have their Jabiru engined trike on show. However, Jabiru had a stand of their own showing the two seat GA Jabiru and a Jabiru engined Topsy Nipper. The Jabiru aircraft flew a few times and it was noticeable not only how quiet it was but how steady and reliable it sounded. This was confirmed later when passing the stand and noticing that the engine of the Topsy Nipper was being run up. Although running at least at half power, it was hardly audible 15 yds away. This is, no doubt, the engine of the future Microlight either flexwing or three-axis.

Ridgeway Air Ltd were there again. This company is well worth noting in your Filofax. They sell many items which previously were only available from Rotax. The difference is that Ridgeway prices are 25% less than Rotax - see their advert in the latest edition of Microlight Flying.

Pegasus apparently caused a stir when one of their demonstration pilots started up a trike only to find, too late, that the hand throttle was fully open. The trike rushed off into some other trikes and, so it was said, ended up hitting a car. (They could not have made a better case for thorough pre-flight checks if they had tried!)

The Minimax stand was not well populated this year because of the weather. Even the intrepid JH actually arrived by car because the forecast was so bad! He made the right decision because by 1300 hours there was a mad rush to get airborne before the front arrived. Trevor Cale had flown in and says he had to wait in line for 20 minutes just to take off.

Despite the weather some 80 aircraft had flown in and were neatly parked on the opposite side of the runway to the trade stands. It was interesting to note that the majority of them were flexwings.

As a showcase for microlights for new pilots and the general public this year was a disappointment. Perhaps the manufacturers are holding fire until the new weight limit becomes law. Let's hope so because the scene is becoming rather sterile at the moment - not everyone's dream is a £20,000, 912 powered trike. Where are all the four strokes we all would like to see?

#### **Sunday 4th May - Andrew John**

Any thought of flying to Popham was dashed by forecasted blustery winds and heavy showers. None the less we set off on this annual pilgrimage with Ian Rogers as P1 in his Espace with three crew on board, Gary Ball, John Cafful and myself. As we approached Popham we observed a flexwing flailing around at 1000ft in extreme turbulence whilst remaining virtually stationary until he turned downwind and then disappeared like a ferret over the horizon. Unimpressed, we were to see several other foolhardy pilots tackle what had become very violent conditions overhead and on the ground, wind strong enough to remove most of the onions from my lunchtime

hot dog!. The trade stands were somewhat depleted, and generally there was a rather dejected air about and with regrettably a few stalls selling goods to be found at any weekend market or car boot sale; sadly standards seem to be dropping. Never the less, if you look hard enough there is always something to satisfy - in my case a whip aerial from Communica and a useful chat with Roger on the Mainair stand with their new Rapier flexwing resplendent in the most stimulating colour, BRG!! It is based on the Flash 2 pod with the blade wing and a choice of Rotax 503-2v or 462 water cooled engines and kit build option to save £1000. at £8995. With our ETD fast approaching I found fellow crew members on the O-Zee stand, firstly financing Gary with a sexy new black flying suit followed by our captain for the day, Ian, who had chosen a very smart top of the range number. However Ian had a problem as he had promised his better half, before he left, not to purchase a microlight and so somehow he had to smuggle his suit into the house on his return! We were glad to see several other members of the SVMC had made the trip by road including Russell examining a line up of 1950's Messerschmitt three wheelers (at Popham?). A relaxed cross country drive back to base ended a somewhat disappointing day. Being so totally weather dependant it is virtually unknown to have two consecutive Popham flyable days & we chose the wrong one!

#### **An Aviator's story**

##### **By Trevor Cale**

As prospects for the weather on the Sunday were dire, Saturday it had to be, though there was a front due through sometime in the afternoon.

Set off at 8.45am from Defford in poor visibility, but found effortless conditions 'up there'. 1½ hours later we landed at Popham and straight into the 'Little Chef' for a late breakfast.

Cannot say there was anything new to see at the show - there rarely is! Still it was all a good excuse to fly and see familiar faces though SVMC members seemed to be thin on the ground.

It was obvious that everybody who had intended to fly-in chose Saturday and the massed ranks of flexwings made a really colourful show.

By lunchtime, the skies were looking greyer and greyer and a few spots of rain heralded a mass exit. It was go now or wait until much later, when the occluded front would have passed through - or not!

It was 20 minutes waiting in the queue before I could take off, using up precious fuel (see later!) and within minutes of take off was into rain. Water tends to run off the helmet and visors and we only got damp. We got to 1500ft, but had to come lower and lower as we passed through the Brize Zone and it seemed wise to keep them informed in the very poor visibility. By the Cotswolds, the skies began to clear and by Defford, brilliant sunshine.

On checking the fuel contents I was horrified to see about 1" sitting there. When I drained the tank, there was just 1.4 litres. The manual states that 1.6 litres is



unusable! The moral to this story is that miracles do happen! (PS I'm buying a fuel gauge!)

### *Fly-Ins*

The Fly In to Grahame & Judy Pritchard's at Hardwicke scheduled for 10th/11th May is now scheduled for 24th/25th May.

A fly in to Broadmeadow Farm, Haywood, Hereford is scheduled for 31st May & 1st June, and 23rd/24th/25th Aug. Position 52°01'60"N 002°45'86"W.

The Broadmeadow Flying Club are currently awaiting a Public Enquiry to decide the future of their strip. They are incurring some heavy costs to prove their case and are therefore holding two fly-ins to help them raise some much needed funds. Any funds raised will be equally divided between their fighting fund and a national children's charity. Your support will be very much appreciated. The landing fee is £5.00 and includes a Bar B Que and drinks. There will be camping space available to any one who wishes to stay over.

The SVMC are scheduled to display at Hartpury College Open Day on 31st May. Members are to come and support the event and assist. Those wishing to fly in should contact JH - Tel No 01452 700314

On 8th June JH's wife is opening her garden at Hartpury in aid of the Children's Society. In parallel JH invites you all to a fly in that day! The garden will be open from 2pm to 6pm while the airfield will be open from 1400hrs to 1800 hrs! Contact JH for further details. (01452 700314)

### *Maps*

A new edition of the Southern England half-mil map is now available (23rd Edition) - price £12.50 laminated. If you want a copy you can phone the CAA Printing and Publications Section in Cheltenham (01242 235151) give them your Credit Card number and then collect it from their warehouse at Runnings Road on the Kingsditch Trading Estate if you don't want to pay postage.

The quarter-mil maps are also being revised with new ones being expected in June. The number of maps needed to cover the UK is being reduced from 18 to 8 so the new ones will be larger it seems. Perhaps this will be reflected in the size of cockpits in the new 450Kg aircraft - side by side seating would seem to be a pre-requisite if you are to be able to use the new maps or else map boards are going to become chunkier! The good news is then that we won't have to buy so many to cover the whole of the country, the bad news is that we are now on the corner of four of them!

### *SVFR*

**By Bill Austin**

If I asked what these initials mean or when you would use them I would no doubt get Some Very Funny

Replies! One member raised the question recently with me. They stand for Special Visual Flight Rules.

You don't need the Training Officer to tell you that all of our flying is under the Visual Flight Rules - i.e. minimum in-flight visibility of 3 Kms, clear of cloud and in sight of the surface. Special VFR is to enable you to fly through Controlled Airspace which you can only enter if you possess an Instrument Rating. This is often Class D airspace (what's that I hear you say). There are three areas locally which are Class D - Brize Norton, Lyneham and Birmingham.

If you wish to fly through these areas rather than detour around the outside you have two options:-

(i) If you are non-radio you must phone the relevant area before take-off and obtain a Special VFR clearance. They will want to know your route, your entry and exit points in their area, aircraft registration and your estimated time for entering and leaving the area.

(ii) If you have a radio call them about 5 minutes before reaching the edge of the area and request Special VFR. You will then be asked to "Pass your message" (radio buffs will know what this is).

In both cases, subject to the workload of the Air Traffic Controller and activity in the area at the time, you will be given a "clearance" which will specify the height at which you must fly while transiting the area and any other requirements to complete this stage of your flight safely. As all these areas have height limits you are able legally to fly over the top without even telling them. For instance both Brize Norton and Lyneham limits are surface to 3500 feet. Notwithstanding this they would still like to know that you are there. Just bear in mind that their aeroplanes are bigger than ours and fly a little faster! Lyneham is microlight friendly and those who have contacted Brize have found them helpful and co-operative.

Do not take this lightly as you will have seen the case of one of the competitors in last year's Round Britain Rally who inadvertently entered Glasgow's airspace. He was taken to Court and was lucky enough to get off with a caution - the next one may not be so lucky.

### *Sun & Fun*

**By Trevor Cale**

Sipping champagne in the Business Class of American Airways, seemed like a good prelude to the coming week of 'Sun & Fun' in Florida (No, I'm not of the idle rich, but someone who's evident charm persuaded the Airline to upgrade yours truly).

Fortunately, as it turned out, a phone call to a North Carolina contact before I left, ensured I had my tent and sleeping bag with me, as I soon discovered (at 10pm at Tampa Airport), that finding a motel would be very difficult. I did however, find one that night at a grossly inflated price of \$75 - normally \$35) and the following day, after a breakfast of 'sunny side up/ over/ medium/down/sideways" (egg requirements being unfathomable), I made a bee line for the airfield at

Lakeland. I then found, that camping required membership of the EAA at \$35. However, within 10 minutes of arrival, I became the 'English cousin' of an American Pilot I was chatting to and was thus introduced onto the huge campsite finding a pleasant shady spot near the excellent washing facilities and close to a family who supplied me with boiling water every morning for the obligatory cup of tea! A hire car also enabled me to nip out for a huge breakfast at Denny's and sumptuous dinners in the evening, though I came to the conclusion that vegetables are unobtainable in Florida it was meat and more meat!

Sun and Fun the week truly was. The temperature remained in the 70s and 80s all week and there were air displays every day from 2 till 6. The huge airfield was divided into aircraft sections with a day long shuttle service to help weary feet. Thus one could wander pleasantly between the Warbirds, homebuilds, amphibious, experimental, helicopters, antiques etc. etc. 'Paradise City' was a large area devoted entirely to microlights and aerobatics which divided into Ultralights up to 254 lbs (no licences required) and Experimental (which mainly fall into our 450 kg max). Needless to say, I spent much time there admiring the myriad range of aircraft available and noting how much cheaper machines were and how popular kits are. I also fell in love — with a 3/4 scale 5151 Mustang and a P40 Flying Tiger, both powered by 582's and well within the 450Kg! With increasing numbers of purpose built flying communities in the States, there is a tremendous support system for pilots and kit builders.

Apart from the Rotax 912, 914 Turbo and the Jabiru, there were no other 4 strokes on display and thus Don Law's stand attracted very great attention and it was obvious he was doing a roaring trade.

Though Ultralights and Experimentals have their own Association and Magazines, they are nevertheless part of the overall EAA, with all its clout, unlike here, where the PFA and BMAA remain quite separate organisations. The daily airshows were often spectacular, with stunning aerobatic displays by world class pilots and the always exciting Warbirds thundering through the skies, recalling the days of 50 years ago. With fuel at 60p a gallon, one can understand why such thirsty beasts can fly so regularly.

Apart from the endless variety of fascinating aircraft to see and admire, there were hangers and stands massed with 'goodies', a range of marquees for advice and demonstrations on all aspects of kit building, forum all day and every day for pilots and would be pilots and endless numbers of food and drinks outlets to sustain physical well being (so long as you liked hot dogs and hamburgers!)

What must surely make Sun & Fun such an enjoyable experience, was the incredible friendliness and sociability of Americans. I met so many thoroughly pleasant people and being English helps in no small measure. I was also impressed with the extent of encouragement given to young would be pilots via the Young Eagles and the way that the organisation and day to day running of the Show

was largely done by the 'Volunteer Brigade', all retired men and women with a lifetime interest in flying. No question in America of elderly being put out to grass. It gives the retired a real sense of worth and comradeship. Having a car, also enabled me to have a break and visit an excellent permanent exhibition 'Fantasy of Flight', where were exhibited superb aircraft from the great Short Sunderland to a Spitfire Mk 16. There was also a highly realistic 'immersion experience' which took visitors through the various eras of flight. One minute we were in the 1st World War trenches and the next aboard a B17 Flying Fortress on a bombing mission. I also trawled off to the Epcott Centre which was expensive but quite entertaining. I didn't spend much time there, as I was missing being away from Sun & Fun!

It was with a feeling of sadness that the week drew to a close, having been so immersed in everything to do with flying and among such friendly people. American Pilots in the Southern States in particular, could be said to be extremely fortunate - flyable weather through out the year, very flyer friendly, cheaper aircraft, huge choice, cheap fuel. Wouldn't you be tempted by 3½ acres in N Florida with furnished house, mobile home, 40ft x 40ft hangar, workshop and 2½ thousand foot runway for £49,000!

The finale to the week incidentally, was yet again to be upgraded to Business Class for the trip home - how do I do it?!

#### *Limerick*

Now Andrew who sits in the Chair  
Of troubles has had his fair share  
He outlanded his craft  
With a broken prop shaft  
But it's now fixed & he's back in the air.

#### *For Sale*

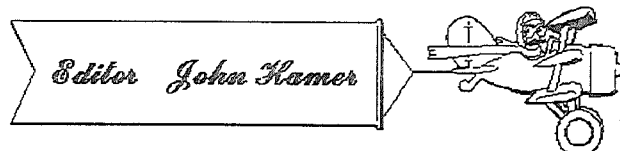
Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

Flash 2 Alpha, G-MVIZ, 503 air cooled, Dean Sweeney 01793 848980 (day), 01793 692219 (eve), or Gary Thomas 01793 491002 (eve).

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny - 01452305430 (day)

Flash 2 Alpha, G-MTHZ, 503 air cooled-  
Andrew John -01386725229





**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

*June 1997*

## *Club Newsletter*

### ***Jim's even Smarter now!***

Jim Smart has been camping out at Clench Common recently and doing some formal training with Graham Slater. He went 'officially' solo on 4th June and on that day flew 5 hours. Keep at it Jim.

### ***The Chairman Sharpens his Act!***

The Chairman has decided that the time has come to upgrade his equipment and thus has splashed out and purchased a Blade in kit form. The said pieces were collected from Mainair last Saturday and he has been confined to the workshop since!

rendering him with a zero score for that task. The real disappointment was that he really had sufficient to score, but thought he had too much so 'burnt' it off after landing only to find he had overdone it! The next round of the Nationals is at Sittals Farm in Leicestershire this coming weekend.

Two SVMC members will be taking part in this year's Round Britain Rally. Trevor Cale has entered for the first year with a friend, while JH has taken up the offer to pilot Mainair's designer Roger Patrick around the course. This is JH's return to an event he has missed for several years while building his MiniMax. He first entry was ten years ago - crewed up with Robbie Keene.

### ***Monthly Meetings***

The July meeting will feature the now annual BBQ and Treasure Hunt at Over, however please note that it will be held on Sunday 20th and will commence at 1600hrs. If the weather is unsuitable for flying the event will still go ahead but indoors. There will be no meeting at the Farmer's Club, but we will be back there in August for an aviation quiz to be hosted by Bill Austin.

For September it is hoped to feature a report on the Round Britain Rally, while October is scheduled for a talk on the 1st World Air Games. Edwin Shackleton has been invited for November to speak of his experiences on the 600-odd aircraft he has flown in, and December will be the usual Christmas party. Well, that's the plan any way!



***Andrew John with his bits & pieces***

### ***The Nationals***

The second round of the Nationals was held at Swansea and as usual Robbie Keene was there to contest the Championship.

It was the final task that was Robbie's undoing and this left him second to Richard Rawes. This time he misjudged his fuel consumption by 0.2 of a litre,

hoped to feature a report on the Round Britain Rally, while October is scheduled for a talk on the 1st World Air Games. Edwin Shackleton has been invited for November to speak of his experiences on the 600-odd aircraft he has flown in, and December will be the usual Christmas party. Well, that's the plan any way!

## **Over**

Club members are reminded that the strip at Over is not the Club field, but only a field used by some Club Members who hangar their aircraft there. This doesn't mean that visitors aren't welcome, but Robbie Keene should be contacted first.

Incidentally there are plans to put in a taxi track when the current set of crops have been harvested.

## **Hartpury College Open Afternoon**

As seems to be the norm for this event the weather was less than ideal - high winds. This did not prevent JH from flying both his aircraft in and this was supplemented by the arrival by air of Trevor Cale with Barbara Austin in the back seat. Bill Keel Stocker trailered in his aircraft.. We had a large display board explaining our hobby & Bill had prepared a comprehensive write-up on his aircraft which provided considerable interest.

All three flying aircraft returned safely to their bases but all had "interesting" landings.

During the afternoon Norman Frost, John Cafful, John Davis, Jim Smart, Dave Watson also came and made their number with us.



**Hartpury - 1997**

## **Low flying on the beach**

On Tuesday 3rd June, five Club members could be seen on the beach at Brean Sands sporting a motley collection of hard hats (loose fitting), assorted coloured waterproof tops and trousers and wellington boots. (Two members turned out in (black rubber) wet suits). They then proceeded to sit in low slung trikes with sails attached. What were they doing? They were all attempting to try their skills at sand yachting.

Attempting is the word to emphasise. You will all remember that the weekend of the Hartpury College event was notable for its high winds which continued into Monday. On Tuesday, however, the weather god had other ideas and arranged for the wind to drop off enough to ensure that there was hardly sufficient to propel the craft more than 40 yards at any one time. Nevertheless everyone enjoyed the day and intends to try again possibly in the Autumn. If you fancy an energetic day out at the seaside then try sand yachting. One interesting outcome of the day was the discovery of local by-laws that stated that between April and October you are not permitted to land a microlight on

the beach. By inference, therefore, you can land one on the beach legally between October and April. It might be worth remembering this particularly now that we have a contact in the local land yachting club who could advise on the state of the tide. You should not e that it is not practical to fly down to go sand yachting - if it's windy enough to yacht , it's too windy to fly & vice versa!



**Fun on the Beach**

## **Safety**

Fairford MATZ has been activated for the whole of June. American B1B bombers are participating in a NATO exercise and will be flying in and out at various times. In practice the MATZ is activated by Brize Radar for take-off and recovery only but if you are flying down that way call Brize Radar on 119.0 for MATZ penetration. They would like to know that you are there particularly if one of their "big birds" is in the area.

Also remember there will be various restrictions around Fairford for the International Air Tattoo from 16th - 21st July.

## **Pins (but no needles!)**

One of our members remembers when he was a small boy and did something wrong his mother would say "For two pins I'd not give you your pocket money this week". He had cause to recall the "two pins" part of the conversation recently when, on returning from a local flight, he discovered that he had omitted to insert the two seat frame pins on his Alpha. He had enjoyed himself for an hour with the seat frame likely to collapse at any time. Another of our members overcame this problem by attaching a length of red ribbon to each pin and, when de-rigging, tying the ribbons together across the pilot's seat. It is then obvious when getting in that they have not been inserted.

## **Fuel on tap**

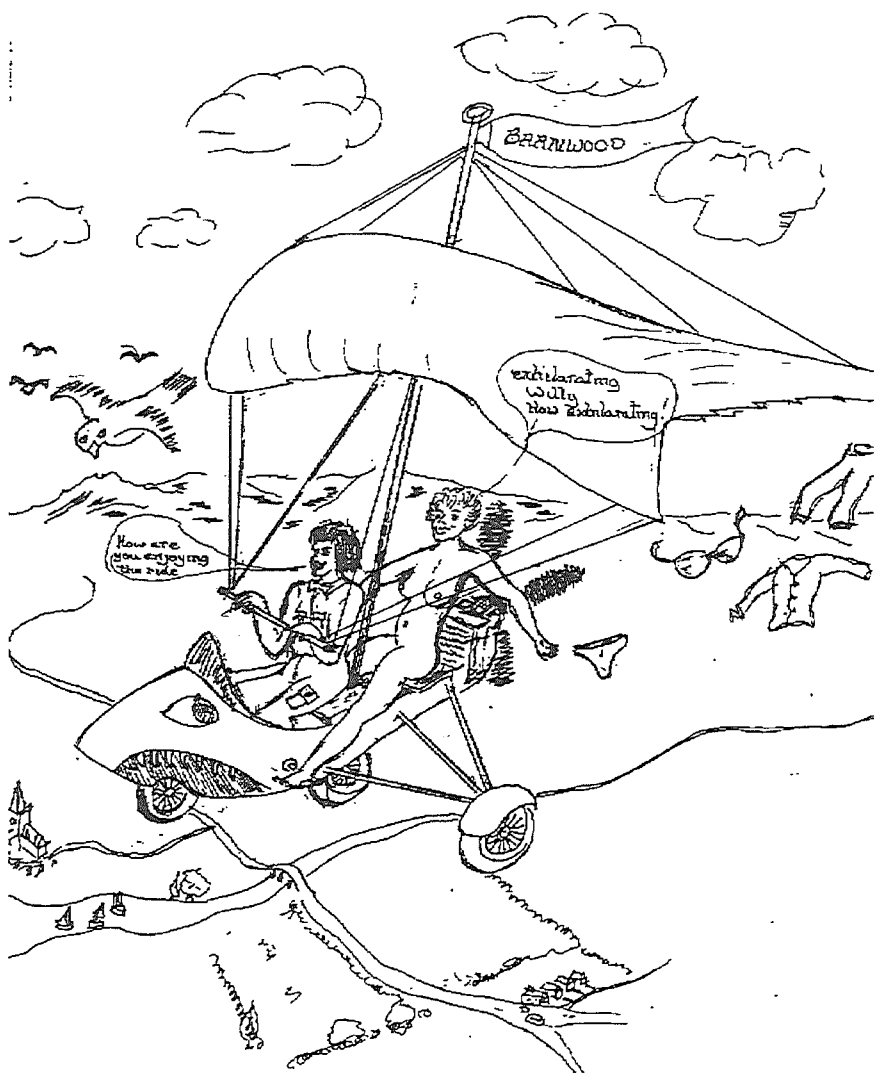
Another member had an engine stopping experience recently - fortunately while on the ground. On starting up for this particular flight the engine was taken to 3000

revs for the mag drop check. Switching off one switch produced a satisfying drop - a little more than usual perhaps - but it then proceeded to drop until it stopped altogether. No amount of effort, choke, incantations, etc. would persuade it to start.

In desperation, assistance was sought and this produced a suggestion to prime the carbs again to prove that it was/was not a fuel problem. On returning to the aircraft it became evident what the problem was. The fuel tap was turned to the underseat tank which for this flight was not installed. The problem had occurred during the STAIP checks and there was not enough fuel in the carbs to last until the CHIFTA phase when all would have been revealed on reaching F and checking the fuel tap.

### **All Hot & Bothered Over Young Lady**

Last month we featured an article which detailed how a young lady stripped off for Bill Keel Stocker and landed him in hot water, or rather with a hot engine. We tried to get her to pose in her undressed state for your edification, however she declined our offer so one of Bill's colleagues sketched the scenario instead.



### **Special VFR**

*by Bill Austin*

In the last issue I wrote about the need to obtain SVFR clearance in certain instances. This brought a useful letter from Geoff Weighell pointing out that SVFR flight is a flight made in a control zone which is Class A airspace (i.e. in an airway) or in any other control zone in IMC or at night. There is only one Class A Zone within the London Flight Information Region and that is Heathrow CTR.

Since a microlight is not permitted to fly in an airway, at night or in IMC conditions most of us will never need to ask for SVFR clearance unless we have to enter the Heathrow CTR. All the other classes of air space have provision for VFR flight within their boundaries.

I took the opportunity to speak to Brize Radar and enquire what clearance we should ask for if we wanted to transit their airspace which is Class D. Very simply we ask for Zone Crossing Clearance. We will then be asked for our route, flight conditions and preferred height at which we wish to fly. We may be asked to make a turn or two in order that they can identify us on radar. Then, subject to activity in the area, we will be given a clearance which will specify route and height.

Because of the nature of their aircraft (either full of fuel or full of passengers) they have implemented their own separation standards. They will ensure separation of VFR traffic from IFR traffic by 500 feet vertically and by 3 miles laterally. However VFR clearance remains the responsibility of the pilot - the Mark I eyeball!

*I'm glad to see someone at least reads the Newsletter - thanks Geoff for your helpful comments- Ed*

### **Viva Espana**

*by John Davis*

When I first started to learn to fly a flexwing I was told how a certain Dave Steade had started ground school one January and had a full licence by June.

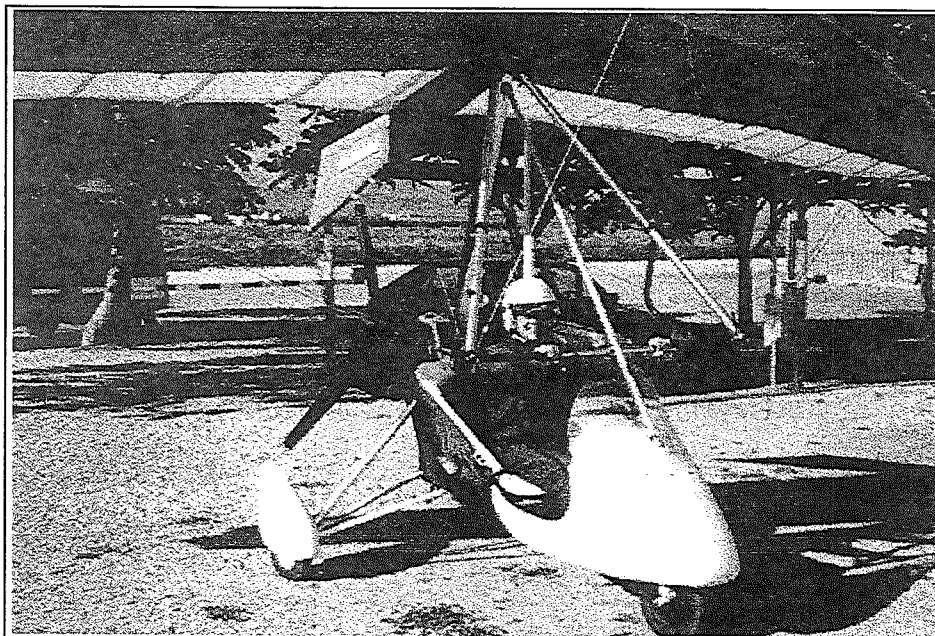
It soon became apparent I was trying for a different record namely who could take the longest time and spend the most money. I must admit work (the curse of the flying classes) did get in the way a bit but also to a bigger degree was the arrival of two children.

However I kept dragging myself out to Long Marston until last spring I decided to book the last week in April and every single day in May! I was going to succeed! However what I actually learnt was how to drive to



Stratford and back! I know Aerolite's phone number by heart, in fact I even had Aerolite's number listed in the 'Family & Friends' section of my phone bill!

The result of all these bookings was that I actually flew 1hr 35mins. Let's just say the weather was not the only problem, which was a shame as I like the instructors there.



**John Davis and the Quantum in Spain**

So summer was upon me again which is my busy time so I decided that I wouldn't waste more time there but would go to the Telford show with a view of booking to go to Portugal (Gerry Breen). At the show however, Graham Slater was offering a similar course in Spain and I had heard good reports about Graham.

So against my better judgement I paid a heap of money in advance and off I go to Spain. I arrived on the Saturday afternoon. In the evening I flew 1 hour. I flew in a six month old Quantum 503 - it took a little time to get used to flying with instruments that worked! I flew 3 hours the next day (Sunday), 2 hours the next,

2½ on the Tuesday and went solo on the Wednesday morning. Going solo I feel was covered very well by Gary Ball so I will say little except my instructor (not Graham Slater) neglected to put any ballast in the rear seat - let's just say that on take off I was glad there was no voice recorder!

Now let's get to the bottom line for the SVMC members about to embark on learning to fly. Yes, I do recommend Graham Slater whether you go to Spain or Clench Common. In Spain you have a better chance with the weather and they really concentrate on you.

My one slight regret in Spain was that I only flew for 15 mins with Graham himself as he was so booked up that he got another instructor to teach me and 2 other students. My instructor by the way was an

experienced examiner's examiner and let's just say your flying didn't have to be too sloppy.

When I flew with Graham after 14 mins the engine developed a misfire which I reported to Graham -- his reply "Oh Bug...we're gonna die!" At this point I had only flown 3 hours in Spain so I said "As we're going to die, do you mind if I land it!"

His reply "Oh all right John - go for it".

As you can tell by the article I like the man, I like his sense of humour but make no mistake he does insist you fly safely and as I said before I recommend him. I also recommend going out to Spain, you fly over some lovely scenery in a very unspoilt area with not a tower block to be seen.

### **Limericks**

The two Alpha students "John D"

Were finding their progress "At Sea"

One went out to Spain

The other battled in vain

Yet both have passed their GFT.

*I say, I say - heard the one..about ....*

Why shouldn't microlight students argue with their instructor?

Because the last thing they want to do is fall out.

### **Robbie's Beach Party**

Members are asked to support the party being staged at Over farm in order to raise funds for the British Team's participation in the World Games.

### **COME TO A BEACH PARTY at OVER FARM GLOUCESTER**

*Help raise funds for the British Microlight Teams' participation in the 1st World Air Games*



*Hunks in Trunks*

*&*

*Bathing Belles*

*(Beach dress only folks)*

*Sat 19th July 1997.*

*8:00 PM*

*Dancing to Lulu's Knickers*

*60s/70s Band*

*Buffet & Bar*

*why not Fly-in and camp overnight?*

*£10.00 per head. All proceeds to the British Team Fund.*

*For Details contact Rob or Sue Keene 01452 414975 (enq on reverse)*





**Severn Valley  
Microlight Club**

*July 1997*

## *Club Newsletter*

### **Treasure Hunt**

As was stated in last month's newsletter there is no formal July meeting at the Farmer's Club. Instead there will be a BBQ & Treasure hunt on Sunday 20th July at Over farm. The event is scheduled to start at 1600hrs and flyers should bring with them a 1/4 mil map (sh 13) and enough fuel to last the 45 mile course. The basis of the aerial exercise will be to identify places along a prescribed route from a series of photographs - ie similar to last year's successful event.

Should the weather be inclement or plainly not suitable for flying, the BBQ will still go ahead. All members are welcome and they should bring along their wives, mistresses, girlfriends or partners - as well as aircraft of course!

### **Bill does it the other way**

We are pleased to report that after a protracted flight test programme in the hands of JH, Bill Austin's Global powered MiniMax has finally received it's permit to fly. In addition Bill recently has been undergoing conversion training to three axis tail draggers and went solo at Clench Common at the beginning of the month. It was thus only time before Bill got to fly his MiniMax. His story follows:-

### **First flight or was it fright?**

**Bill Austin**

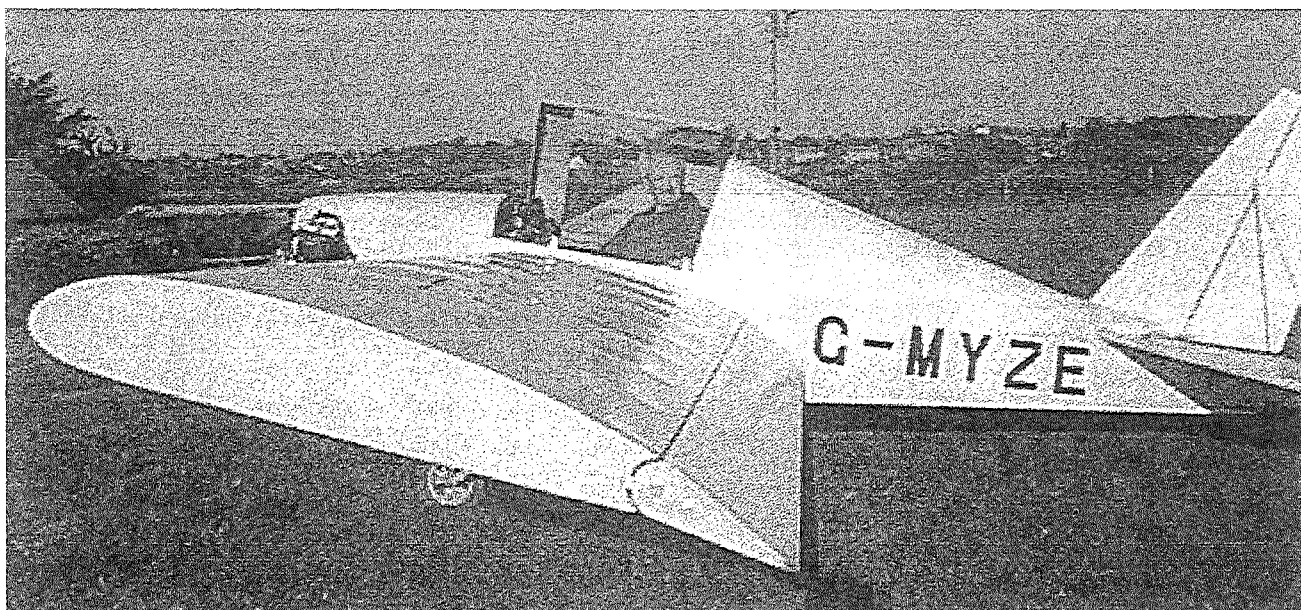
Cheltenham 7th July 1997, 0850 hours.

The telephone rings "MiniMax HQ here. The weather looks set fair for the next couple of days, do you want to fly your aeroplane?" This is a reference to my MiniMax G-MYZE which has finished its 15 hours of testing and is permitted. "I think so", I reply. Arrangements were made for an early start at Hartpury with Mr (JH) MiniMax flying Zulu Echo to Long Marston and me following in his flexwing Charlie Fox. You should know that Zulu Echo has a twin four-stroke air cooled Global engine which has to be hand swung to start.

Hartpury 8th July 1997, 0930 hours.

Charlie Fox was being "serviced" by JH in the hanger so Budge, who just happened to be around at the time, was pressed into service in helping me rig Zulu Echo. By the time that this was done Charlie Fox was pronounced fit to fly and JH and I departed for Long Marston.

Long Marston usually has some flying activity going on but, on joining the overhead it seemed that the place was dead. Even the windsock above Aerolight had disappeared! Nevertheless down I went hoping that the



**Bill Austin flies his MiniMax for the first time**

cars racing down the main runway would see me before our paths crossed.

After landing it was evident that a big event was expected in the not too distant future as they were busy putting up fencing and panels all over the place. Not only that but the grass runway 02/20 was covered with hay bales and strings of lights on poles. (JH had originally thought of landing there but was prevented from doing so by the random arrangement of the bales - the lighting poles were invisible from the air)

I transferred immediately into the MiniMax, and was given a briefing by JH. The engine was started and off I went. A few weaves to see what the ground steering was like, a full 360 turn on the runway and I set off for the end of 22. This was actually the first time that I had sat in the aircraft with the engine running so that was something of a novelty! No problems with ground steering. It was direct, unlike the Thruster where delayed action is the order of the day and it is more like doing a tap dance on the pedals all the time! At the end of the runway I turned and lined up - this was it!

Brakes on, full power and then release. Acceleration seemed slow and, after many years of flying in front of a Rotax engine, the engine sounded as though it was still only just above tickover. I noticed that the ASI crept up to just over 35kts (yes this aircraft runs in knots!) at which point the bumps smoothed out and the left wing seemed to drop a little. It then dawned on me that I had left terra firma and was slowly joining the birds up above! Progress was a little erratic with some porpoising as we clawed our way into the sky. The climb rate was hardly breathtaking - 250 feet after travelling the whole length of the number one runway! Later I found out the reason for my surprise takeoff - in my excitement I still had the stick fully back so I left the ground in a three pointed attitude.

I decided that it was probably better to fly around a little to get the feel of things before attempting a landing so I circled over the airfield up to 800 feet. I then descended to 500 feet and joined downwind for a landing. This first one was quite a long affair with plenty of float before the wheels contacted the tarmac. Much to my surprise I was on the ground at which point I breathed a sigh of relief that everything was in one piece and then I remembered that I had some brakes - just as I was passing the intersection! Backtrack and do it again. This time a straight circuit since that was what I was there for. On landing JH indicated that he would like a word so I came to a stop.

As we were talking a vehicle came up, stopped behind the aircraft and the driver got out and asked us what we were doing. Resisting the temptation to make the obvious sarcastic reply we explained what was happening. This brought the reply that the airfield was officially closed as they were preparing for the Phoenix Festival and we shouldn't be there at all - no wonder we got no reply when we rang before setting out. However, the Airfield Manager (for that's who he was) gave us an hour to play and then we had to leave. For me it was back to circuit bashing. At one point I stopped to check

the fuel situation and a dark green Jaguar car drew up. The driver asked us to remain where we were for a few minutes because he was going back to the drag end of the strip and intended coming past us at 140 miles an hour! The driver turned out to be none other than Jeremy Clarkson from the BBC's "Top Gear" programme. When he did go past us it made it look as if the MiniMax was standing still! even though it was! Finally our time ran out so we decided that I should fly Zulu Echo to Defford while JH followed in Charlie Fox. My arrival at Defford was "interesting". The windsock was hanging down the pole but the reality, I discovered, was that on the final approach there was sink followed by lift just before the threshold and the wind was in fact quite strong and at 45 degrees to the runway! My landing was exciting but I kept on the runway after skipping a few times. On backtracking I saw that JH in Charlie Fox was on finals and was also "having fun". He did say afterwards that he watched me land and wondered what I was doing then he found out for himself!

By this time the wind had blown up, the thermals were bubbling merrily and I decided that JH had better take Zulu Echo back into Hartpury. In fact I waited a further three hours before flying back in Charlie Fox by which time it had calmed down a bit.

The following day I flew again, this time out of Hartpury. That was an experience because taking off from the hanger end of the field there comes a point where the runway starts to go downhill. When I reached this point we took off but then descended a little before resuming level flight, gathering speed and starting to climb. I went back to Defford again mainly because I know the runway well. On my return to Hartpury conditions were such that I decided to attempt to land. I did it without any problems and felt very pleased with myself.

So, what were my impressions? What a super aircraft the MiniMax is to fly. The controls are light and responsive. Visibility is good and the aircraft handles turbulence extremely well. It is totally different from the flexwing in that turbulence does not have a violent physical reaction on the flying controls which then need superhuman strength to correct. I can't explain it but I felt that I had more time to look around and enjoy the scenery. I've a feeling that you will be seeing quite a lot of me and my white aeroplane in the coming months.

### ***Robbie's Beach Party***

Members are asked to support the party being staged at Over Farm in order to raise funds for the British Team's participation in the World Games. Tickets for the event on Saturday 19th July are still available from Rob Keene. 01452 414975

### ***Long Marston Airfield***

Members should note that the airfield is closed to all aircraft until 2nd August 1997 due to the Phoenix Festival being held there.

## **Pegasus Disaster at Popham**

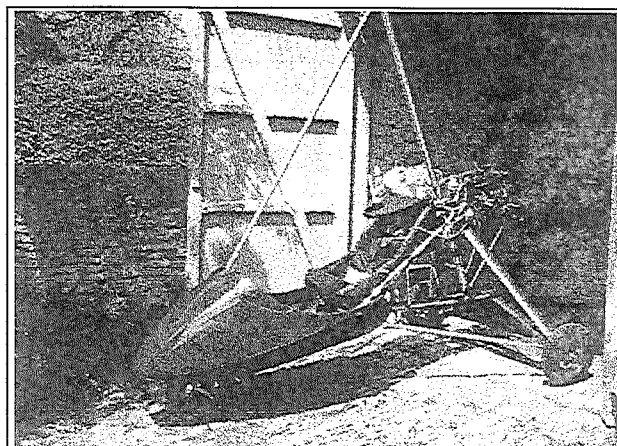
**John Fack replies**

Your Popham report mentions that the pilot of the runaway 912 Quantum should have done his pre-start checks before the start-up which damaged all the aircraft on the Pegasus stand. This coincided perfectly with my feelings when I returned from a peaceful evening demo to find the entire contents of our stand damaged - fortunately with no injury to any humans! However, the pilot concerned is an experienced microlight and light aircraft man who is a stickler for checks - so I am inclined to believe him when he said that they were done. After putting the throttle on and off for about 10 minutes we found that the carburettor swivels could be made to jam occasionally, even though the return springs and cables were in perfect condition. We can only put this down to the fact that the aircraft had just been flown intensively in the Tunisian desert - and there may have been an ingress of sand or dust in the swivels. His main mistake, therefore, was not failing to do his checks but to start up while facing the stand, which gave no time whatsoever to hit the kill switches before the accident with a full 80hp of thrust behind him.

There have, as you probably know, been a number of start up accidents this year, some of which have resulted in serious injury and all of which have caused extensive damage to the aircraft involved. Perhaps, since the advent of ultra reliable machines, electric starts etc., we have all become a little complacent about pre-flight and pre-start checks. I would like to suggest the following to your members:

### ***Before Starting.***

1. Always point your aircraft towards an open area.
2. Where possible, apply the parking brake and check it by pushing hard on the prop hub.
3. Check foot and hand throttle operation. In the case of the 912 you cannot hear the sliders drop since there aren't any! Check the swivels instead. If there is any hesitation in returning to fully closed do not start until you have found the cause.
4. Pay particular attention to the splitter boxes, particularly the older Pegasus type which have been known to jam due to water ingress into the nylon sliders. The newer type have larger tolerances between the sliders and the splitter tube which gets round this.
5. Check cables for kinks and damage; check the pedal pivot is greased and that the pedal returns normally.
6. If starting from outside, have someone on board with their hand on the Kill switches.
7. When manoeuvring in a congested area or taxi-ing in a take-off queue, always be prepared to hit the kill switches quickly. Have one hand ready just in case - you would be surprised how hard they are to find in an emergency, and tenths of a second can make all the difference.
8. Finally, as always, make sure the prop is clear.



***The Chairman's new Blade takes shape***

## **The Nationals**

The third round of the nationals were held last weekend at Sutton Meadows near Cambridge. Once again our intrepid aviator, Rob Keene flew there to compete and was again second! - the third time in a row. This time though his error was returning from a task with too much fuel (1.4 litres) rather than too little as in the previous two rounds.

*At Swansea when back on the ground  
Rob's engine it made not a sound  
The effect on the scores  
made him second to Rawes  
But he'll win in the end I'm bound.*

The Round Britain Rally which was scheduled to be held at the end of June was postponed due to the severe weather that occurred during that period. The event has been rescheduled for 14th/15th/16th August and hopefully two members Trevor Cale & JH will be taking part albeit in different aircraft of different makes!

## **Monthly Meetings**

For the August meeting we plan to feature an aviation quiz.

Hopefully the September meeting will feature a talk on the postponed Round Britain Rally, while the October meeting is scheduled for a talk by Robbie Keene on the World Games.

## **Electric start connectors**

Recently the electric start has failed twice on a member's aeroplane. On both occasions the cause has been the fracturing of spade connectors. The first one to go was the one attached to the starter motor and was noticed on covering the aircraft up after a flight. The second one, which fractured about two weeks after the first, was that which is attached to the starter backplate and is the earth connection. This was more of a mystery to trace as the connection is covered by

the plastic cover of the starter backplate. I suspect that both breakages were caused by vibration as the cables used from the solenoid to the starter and from the battery negative to earth are quite heavy duty cables and flex very little. Others with electric starters should check their connectors.

### **Fly Ins**

19th July - Devon & Somerset Microlight Club at Dunkeswell - phone 01404 891643 Or 01404 891880 for airfield details.

19th / 20th July - West Midland Microlight Club at Pound Green - 01384 873365 for details.

16th August - Chris & Liz Ball's - Hawling - 1600hrs - 01242 820055 for details.

### **Limerick**

*The saga of William Keel-Stocker  
Is fast becoming a definite shocker  
Though I'm not one to pry  
Did he join the "Mile High"  
With this girl and the air passage blocker?*

### **For Sale**

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

Flash 2 Alpha, G-MVIZ, 503 air cooled, three balded 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).

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny - 01452305430 (day)

Raven X G-MYYZ Rotax 447 (Electronic ignition) 6 hrs from new in Jan 1996. Sold permitted for 12 months £4995. Brian Finch 01242 242424

Puma Sprint G-MMVO Rotax 447 - Airframe 50 hrs, Engine 420 hrs. All the usual Sprint refinements. permit to Oct '97 £2750. Brian Finch 01242 242424

*COME TO A BEACH PARTY at OVER FARM GLOUCESTER*

*Help raise funds for the British Microlight Teams' participation in the 1st World Air Games*



*Hunks in Trunks*

*&*

*Bathing Belles*

*(Beach dress only folks)*

*Sat 19th July 1997.*

*8:00 PM*

*Dancing to Lulu's Knickers*

*60s/70s Band*

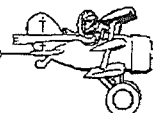
*Buffet & Bar*

*why not Fly-in and camp overnight?*

*£10.00 per head. All proceeds to the British Team Fund.*

*For Details contact Rob or Sue Keene 01452 414975 (map on reverse)*

*Editor John Hamer*







**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

*August 1991*

## *Club Newsletter*

### **Treasure Hunt**

As if by magic the weather for the now annual Treasure Hunt and Bar-B-Que turned out to be magnificent and thus the event was well attended. Eight crews took part in the Treasure Hunt itself which featured flying a prescribed rectangular course and trying to identify various road junctions from photographs. Robbie Keene had set the competition and he used all his competition skills to 'hide' the junctions and make them as obscure as possible, thus there were no perfect scores. Indeed out of the ten photographs most only found a few, thus it was to the winning crew's credit that they achieved eight. The winning crew being Andrew John & Ian Rogers.

While eight crews went out and came back, one came back in a different aircraft! JH had a fuel problem with his MiniMax three quarters of the way around the

course which meant he limped home hand pumping the fuel into the engine. He therefore landed back at home, put the aircraft away and got out his Alpha, and even so still beat some of the crews home!

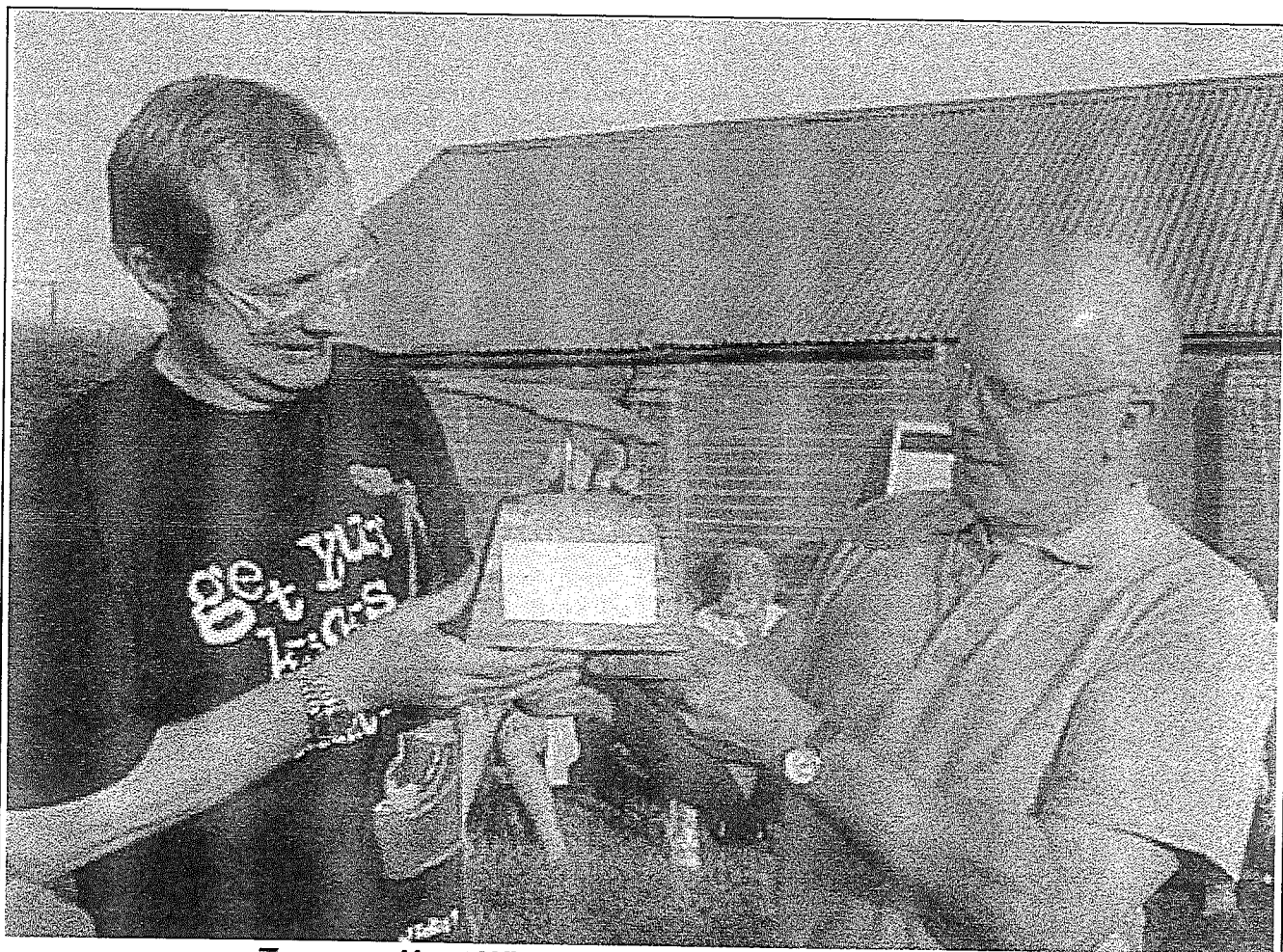
A magnificent BBQ was then enjoyed by all - our thanks go Sue & Robbie Keene for their unstinting efforts over the hot stove as well as to Robbie's sister Sarah for carving such a magnificent trophy for the event. (See photo below)

### **Monthly Meetings**

For the September meeting Trevor Cale will be telling of his exploits in the just finished Round Britain Rally.

The October meeting is scheduled for a talk by Robbie Keene on the World Games.

The November meeting will feature an illustrated talk by Edwin Shackleton on some of the over 600 types of aircraft he has flown in.



**Treasure Hunt Winners - Andrew John & Ian Rogers**

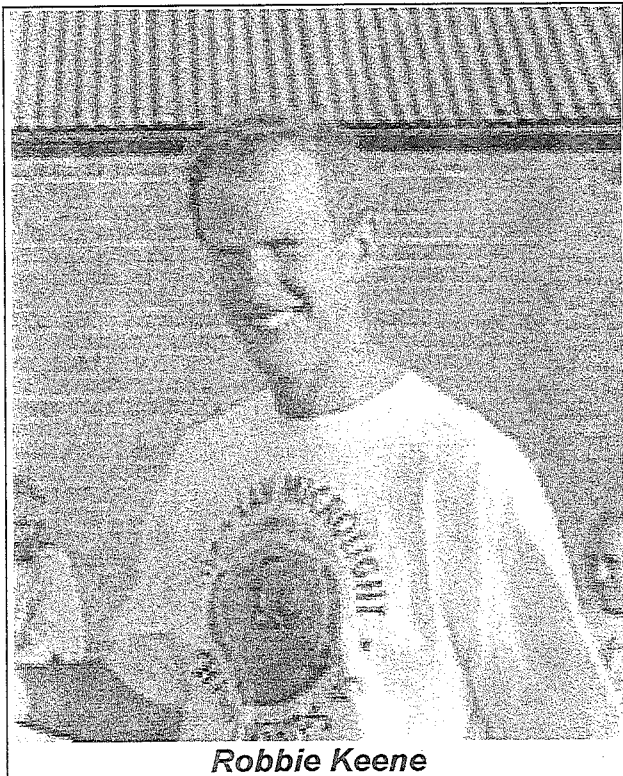


## **Inspector JH**

To add to his existing role as a BMAA Senior Inspector & Chief Pilot, John Hamer has also been appointed a PFA inspector approved for inspections including release for first flight of all PFA microlights including of course MiniMaxs!

## **Robbie on a Winning Roll**

After being 2nd three times in the Nationals this year, Robbie Keene has broken the jinx, first winning at Rufforth near York and then at Sittals near Lichfield. Well done Robbie.



**Robbie Keene**

Robbie has been selected to represent Britain again in the forthcoming World Games in Turkey. As this newsletter is printed, his aircraft is in a container on the way there. We wish the team all the best and as a measure of the support for the British Team the Club has donated £250 towards their costs.

## **Fly Ins**

23rd/24th/25th August - Broadmeadow Farm, Haywood, Hereford -  
52°01.60N 002 45.86W runway 10/28 - Radio 129.825.  
Landing fee £5 includes Bar-B-Que.

23rd/24th August Upton on Severn Water Festival  
52°04.00 02°12.45W -runway 27/11 500m grass ht 36'  
All circuits to the north at 800' - radio 129.825 - if  
unmanned transmit blind.  
Further details from Manuel Queiroz 01905 820806 or  
0850 895082

12th/13th/14th September Club Team Trophy at Long Marston. The Club plan to submit a team again this year. Anyone interested please contact the Chairman.

## **Adrian Flies with the Red Arrows**

by Adrian Lloyd

Saturday 2nd August was a very pleasant flying day so I decided to take 'Fox' and self on a day's quiet 'bumble' around. Lunch was taken at Shobdon and then I thought that a visit to Defford would be rather pleasant. Sometime between 2.15pm & 2.30 pm saw me indulging in one of my favourite pastimes (No not that one!) Over Steensbridge about 4 miles east of Leominster, I was circling in a good thermal, making height nicely towards 2,000ft. During one of my turns, as I faced eastwards, I became aware of 5 aircraft at my height rapidly closing with me head on! At about the same time as I twigged they were the Red Arrows, 5 noselights winked at me, and they started to bank sharply to starboard to avoid me. As they commenced avoiding action, one aircraft trailed blue smoke for about a second & a half. As they disappeared from sight off my port wingtip, tail end charlie rolled back on course. I quickly switched to Shobdon frequency, to hear 'Red Leader' call up requesting a run across the airfield - which was approved.

I never saw the rest of the Arrows, but they were there. A friend in Steens Bridge told me a few days later that she had seen me circling, the Arrows taking avoiding action, and the missing Arrows in very loose echelon. Frightening - no! Exhilarating very definitely to be part of the Red Arrows formation for probably no more than 10 seconds at most!

The airmanship of the Red Arrows was superb - to pick me up visually at such a closing speed and then just to let me know I had been seen by a short trail of smoke was very reassuring, and thrilling.

## **Defford airfield**

It has been noticeable in the last month that the improvement in the weather has resulted in many more aircraft taking an evening flight to Defford. When using this strip please remember two things in particular:-

i) many GA aircraft also use the strip all of whom use radio to announce their intentions both before take-off and landing. If you have a radio please use it particularly when arriving. The frequency is 119.10. If you are not sure what to say then try "Defford Radio this is G-M\_\_\_ joining downwind to land on 09". You might get a reply from another aircraft who will tell you where they are. In the absence of a reply carry on with your approach and keep your eyes open for other aircraft.

ii) the farmer encourages pilots to use the strip and does not charge a landing fee specifically. However, he does provide a box in the caravan for voluntary donations. Please do not overlook this when you book in - it is your way of saying thank you for the free use of

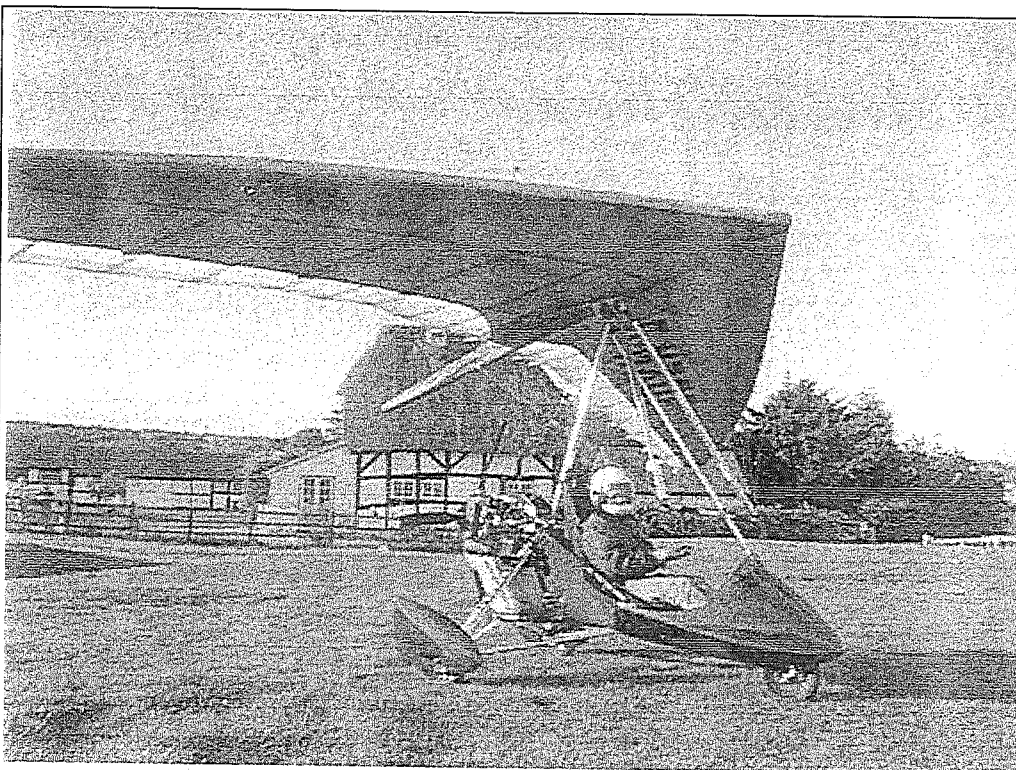
a superbly maintained strip where you are always welcome.

### ***A New Blade Takes to the Air***

On Sunday 27th July, after a couple of months sorting the bits out, Andrew John's new Blade 462 got airborne for the first time in the hands of Mainair's Test Pilot aka JH! He reports that it flies superbly and recommended no changes.

Andrew took 70 odd hours assembling this Mainair kit which when he had finished was inspected by Mainair's Roger Patrick who visited Andrew's workshops for the day.

The aircraft has now received it's Permit to Fly and so we'll now see Andrew around the skies in a shiny new machine - well that is when he finishes harvesting!



***Andrew John's New Blade  
just before first flight with JH at the controls***

### ***RIAT Fairford 97***

**By Bill Austin**

Did you see the Northrop Grumman B2A Spirit flying over Gloucestershire on 19th July? I understand that a number of people in Cheltenham and to the north saw it. It visited Fairford and actually landed there - probably the only time that it will ever land outside the United States. It arrived and left with an escort of two F16 fighters from Lakenheath. Apparently it does not travel anywhere without its escort. The two fighters did not land but descended to about 300 feet to remain with the B2 until it was on the runway. When it departed, it waited for it's escort to be about a mile

away behind it before it even started its takeoff run. It was an unforgettable sight.

This year there were nine hours of flying varying from the Crunchie Stearmans and the Antonov through to the Spitfire, the Mustang the B1 B, the F117 and the B2A. Precision flying was demonstrated by all the display teams including one new one of MiG 29's from the Ukraine. Also on display was the Cri-Cri which actually took off from the roof of a speeding Mitsubishi Shogun. Personally I wouldn't recommend this type of departure as it looked rather hairraising with the aircraft leaving the top of the vehicle as if it had been catapulted vertically for the first few yards of flight. It certainly was not as graceful as a 447 MiniMax doing a similar manoeuvre!

The down side of the day out was the journey home.

We did not attempt to leave our parking space until 9.35pm, eventually leaving the airfield boundary 35 minutes later and finally arriving home in Cheltenham at 10.55pm. Nevertheless we would not have missed it for anything and are looking forward to next year.

### ***New quarter mil charts***

The first of the revised format charts are now available and cover England South. The next to be published will be Central England and Wales and will appear in November. The price remains unchanged at £12.50. You will recall an earlier reference to the new charts which noted that Cheltenham

and Gloucester appear in the corner of four of the new maps. Which one you buy will apparently depend on the direction in which you normally fly!

Incidentally although they cover a much larger area - approximately four times, the charts have a thinner laminate on them than previously to reduce the bulk once they are folded.

### ***Round Britain Rally***

We are pleased to report that the weather for re-scheduled Rally allowed three full days flying and that our two entrants, Trevor Cale and John Hamer survived to the finish. Their stories will be revealed at next month's meeting. The overall winner was Eddie Clapham in his Rans.

## **Liability for Passengers**

In the past some members have made it their practice to ask intending passengers to sign in a book a statement that they accept that they are participating in an activity which could pose a danger to them and that they accept this risk without holding the pilot liable for any mishaps which might occur.

A recent comment in one of the flying magazines points out that these "blood chits" are a direct contravention of the Unfair Contract Terms Act and are unenforceable in law. This is probably confirmation of what most of us suspected a long time ago. In the event of a claim against you, you will have to rely on the CAA view that "Every pilot owes a duty of care towards his passengers. A person is deemed to be negligent, and thus failing in his duty of care, if he fails to exercise the level of care, skill or foresight which might reasonably be expected from someone with his level of experience. Adequate levels of insurance, arranged with reputable insurers who are aware of the categories of passengers who you carry, is the proper answer."

Paragraph 2.11 of CAP85 lists seven points on which the commander of an aircraft must reasonably satisfy himself before each flight. These include weather, current permit to fly, sufficient fuel including a margin for safety, all pre-flight checks have been carried out and that the aircraft is capable of taking off, maintaining a safe height and landing safely. Taking passengers is a serious business as is flying itself but it can still be enjoyable. Make sure it is!

## **Rotax versus Lawn Mower**

Microlights come in for regular criticism when noise levels are mentioned. In the paper recently there was a report on noise and lawn mowers. In Germany there are by-laws restricting the use on Saturday afternoons and Sundays of lawn mowers which create more than 88 decibels of noise. This apparently rules out all British petrol driven mowers. In Europe generally mowers up to 50cm width may produce no more than 96dB (every 3dB represents a doubling of the noise level). Mowers in Germany are therefore 14 times quieter than ours at weekends! Its worth remembering this the next time someone says that microlights are noisy especially as we are noise tested with a maximum allowed level of 80dB at 500 feet for many machines. (Anyone got a German 503cc lawn mower engine they don't want?!)

## **Watch it, or Else!**

There have been several reports recently of microlights low flying, particularly over Tewkesbury. Clearly this is a dangerous practice and is not endearing us to the general public. Remember that it only takes one moment of foolishness to bring all the protesters out of the woodwork to mount a campaign against the sport. So fly sensibly and if you see someone clearly flouting

the law do something about it as they are endangering the very existence of the sport as we know it.

## **Mainair's Number's Up**

From the beginning of the month, callers to Mainair have found that there is an additional figure in the telephone number. It now is 01706 655134

## **Long Marston Runway Closures**

Drag racing at Long Marston on the following dates means that the main runway will be closed

August 23rd/24th/25th

September 6th/7th and 20th/21st/22nd

October 4th/5th and 18th/19th

You should of course always ring Aerolight (01789 299229) to check if you intend visiting as there may be other restrictions in force, or a grass runway available even on the above dates.

## **For Sale**

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

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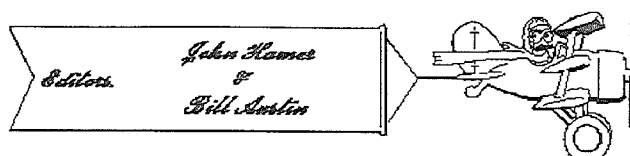
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Puma Sprint G-MMVO Rotax 447 - Airframe 50 hrs, Engine 420 hrs. All the usual Sprint refinements. permit to Oct '97 £2750. Brian Finch 01242 242424

Pegasus XL-R G-MTPE - Recent top end overhaul - sold with permit, IVO prop. £3,500 ovno - Adrian Burden - 01452 504843





**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
Hillcourt Road  
Cheltenham  
GL52 3JX

*September 1997*

## *Club Newsletter*

### **Monthly Meetings**

The October meeting is scheduled for a talk by Robbie Keene on the World Games.

The November meeting will feature an illustrated talk by Edwin Shackleton on some of the over 600 types of aircraft he has flown in.

The December meeting is scheduled to feature as usual our annual party and grand draw.

The venue for all these meetings is scheduled to be the Farmer's Club and the venue for the September meeting in the Canning Arms at Hartpury is considered a one off as the Farmer's Club are undergoing major renovations. However a recent visit to the Club has revealed that not all is going well, never the less they have promised to be finished before our next meeting.

### **Long Marston Lament**

#### **Or The Non SVMC Team Trophy**

*By the Club's only Female Pilot  
(who wishes to remain anonymous!)*

Despite the weather's best attempt to stop it this year's Team Trophy Event did go ahead though not quite as planned. Day one, the Friday evening, was non flyable ..... for most of us. A team of intrepid flyers from Telford did however fly in just as it was getting dark and saved the day. Early on Saturday more flyers arrived but it soon became clear that the wind was determined to put a stop to all flying. A number of Severn Valley members did arrive by car but since most did not stay we were unable to even muster a team for the ground events. Sunday promised better weather with extra aircraft arriving early including two from Severn Valley.

The treasure hunt had to be cancelled for the third year in succession but the flour bombing and spot landing competitions were run with competitors battling against the strong 90 degree cross wind. Once back on the ground one fixed wing pilot was heard to say to an experienced flex wing pilot, 'If you had been on radio I would have told you not to take off'. The team from Telford eventually and deservedly won the trophy.

Later in the day winds abated sufficiently to allow all the planes to depart leaving the Avon Club to sadly reflect upon their outstanding debts. Perversely this does not reflect the credit due to them for organising such a well run event much enjoyed by all who took part.

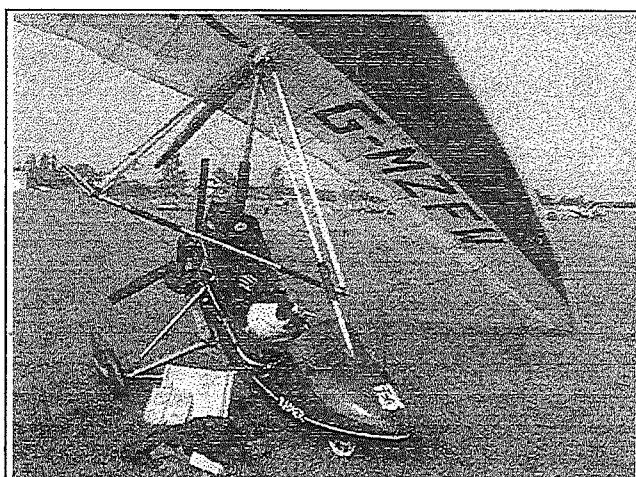
### **Round Britain Rally**

*By John Hamer*

It was a chance remark while collecting Andrew John's Blade from Mainair that lead me to being in this year's rally. It was in fact my sixth, though it was 1991 when I last took part. It all came about when Roger Pattrick, Mainair's Chief Designer revealed that he was short of a pilot for this year's rally and that he was looking for someone who just wanted to take part and enjoy it rather than go flat out trying to win. Winning wasn't really on the cards anyway as the aircraft being provided wasn't going to be one of Mainair's super swift 912 Blades, but rather the more workman like Rapier.

The Rally was originally scheduled to take place in June, however a period of bad weather postponed it until the middle of August when as luck would have it a period of excellent weather was forecast - at least it seemed so.

It was nice to just have to turn up at Barton, (Manchester) and find the aircraft already rigged and waiting. Unfortunately the weather on the day before the rally precluded any trial flight, so the aircraft's trim and fuel consumption would be a bit of guess work, fortunately as we were only out to enjoy the rally this wasn't critical.. Indeed I hadn't flown the Rapier before, so to find out more I sat the night before reading Ronnie Faux's in depth report in Flyer magazine of the very aircraft I was going to fly!



**The Mainair Rapier ready for departure from Barton**

At the briefing on the night before the rally, the course was revealed. Basically there were 42 tumpoints and five possible overnight stops. Each tumpoint carried a points value and no tumpoint including the overnight



stops could be visited twice. Basically we had three days flying ahead of us to accumulate as many points as possible - with the furthest turnpoints tending to attract the higher points - Castletown (John o' Groats) attracting the most at 1000pts. Thus Roger and I had a large planning exercise to do before we set off the next day for clearly we had to select which points to visit - it was impossible to visit them all -. The biggest problem was to find a route that left you at the end of each day at an overnight stop, and then gave you a decent route the next day. As the weather forecast appeared to indicate light winds and good weather all over the UK for the whole three days of the competition, then the route from Barton didn't appear to be constrained by the weather. We thus decided to go North and stay overnight at Inch (near Aberdeen), before working our way south, down the east coast to Sandtoft (Nr Doncaster). On the final day we then planned to cross middle England to Gloucestershire before heading north for the finish at Ince Blundell (Formby).

On arrival at Barton on the Thursday the day looked hopeful though it was very grey & murky to the north. It will turn off we reassured ourselves, it wasn't forecast so it can't be anything. Others had their doubts and were hastily replanning.

At 10.00am we were set off at thirty second intervals according to our draw number. We like a number of others headed north however things were beginning to look decidedly grey past Preston. Our first planned check point was Kirkbride and our direct route was over the Lake district. This route was quickly ruled out, so plan B was adopted ie follow the motorway round the eastern edge of the Lake District. Approaching Lancaster, we started to run into cloud at 1000 ft, so clearly going up the motorway was going to out - Shap is 1365ft! So plan C was activated - across Morecambe Bay and round the coast to Kirkbride. As we crossed the coast at Heysham we realised we were down to 700ft and the enjoyment - our primary objective was beginning to go out of this game. We also reasoned that if we struggled to get to Kirkbride we probably wouldn't be able to go much further as the hills in Scotland were much higher. (Those that pressed on to Kirkbride were stuck there for three hours before the cloud lifted). We thus turned back and landed at Graham Hobson's field at St Michael's (just north of Preston), where we took the opportunity of replanning our whole strategy. As we had already lost a couple of hours going off in the wrong direction, this limited what we could achieve that day and still find a suitable turnpoint for the overnight stop, plus one for the following night. We therefore decided as the weather looked much better due south - crossing the Pennines looked impractical from where we were - to overnight stop at Caernarfon, but first do the two check points in the north of Wales. Before we set off one of the organisers Mary O'Keefe turned up at the field having just driven from Barton. She thought we had a problem, but we just teased her that we had to land to re-programme our GPS! - (GPS are strictly not allowed

and all competitors had had their planes searched before leaving Barton.) She responded that she thought that we weren't taking the rally seriously - she was right, we were out to enjoy it and so we did with a lovely flight over Liverpool bay to Emilyn's Field in North Wales, before virtually going over the top of Snowdon to Chwilog near Pwllheli. This was just a farmer's field and proved difficult to find first time. Once there we were welcomed by the farmer and offered tea and cakes. Well with only twenty plus miles to do in four hours we didn't need to be asked twice. Basically there were no other check points within easy reach which would enable us to get back to the overnight stop, so on departing Chwilog we sauntered off off down the peninsular before turning north for Caernarfon. We were the first to arrive - indeed only two other aircraft made it their stop that night. We stayed in the local hostelry -called the Bryn Mawr hotel but known locally as Fawly Towers! It was fairly basic but then so was the price- £16 for dinner, bed & breakfast including transport to & from the airfield.

As the Saturday dawned, the weather didn't look that promising with low cloud covering the hills to the south and a fair wind getting up. We departed at 8.00 am with a view to going to Chirck, our direct course was over the top of Snowdon, but this was clouded in, so we opted to initially go around the coast and cut in as soon as practical. As we clawed our way skywards, the cloud rolled back from Snowdon, so we were able to straighten our course to Chirk, though we were pleased we hadn't opted to go down the coast to Haverfordwest as we could see solid cloud all the way down the coast from our vantage point of 5000ft, though ahead of us it was gin clear. We were lucky though for we were advised later than within an hour of our leaving Caernarfon, the cloud base was down to 500ft and it was raining. From Chirck, we turned south to Welshpool and onto Milson to be greeted in person by Hugh Thompson. From there it was across familiar ground to Eastbach before turning north to fly towards Long Marston. Coincidentally our track took us right across home, so being 1300hrs, we naturally stopped for lunch and a refuel before proceeding to Long Marston - we were supposed to be enjoying ourselves after all!



Passing through familiar territory



By this time it was beginning to get warm and very bumpy, however the Blade wing cut through the turbulence very much better than the Alpha which tends to wallow under such conditions. These conditions continued onto Swinford, but improved after that as we flew onto Hougham near Grantham, only the visibility started to deteriorate making map reading more difficult. Fortunately I had a navigator in the back who kept me on the straight and narrow, especially when I missed the main road we were following out of Newark for it had disappeared under my thick red chinagraph track line! Notwithstanding this we successfully got to Netherthorpe, before trundling leisurely to our overnight stop at Sandtoft. Quite a few crews opted to make this their final stop and again we opted for the local hostelry and stayed in a motel in a nearby village. Some people were less civilised and camped!

The following day we planned an easy run back to the finish at Ince Blundell as there seemed to be a lack of suitable check points enroute without pushing the limits. This similar ploy was adopted by two other crews, so we had company as we flew first to North Coates in indifferent visibility, before turning north over the Humber and up to Wilby Howe (Scarborough). From here it was onto Rufforth at York. Although this is a microlight school, we actually had difficulty getting fuel and virtually had to bribe someone to help us. In the end we all succeeded in getting fuel after some delay, before our flight across the Pennines. We opted for the northern route around the Leeds CTR which proved rough. However the terrain was far more hospitable than the built up areas just to the south of Leeds. The flight turned out to be the longest leg of the rally at just over two hours and thus it was nice to get down to the BBQ that had been laid on and watch the other competitors arrive back before the 1700hrs deadline. The flying wasn't quite over for there was still a trip back to Barton, and then all I had to do was just park the aircraft back in the hanger.

It turned out to be an excellent three days flying, and although we didn't go exactly where we planned, never the less I saw yet another bit of England and visited some nine new airfields.

My thanks for such an enjoyable experience goes to Roger Patrick and Mainair.

## **Charity Flights - CAA no so Charitable**

The recent spate of charity raising events in the wake of Princess Diana's death has raised the question of Charity Flights in microlights. The CAA is quite clear on the matter and although they have relaxed the rules for the light aircraft fraternity albeit with stringent limitations, those aircraft operating under Permits to Fly are not permitted to take passengers for Charity. Indeed the Enforcement Branch of the CAA are currently investigating a microlight pilot who was giving flights where all the fees he was charging were going to

Charity. The CAA will however still consider applications where the aircraft/crew is being sponsored to do something for Charity - but their approval is required before going ahead. You have been warned.

## **Long Marston Runway Closures**

Drag racing at Long Marston on the following dates means that the main runway will be closed

September 20th/21st/22nd

October 4th/5th and 18th/19th

You should of course always ring Aerolite (01789 299229) to check if you intend visiting as there may be other restrictions in force, or a grass runway available even on the above dates.

## **Beware the Hun in the sun**

One of our members was flying over Cleeve Common one evening with his altimeter showing 3000 feet. It was a normal evening for this time of year - low sun, haze and not the best of visibility into the setting sun. The flight was going well and both pilot and passenger were enjoying the smooth conditions.

The pilot glanced to his right, i.e. into sun, and there coming straight at him out of the haze at the same height was a single engined GA aeroplane. Our member banked hard left into a spiral dive and on looking over his shoulder saw the other plane banking hard right. The distance between the two aircraft was estimated at some 100 feet at the time of sighting. On this occasion a good look-out paid off. The question in my mind is should not the other plane have been able to see our member before our member saw him bearing in mind that visibility is normally much better down sun than up sun? GA pilots not only have reduced visibility from their cockpits but often seem to have their heads "inside" the cockpit a lot more than microlighters. Keep watching next time it might be the B2 Spirit bearing down on you!

## **Staverton Tower frequency**

If you have listened recently to the ATIS broadcast from Gloucestershire Airport you may have registered that on some days the tower frequency has changed from 122.90 to 122.975. There seems to be no pattern to this so if they seem to have disappeared from the usual frequency check the ATIS on 127.475.

## **Chris Ball's BBQ**

Saturday 16th August was another scorching day but during the early afternoon a wind blew up helping to modify the temperature a little. Four Club aircraft, three flexwings and a Kitfox, ventured up on to the top of the Cotswolds to Hawling to sample the delights of Chris and Liz Ball's hospitality. They were not disappointed. Although attendance was small, drinks on the terrace in the hazy evening sun followed by sizzling burgers and sausages went down a treat. The visit was even more

special because we were treated to a look at Chris' racing cars including the Brabham in which he is currently competing. Thank you Chris and Liz for entertaining us.

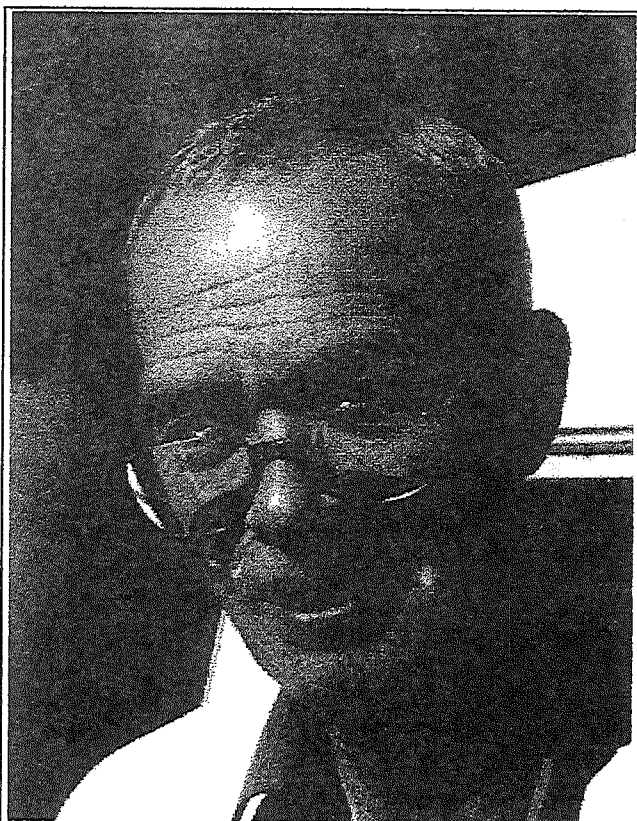
### Aviation quiz

It appears that those who participated in the quiz at the last club meeting enjoyed themselves. Five teams fought it out for the honour of winning. There were 70 questions to be answered and the winning team boasted that they achieved a total of 67 correct. A protest was lodged and a check of their answers was made. Their answers were correct but what did not emerge until after everyone had gone home was that they could not add up. Their total should have been 57. Unfortunately this does not alter the fact that they won as the next best score was 55!

It really doesn't matter I hear you say - its only a bit of fun. However, you might be a little more concerned when it turns out that the captain of the winning team was the Club Treasurer! Perhaps he had a flash of inspiration from one of his strobe units?!

### A Bit of a Bright Spark Then!

Not only can our treasurer answer questions, but as you may have read in the current issue of Microlight flying, he also is now making and repairing the M4 strobe units. As they say however supplies are limited, so if you want one you had better contact him now as his special offer has gone nation-wide.



Ges guarantees more flashes per minute than any one else!

### Limerick

Our Training Officer Bill  
Went to Clench for a new kind of thrill  
He's now cleared for three axis  
and flies MiniMaxs  
So where there's a way there's a Will.

### Say Again

Bill Austin is planning to run another radio course in the near future. All those interested should contact him as soon as possible - I say again - as soon as possible!

### He lives to Fly Another Day

We are pleased to report that our intrepid member who went for a swim in the river Severn is making good progress in rebuilding his zimmer frame. For legal reasons of course we can't name him but a kind member sent this picture in to reassure us he's still in one piece. We look forward to seeing him in the air again.



### For Sale

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

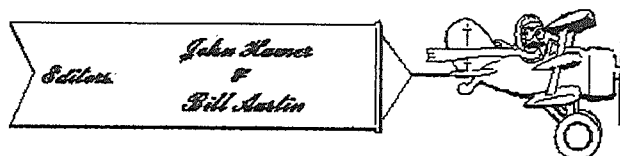
Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny -01452305430 (day)

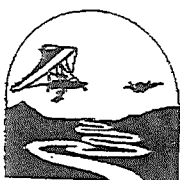
Raven X G-MYYZ Rotax 447 (Electronic ignition) 6 hrs from new in Jan 1996. Sold permitted for 12 months £4995. Brian Finch 01242 242424

Puma Sprint G-MMVO Rotax 447 - Airframe 50 hrs, Engine 420 hrs. All the usual Sprint refinements. permit to Oct '97 £2750. Brian Finch 01242 242424

Pegasus XL-R G-MTPE - Recent top end overhaul - sold with permit, IVO prop. £3,500 ovno - Adrian Burden - 01452 504843

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998, trailer, suits spares etc - Alan Dobson 01981540185





**Severn Valley  
Microlight Club**

Gordon Gould  
7 The Spinney  
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October 1997

## *Club Newsletter*

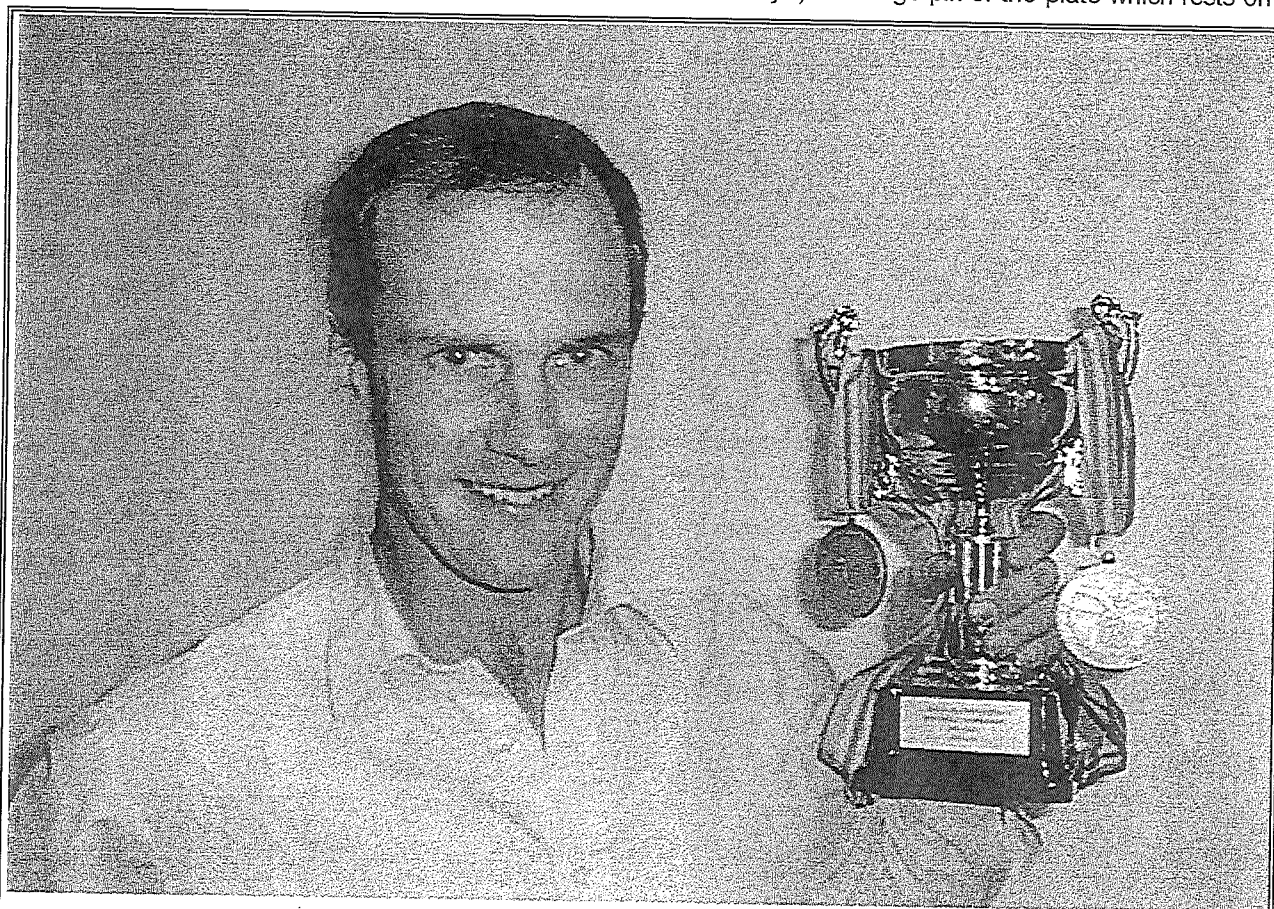
### ***Robbie Helps Britain Win Again***

We are pleased to report that Robbie Keene had another successful time at the recent World Games held in Turkey. He helped the team win gold again, and his own personal performance won him the bronze in the flexwing solo class. Indeed it was Robbie's personal performance in the closing stages of the event that pulled the team into the lead, for he won the speed and endurance event - indeed going both the furthest and fastest for the task. This feat also marked Robbie's first International task win. Well done Robbie. The team also won the two seat flexwing class (Colin Bodill & Paul Boult), the single seat 3 axis class (Paul Dewhurst) as well as a third in the two seat three axis class (Eddie Clapham & Bill Moody).

### ***Go with the flow***

Fuel passing from the tank to the engine via the carburettor means a happy flight. A tank of fuel, an engine and no carburettor means no flight. One member experienced this recently. He was charging down the runway at full power and just as he reached rotation speed the engine stopped. No coughs, splutters, nothing - it just stopped.

About ten hours of searching later the cause was discovered. A small piece of rubber from the inside of the fuel pipe had become lodged in the top of the needle valve which controls the level of fuel in the carburettor bowl. To remove the needle valve (not the needle jet) the hinge pin of the plate which rests on top



***Robbie Keene - SVMC's World Beater***



of the floats has to be drifted out. The needle valve will then fall out. All that is then needed is to use air under pressure to blow through the hole in the reverse direction to the normal fuel flow.

The engine in question was a 462 water cooled Rotax and the reason for the rubber getting there in the first place was thought to be the result of regularly checking the state of the in-line filter. To do this the fuel line had to be broken at a point where copper tube used to pre-heat the fuel is directly inserted into the fuel pipe. Each time this was done the end of the copper tube roughened the inside of the fuel pipe until eventually a small piece came loose and went "with the flow" until it was stopped at the needle valve. This is not a frequent cause of engine failure but it highlights one more place to look if all else seems to be normal.

### ***Another Smart pilot***

On 5th October 1997 Jim Smart finally managed to complete his training by passing his GFT with Graham Slater at Clench Common. Now that he is legal he won't need to plead a cold face as the excuse for always wearing a balaclava when flying! Congratulations Jim and welcome to the brigade of fully licensed aviators. May you have many happy hours flying in the future.

### ***Alcohol limits***

Proposed European legislation will put a blood-alcohol limit on pilots of 20mg per 100ml. This is one quarter of the current UK limit for motorists. The simple effect of this will be to extend the present rule of thumb of eight hours between bottle and throttle, even to the extent of moderating your alcohol consumption the day before flying.

### ***Monthly Meetings***

The November meeting will feature an illustrated talk by Edwin Shackleton on some of the over 600 types of aircraft he has flown in. As Edwin has a long way to travel the meeting will start promptly at 8.00pm. Please ensure you are on time.

The December meeting is scheduled to feature as usual our annual party and grand draw.

The January meeting will be the Annual General Meeting, while the February meeting will be an Open Evening.

The venue for all these meetings is scheduled to be the Farmer's Club.



***A Right Smart (Licenced) Pilot***

## **Beware Airways**

Everyone knows that microlights are not permitted to fly in Class A airspace i.e. airways. Hopefully we all keep well clear at all times - or do we?

There are some airways starting at FL45 and some people like to fly high to avoid the turbulence. Remember that Flight Level 45 refers to an altimeter reading of 4500 feet when your altimeter is set to 1013 millibars. Remember that, if you do not adjust the millibar setting of your altimeter, as pressure decreases the needle will move anti-clockwise apparently indicating that you are lower than you really are. If, therefore, at takeoff, your altimeter is on a millibar setting of less than 1013 millibars then you must consider changing your millibar setting as you go through the transitional altitude ie 3000 ft. if flying near airways..

## **Radio Course**

Monday 6th October was the start of the latest Club radio course. Seven aviators attended which included one from the previous two courses and one from the last course. These latter members presumably take pleasure in torturing themselves. (Surely nobody in their right mind attends more than one of Bill's courses!) At the end of the first session they all left totally confused by "radio speak". Hopefully it will become clearer as the weeks pass - that is if they can bring themselves to keep at it and practice as often as possible with whoever will listen to them. Numbers in the second week rose to eight participants, so it must be catching or something.

## **CAA Prosecutions**

It might be timely in the light of recent comments about low flying in particular to draw members' attention to the fact that the CAA do prosecute pilots for this offence. In 1995/6 there were a total of 9 successful prosecutions for low flying while in 1996/7 this dropped to 2. The next most numerous offence was exceeding licence privileges.

In 1996/7 there were 29 prosecutions covering a number of offences of which only one returned a not guilty verdict. To qualify these figures, in some cases a number of charges were made and in others there were multiple defendants. The figures quoted only refer to the most serious offences. If you think it is difficult to prove low flying remember the talk we had from the Head of the CAA Enforcement Branch when he said that from a photo taken with a 50mm lens they could determine the height of an aircraft to within a small margin of feet. That photo is also good enough to reveal your aircraft's registration so there is no escape!

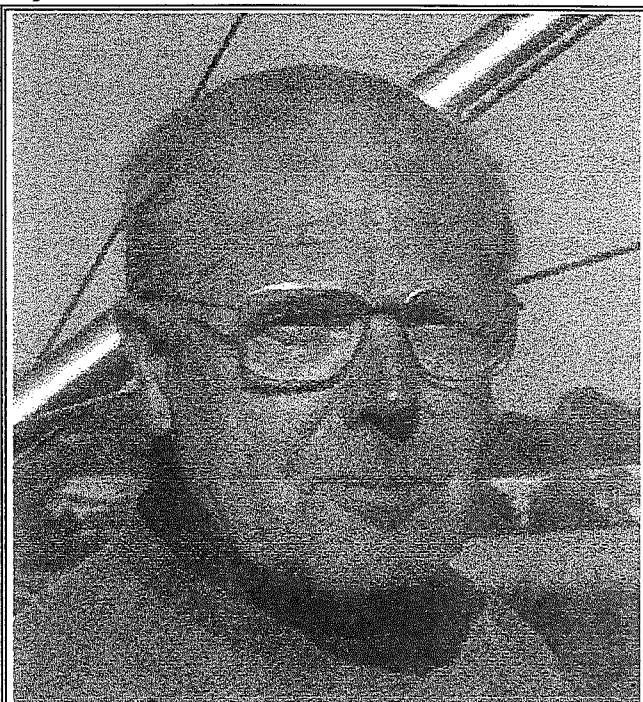
## **Long Marston Runway Closures**

Drag racing at Long Marston on the following dates means that the main runway will be closed

October 18th/19th. You should of course always ring Aerolite (01789 299229) to check if you intend visiting as there may be other restrictions in force, or a grass runway available even on the above dates.

## **Press-on-itis - A Confession**

*By Andrew John*



**Andrew reveals all**

Not having flown for some six weeks due to the pressure of harvest and therefore anxious to get in the air again to fly my new Blade I set aside the last few hours of a late September evening to rig and have an hour aloft at least. Normally the forty five minutes it takes to rig settles me down nicely into a flying routine which eliminates the stresses of the day. However on this occasion I was aware that I did not feel totally comfortable, nothing serious or specific, just different from usual. Possibly I was on edge because I had yet to become familiar with the Blade and it's amazing performance, or was it because I had promised to be back for supper at 7.30, so the clock was ticking from 4.30 Also cattle were grazing in the field I normally use and I have a deep mistrust of them knowing how unpredictable they can be also how destructive to microlights, so greater care was needed. I must admit I was weary after many weeks not only from harvesting but also the subsequent preparation to the arable fields for the following seeding programme which was now in full swing. Nevertheless I was very confident that I was in command of the situation so continued to rig and finally check the assembled aircraft meticulously. I filled the rear tank with freshly mixed fuel and started the engine without difficulty, stopping it after about a minute in order to don my flying suit though I did hesitate as I had begun to seriously sweat with the



exertions of rigging on such a warm evening. Finally back in the seat ready to go I switched on the ignition and pulled the starter cord to find that the engine would not pick up and was pouring clouds of blue smoke from the exhaust. I knew what had happened immediately, in that I now remembered having put the oil in the two jerry cans the previous week so as to save time when I came to add the petrol, I had of course forgotten this when I added the oil only an hour earlier when I filled the cans prior to rigging. By now the sun was sinking fast and the time was 5.45pm. Determined not to be beaten by my own stupidity I removed the rear tank and dashed back to the house to empty it into another can, put fresh oil in and 20 litres of petrol satisfied that I had now got it right. On restarting the engine I was pleased she burst into life with no hesitation. Time now was 6.15pm. I was very hot from the further exertions but anxious to be in the air to use the last half hour or so of daylight. I taxied through the gate into the field with the cattle in it who had lined up along the fence watching and listening to my antics. Further frustration in that the strobe unit I had fitted and which worked well last time was now u/s, just when I needed it most in the failing light, still not really critical. Also as I ran up the engine prior to take off I could hear the ignition interference on my new intercom system, irritating but still not critical. Pre-takeoff checks complete, runway clear of cattle which I chased to the other end of the field by taxiing straight at them, I accelerated on full throttle leaving the ground in about 40 yards. At some 30 feet above the ground I heard a sharp sound behind which did not repeat nor did the engine note change or the aircraft falter in it's climb out. Being at a critical height I continued my climbout of the field and checked behind to see if anything was missing or falling off. Everything seemed fine so I gained height directly above my field to 4,500 ft in the gathering gloom where I performed various manoeuvres to get the feel of the new aircraft. After twenty minutes or so I closed the throttle and glided down to land without further incident. I found a mangled webbing strap on the runway which I had failed to stow away prior to takeoff.

On reflection, this flight had all the ingredients of dreaded Press-on-itis which we are constantly being warned to avoid. I should never have left the ground in such a mentally and physically stressed state. The problems alone were, in total, sufficient to ground the aircraft until they could have been properly checked out another day. The strange thing is that you can be aware that you are pushing it a bit but overcome whatever doubt you may have with misplaced confidence. So I was very lucky not to have come to grief, I was the sole creator of my problems, one thing leading to another. So BE WARNED and BEWARE!!

## For Sale

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

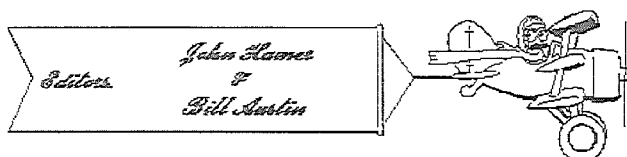
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Puma Sprint G-MMVO Rotax 447 - Airframe 50 hrs, Engine 420 hrs. All the usual Sprint refinements. permit to Oct '97 £2750. Brian Finch 01242 242424

Pegasus XL-R G-MTPE - Recent top end overhaul - sold with permit, IVO prop. £3,500 ovno - Adrian Burden - 01452 504843

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998 , trailer, suits spares etc - Alan Dobson 01981540185

2 Flying Suits , X & XL Red/ Blue £ 40 each -. Brian Finch 01242 242424





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*November 1997*

## *Club Newsletter*

### **Christmas Party**

The major social event of the Club is the annual Christmas party and Grand Draw. This year it will be held on Wednesday 17th December in the Farmer's Club. There will be no charge to members, though you will be expected to provide an 'entry fee' of a raffle prize. In addition to the Grand Draw there will be various other opportunities to win prizes, for instance by entering the photographic competition. There will be three classes:- a) An aerial photograph taken by a member b) a photograph of some aerial activity taken by a member c) a photograph with the best caption. In addition for those of you that haven't got any photos to bring then you can still win a prize by providing the best caption to the photograph featured in Andrew John's article elsewhere in this newsletter.

### **Telford 1997**

Once again the annual BMAA show is being held at Telford on 6th/7th December. As in the recent past the show is being held in conjunction with the Hang-gliding & Paragliding Association and supported by the Model Flyers and the PFA.

The show opens at 10.00am each day, and members are reminded to bring their BMAA membership cards if they want reduced admission. For the first time members are being charged a nominal £1 admission.

### **Monthly Meetings**

The December meeting is scheduled to feature as usual our annual party and grand draw.

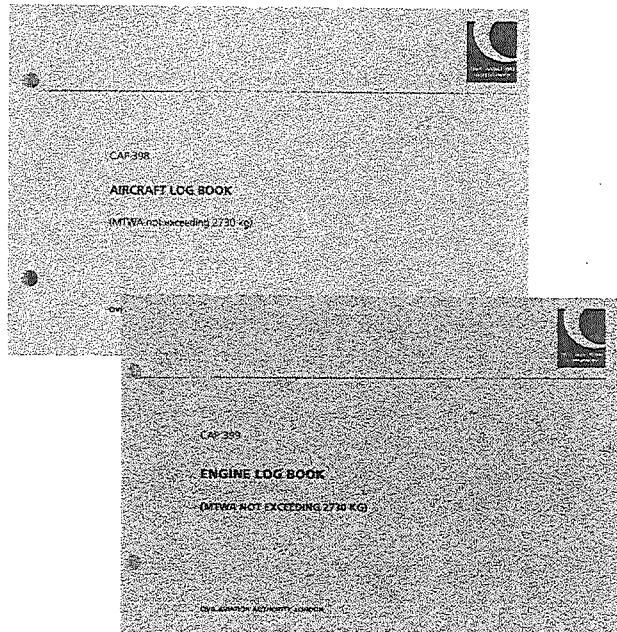
The January meeting will be the Annual General Meeting, while the February meeting will again feature the Club's Open evening - members of the public and newcomers are particularly invited.

The venue for all these meetings is scheduled to be the Farmer's Club.

### **450 kgs**

As the newsletter goes to print, it has been ascertained that the CAA are currently issuing a draft new Section 'S' with the increased 450 kg weight limit incorporated. They have apparently decided they can no longer wait for the other European countries and have decided to go ahead and issue it, with a prospective implementation date of next March.

### **Log Books**



The PFA have recently reminded a member that all PFA microlights need to have CAA approved logbooks for their aircraft and that the BMAA style logbook is not acceptable. Basically you need separate logbooks for the airframe and engine as the two may not stay together for the whole of the life of the aircraft, thus a combined logbook poses problems when say an engine is changed. The relevant publications you need are CAP 398 Aircraft Log Book & CAP 399 Engine Logbook available from Westwood Digital, 37 Windsor Street, Cheltenham (formerly CAA Publications) Tel no 01 242 235151 price £4.70 each plus £2.00 p&p (for the two books).

Incidentally the ANO (article 10) calls for CAA approved logbooks which I suppose gives them the monopoly for logbooks. It is interesting to think that we can have authority to build our own often fairly complex aircraft, but constructing a simple thing like a logbook, particularly in the light of today's desk top publishing facilities still seems beyond us. Also should you carry the logbook in your aircraft it must be in a box approved by them! In practice though you should never need to do this.

## **Round Britain Tour 1997**

**By Andrew John**

At 1430 hrs on 6th October I landed back at Conderton, south Worcestershire, having completed a 2385 mile serial journey visiting 18 farming friends around the country since February this year. This was a personal mission I had set myself back in January after the 28th consecutive annual reunion following an advanced Farm Management course which we had all attended at Hexham (Northumberland) in 1969. We had arrived from all over Britain, from Devon to Fife and from Staffordshire to Suffolk. My planning started with detailed maps of their areas, most of whom still lived on farms though some had by now retired! Then it was a question of when to fly out in all directions to visit them. I decided that I had to take every opportunity and use each flyable day that came along otherwise I would not be able to complete my task by the winter. My first flight was on 15th February to Rudgewick, not far from Gatwick airport, in fact I landed under the wake turbulence of Boeing 747s on the sticky weald clay, a new experience. In early March, on another sunny day, I headed south to Totnes flying in perfect conditions until I reached the river Exe when low cloud forced me down to 700 feet in order to reach my goal. This was another muddy field surrounded by 400KVA pylons which tested my skills somewhat and reminded me that Devon has very few flat areas to land on! Later in March I made an early start to Dorset, near Wareham. All went well until I was abeam Blandford when I spied a dark smudge dead ahead which grew larger by the second, the centre of which darkened into the unmistakable shape of a C130 Hercules heading straight at me. I initiated a hard right bank to expose my white "underbelly" in the hope that my presence would be observed. It seemed to take an age for a reaction but slowly a right bank was made and the monster roared by about half a mile away. I continued my course to a delightful farm on the very edge of the Lulworth Cove Danger area for which I had received permission to land from Portland ATC. Jim had converted an old barn into a very comfortable family home yet retained the same external features as before. The next trip was to the Midlands and a farm adjacent to the M6 near Stafford where another friend had prepared a superb grazing paddock, with no stock to worry about. However on landing I was followed in by a rogue flexwing en route to Surrey from Yorkshire, who quickly refuelled, had a pee and was away with a cheery wave! After lunch I continued my journey towards Derby and another farm destination but this time with a difference in that it had a prison on the boundary and I must be one of the very few pilots who has received visual encouragement from the inmates to land on their side of the fence! A brief and pleasurable stay before take off for home via Kidderminster, in calm and clear conditions. Suddenly a loud crack and the engine began to race, so I shut it down and eventually landed on a recreation field which also turned out to be a gypsy playground as I was

surrounded by small children clamouring, "give us a ride Mister"! My aircraft and dignity were saved by a local resident who together with his son assisted in the recovery of G-HZ to his garden where it stayed until the following night when, with the help of my son Ian (serious Sea King pilot!) we returned to base. Ten days later I was heading north east to Lincolnshire, yet another area I knew little about apart from the intensive arable farming reputation. My destination was a small field not two miles from the centre line of RAF Waddington, home for all that flies fast and low in our part of the world! Next morning the RAF gave me clearance to fly my route to King's Lynn across the Fens but not above 500 feet! With an increasing tailwind and very accurate flying I arrived over Sedgeford on the edge of the Wash battling against the elements and wishing I was on the ground, which I managed minutes later onto the local football pitch. Later in the day the wind abated and I continued my trip to a farm near East Dereham for the night with friends of mine. Next morning the wind was still strong but the sky was clear and very flyable so I set course for Norwich and a farm just on the western edge of the airport. I called them up and received clearance to land at my discretion which was hairy to say the least as the field I had been allotted was now crosswind and a cunning approach was needed. Safely on the ground and parked behind a stack of large straw bales my friend and I adjourned for lunch. The next leg was to Audley End near Saffron Walden, a private strip but PPR which I had cleared that morning. There I met another colleague and his family who lived near Cambridge, they kindly provided me with tea and sustenance before I left on the last leg of this journey. Tracking almost due west took me over Woburn and the very place where we have been meeting annually for the last 29 years, which I felt to be symbolic. Flying home into the sunset has very magical properties and I really enjoyed this part of my trip. I was left with the northern members to visit including one in Scotland and had devised a plan where I would trailer to Carlisle, stay on a member's farm and use that as a base to visit the others. This fortunately coincided with some glorious weather so the first day driving north was a taster of what was to come. I called in at Rochdale and Mainair's HQ in order to discuss the purchase of a Blade 462 in kit form, and then I left having ordered the same only Mainair would build the wing, leaving me with the trike and engine assembly and installation. Back on the M6 I headed north arriving in my Cumbrian base about 2.30 pm for a cup of welcome tea. After an evening's familiarisation flight out to the west coast and back I planned the next day's flight north to Scotland.

Another gin clear day starting with a call to Glenrothes airport in Fife for PPR followed by an early 0900 takeoff. Crossing the borders at 3000 feet with visibility almost unlimited is indeed a real treat particularly to a southerner such as myself. I crossed the Firth of Forth and headed east to land at Glenrothes and met my

colleague Geoff on the tarmac. I routed south later to receive a cheery farewell from Edinburgh Control as I left their zone and continued on into a blazing sunset. Day two was similar and I flew south west to Egremont for lunch and a farm walk with Tony and his son David followed by a mammoth tea and finally an extended takeoff leaving the coast behind and headed for the 'high' ground of the Lake District climbing to 4000 feet yet still feeling as if the peaks below were grazing my undercarriage! Did you know that a small aircraft actually landed on the summit of Helvellyn in the 1930's - I didn't, but certainly would have tried if the need had arisen as there is a surprisingly large flat area on the summit! I arrived over Appleby looking for a friend and his dog in a field just cut for silage and had some trouble locating him as his dog and his trousers were the same colour as the ground! By the time we returned to the field after supper the sun was almost down and I had some distance to travel. En route back to base I overflew a dinner party my hosts were attending just east of Penrith and gave them a flash of my strobes, between courses! I landed back just legal but nevertheless exhausted realising just how much a good day's flying can take out of you physically and mentally. Next morning I planned a very easy trip to visit a farm some five miles away, so I took off for the five minute trip but was still looking for the farm twenty minutes later! They all look the same in that part of the world, hundreds of sheep littering acres of green pastures. I landed to ask directions and was then assaulted by a very large Limousin Bull and his harem who only agreed to let me takeoff after my using some very persuasive agricultural terminology?!

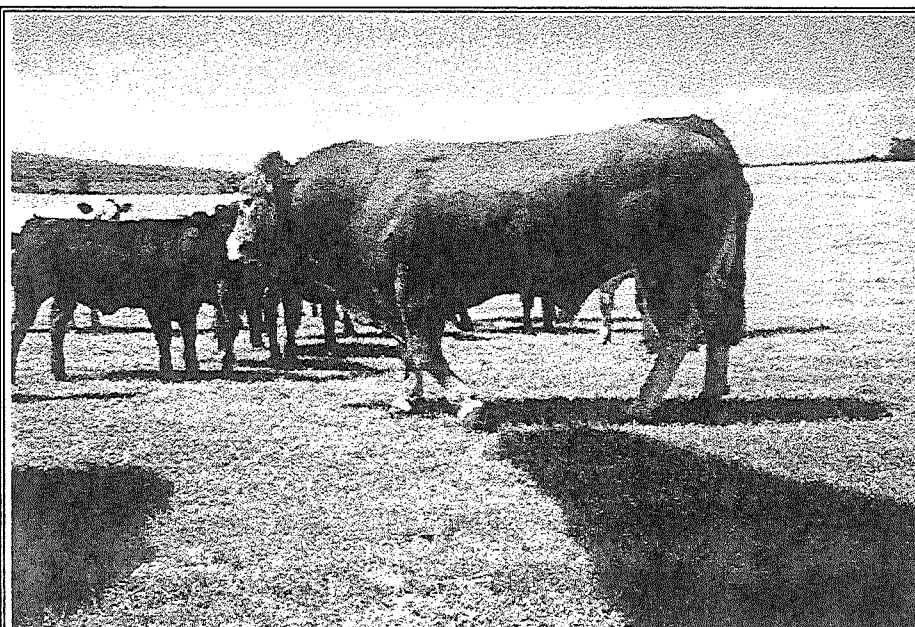
I found the farm and landed as the wind began to blast to well over 20 knots. I had one final visit to make that day but sadly the elements curtailed the flying so instead I made the trip by road. That evening I packed up the aircraft, enjoyed a farewell supper with my hosts and set off south down the M6 at 2100 hrs arriving home after a trouble free journey at 0115 hrs on Monday morning.

I now had only one member left to visit in Suffolk and time was running out. My Blade 462 had arrived and construction began and this was completed by the end of July. Harvest also began and continued until the autumn planting season so flying was put on the back burner for some time. Finally on 6th October in my new Blade G-MZOF I flew via Sedgeford in Norfolk for lunch and continued south east to a farm near Ipswich and spent the night with the last family on my list; returning the next day and getting soaked in the process when flying back through a frontal system! So, wet and weary I arrived home with nearly 2400 miles clocked up from my Round Britain Tour. Each trip was memorable for one reason or another, and although I had had several heart stopping moments, there were many miles flown in ideal conditions, with every landing an experience on new territory. There was always a warm welcome followed by a reluctant farewell.

This has been my own personal Round Britain Rally, with all the planning and logistics involved. I learnt an enormous amount from the experience and although the last trip was flown in the new Blade 462, I was very pleased that my trusty Flash 2 Alpha 503, G-MTHZ had carried me safely around the rest of the course despite the prop shaft problems. Perhaps the greatest challenge for me is still the satisfaction of finding a field in the middle of unfamiliar country, without any sophisticated assistance, and then to land safely and enjoy the hospitality of one's hosts.

### ***Limerick***

Andrew John's put us all in the shade  
Being the first in the Club with a Blade  
While we hope his new toy  
Brings him fun and joy  
You trust the farm work won't be delayed!



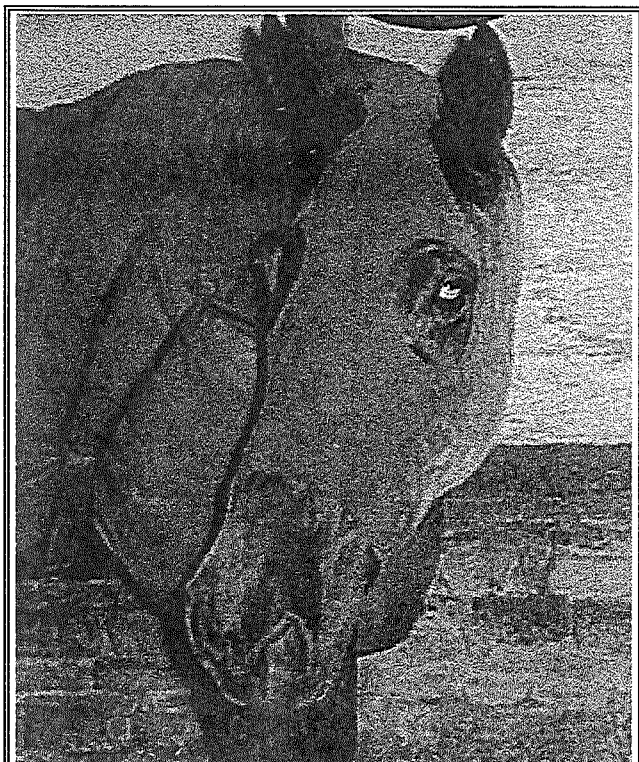
A Load of Old Bull! Note the shadow of the wing in the foreground - Too Close for Comfort!

## ***The Highs & Lows of Flying***

The other day JH got into his MiniMax to take the opportunity to go flying during a break in the recent windy weather. Realising that the last time he flew was a superb high pressure day, he wasn't surprised to have to wind three hundred feet off the altimeter to get his airfield QFE. But then he had a double look at his altimeter, for he found it was still reading 1000ft! So he wound another 1000 ft off to give a millibar setting of 982. Must have slipped he thought still get it fixed at work tomorrow! Then he tuned into Gloucester ATIS - low and behold the QFE was 982. The previous time JH had been flying the QFE was 1028 - 1300 ft different - that's a serious difference if one forgot to reset one's altimeter before takeoff.

## ***Anti -Aviation Lobby Call in the Cavalry***

A warning has arrived from JH concerning his airstrip. Apparently JH's wife who is not exactly keen on his activities has cunningly enlisted her horse into her anti aviation campaign. He is now supporting her activities by digging up the nice smooth runway and rolling in the ensuing muddy pit. There are now four such pits on the runway - but none any where else in the fifteen acre field - suspicious!



Rodney  
The Runway Protester  
- complete with mask!

For obvious reason's JH is unable either to reason with him or threaten him with becoming canine fodder, so JH has therefore had to put obstructions in the ground

to prevent this anti-social behaviour. The down side is that they have to be removed before the runway can be used, so if you think of visiting JH make sure that he knows you are coming so the obstacles are removed before you land

## ***Radio Course by Bill Austin***

The final total of participants was seven with six seeming intent on taking the exams. Considering that at the end of the first session everyone went home wondering what on earth it was all about and convinced that they would never get the hang of it, they have really put their backs into it and are doing very well - say again - very well! For me it was obvious that they were practising between sessions and that is what any course is all about. You only get out the equivalent of what you put in and they have all put in a lot of effort. This is one course where the Training officer is under pressure for most of the evening because he has to act the part of the air traffic control as well as correcting any mistakes - Ground School is much easier.

## ***For Sale***

Castrol TTS two stroke oil - 25 litre drums at £145 ie £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 0188 548504

Flash 2 G-MNTS, 462LC - One careful owner - Ken Cole 01452 414374

Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny - 01452305430 (day)

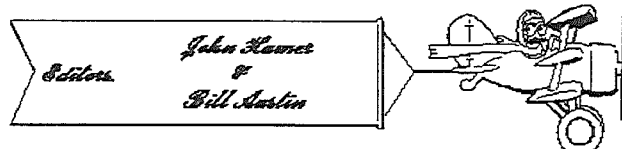
Puma Sprint G-MMVO Rotax 447 - Airframe 50 hrs, Engine 420 hrs. All the usual Sprint refinements. permit to Oct '98 £2750. Brian Finch 01242 242424

Pegasus XL-R G-MTPE - Recent top end overhaul - sold with permit, IVO prop. £3,500 ovno - Adrian Burden - 01452 504843

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998 , trailer, suits spares etc - Alan Dobson 01981540185

2 Flying Suits, L & XL Red/ Blue £ 40 each -. Brian Finch 01242 242424

Thruster T300, 532 LQ engine, electric start, aerofoil lift struts, excellent condition, white pod, blue/yellow wing, complete with trailer and recent PTF, £7,200 ono. Phone Gary Thomas 01793 491002 or Dean Sweeney 01793 84898







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Microlight Club**

Gordon Gould  
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Cheltenham  
GL52 3JX

## *Club Newsletter*

### **1997 Telford Exhibition**

**A report by John Davidson**

The weather for 1997's Telford Exhibition was perfect..... unflyable.

On entry, the eye was assaulted by bright lights and the psychedelic colours of our BHPA friends' offerings, along with a large notice which read "If you're not dead, try harder". I must speak to The Safety Officer about that.

The most attention grabbing flexwing was Medway Microlights' Eclipse R trike fitted to the Raven wing. It is an updated XLR trike but powered by the Jabiru 2.2 litre 4 stroke boxer. Like Mainair they had problems with overheating, hence large square ducts face into the slipstream outboard of P2's shoulders.

A 3 blade in-flight electrically adjustable propeller is standard. It has twin rear brakes and a redesigned underseat fuel tank which can remain in place during de-rigging. The bad news is it's eighteen grand, but you get metallic paint, go-faster stripes and lots of shiny bits to polish on unflyable Sunday mornings!

Other than Medway's offering there was nothing new on flexwings. However several hang glider wings with no top rigging were on display, which begs the question "Will flexwing microlights follow suit?"

The Jabiru engine, whilst conspicuous by its absence from the Mainair stand, featured in ST Aviation's display. Their beautiful little aeroplane is available in "UL" guise complete with engine for £21,000. Ah...I'm sorry, Sir...that's just for the kit. It's a real stunner, so a pair of designer shades and you could turn up anywhere in this and look the proverbial dog's wotsits. Is this the microlight of the 21st Century?

A cheaper alternative, although not exactly chicken feed, is The Bantam which was being displayed with more razzmatazz than anything else in the show. They were most keen to take details of anyone who may be interested in a test flight from Pound Green and were not a bit put off when I told them I've only flown flexwings. The MF figures quote a minimum sink rate of 800 ft/min @ 45 mph and analogies of Thruster TST and the homesick house brick spring to mind. This could be the subject of a future article.

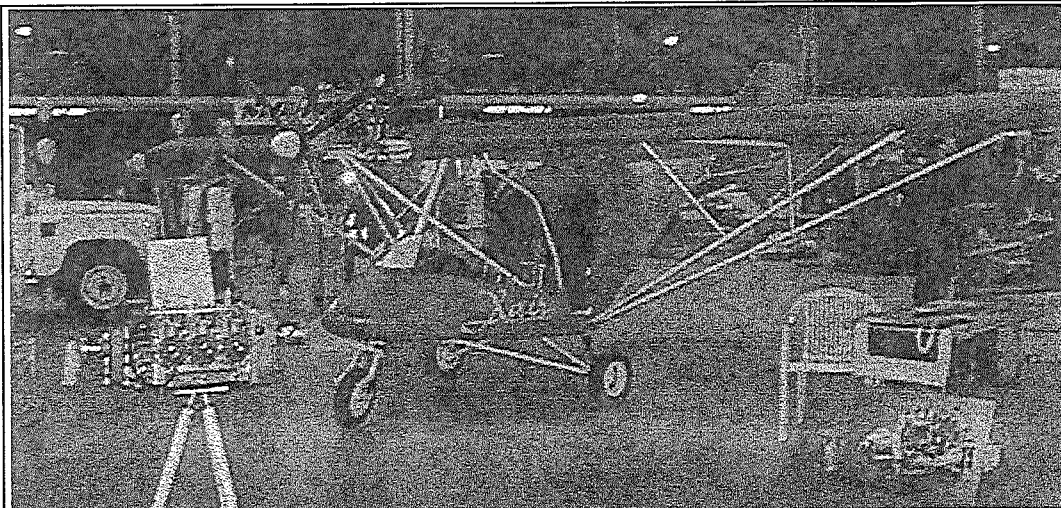
Thruster Air Services were displaying their T600, insistent the house brick reputation has been addressed. Touring range is restricted due to fuel capacity limitations of 40 litres on the taildragger and a mere 25 litres on the tricycle version. It reminds me of that old favourite "What's the only thing you can't pass in a Range Rover?" "A petrol station!" A statistic worthy of comment is that almost 27% of BMAA registered 3 axis microlights are Thrusters, by far the largest percentage any one aircraft can boast. (Remember 3 axis homebuilds are registered with the PFA - Ed)

Thruster were also displaying The X-Air, a French designed 3 axis side by side machine they are considering importing in kit form. As the picture shows, it looks similar to an AX3 but with a raked back windscreen and larger wheels. It has all round suspension and drum brakes on the main wheels. Engine options are Rotax 503 and 582, or the 4 stroke Citroen Visa unit. Thruster advise performance is



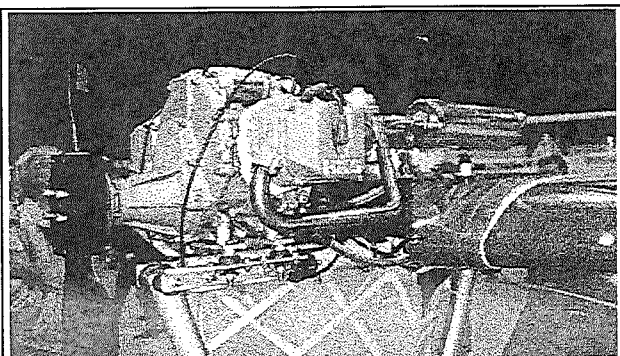
**The Jabiru Powered Medway Raven**

sluggish with the 503, and the brochure figures suggest slow cruise speeds but high climb rates when compared with AX3 and T600, so I look forward to reading a flight test report. A mere 40 hours assembly time is claimed for this Indian produced kit, which will set you back a seemingly reasonable £4,800 + VAT (about £8,500 OTR). For an aircraft which has a track record elsewhere in the world, this is worth watching, since I'm told Rans Coyote kits were around this price when first introduced in the UK.



The French designed X-Air

Hugh Lorimer was full of enthusiasm for his lolaire (and vitriol for the BMAA who have insisted on yet more complicated stress calculations) plus a model of his latest brainchild, the flying wing "Skean Dubh". Pegasus Aviation were showing a third engine option for the AX2000. It is a 4 stroke twin cylinder from Japan called HKS700E and develops 60 BHP at 6,200 RPM. Exact prices were not available, though they anticipate it will be marginally more than the Rotax 582. It's climb performance of 600 ft/min is midway between the 400 ft/min for the 503 and 800 ft/min for the 582.



The HKS Engine in the AX3

BRS parachutes were attracting quite a bit of interest on The Skydrive stand, where a Pegasus Q was wearing one. Whilst in the main, microlight fatalities are the result of gross human error rather than airframe

failure, at around £1,800 they may be worth a postscript on the letter to Santa.

I was amused to be able to recognise paraglider/hang glider pilots by their distinctive walk, especially those assisted by crutches! I wonder if Roger Patrick could incorporate a set of red springs into skiing boots for these guys? ....there may be a market for them in Australia!

For me it was a happy day out in a friendly environment. At each stand I found myself discussing

the exhibits with people I'd never met, then continuing to chat about where we'd come from, what we fly and so forth. Perhaps the ice was broken by the tyre I was wearing around my neck, from the bring and buy stall. Comments included: "Are you feeling tired?" "Has your halo slipped?" "Is it to catch the crumbs

from your sandwiches?" and the witty though politically questionable "I hope for your sake Winnie Mandela isn't here!" ....I shall 'tread' carefully.

My thanks to Bill Austin and John Davis for their good company, to Bill for chauffeuring.

## **BMAA AGM - Telford, 6th Dec '97**

### **A report by Andrew John**

A poorly attended AGM heard from our President, Ann Welch, that in fact the sport of Microlighting has had a good year despite the continuing problem of lack of media interest. Universally we have seen examples of how Microlights or Ultralights have proved their unique ability to get where no other aircraft can operate effectively, for example supporting the Thrust II Landspeed Record attempt and the round Australia Charity flight. Successful trials have been carried out towing sailplanes with Trike units with very enthusiastic comments from the glider pilots! Our success in the World Air Games was almost totally ignored by the media which is a great pity, but we should nevertheless continue to show how Microlights can be used in many ways to assist the community.

The Gordon Stewart Legacy to train a young student received good support with two finalists who are now starting their training, the extra costs being funded by the BMAA.

### **Awards**

The BMAA Award went to the Round Australia Team.

The Award for Services to the Association went to Tony Birch, British Team Manager at the World Air Games in Turkey.

The Patricia Anne Trophy for Woman of the Year went to Paula Smith

#### **Chairman's Report - Dave Cole**

Very brief, but highlighting the major effort made by BMAA staff in successfully relocating the offices across the street at the Bullring in Deddington. Although we now have a new Government we have yet to see any new positive approach to our sport. We have lost the Sports Council Grant and are not likely to see it again. He too commented on the total disinterest of the media in our achievements and the corresponding frustrations this causes the BMAA executive committee. On behalf of the association he congratulated the British Team on their tremendous effort in Turkey and again returning the World Team Trophy to Britain.

#### **Finances - Peter Blyth**

A loss of £7492 was reported for the year, due largely to the costs of moving offices. However the Association's finances are in excellent shape and Subs and Fees for the next year will remain the same. The Bank of Scotland Credit Card Scheme has been well supported and is going well - a full report will appear next year.

#### **Chief Executive's Report - Jim Bell**

Membership has risen to a record 4185, up 180 on the year. There are 2965 aircraft on the database of which some 1800 are permitted. A submission to the CAA over the question of Club Instructors has been made and time will no doubt be required to produce an answer. The PPL Microlight syllabus is currently being reviewed and will be redesigned to be more in line with group A, and in addition the Ground exams are to be reviewed including a split between Nav and Met. Implementation should be in August after CAA approval.

#### **Chief Inspector's Report - Ray Wilkinson**

The overweight problems are now largely overcome and resolved. The Inspectors' Audit has been completed. There are currently 120 Inspectors and 45 Senior Inspectors. There have been no formal complaints during the year. 90% of Minor Mods have been processed. He reminded members that the continued safe flying of all aircraft was still in the hands of the operators.

#### **Chief Safety Officer- Ray Wilkinson**

There were three fatal accidents, in April, August and October, each one very tragic in their consequences. In addition there had been many accidents and incidents, with no discernible trend but all involving pilot error of one sort or another.

#### **Chief Technical Officer's Report - Guy Gratton**

The backlog of Major Mods has been reduced down to six weeks with a target of four weeks for next year. The BMAA homebuild route is receiving increased enquiries. Test Pilots have been reclassified as Class 1 - Billy Brooks and John Hamer, and Class 2 - Paul Dewhurst.

On the 450 kg issue an announcement from the CAA was hoped for to coincide with this AGM but was still delayed. What is known is that the CAA is to go it alone and introduce the 450 kg limit under BCAR Section S, but they still consider the documentation to be immature and unlikely to be released until January '98 at the earliest. A brief summary of the limitations are as follows:

450 kg MTOW as a 2 Seater

350 kg MTOW as a Single Seater

No maximum fuel capacity

Max wing loading 25kg/sq m

Stalling speed restrictions to be announced.

#### **Training Officers Report - Tony Wells**

Type conversion is now required by all instructors who have not done so and this to be a requirement rather than a recommendation for all PPL holders of 'D' licences in future.

#### **Competitions - Richard Meredith-Hardy**

A very successful year both Nationally and Internationally, was reported. The Nationals had gone particularly well including PPGs for the first time and our success in winning World Titles over the last ten years has proved the value of the National competitions which are unique to this country, as a method of encouraging and training new talent.

National Prizes were presented to the following:

Solo Flexwing - Richard Rawes ( Robbie Keene was second)

Two seater Class - Eddie Clapham also winner of the John Hudson Round Britain Rally Trophy.

Novice Category - Ian Bastin

Turkish Team Prize - Tony Birch . THE BEST IN THE WORLD - AGAIN!

#### **Any Other Business**

A proposal for the BMAA to cover the £500 excess for damage to an aircraft during an inspection flight received discussion and was carried with a commitment from the Chair that it would be discussed again in council.

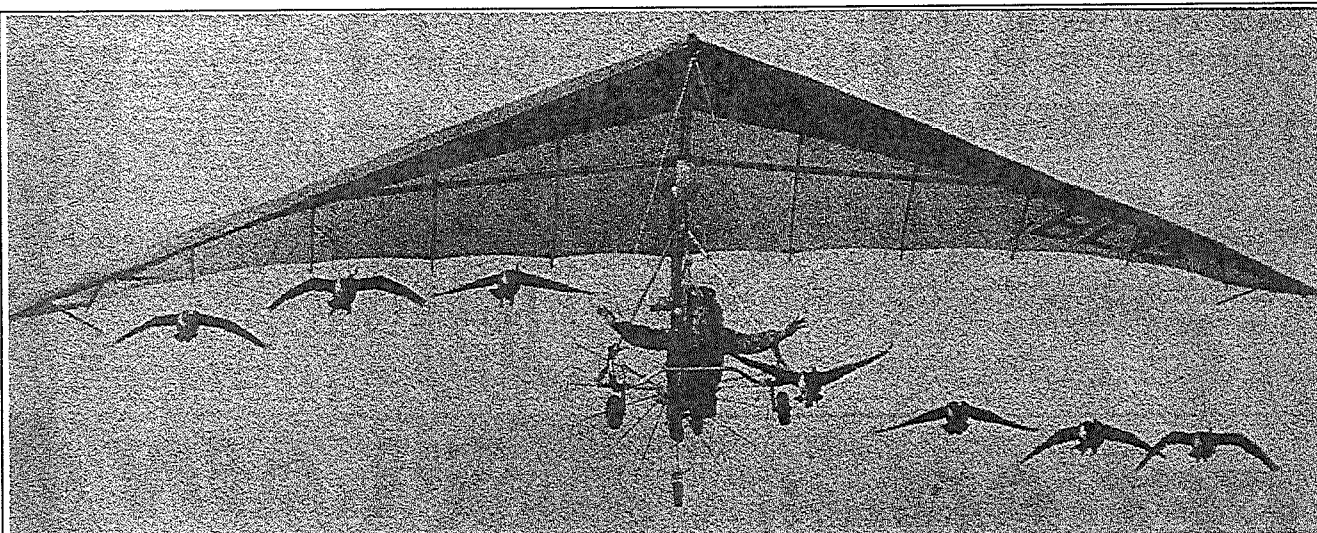
Further examples were given as to the lack of media interest in microlighting .

## **STOP PRESS!**

Front page of the Daily Telegraph on Monday 7th December - Full page width photograph of flexwing microlight leading a skein of Barnacle geese over France together with a half page feature inside describing this amazing feat to save the birds from almost certain death from the guns of the French 'sportsmen' as they fly south.

It is ironical that this article appeared within twelve hours of the above comments at the AGM, and probably did far more good for our cause than any report on our achievements in international competitions!





**The Geese in formation - Picture supplied by a rival paper!**

### **Monthly Meetings**

The December meeting is scheduled to feature as usual our annual party and grand draw.

The January meeting will be the Annual General Meeting on Wed 14th Jan while the February meeting on Thurs 19th Feb will again feature the Club's Open evening - members of the public and newcomers are particularly invited.

The March meeting on Thurs 19th Mar will feature Pegasus's exploits with Thrust II in the desert.

The venue for all these meetings is scheduled to be the Farmer's Club, but please note that due to the non availability of the Club's main room, the February & March meetings have been moved to the Thursday following the third Wednesday in the month.

### **Radio Course**

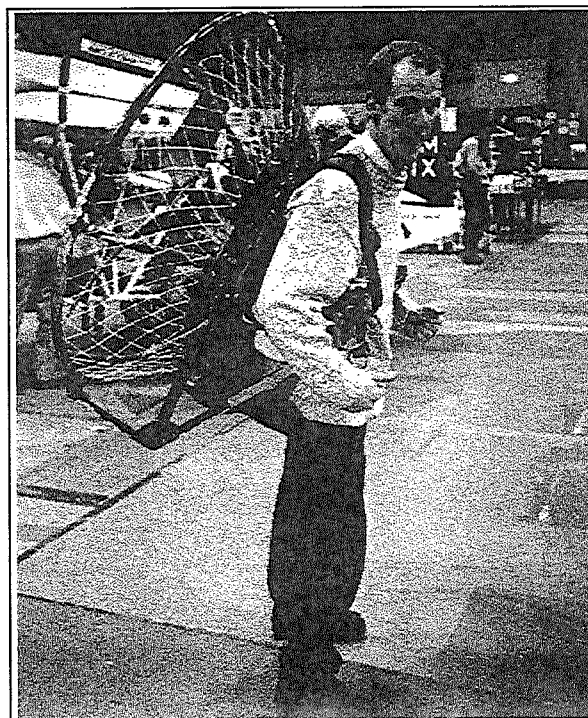
**By Bill Austin**

Congratulations are due to Bill Keel-Stocker, Nick Simmons, Dean Sweeney and Gary Thomas all of whom have passed both the written and practical tests for the Flight Radio-Telephony Operator's (Restricted) Licence. They are now licensed to operate a radio in an aircraft and may act as operator on the ground for a licensed aeronautical radio station. Arrangements for their tests were made with Jenny Lyons of Staverton Flying School. My thanks to her for giving so much of her time and patience for the benefit of Club members. Also congratulations to Brian Finch who passed the test elsewhere.

### **Dates for 1998**

The Microlight Trade fair will be once again held at Popham on 2nd/3rd May.

The provisional dates for the next Round Britain Rally are Thursday 23rd July to Saturday 25th. This is a month later than the traditional June date.



**To be seen over Over in 1998?**

*A Merry Christmas &  
a Happy New Year  
to you All*

