

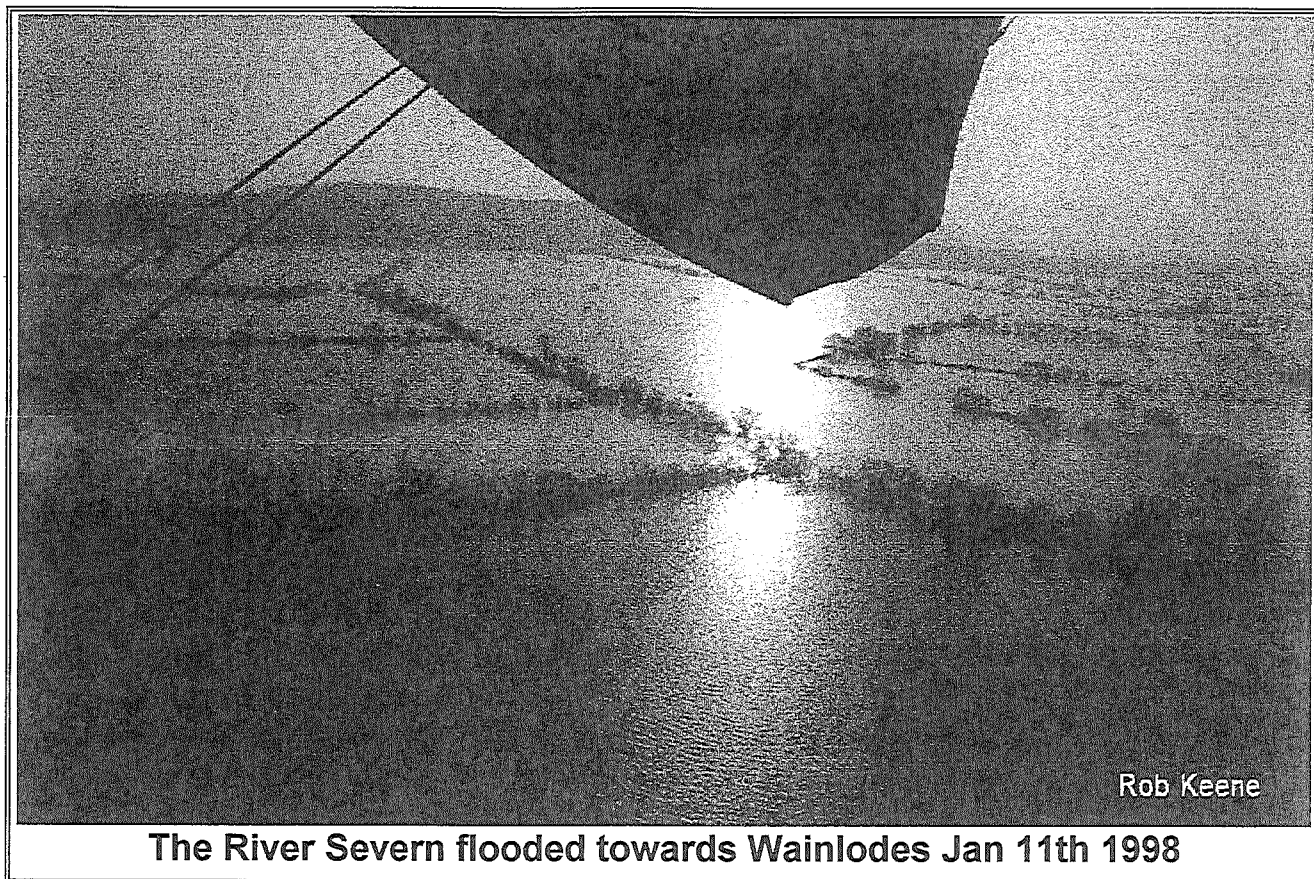


AIR  SCREW

Severn Valley  
Microlight Club

January 1998

## Club Newsletter



Rob Keene

**The River Severn flooded towards Wainlodes Jan 11th 1998**

### ***Water, Water everywhere***

The majority of members have been grounded as the rain has lashed down and the Severn has been going up - and over. For those that managed to get in the air recently, some spectacular flooding in the Severn and Avon valleys has been seen. Although one feels sorry for those with homes flooded in such circumstances, there were unusual sights to see, like people rowing down lanes, and boats instead of cars pulled up outside houses. And of course there was that Land Rover that got stuck in Sandhurst Lane and was featured on the news.

Although the floods are now subsiding, other spectacular water features may be best

viewed from the air. In particular there is a three star 'bore' at the end of the month - 30th Jan & 31st Jan at 9.22 am and 10.30am at Minsterworth. For the big five star bores you'll have to wait until March - the first being on 1st March. The other good thing about this year's bore season is that they all seem to be at weekends so it gives more of you the opportunity to see this unique Severn Valley feature from the air.

Incidentally it is rumoured that Severn Trent have indicated that a drought order will again be in force this summer despite the recent rain & flooding - apparently it's the wrong type of water that's been falling!

### ***Monthly Meetings***

Since the last newsletter, the Club has re-negotiated the meeting dates with the Farmer's Club such that all meetings will now be on the third Wednesday in the month for 1998.

The February meeting has now thus been rescheduled for Wednesday 18th February and will feature the Club's Open evening, while the March meeting has been brought forward a day to Wednesday 18th March and will feature John Fack on Pegasus' exploits with Thrust II in the desert

### ***Newsletter Distribution***

Some of you may be surprised to receive this newsletter through the post, and several days before you would normally expect it. The reason behind this is that it has been ascertained that many of you aren't attending the monthly meeting as it appears to slip your memory that we have got to the third Wednesday in the month. Well you'll now not have that excuse as - Royal Mail permitting - you will receive the newsletter just before the next meeting. Indeed the last newsletter incorrectly gave the date of the January meeting as 14th, but as it appears that no one turned up (other than the treasurer!) clearly no one read the last newsletter, or rather more likely forgot by the time the date came round, which is why the Committee have decided to send it out before the meeting. As this newsletter arrives on your doormat, you may consider that it is a timely reminder that you are expected at a meeting in the next couple of days.

### ***AGM***

The January meeting will feature the Annual general Meeting of the Club. As well as the usual review of the year by the Chairman and an analysis of the finances by the Treasurer. In view of the continuing increase in Club funds, there will be a proposal to reduce the Club subscription for 1998. (You'll find a copy of the accounts that are to be presented at the end of the newsletter.) In addition the

Committee wish to discuss the future of the Club and your views and ideas are vital to the continuing success of the organisation. Also the Club's trophies - the Spitfire Trophy and the Poser Award will be presented so please make a special effort to attend and support this event - you never know you might come away with an award!

The agenda is as follows:-

- Chairman's report
- Treasurer's report
- Training Officer's report
- Election of Officers
- Club Subscription for 1998
- Club future
- Any Other Business
- Presentation of Awards/Trophies

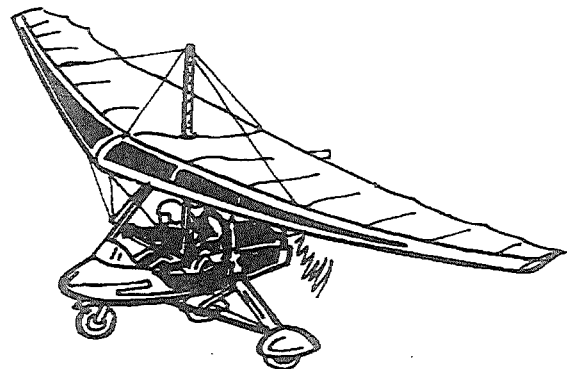
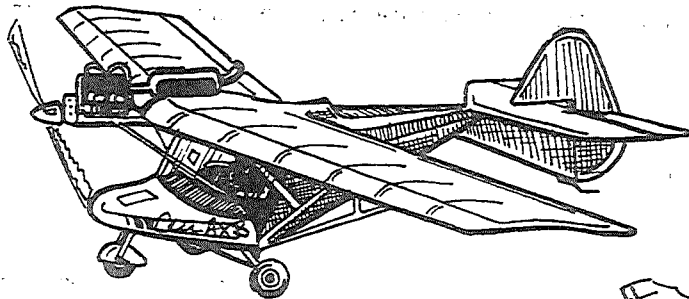
### ***Christmas Party***

Once again the Club Christmas party seemed to be enjoyed by all who attended. It was perhaps a little disappointing that only 29 out of a possible 71 members attended, particularly as the event was free. However with friends and partners, the hall was far from empty as some 60 people enjoyed the evening. As is now the custom three general competitions plus the three photographic competitions provided the main entertainment for the night. In addition a magnificent buffet was provided by the Farmer's Club and there was more than enough to go round.

The quiz, set by John Davidson, provided members with a challenge to identify members names from the cryptic and often oblique clues that John provided. The winners who unravelled 90% of these were John Davis and his wife Sue.

The 'baby/ young' pictures of the committee members' partners proved much more difficult this year - last year it was 'baby' pictures of the committee members which caused some confusion but not as much as this year. Notwithstanding the difficulty, Dawn & Bill Keel-Stocker emerged the winners.

# **Microlights**



**An Illustrated Talk**  
by the  
**Severn Valley Microlight Club**  
on  
**Wednesday 18th February 1998**  
**at 8.00pm**  
in the  
**Farmers Club**  
**Sandhurst Road**  
**Gloucester**

*Further Details : 01452 700314*





For the first time a caption competition was tried and the picture of the bull in front of Andrew John's microlight (seen in last month's newsletter) produced some very amusing results. Andrew had the task of judging, and it was a close decision, but he placed first Hazel Austin's entry of :- "Andrew's next passenger, - ready , willing and a bull"!

The photograph competition was judged by members who voted Andrew John a winner of both the aerial & ground classes while Bill Austin's captioned photograph was the most appreciated in it's class.

During the evening, three pilots who had gained their licences this year were presented with their wings. They were: - John Davis, John Davidson and Jim Smart. The evening ended with the grand raffle of the prizes generously donated by those attending.

Our thanks must go to Ges Hatchett for organising the catering, to those who set up the competitions and to all those who attended and made the evening a great success.

### ***Safety***

At this time of year flying opportunities are at a premium. The recent long spell of wet weather means that the majority of grass fields have become rather soggy.

Remember that during taxiing and take-off your wheels pick up a large amount of mud which often lodges in the spats. Unless you take positive steps to remove the deposit, it can build up to the point where it will lock the wheels - the last thing you need on landing. Remember also that directional stability is also reduced in such slippery & muddy conditions, so don't be surprised if you find your trike wanting to go sideways - be careful - don't push the cross-wind limits.

It is also advisable to run your engine at least once a month if you are not flying. Make sure that it is run long enough to get everything thoroughly warm otherwise any

condensation in the system will not be removed. Such condensation in a partially warm engine will do more damage than if you hadn't run it in the first place. If it is not practical to fully run the engine at least turn it over.

Also remember that dampness causes mildew , so try and ensure that your sail is kept in dry, well ventilated conditions.

### ***Open Evening***

The annual Open Evening will again be the feature of the February meeting.

Remember that it will be on the third Wednesday, i.e. 18th February, at the usual venue. In previous years it has been clearly shown that the majority of new faces seen at this meeting are there because they have been brought along by existing members. Please do your best to spread the word about the opportunity to learn more about our sport, the services offered by the Club and the courses run for the members. Even if they don't want to fly, try and bring them along just to get them better informed about our sport. A poster is included with this newsletter to put up in your workplace to advertise the event. Do make a special effort and try to bring a new face or better still faces with you to the February meeting.

### ***Ground School***

The next session of ground school is scheduled to start on the Monday night following the Open evening. Members wishing to attend or who wish just to take the exams should contact Bill Austin at the earliest opportunity.

### ***Date for the Future***

News has filtered through that the Team Trophy will again be held this year by the Avon Microlight Club at Long Marston. This year however it is planned to hold the event earlier - the last weekend in May is the proposed date.

## 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)

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998 , trailer, suits spares etc - Alan Dobson 01981 540185

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

Hangerage available at Redlands (Sindon) - Contact Gary Thomas 01793 491002

## Club Accounts

### 1997 Accounts

#### Income

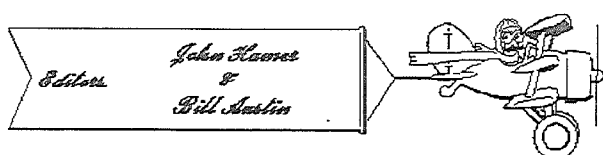
		(1996)
Subscriptions	£1,130.00	£1,135.00
Raffle Profits	£ 213.12	£ 320.37
G School Subs	£ 100.00	£ 125.00
G School Fees	£ 380.00	£ 310.00
B/Soc interest	£ 42.18	£ 66.84
BMAA Members	£ 6.00	£ 3.00
Radio Course	£ 66.50	£ -
Sundry		£ 118.50
	£1,937.80	£2,078.71

#### Expenditure

		(1996)
G/School Exps	£ 290.50	£ 305.75
G/School Wings	£ 36.00	
Airscrew Costs	£ 326.75	£ 212.16
Speakers' Costs	£ 5.00	£ 54.90
Meeting Hall Hire	£ 317.25	£ 293.75
Equip. Repair	£ 25.00	£ 79.90
BBQ Exps	£ 190.00	£ 90.64
Euro Champs	£ 250.00	£ 200.00
Christmas Party	£ 325.00	£ 280.00
Donations	£ 100.00	£ -
Sundry		£ 60.00
Excess Income	£ 72.30	£ 501.61
	£ 1,937.80	£2,078.71

#### Current Holdings

Building Soc	£3,116.70	£1,837.27	Bal carried forward	£ 1,907.27	£1,405.66
Petty Cash	£ 197.12	£ 70.00	B/Soc Shares	£ 1,334.25	
	£3,313.82	£1,907.27	Excess Income	£ 72.30	£ 501.61
				£ 3,313.82	£1,907.27





AIR  SCREW

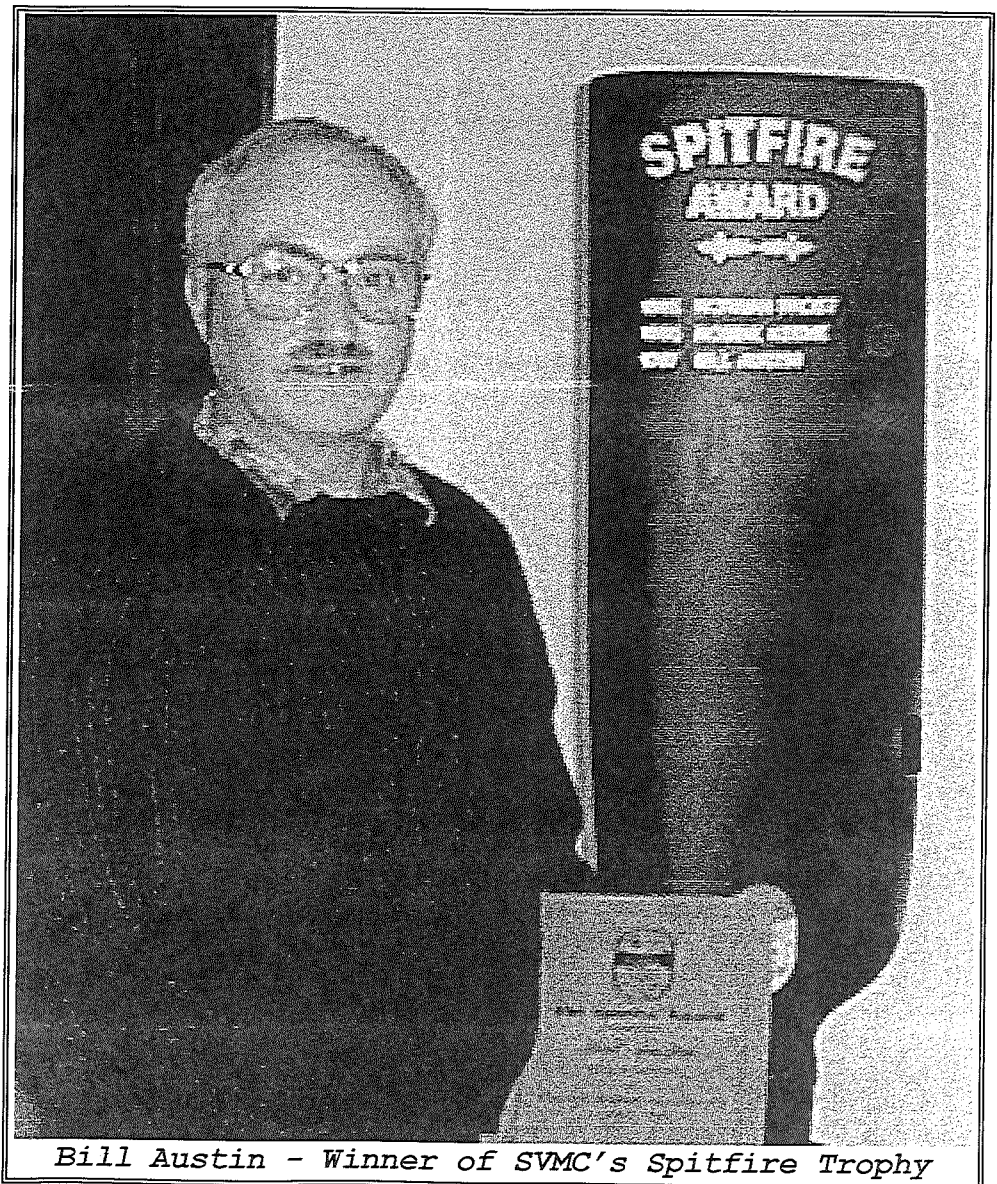
Severn Valley  
Microlight Club

February 1998

## Club Newsletter

### AGM

The January meeting was the Annual General Meeting of the Club. There was the usual review of the year by the Chairman (summarised elsewhere in the newsletter) and an analysis of the finances by the Treasurer (a copy of the accounts appeared in the previous newsletter.). The election of Officers, however, resulted in the unanimous re-election of all 1997's incumbents. In view of the continuing increase in Club funds, there was a proposal to reduce the Club subscription for 1998. This was fiercely debated and surprisingly the membership voted to maintain the subscription at 1997 level. The Club's annual awards were also presented. The Spitfire Trophy - so named because it consists of part of a Spitfire propeller - was awarded to Bill Austin for his outstanding contribution to the Club. The Club's other trophy - the Poser Award - was given to John Davies for his continuing enthusiasm for microlighting. It will be remembered that John started in 1993 and recently achieved his licence



Bill Austin - Winner of SVMC's Spitfire Trophy

### Chairman's Report

By Andrew John

The Club is in good shape, with a stable membership of just over 70 members, and nearly 40 aircraft. The base for the monthly meeting is now established at The Farmers Club in Gloucester, central for the majority of members and easy to find. Facilities are good though the cost is higher than at Hartpury/Blaisdon.

The weather was reasonable during late spring and early summer, though for the last three months it has been too rough and wet for much flying at all.

### Training

Bill Austin has had another very busy year with both Groundschool and Radio Course Students. You will remember that Bill has now been appointed as a Ground Examiner which is a great tribute to all his hard

work as training officer which has not gone unnoticed by the powers that be within the BMAA.

Congratulations are in order and he will sign your log book when required in return for a Prize for the monthly raffle.

Four licences were completed this year with John Davis travelling to Spain to get his. Congratulations to you all.

#### *Finance*

Ges Hatchett has produced a healthy set of accounts which include a windfall payment from our building society, providing us with a useful nest egg for that rainy day. In addition we have made several donations this year, one substantial amount to the BMAA towards the costs of sending our team to the World Air Games (where they won the gold medal) and two smaller sums to support those threatened by planners over the continued use of their strips.

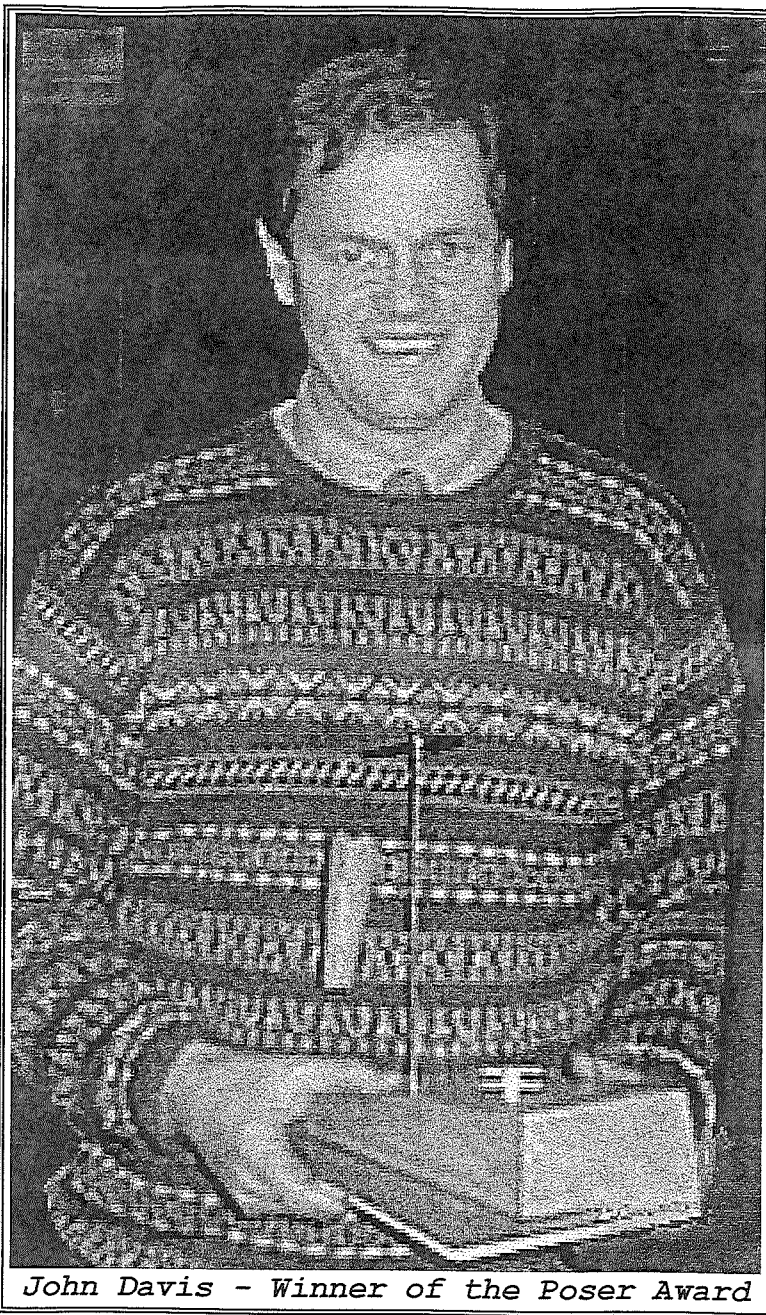
#### *Social Events*

Again Robbie Keene selected a perfect flying evening for his Bar-B-Q and Treasure Hunt at Over in July. A most enjoyable evening for everyone both on the ground and in the air. Our Christmas party was another success, over 60 attended and thoroughly enjoyed the atmosphere and competitions that had been arranged, and as usual the Raffle was very well supported.

#### *Aircrew Newsletter*

The Club newsletter continues to be produced by John Hamer using the latest computer technology. He is assisted by Bill Austin in producing the monthly publication which goes to all members and neighbouring Clubs & schools. Members often provide excellent contributions but John can always use more

to add colour (or should that be black & white?) and interest to the production.



*John Davis - Winner of the Poser Award*

#### *Monthly Meetings*

Meetings this year have provided usual variety and have all been of a very high standard, though it is a pity that more members do not attend the talks particularly when given by someone who has traveled a long distance to speak to us. The average attendance has fallen during the last year to 25.

The 1997 programme was as follows:-

Jan - AGM

Feb - Open Evening

Mar - Don Law on Ultratec

Apl - Richard Allen (RAF) on the Trans Canadian journey in 1996

May - Trevor Cale on 'Fun and Sun' in Florida

Jun - Robbie Keene on the Round Britain Rally '96

Jul - Over Farm Treasure Hunt and Bar-B-Q

Aug - Aviation Quiz

Sep - John Hamer and Trevor Cale on the Round Britain Rally '97

Oct - Robbie Keene on the World Air Games in Turkey

Nov - Edwin Shackleton on the 600 types of aircraft in which he has flown.

Dec - Christmas Party

#### *Safety*

It is good to report another year without serious accidents or incidents, though as always there have been occasions that will stick in our minds as not to be repeated! If you do have a fright it is good and beneficial for others to learn from your experiences so be prepared to 'confess', anonymously if you like, through an Aircrew article.

### *Fly-ins and Outs*

Trevor Cale travelled the furthest to Florida for the annual 'Fun and Sun' meeting, whilst the rest of us made the most of our fickle climate. Fly-outs to Graham and Judy at Newhouse Farm near Hay are always a favourite trip for those who know the area and also Chris and Liz Ball welcomed a fly-in to a windy Bar-B-Q at Hawling!

The Treasure Hunt at Over was well attended and enjoyed by the competitors.

John Harmer and Trevor Cale both entered the Round Britain Rally and enjoyed themselves. I achieved my own personal Round Britain travelling over two thousand miles during the year, from Devon to Fife, visiting seventeen farmer friends en route.

The Avon Team Trophy event was again almost blown away, very sad as a lot of effort and expenses had gone into its preparation.

Hartpury College welcomed us again on a windy day and many other hoped for events never took place due to the usual weather factor.

Popham too fell victim to high winds.

### *Competitions*

Robbie Keene's success continued as part of the winning British Team at the World Air Games. He also personally won a Bronze medal. In addition he was once again second in the Nationals.

The Over Farm Trophy was won by myself and crew member Ian Rogers, after a taxing aerial navigation task.

### *Club Trophies*

This year the Poser Award has been given to another fledgling pilot, John Davis, who like other winners before him has shown how determination and enthusiasm for our sport has got him through his GFT. A great example to those still training or who are yet to begin.

The Spitfire Trophy has been awarded to Bill Austin. In his dual role as Training and Safety Officer he has given outstanding service to the Club for which we are all extremely grateful.

### *Aircraft*

On the new aircraft front, Minimaxs have been breeding again for apart from the two based at Catsbury, four others are under construction ie Dave Steade, Jim Taylor, Cliff Hannam, and Bill Austin. In addition Vic Booths' MW6 'Fat Boy', side by side three axis machine, is almost complete apart from covering and should burst out of its shed for a first flight this summer. My own new Blade 462 grew from a kit during the summer and is proving very enjoyable to fly.

### *Finally*

Another interesting year hopefully for everyone in the club, we feel that whether or not you fly, being a member of the SVMC provides something of interest for everyone.

### *Open Evening*

The annual Open Evening will again be the focus of the February meeting. Remember that it will be on

the third Wednesday, i.e. 18th February, at the usual venue. In previous years it has been clearly shown that the majority of new faces seen at this meeting are there because they have been brought along by existing members. Please do your best to spread the word about the opportunity to learn more about our sport, the services offered by the Club and the courses run for the members. Even if they don't want to fly, try and bring them along just to get them better informed about our sport. Do make a special effort and try to bring along a new face or better still faces with you to the February meeting. We also plan to show the 'Hardware' to those that are interested at 10.30am on Sunday 22nd at Over. If the weather is flyable, then there may be an opportunity to take people flying. However it is planned to have an Open Evening later in the year (when hopefully the weather is warmer & more suitable) to do this.

### *Ground School*

The next session of ground school is scheduled to start on the Monday night following the Open Evening, ie 23rd Feb. Members wishing to attend or who wish just to take the exams should contact Bill Austin at the earliest opportunity.

### *Training Officer's Report*

By Bill Austin

The Club now runs two types of courses - groundschool and radio - usually one of each in the year.

#### *Groundschool*

This was my first year as a rated Ground examiner. The rating entitles me to administer the CAA ground exams and to sign pilots' log books in respect of the Certificate of Experience requirements. So for the first time the Club did not have to use the services of an outside examiner either to invigilate the exams or sign the logbooks, of which I did 19 in the year. Groundschool this year started with a total of seven students - five new and two "old faces". Over the 13 weeks two dropped out - one to go GA, the other to postpone his efforts until a later date. By the end of the year the Club had gained four new pilots - Jim Smart, John Davis, John Davidson and Peter Hancox. Out of these John Davis achieved a first in that he decided to go to Spain and learn with Graham Slater - read all about it in his letter in this month's Microlight Flying. He is, I believe, only the second Club member to gain his licence abroad - the other was John Rendell who went to Portugal. The others stayed at home and overcame the English weather to achieve their 'wings'. Congratulations to all of them.

#### *Radio*

I ran two courses this year - January to March and October to November. In all eleven Club members participated with five going forward and passing the RT exam. The students found it very difficult to grasp the



RT concept and get tuned in to "radio speak" and all the different services which they are expected to use.

### **Groundschool 1998**

SVMC's groundschool will begin a new term on Monday 23rd February at SVMC's Ground Training Centre in Cheltenham. On every Monday night (except Bank holidays) for the following three and a half months the four subjects covering the related written exams for the microlight pilot's licence will be explained and at the end of each section there will be an opportunity to sit the relevant exam. The course is open to all members not just those that want to obtain a licence. The cost of the course will remain at £25 plus the cost of the four exams. Anyone wishing to avail themselves of this facility (you won't find a cheaper of better course elsewhere) should contact Bill Austin on 01242 515064.

Anyone thinking of obtaining the licence should make every effort to start flying lessons as soon as possible. Do not wait until you have taken the exams. The English weather is unpredictable to say the least, except when you decide to learn to fly and book a lesson. The wind will then blow, it will rain, the tops of even the small hills will become enveloped in cloud or the temperature will rise and produce conditions that no person in their right mind would be airborne in! If you don't believe this ask any Club member. In short you will need loads of time to learn to fly.

### **Talks for 1998**

It is taken for granted that at the monthly meeting there will be a speaker or some other aviation orientated presentation for members to enjoy. Can you help the Committee by suggesting a topic or do you know someone who could be persuaded to come and talk to us? Next month's talk will be by John Fack when he will recount the exploits in the Black Rock Desert with Thrust 2 and breaking the landspeed record.

### **Date for the Future**

The Trade fair at Popham will be on 2nd/3rd May ie the 1st Bank holiday in May.

The Avon Microlight Club have confirmed that the Team Trophy will be held this year between 22nd - 25th May . ie the 2nd May Bank holiday.

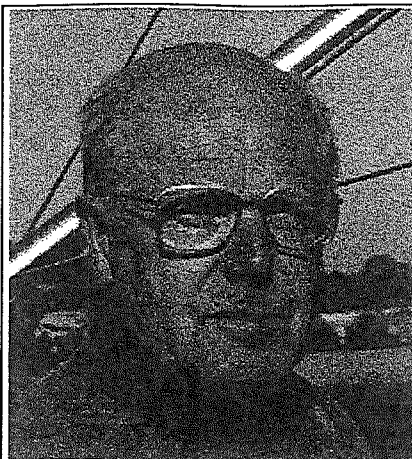
### **Subs for 1998**

As indicated above, the membership voted to maintain the Club subscription at 1997 level. The subs are now due, so please complete the enclosed form and return it with your remittance to Ges Hatchett before the next meeting, else this could be your last Airscrew.

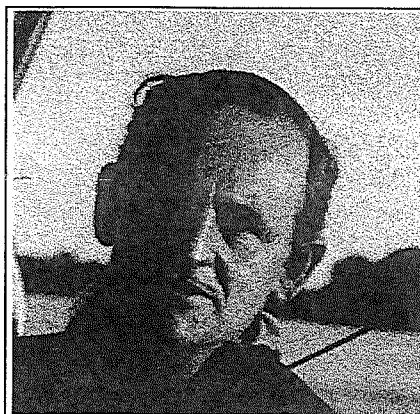
### **Over Farm**

Members are reminded that the strip at Over is not the Club airfield, but a strip owned by a member and from which other members fly. Although visitors are welcome, they should get permission from Robbie Keene before flying in

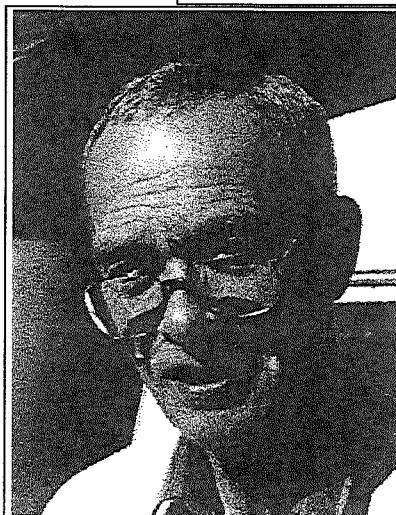
### **Still in Power - Following re-election**



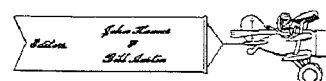
**Andrew John -  
Chairman**



**John Hamer  
Secretary**



**Ges Hatchett  
Treasurer**





**Severn Valley  
Microlight Club**

*March 1998*

## *Club Newsletter*

### ***The Open Evening***

The open evening held at the Farmer's Club was very well attended with many new faces in the audience who had come to hear JH give his usual presentation of what microlighting is all about and how to get into it. The film was also shown again, but it is really getting like a golden oldie. Andrew John has promised a new one for next year - all he needs now is the script, the weather and Kate Winslet! - On second thoughts as she's more famous for her involvement with disaster movies - so perhaps not her - any volunteers!

After the Open Night people were invited to Over to see the hardware on the following Sunday. They were fortunate as day began bright and sunny with negligible wind, thus allowing JH and Andrew John to fly in to give the visitors a chance of a flight. Indeed seven people took the opportunity of taking to the skies. Unfortunately by then the conditions were starting to get blustery so the flights were interesting to say the least, and the comments back from the passengers even more informative! Still everyone seem to enjoy it and our pilots returned home safely. Indeed Andrew sold 'HZ' that afternoon, so is now reduced to only owning one plane - poor fellow!

### ***Groundschool 1998***

Once again there are enough interested potential pilots to run another course. Monday 23rd February saw four new members attend the introductory session in Cheltenham and three of these followed it up by attending the first session of groundschool the following week. The new

members are Nigel Braithwaite, Richard Bunt and Jon Colley. They have all shown a lively interest in microlighting so please help them to settle into the Club and remember them if you have a spare back seat; just give them a ring - their telephone numbers are respectively:- 01684 292840, 01453 524638 & 01452 554854.

### ***New Training Centre Opens***

On his retirement JH had task of disposing of all his company's furniture and thus rather than throw it away decided to put it to use again, and thus the idea of a new training facility was born. Following eviction and relocation of his ducks, reorganisation of his workshop, an area has been set aside as a classroom/lecture facility. The new 'classroom' can boast comfy chairs, curtains, carpets & heating as well as the usual lecture facilities, including OHP, slide projection and video. The SVMC have thus relocated their ground school to the premises at Hartpury.

Incidentally some of you may recognise that the new training centre is really a converted stable, but you should reflect that great things have emerged from stables in the past and we're not talking about what happened two thousand years ago - we mean aviation things. George Cayley - often recognised as the father of British aviation built his flying machine in the stables and sent his coachman flying. AV Roe's first machine was built in a stable and Dowty's started in a converted stables in Cheltenham. So you never know what will come out of this new establishment - we've already had one aircraft.



### ***Club Team Trophy 1998***

This annual event will be held over the weekend of 22nd - 25th May at Long Marston airfield. This is the Bank Holiday weekend and, for those who may not feel able to commit themselves to the whole four days, it is understood that the competition itself will be run on the Saturday and Sunday only. The Monday would only be used if the weather wiped out one of the previous days.

This is essentially a fun event with a balance of flying and ground activities. In previous years the Club has entered a team and those involved have thoroughly enjoyed themselves. Although there is an element of competition the emphasis is on enjoyment. It is a chance to do something different with a purpose but in the company of other pilots and crew without the pressure of representing Britain - if you see what I mean - and more importantly it is local. With the number of aircraft in the Club it should be possible to have at least two teams of three aircraft in the competition and even more if we can raise some enthusiasm. In any case the Committee feel that the Club should turn out in force to support one of our neighbouring Clubs who put an enormous amount of effort into organising the event. If you are interested, please contact Bill Keel-Stocker who will act as the liaison officer.

### ***Long Marston***

Talking of Long Marston, the rumour mill is rife again with talk of the airfield being up for sale and Branson's name has been connected with it. It would appear this time it isn't being sold for housing so that's one consolation. Watch this space.

While on the subject of Long Marston, reading the Avon Microlight Club newsletter, it would appear they have had a run in with one of their former members. The story appears that this former member seems to have upset the Club by running his autogyro up and down the runway.

Probably conscious of the noise, the Club went into print only to find the noise from the former member's solicitor was even louder! The interesting outcome of the tale is the CAA was involved as there was a suggestion that the former member was trying to fly illegally while he claimed he was taxiing. The CAA referred to the definition of flight from the ANO:-

'An aircraft shall be deemed to be in flight in the case of a piloted flying machine, from the moment when, after embarkation of its crew for the purposes of taking off, it first moves under its own power until the moment when it next comes to rest after landing.'

Therefore one can taxi up & down the runway all day long without a Permit or licence providing you have no intention of taking off. Could it thus be construed from this, that accidentally getting airborne in such circumstance may not be totally illegal? Perversely it would seem that if one intends going flying but doesn't actually get airborne that is deemed to be a flight - so could one clock up ones hours just taxiing around the airfield making vain attempts to get airborne?

### ***Talks for 1998***

This coming Wednesday's talk (i.e. 18th March) will be given by John Fack on the supporting role played by Pegasus microlights in the Thrust II land speed record breaking project in the Black Rock Desert. Please be punctual - the talk will begin at 20.00 hours promptly.

The April talk is presently scheduled to be given by Andrew John and relates to his exploits encountered in paying flying visits to his farming friends around Britain.

Other talks planned in the coming months include Sun'n Fun 98, Round Britain '98, the RAF's New Zealand expedition flying Bantams, as well as a quiz. If you know of anyone who will provide an interesting talk let JH know.

## ***More Foreign Travels - or A Review of Romanian Flying***

***By Trevor Cale***

Whilst England was, as usual, being drowned in winter rains, I was again in Romania under brilliant blue skies - a full 3 weeks of them! Admittedly I did arrive to a temperature of minus 16 degrees C and the car rental company had thoughtfully washed the car prior to arrival. Thus I found all the doors and boot frozen solid and it took an hour and several bottles of boiling water from the airport bar to unfreeze the wretched thing. By Christmas the weather changed and it became mild and clear and I don't think a day passed when I didn't think if only ... Several visits to the Aero Club HQ didn't however procure me any flying, only copious amounts of local 'plum brandy' (i.e. firewater). After all, it was Christmas and the HQ was in party mood rather than flying mode!

There are only seven fully operational microlights in Romania, all owned by excellent pilots. Indeed, the man who heads the Ultralight Division has built and is flying a virtual copy of a Renegade. All he had were some plans and apart from the engine, all other parts he made or had made in Romania - such are their engineering skills.

Sadly they don't have the funds to enter any International competitions, managing only to send a few parachutists to the recent World Games in Turkey. All the Aero Clubs are still State owned, the pilots, engineers etc. all being employees of the State. They therefore fly during the week, drink large amounts of beer on Friday afternoon and then go home for the weekend; so unless there is an internal flying competition, there is no flying at weekends.

The Romanian Aero Club surprisingly cannot afford to go private, as there are so few private planes. Instructor pilots fly gliders, single and twin seat Zlins and Antonovs and they give instruction (free) to student pilots and parachutists and the odd foreigner resident in Bucharest. Sometimes, trainee

pilots from Western Europe come to gain their PPL.

All Aero Clubs in the country have quite superb flying sites and all have at least one guest bedroom, shower and toilet, right up to the brand new 3 storey building at Deva, which boasts offices, restaurant and a large number of rooms for guest pilots & students.

Whilst I was flying in Romania in 1994 everything was absolutely free. There were no landing fees, no fees for overnight stays (or for however long you liked) with fully rigged hangerage in large secure hangers and always a warm hospitable welcome. More often than not I also had free fuel from the Club's stockpile and as many flying maps as I wanted. Landings at national airports incurred no fees either. I've since found out that so long as I telephone Bucharest HQ the day before, giving take off and landing times I can then buzz around all day wherever I choose, outlandings included. Flying is all but unrestricted in that I only know of two restricted areas, these being around the international airport and one in a small area of Central Romania. No irate farmers either. Landing out is an open invitation to huge smiles all round and another dose of intoxicating Romanian hospitality.

Romania has changed so rapidly since the new coalition Government took office in July (viz. - McDonalds opened last year!) that the days of Ceausescu's monstrous dictatorship seems a distant memory.

I'll be back in the summer with microlight in tow - why not come too?.

## ***Spring is in the Air***

***By John Davidson***

During the last week in February the weatherman predicted the end of the settled spell so I took a day off to go flying. I'd been on the ground for about 3 weeks so my pre-flight inspection was quite thorough including taking the fuel tank off and giving it a good shake in case the oil/petrol mix was starting to separate.

With all in apple pie order, I stepped in and fired up. As the engine was warming I turned

around to look for anything untoward (remembering the lovely evening last summer when I was grounded due to a loose exhaust guard which I didn't have the wherewithal to fix) and saw one of the exhaust springs bouncing around on the locking wire. I felt sure I'd checked it during the pre-flight and this was confirmed by the shiny surface of the break. Although I didn't fly I feel lucky because the end of the spring dropped harmlessly to the floor. Had it happened during flight it there was a chance of a broken propeller blade...etc. I'd rather my emergency landings continue to remain simulated, at least until I've gained a bit more experience!

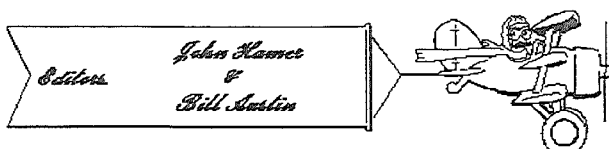
### Catch the Tube

By Bill Austin

Do you ever look at your tyres? Recently I found that the tube in one of the rear tyres on our Alpha had crept to the extent that the cranked valve stem was fast disappearing into the rim. This is the result of soft tyres and numerous landings. If not corrected the result could be a blow out at a critical point in flight - ie takeoff or landing. I suggest you too check the position of your valve stems and prevent your wheels becoming "tired"! On a technical note large aircraft usually have creep marks painted on the covers/rims to identify the problem of movement between cover & rim. In this particular case it is the tube that is moving not the cover so is not as easy to detect. The movement of the tube is found worse in low pressure tyres as on the MiniMax.

### Subs for 1998

The subs for 1998 are now overdue and so members who haven't paid up are urged to give the fee (£15) to Ges Hatchett as soon as possible. For those that haven't paid by 1st April, this will be your last Airscrew.



### 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-MTTM, 503 air cooled - Tony Penny -01452305430 (day)

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998, trailer, suits spares etc - Alan Dobson 01981 540185

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

Hangerage available at Redlands (Swindon) - Contact Gary Thomas 01793 491002

Raven X G-MYYZ, new Jan 96, 40 hours, excellent performer 100mph Vne, drum brake, full instruments £4995 to include suits, helmets, intercomm, radio interface - Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

## MICROLIGHT FLYING WEEKEND

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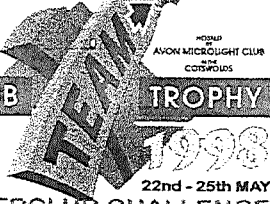
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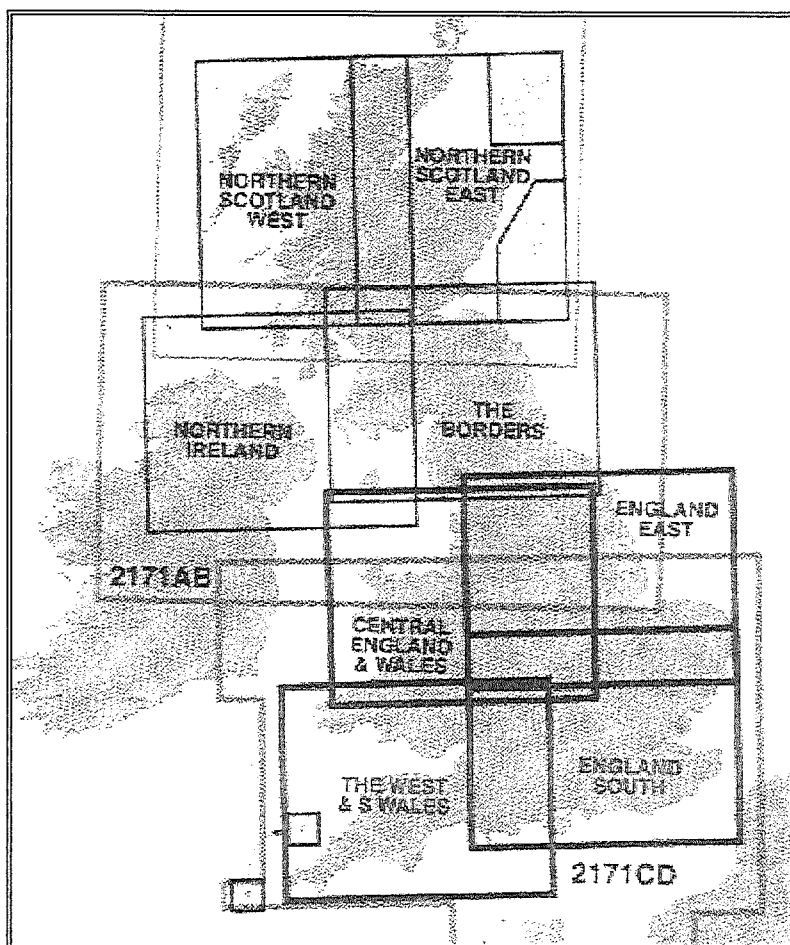
Severn Valley  
Microlight Club

April 1998

## Club Newsletter

### New Maps

The new version of the Southern England half-mil map is now available and believe it or not is still the same price as last year - £12.50. Also available are the "new version" quarter-mil charts for the West and South Wales, Central England and Wales, and England East as well as England South. These quarter-mil charts are physically larger than the old ones, being roughly the size of a half-mil map and cover an area equivalent to two of the old maps. (If there is a demonstrated need for a course in map folding the Training Officer will be happy to oblige!) Incidentally although all cover this area in part at least, the preferred one i.e. the one that covers most of the area we tend to fly in is England South; price again £12.50. Members should note that it is illegal to fly with an out of date map.



### Groundschool 1998

The first exam is now but a fading memory and the good news is that everyone achieved a pass. One or two of the students found the phraseology of the questions "interesting" to the point of thinking that the Training Officer had omitted to cover that aspect in the previous weeks. One student committed the unforgivable sin of leaving an answer blank - a guess usually gives you a fifty-fifty chance of the right answer. The average mark was 92% - a very creditable performance. Well done to them all.

The course now is studying for the navigation exam and this is providing more of an exercise for the "little grey cells" - getting them in training for the ultimate challenge of Air Law! Anyone who needs to take or re-take the Nav and Met exam should contact Bill Austin as soon as possible to check on the date.

### Radio Course

It is planned to hold another radio course. Anyone thinking of attending should contact Bill Austin as soon as possible because numbers will be limited to six. This is to ensure that (a) participants get maximum practice and (b) they each have room to work and a chair to sit on in the new training centre. To ensure that maximum benefit is gained from the course it is suggested that potential students buy the latest version of CAP 413 and become familiar with its contents before the course starts.

### Are you legal?

Whilst most of you are aware of when your Permit to Fly is due - probably thanks to a reminder that the BMAA sends you, there is, however no reminder about one's own requirements to keep one's licence valid. The Certificate of Experience can easily be overlooked particularly as its thirteen month cycle means that revalidation is later every year. Another easily forgotten requirement is your medical certificate which if you are young only comes round every five years, though if you're well

past pensionable age the frequency is as short as 6 months.

### **Long Marston**

The Team Trophy is scheduled for 23rd/24th May. We hope to send at least two teams and so we are looking for willing crews. There is intended to be a get together before the event so that prospective competitors can try their hand before deciding whether they should go public. Anyone who wants to try their hand please contact Bill Keel-Stocker (01452 731 348)

### **Talks for 1998.**

The April talk will be given by Andrew John and relates to his exploits encountered in paying flying visits to his farming friends around Britain.

Three of our members are going to Sun 'n Fun, and so hopefully they will be telling of their experiences in May.

Other talks planned in the coming months include Round Britain '98, the RAF's New Zealand expedition flying Bantams, as well as a quiz. If you know of anyone who will provide an interesting talk please let JH know.

### **Fly Out**

There is a planned fly out to Caenarvon on Sunday 19th May. It is hoped to stage through Hay on Wye (Graham & Judy Pritchard's). Those interested in going, even if only part way, should contact Rob Keene (01452 414975 or 0831237353)

There is also a fly in at Hay on Wye on 16th/17th May and all are welcome.

### **Conversion**

There has been a certain amount of confusion over the requirement for conversion training when going from flexwing to three axis or vice versa. Although there was an indication at the AGM that such training and associated test was mandatory, and indeed CAP53 could be interpreted that way, the legal position stated by BMAA HQ is that it is not mandatory but highly recommended. It may however become mandatory at a later date particularly if the CAA see that the recommendation is being ignored.

### **Popham**

The annual microlight trade fair is once again to be held at Popham on the first Bank holiday in May i.e. Sat/Sun 2nd/3rd May. The show is highly recommended to members and well worth a visit - indeed you can fly in if you wish. Further details about the event & procedures to follow concerning flying in are available from JH on 01452 700314 or from Popham 01256 397733.

## **More Foreign Travels - or 16,000 miles and No Punctures!**

**By Andrew John**

(Although not an aviation story it does concern two strokes!)

Thanks to the generosity of an aged aunt I acquired my Lambretta LD 150 at the age of eighteen in 1956. On leaving school I had started work in the City of London as a trainee in an Eastern Import Export company and had digs near Swanley in Kent so travelled back and forth by train each day and home to Gloucestershire by the same means at weekends. The delays frustrations and cost were hard to bear when earning a mere £25 a month, so the gift of an alternative means of transport was very welcome.

Messrs A Williams of Cheltenham stocked Lambrettas and I chose the LD150 model as it seemed to have the power, protection and style that I wanted. The cost was somewhere around £150, or £1 per 1cc! Having obtained my provisional licence I ventured out on to the highway to negotiate the traffic and soon developed a technique which used my manoeuvrability at slow speeds to catch up and often overtake much faster vehicles. So with L plates up I swapped the railroad for the rush hour and loved every moment! My daily route passed the Marmite factory near the Oval, in south London, where the aroma was almost as good as the real thing! My weekend trips home began at 5pm on Fridays when I would don a duffel coat plus a six foot old school scarf and leather gauntlets before joining the rush hour out of town. Again the joy of taking short cuts and sneaking through tight traffic kept me travelling at a surprisingly high speed. Once out on to the A40 my cruising speed held at 45 mph so I would expect to arrive home for supper at 7.30 unless snow over the Cotswolds slowed me down. Then I would leave early on Monday morning to be in the office by 9am. At 115 miles per two stroke gallon I was getting phenomenal economy. Unlike a motorbike I could travel in a very comfortable position, protected by a windshield and leg guards. However, there was one serious drawback to my new found pleasure and that was - "Whiskers"! If you have never had a plug whisker up then you cannot appreciate the agony this creates. Two stroke engines of that period were very prone to this problem which was largely responsible for the eventual decline in the popularity of Scooters. So, as an example, I would be overtaking some juggernaut at 48 mph, downhill with the wind behind me when that sudden deceleration occurred, instantly indicating that my No 1 and only plug had 'whiskered up' and I had an emergency! Then, parked on the side of the road frequently in the driving rain, with the side panel removed I would fiddle with the spanner and remove a very hot plug and replace it with a fresh one. This would occur several times on long journeys and although very

tedious at the time this became part of the lifestyle of driving a scooter. My driving test was due in Gloucester one Saturday morning, with my examiner frantically waving his clip board at me as I drove an erratic path between milk floats and other weekend traffic. He very generously passed me as safe to drive on the Queen's Highway, totally unaware just how far he was permitting me to eventually drive on and off Her Majesty's tarmac!

National Service was drawing to a close in 1956 and

the powers that be decided that they could manage without my doubtful talents which left me free to follow the one path I really felt would give me a start in life, away from the City. I had visited Canada in the summer of 1955, in fact to Newfoundland, with a party of school boys on an exploring expedition for six weeks. I fell in love with the whole Canadian scene to the extent that I decided to emigrate and begin a new life

hopefully as a lumberjack! I booked my passage together with the Lambretta on board the SS Nova Scotia for the princely sum of £62 and sailed from Liverpool on a wet and windy May 5th 1957, bound for Halifax, Nova Scotia. In my wallet was an address of a family in Toronto who had offered to put me up for a few days, but this was 1500 miles from Halifax hence the Lambretta in which I had now considerable confidence as a serious touring machine. The crossing took nine days being slowed up by pack ice moving down from the Arctic through which we had to steam, at times very dramatically! Finally I arrived on the quayside in Halifax totally unprepared for the adventure ahead.

My first mistake was to forget, momentarily, to drive on the RIGHT, and nearly became a statistic beneath sixteen wheels of a huge truck and trailer. However, I recovered my senses and set forth along arrow straight roads lined with pine forests and thousands of small lakes. After a couple of days into the journey I had not seen any of the country's famous wildlife and was somewhat disappointed; not

even a chipmunk! Suddenly ahead I saw a huge Porcupine shuffling across the road into the bushes alongside. Grabbing my camera I left the scooter on the verge and ran after my subject without luck, but on my return I found disaster had struck and the machine was lying on it's side with the windscreen broken and all my luggage strewn on the road. I had not realised that the shoulders of the roads out there are only graded gravel, not firm enough to support the stand. The loss of the screen was a blow as

flies, rain and constant wind made it difficult to see, but I managed to purchase a pair of goggles which made all the difference. On a good day I travelled three hundred miles seeing very little traffic and often driving for one hundred miles between petrol stations and human habitation. Most people I met had never seen a scooter before and could not believe a machine as small had covered the distance carrying such a load! The scenery

everywhere was

stunning, with mile upon mile of forests interspersed with farms on the better soils. Rivers flowed in all directions joining the myriad of lakes which are a feature of most of the eastern side of Canada. After three days I turned southwest along the shore of the St Lawrence River, with small towns and fertile agriculture. On the opposite bank, further upstream, I passed the cities of Quebec and Montreal with imposing skylines of skyscrapers and sprawling suburbs. Finally after six days, on 20th May, I arrived in Toronto and found the address I had been given, with a very friendly family who immediately made me feel at home.

The Lambretta behaved impeccably despite the constant plug problem, so I carried out a general service and inspection before setting off again. Needless to say there were no Lambretta agents in Canada at that time though one did start up some months later in Toronto so I relied on the few plugs and parts I had taken with me including two inner tubes and a puncture repair kit.



Near the top of the World -  
All rivers run north to the Arctic Ocean from this point



As previously mentioned I had visions of cutting a swath of timber across Canada wielding an axe so decided after a week of R and R to set forth and find employment in the timber business. From Toronto I drove due north on Highway 400 which is an extension of Yonge Street in the City and as such continues some two hundred miles to North Bay claiming to be the longest street in the world. I stopped at various Timber Camps en route looking for work without luck and finally met an Englishman who had a job deep in the forests and was returning from holiday. He assured me that there would be a job if I returned with him, which I did with the Scooter in the back of his pickup truck. Some twenty miles into the bush along rutted tracks found the Camp and no job! It took six hours pushing and dragging my poor machine back to the highway by which time it was dark and the northern lights were shimmering overhead. There was little chance of finding employment at these latitudes, some one hundred miles south of Hudsons Bay, so I turned back and headed for Toronto again. Next day I noticed, on my right, a huge pall of white smoke indicating a forest fire. Arriving in the next town called Timmins, an old mining town, I inquired after work in the Department of Lands and Forests to be conscripted as a member of the fire fighting team being assembled to cope with the blaze I had seen from the highway fifty miles away! I was needed immediately so found a local garage to look after my machine with all my worldly goods until my return, taking only the essentials with me. I piled into the back of a large truck full of provisions and several drunks from the local bar and we made off into the forest for twenty miles to join the rest of the team. The next ten days was an adventure in itself, and I emerged exhausted but well paid back at Timmins to collect my possessions which were waiting for me without charge. My return to Toronto confirmed that I was unlikely to find work in the timber business so I looked elsewhere. Some twenty miles out of town was a small farm on which I found a job together with twelve other guys of various nationalities and the business was involved with selling and exporting Pedigree Dairy cattle all over the world. We lived in a bunkhouse over the cattle sheds and were well looked after by an alcoholic chef and bombastic boss! My scooter proved invaluable not only to travel around the district but also to get me to work in the summer when my task was to mow hay with a tractor from six pm to six am for two and a half months. During the winter months from October to April we travelled with shipments of cattle to various destinations, primarily Venezuela and Mexico and occasionally Argentina. This involved travelling with the stock by rail in box cars, on board ship in stalls on deck, by air in converted troop aircraft, and finally by road to their final destinations. An amazing experience, particularly to visit countries which by today's standards were very

backward. We returned from these trips which often took three weeks, to the freezing northern hemisphere and I would have to dig my Lambretta out of a snow drift to become mobile again.

By now I had 16000 miles on the clock and this amazing machine had put up with the most incredible punishment, but until the day we parted company I never had a puncture which I think is remarkable considering the routes I travelled. In 1959 I decided to return to the UK to further a career in farming and I left my trusty steed with an English family who ran the local store in the hope that they might enjoy using it. It was a sad parting.

On reflection, my Lambretta gave me the means to change my life, the independence which enabled me to reach places I would have never seen and meet people I would have never met.

Ironically, now in 1998 I fly a Flexwing Microlight powered by a Rotax two stroke engine with much improved engineering and using fully synthetic mixer oils, so concern over 'Whiskers' has (almost) become a thing of the past. Also there seems to be a renewed interest in Scooters and who knows I might well be tempted?!

### **For Sale**

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

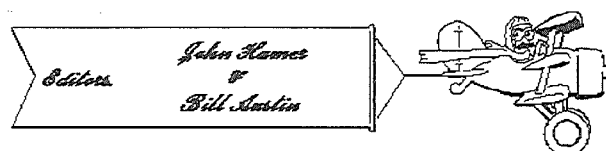
Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny - 01452305430 (day)

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998 , trailer, suits spares etc - Alan Dobson 01981 540185

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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AIR  SCREW

Severn Valley  
Microlight Club

May 1998

## Club Newsletter

### On the Ball

News has filtered through that Gary Ball has passed his GFT at Kemble. All that is left for Gary to get his licence is to pass a couple of ground school exams again, as his previous passes are now time expired. Congratulations Gary.

### Groundschool 1998

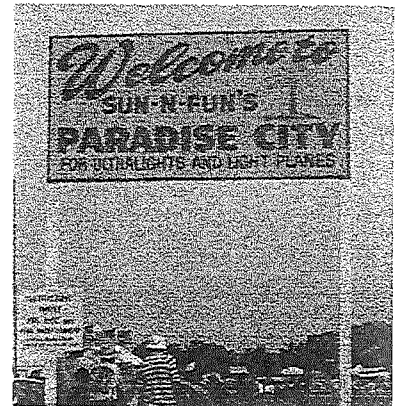
After an enforced break caused by the Training Officer disappearing to Florida, the first evening back saw the students facing the Nav and Met exam. The break obviously helped with the revision as they all passed and the average mark was 88%. It was another praiseworthy effort, but now that the end is in sight, the fences get harder as we are into Air Law and Human Performance. Anyone needing to take either or both of these exams please contact Bill Austin as soon as possible.

### Sun 'n Fun in sunny Florida

By Bill Austin

Three Club members went to Florida to visit the annual Sun 'n Fun show. This is a huge gathering of aircraft of all types from ultralights to warbirds - both old and modern - indeed it is the second largest gathering in the world..

The event is based at Lakeland airport which is situated about 33 miles east of Tampa and 55 miles West of Orlando. It is a typical American



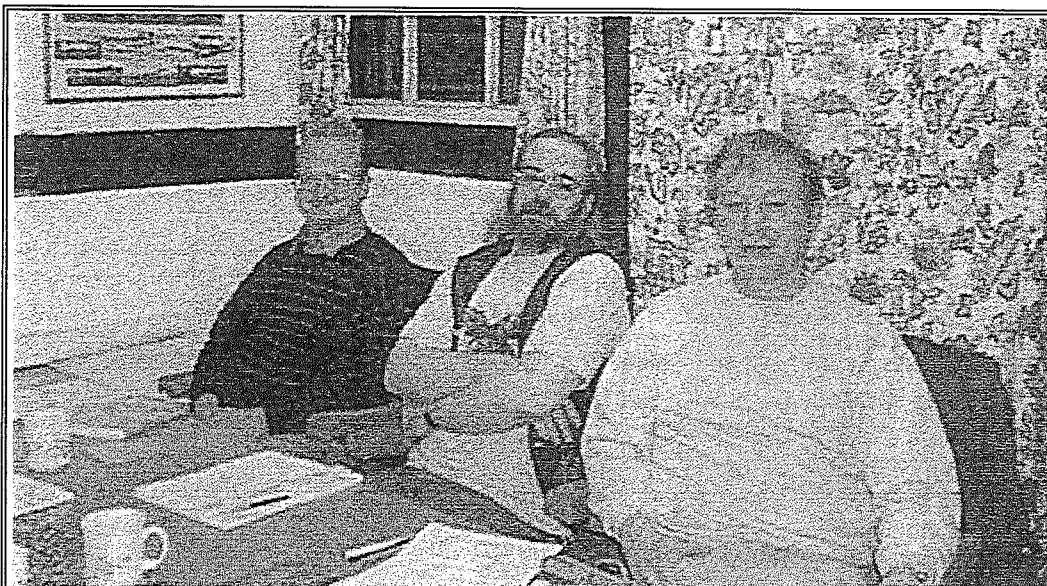
local airport - large, with no restrictions on space, but only about half of the total available space is used for the show. Even so that is still about twice the size of the space occupied by RAF Fairford!

What is there to see? Basically, you name it and it is there. Take a look at the following list:-

1. Hundreds of aircraft both on display both by manufacturers

and flown in by visitors.

2. Four large hangers full of stalls selling anything and everything connected with aeroplanes and flying.
3. Numerous small stalls scattered around the site selling souvenirs, T-shirts and aero-jumble.
4. A specific area set aside for ultralight exhibitors with their own runway and circuit.



Groundschool 98 - all passed to date

### Long Marston

The Team Trophy is scheduled for 23rd/24th May and we are planning to send two teams this year. Please make a special effort to come along to Long Marston and support your club

5. A daily airshow lasting between three and four hours.
6. Forums on all manner of subjects from flying and marriage to introduction to ultralight flying.
7. Hands-on workshops on covering aircraft, building wooden aircraft, stripping and re-building various types of engines and many other practical aspects of building and maintenance.
8. The EAA museum.

I spent six days there and managed to find something new to see each day. The big problem is to resist getting your wallet out to buy something. You have to be careful, though, because not everything is cheaper

than in the UK. Many things are the same price and some are even dearer. I saw one angle finding device that I bought some months ago at MASH in Gloucester for £1, on sale for the equivalent of £4.50.

In the couple of "spare" days at the end of our stay we went to the Kennedy Space Centre at Cape Canaveral. This is to be recommended if you have any interest at all in flight and exploration. Don't miss one of the films in the Imax theatres. We saw one film taken by the astronauts themselves - working outside the shuttle, releasing satellites and views of the earth shooting by beneath them. On our last morning we went to Jack Brown's seaplane base and had half an hour each in a Piper Cub float plane. This took the form of "lake hopping" with ourselves flying the plane. Sadly time caught up with us and it was time to return home. It is tempting to say roll on next year but that decision can wait while the memories of this year are still in our minds.

We have many stories to relate and we plan to reveal all at Club night this coming Wednesday.

### ***Ken's Flies Again***

We could have dramatically reported that the Phoenix had risen from the ashes, but more realistically we are pleased to report that Ken's Cole's MW6 has now risen again albeit rather less spectacularly from the muddy banks of the Severn. Following an early bath last summer it has been rebuilt and was test flown by Eddie Clapham on 10th May. Even though the aircraft was

out of the air for eight months, Ken reports that in fact it flew 48 hours since its last annual permit which is good going. Doubtless now that summer is here he'll be putting the hours in again.



Ken Cole's MW6 is airborne again

### ***Hartpury Open Day***

The Club has once again been invited to put on a static display at the Hartpury College Open Day on Saturday May 30th. In the past we have had a stand on which we have had several aircraft and this has created a considerable interest from the general public as well as recruiting a few new members. There is a facility to fly in into the event but those interested in attending by air are asked to first contact John Hamer for a briefing. Your support on the ground would also be appreciated.

### ***Monthly Talks for 1998.***

As indicated previously the talk for May will be Bill Austin & John Hamer's review of Sun & Fun 98.

The June talk will be given by Guy Gratton on the new changes to section S, particularly the introduction of the 450kg weight limit and its implications on the microlight industry.

There will be no meeting at the Farmer's Club in July, but instead there will be a BBQ & fly-in at Over farm courtesy of Robbie Keene. This will be on Sunday 19th July. (1600 hrs)

The August meeting will feature the now annual quiz night.

Other talks planned in the following months after this include Round Britain '98, the RAF's New Zealand expedition flying Bantams, and Colin Bodill's record breaking trip to Australia in a Blade.



MiniMaxs at Popham 98

## Popham 98

By Andrew John

Chris Ball and I decided to fly down on the Saturday, which dawned bright but with a stiff northerly. This put a healthy crosswind onto Chris' strip at Hawling where I landed for breakfast at 0915. Following an excellent meal we took off into a cloudless sky, Chris in his Shadow alongside my Blade 462 keeping a steady 65 mph. Despite some transmission problems with my radio we cleared through Brize control zone at 2500 feet and on the hour were approaching Popham with good visibility. This was Chris' first aerial visit and the circuit traffic and radio procedures must have been daunting but he handled it all like a professional. On the ground we parked and staked down our aircraft as the wind was gusting to well over 25 knots at times, confirming the Airmet forecast that morning.

Ground control at Popham is legendary and has to be heard and seen to be appreciated. Frequently when looking downwind there would be four or five aircraft on finals, well spaced out with a mix of GA and Microlights. Inevitably the faster aircraft became balked and peeled off for one if not two 'go arounds', but good discipline controlled the situation and there were no serious examples of "Air Rage" to be seen or heard over the air waves.

The line up of trade stands seemed even less than last year but the familiar names were present,

Mainair, Pegasus, Flydrive, Minimax, the BMAA, et al, but no new faces. During the day there were a procession of flying demonstrations, most seemingly showing off the power and stability of the Rotax 912 and HKS engine power plants which gave impressive performances in the very turbulent conditions.

There were a number of Gyrocopters (or do they call them Autogiros?) which gave dramatic demonstrations of how slow or fast it is possible to fly, or how they could ascend as fast as they could descend, all the while making an unnecessary racket.



Also seen at Popham 98! Guess Who?

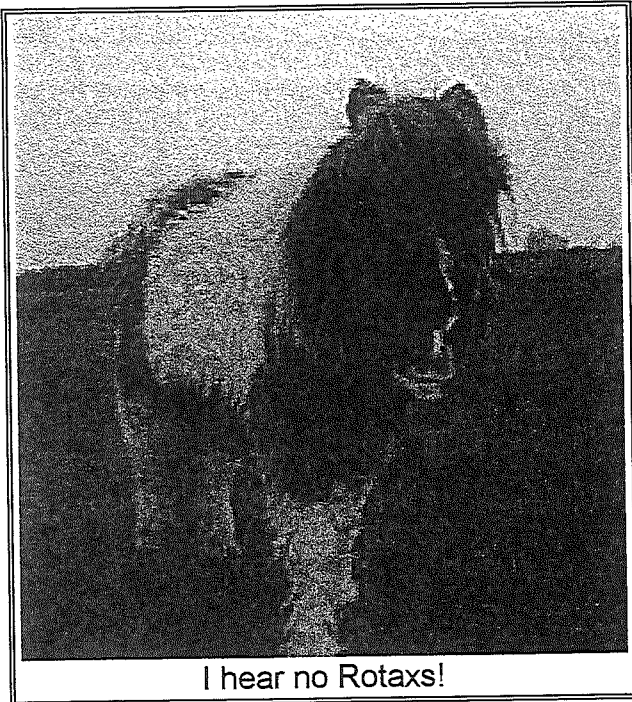
A pair of Jabirus performed with great agility and a whisper quiet footprint on the ground, though I understand that test implants into various pusher modes are running into problems, mostly over inadequate cooling. PPG's were there but stayed on the ground due to the wind strength but it is interesting to see considerable development in their equipment over the last couple of years. Unnoticed by most people, Concorde flew overhead at 1430 inbound for Heathrow,

a fitting contrast with the aircraft flying beneath at the time. Chris and his passenger Ian left around 1500 for the Cotswolds while I headed north half an

hour later for a small village west of Reading for a visit with some old friends. As always this had been a worthwhile visit with enough to see and savour. Good to meet up with fellow fliers and purchase a few nick-nacks, nothing too big to fit into a pocket and no GPS - yet!

### ***New Hazard at Hartpury***

Members flying into JH's strip at Hartpury are warned of a new hazard that might inhibit their landing. Due to a shift round in equine population a very small Shetland pony is now Rodney's (the large horse's) companion.. While Rodney is highly aviation minded for he can recognise the sound of a Rotax and will promptly exit the runway area if there's a microlight in the area, his new found friend will never be so obliging - for she's deaf. This basically means that if she's on the runway no amount of buzzing her will shift her - so be warned!



### ***For Sale***

DC Noise Suppressor - 20A in line ('Startech' from Maplin)- Your radio interference solution! Brand new unused £5 Trevor Cale 01684 564685

Pegasus XL 447 - G-MTOT - 47 litre tank, good condition £3,300 Peter Smith 01594 841545 Wk, or 01594 562545 Hm

Hangerage available at Sandhurst, nr Gloucester 250 yrd strip - low fees Contact Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

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

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

Pegasus Q G-MWEH 462 LC 138hrs only - Permit to Apr 1998 , trailer, suits spares etc - Alan Dobson 01981 540185

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

Hangerage available at Redlands (Swindon) - Contact Gary Thomas 01793 491002

Raven X G-MYYZ, new Jan 96 , 40 hours , excellent performer 100mph Vne, drum brake, full instruments £4995 to include suits, helmets, intercomm, radio interface - Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

### ***Wanted***

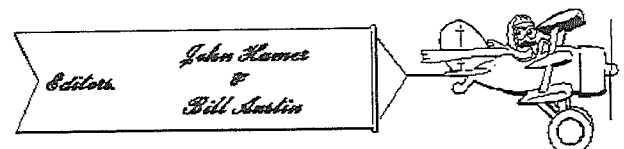
#### ***Good Woman***

Must be able to clean, cook, sew wax aircraft and navigate.

Must have aircraft and hanger

Please send picture of 'plane & hanger

(Seen on a poster at Sun & Fun 98)







**Severn Valley  
Microlight Club**

*July 1998*

## *Club Newsletter*

### **Club Treasure Hunt & Barbecue**

As previously advised there will no monthly meeting at the Gloucestershire Club this month. Instead there will be the annual treasure hunt and barbecue. The plan is to gather at Over at 1600hrs on Sunday 19th July for the treasure hunt. The eventual destination will be the Passage at Arlingham where the barbecue will be held. It should be noted that the landing site is scheduled to be in an adjacent field to the pub and not the usual strip along the river bank. Details will be provided at the briefing on the Sunday. The weather may lead to the arrangements being re-scheduled so if there is any doubt, please ring Robbie Keene on the day - 0831 237353.

### **A Hop Over the Garden Fence**

*By John Hamer*

It is a well known fact that my MiniMax would be well over weight carrying all the gold required to pay the landing fee at Staverton, so when the opportunity came to go and visit the neighbours for free it seemed too good to miss. The occasion was the Air Britain Fly In on 20th/21st June. I was slightly reluctant at first since I figured that if I joined the circuit at Staverton - sorry Gloucestershire airport - I would be undertaking a far longer trip than I had to get there as well as mixing it with the GA. Notwithstanding this I had acquired and read the joining instructions so off I set. I had almost to fly in the opposite direction to approach the airfield for this event - the requirement being to approach from Tewkesbury - with an alternative of Brockworth for those coming from the south.

Once there I had to listen to the ATIS on 127.475 before changing to Approach and calling on 125.65. As it was 11 o'clock I thought they would be busy but was surprised when there didn't seem much around. I was even more surprised at the speed of their response to my call. Usually there is a goodly pause as ATC try to work out

what's calling them. Anyway no problems here. With the good visibility and no navigation required - it was just a question of following the motorway - things seemed simple. Then there was another frequency change to Gloster Tower. They offered a straight in approach to runway 22 - nice people to cut my expected flight time in half! So naturally I accepted since I was almost lined up with the runway albeit several miles out. Then they threw in the curved ball - would I like the grass - but could I see the grass expecting it to be along side, as I knew it was on 27. After much searching I found a grass 22 cut on the far side of the airfield, so I drifted right to line up on the freshly mown strip which was now obvious. I crossed the disused runway fairly high which was fortunate as there was a Twin Pioneer taxiing below. The landing was interesting as the aircraft seemed to refuse to land. Who can blame it for the wind was now 15kts and I don't think the surface had ever seen a roller! Once there I discovered they were paying the pilots to attend albeit in luncheon vouchers! I thought there were some rules about flying for hire or reward! Although it was nearly mid day, there were few aircraft there and disappointingly there was not very much to see - basically a dozen or so stalls all selling aeroplane memorabilia. So it wasn't a long stay. The egress was simpler though again with three radio frequency changes on the simple 10 minute flight home - it was after all simply a matter of taking off and turning right - the taxi out being the longest part!

### **Robbie wins again**

At the second round of the national championships held at Enstone, Robbie Keene repeated the success he had at Swansea, again dominating the solo event. The win is all the more meritorious as Robbie had just got his aircraft back from the factory at Malborough. It had been there for an extensive rebuild which became necessary as a result of Eddie Clapham

unintentionally dynamically testing the aircraft with terra firma.

## ***PFA Rally at Cranfield***

***By Bill Austin***

The annual rally of the PFA took place from 3rd to 5th July again at Cranfield. By the end of the first day there had been over 600 aircraft arrive one of which managed to ground loop on landing. However it did not sustain major damage other than a broken propeller and slight damage to the right wing tip where it rubbed along the tarmac.

There seemed to be even more stalls than last year. Special offers for the show seemed to be in short supply. I did notice, though, that the GPS unit I purchased last year for the bargain price of £250 was now on offer at £99 - is this the price we end up paying for the development of information technology? However, many of the new units had larger displays crowded with even more information making reading them in flight almost impossible in a microlight.

Several Club members were seen - most of them keeping their wallets firmly in their back pockets. To my knowledge only Colin Davies flew in in his own aeroplane while Chris Payne arrived in the back of Dari Sagar's Streak Shadow. The weather was not ideal and the wind was not at all co-operative in that it was almost a direct cross wind to the runway for the first two days. The grass runway appeared anything but smooth and many 3-axis aircraft were bounced into the air prematurely two or three times before they achieved rotation speed.

Having read the AIC and taken my radio with me it was interesting to monitor what was going on. In my opinion the ATC service, at times, left a lot to be desired. On one occasion an aircraft was instructed to line up on the runway as another was on very short finals. All groundschool students will tell you that "an aircraft landing or on final approach has right of way over others in flight or on the surface" (CAP85 App 4.6). Other aircraft calling in early were told to "read the brief" - not, I suggest, very helpful when approaching an area full of other aircraft heading for the same runway! The pilots, though, acquitted themselves very well.

On the engine front the Jabiru was featured in a few aircraft and an aircraft conversion of a two cylinder, horizontally opposed four stroke BMW R1100 weighing in at 87kgs and producing 80bhp at 6500rpm attracted a lot of attention. The weight included exhaust, engine mount, oil, oil cooler, starter, alternator, gearbox, electronics and airbox. Fuel economy was said to be about 6 to 8 litres an hour on microlights. Perhaps the four stroke market is beginning to wake up.

The problem with a show like Cranfield is that there is too much to see and do. I went on two days. The first was almost entirely spent investigating all the stalls and tents with a little time amongst the planes airside. The second day enabled me to walk through most of the airside planes with another tour of the stalls - finding things I had missed the day before. The consolation is, perhaps, there's always next year!

## ***Monthly Talks for 1998.***

There will be no meeting at the Farmer's Club in July, but instead there will be a BBQ & fly-in courtesy of Robbie Keene - see opening article.

The August meeting will feature the now annual quiz night.

Other talks planned in the following months include Round Britain '98, the RAF's New Zealand expedition flying Bantams, and Colin Bodill's record breaking trip to Australia in a Blade.

## ***Rotax Ramblings***

***by Adrian Lloyd***

There is a saying "If it isn't broken, then don't mend it!" I am one who holds heartily with this view; but tempered with the needs of sensible maintenance. As some members may be aware, I have always been intrigued with the Rotax 50 hour requirement for de-coke and associated use of oils, and what, I and others have found internally on cylinder head removal.

Two and a half years ago I exchanged my Mainair Alpha for a Kitfox with a Rotax 582. During the preceeding years of my microlighting, I had done a number of de-cokes on my own Rotax 503, as well as several other Rotax engines. The engines had all been done well after the 50 hour period, and 'on condition'. In my

case, this was when the engine started to give the occasional misfire. I had always put this down to carbon particles detaching from the piston crown and temporarily fouling the single spark plug gap of whichever cylinder. This was borne out on head removal. I and a number of others had changed oils over the years, with both oils we had used being well known high quality brand names.

The one oil always gave a relatively 'hard' deposit within the cylinders, but number 2 piston ring would always be firmly jammed in its groove - requiring a hell of a lot of careful jiggling to extract it. The other oil used gave very gritty loose deposits which always required the engines being de-coked at lower hours than on the first oil, as regular odd misfires took place at lower hours.

When I took possession of the Kitfox with 582 it had done 252 hours, and had undergone just one previous de-coke at 205 hours. As all of you know, the 582 is a twin plug per cylinder engine, with a certain rumoured notoriety of big end seizures. Since its last de-coke, Romeo Tango has amassed a further 350 hours. I had decided it was time to inspect to put my mind at rest! There has never been the merest hint of a misfire during these hours. The engine has been run on Castrol TTS since new - ie the Rotax recommended oil. (Don't tell me these hours are ridiculous over the top of the recommended 50 - I know!) Last summer I flew 35 hours alone just in the month of July - de-cokes every 6 weeks are a joke!

On removal of the cylinder heads I was stunned by what I saw - there were absolutely NO deposits whatsoever on the combustion chambers, little to normal medium hard deposits on the piston crowns, and on removal of the barrels, No 2 piston rings were found to be free except for 3/8" of the circumference. This sticking was not as you might expect, next to the exhaust ports, but next to the inlets. The sticking proved to be minor, being freed by gently inserting a feeler gauge between ring and piston and slightly twisting. The remaining internals of the engine were spotlessly clean.

All deposits were easily removed by a little scraping followed by rubbing with a fine 'Scotch Brite' pad. Showing the evidence to a number of other Rotax owners, before de-coking commenced, resulted in a number of astonished, 'could hardly believe it', persons!

The only area where build up of deposits really showed, was around the edges of the manifold gaskets within the exhaust tract. This occurs because invariably the gaskets are slightly smaller in area opening than either the cylinder exhaust stub or the exhaust manifold mating flange. On re-build I have corrected this by opening out the new gaskets so this does not occur.

Now for my evaluation of the situation! Rotax recommend using Castrol TTS. Having now seen the amazing results of using this oil, I can only heartily concur and would now never use any other oil. (Nothing to do with the fact that I can supply it to members!)

However the real point I want to make is regarding operation of these engines. To me the Rotax range of engines are high-powered lightweight units, and because of this, require a little in the way of sympathetic empathy during use. Cold start ups, quick checks and then full throttle belts down the airstrip to take-off, all within 2 minutes, are engine destroyers. No exaggeration, I have seen it, timed it, again and again. These engines need time to thoroughly warm up, before full bore is applied. High RPM thrashes over lengthy periods of time while flying, do nothing in my view for engine longevity either.

With Romeo Tango, and with the Alpha I owned, engine warm up time is a minimum of 5 minutes - timed. Once established in the climb, I gradually back the power off, and it is rare for me to use full power again during the remaining duration of the flight. Conversely, a sensible reduction in RPM and associated cool time, both in the circuit and during taxi and run down, all contribute to being thermally kind to the engine.

Obviously a lot of what I have written is very subjective, but I am convinced that many of the Rotax engine failures/seizures that have taken place are attributable to dubious engine management techniques. If I have given members cause for further thought regarding oil used and treatment of their engines during flying, then I think that is no bad thing.

### ***Barnstorming microlight or the Tale of a Silly Moo.***

No we are not into wing walking or anything as exciting as that. This was the case of the one that got away.



The microlight was kept with others in a barn which, for a few months each year, is also home to some cows. One of these was obviously fed up with being penned up for so long especially as most of its friends had already been moved out. It made an escape bid, not at the open end of the barn but through the steel barrier between it and the microlights.

Now cows are not the lightest of animals or particular where they place their feet. This one trampled on the base bar of the nearest wing and probably leaned on some of the other parts of the same wing as it passed by. Having achieved relative freedom it was satisfied and completely ignored the other three wings in the barn. The bill for the replacement of the few bent tubes and wires amounted to £600. Oddly enough (and lucky too) none of the trikes warranted as much as a sniff. The incident brings back memories of the photograph of bull near the microlight which was the subject of the caption competition at our Christmas party last year!

### ***Fly-Ins***

Graham Slater of GS Aviation has invited the Club to its annual Barbecue on 15th August. In the event of bad weather the event will be held the following day. Contact no 01491 875511

Ultra Air at Leicester airport have invited the Club to their fly in on 8th August (the following day if bad weather). Contact no 0116 259 3399 or 0860 905 334. Non radio must be PPR otherwise Leicester radio 122.125

### ***Holiday with a Difference***

Graham Slater is offering Sky Safaris in southern Spain during September/October. These are 8 day events which will be supported by ground transportation around that country. It is a take your own aircraft job. Anyone interested should contact Graham on 0141 875511.

### ***CARBon copies?***

When was the last time you checked the jubilee clips holding the air filter and the carburettor to the aircraft? The clips holding the double air filter on to the carbs of the Austin Alpha had shown signs of slipping slightly on tightening them up for some time but the air

filter resisted all efforts to pull it off. However, a recent inspection revealed that the air filter was working its way off the carburettor spigot particularly on the rear carburettor and the slots in the band of the clip were deforming under pressure of tightening. It was at this point that another problem was identified.

The clips were not standard width jubilee clips and no amount of enquiring could locate exact replacements. It seems that these air filters are delivered with the clips in tact and no individual replacements are obtainable. The only solution was to fit standard clips which seem to be satisfactory and have been passed by the "Inspector".

Similar clips hold the carburettor to the engine block and a recent occurrence of a carburettor actually falling off highlights the need for a thorough check. Fortunately the incident happened on the ground and the engine refused to start - surprise, surprise! Remember its the little things that cause most trouble.

### ***For Sale***

Flash II , G-MTBH, 462 LC, Full instruments, always hangered, low hours, £2,995 ONO - George Cole 01291 624460

Pegasus XL 447 - G-MTOT - 47 litre tank, good condition £3,300 Peter Smith 01594 841545 Wk, or 01594 562545 Hm

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

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





AIR  SCREW

Severn Valley  
Microlight Club

June 1998

## Club Newsletter



# We are the Champions!

### AVON CLUB TEAM EVENT 1998

By Andrew John

By noon on the grey blustery Saturday morning over fifty aircraft had assembled at the Avon Club on Long Marston airfield, many of them preparing to take part in the Annual Team Event competitions. The Severn Valley Club were fielding two teams, the 'A' Team and the Defford Dummies made up as follows:-

**'A' Team** : Robbie Keene (solo), Jeremy Hucker (solo), Andrew John with Richard Bunt  
**Defford Dummies** : Barbara and Bill Austin, Bill Keel Stocker and Chris Payne, Brian Finch and Mark Taylor.

Jeremy Hucker, a pal of Robbie's from the World air games last year stood in for Trevor Cale who had to pull out at the last moment.

The start time was put back to 14.30hrs to allow for late arrivals due to the bad weather and also in the hope the conditions would improve. In the mean time there was an opportunity to practice clay pigeon shooting and enjoy the traditional Avon Club roast pig which provided excellent sustenance on a cool day.

Briefing was delivered by Brian Bastin in the marquee at 1300 hrs as follows:-

**Flying Competitions** - Each team of three aircraft to take off at approximately thirty second intervals each armed with a flour bomb to be dropped over

the target on the competition grass runway. The aircraft was then to clear the airfield and start the cross country Treasure Hunt which comprised a map printed with eighteen waypoints. Each one had a question concerning it which had to be answered correctly to gain points. Two hours were allowed for this section and we had been given the map thirty minutes before take off so that teams could decide their strategy and split up the sites to visit amongst themselves. The 'finish line' was at Ebrington in a field with ground markers over which we had to fly at less than one hundred feet before returning to the airfield where we had to cross the runway at 1200 feet reduce the engine to idle and make a spot landing in boxes again marked on the runway. Once on the ground that completed the flying section of the competitions was complete.

**Ground Events :** Clay pigeon shooting , followed by Skittles and a tug of war wound up the afternoon. In the evening a Karaoke was laid on in the marquee to entertain all those who remained, many of whom were camping under canvas or had brought their more luxurious caravans.

The 'A' Team was away on schedule at 1435 to begin with the flour bombing which was pretty accurate despite the cross wind though I did a left hand circuit instead of right, just to be different, and incurred a fifty point penalty(no excuse). With Richard Bunt on board for his first serious flight in a flexwing we then set off on the cross country section routing south west to the first way point coincidentally the Tower on Bredon hill which we had to record how many sides it has(4)! Heavy showers hung from low cloud through which we had to fly in fairly turbulent air but gradually conditions improved as we turned back towards the Cotswolds and the finishing line. Returning to Long Marston we followed several other aircraft in to the spot landing and parked up to await Robbie and Jeremy who arrived with vivid versions of their trips including coping with very low cloud to the east and the confusion that can come from trying to count 21 lock gates in a row! Our second team, the Defford Dummies, all arrived home safely though Bill Austin wasn't particularly communicative after they landed and Bill Keel Stocker was nursing a misshapen front strut from his spot landing. However we all agreed the flying had tested our skills and it had also been an excellent navigational exercise well within the capabilities of most pilots.

Next was the Clay pigeon where we each had three clays to shoot. Barbara Austin rose to the occasion and 'killed' her three birds stone dead much to the shame of seasoned shooters around her! (What a pity she wasn't nominated as a competitor for the event! ) The skittles proved impossible to hit but like the tug of war that followed were fun and kept everyone amused as afternoon turned to early evening. Richard and I flew back to Conderton

around 1930 hrs leaving an enthusiastic team to compete in the Karaoke later on which they did with some style by all accounts.

Next day we foregathered at midday to hear the results. The prize for the pilot travelling the furthest went to a Frenchman who had flown in from Paris and he received not only a bottle of Whisky but also a big round of appreciative applause. As for the competitions the final results for the eleven teams were as follows:-

**1st place - The Severn Valley 'A' Team**

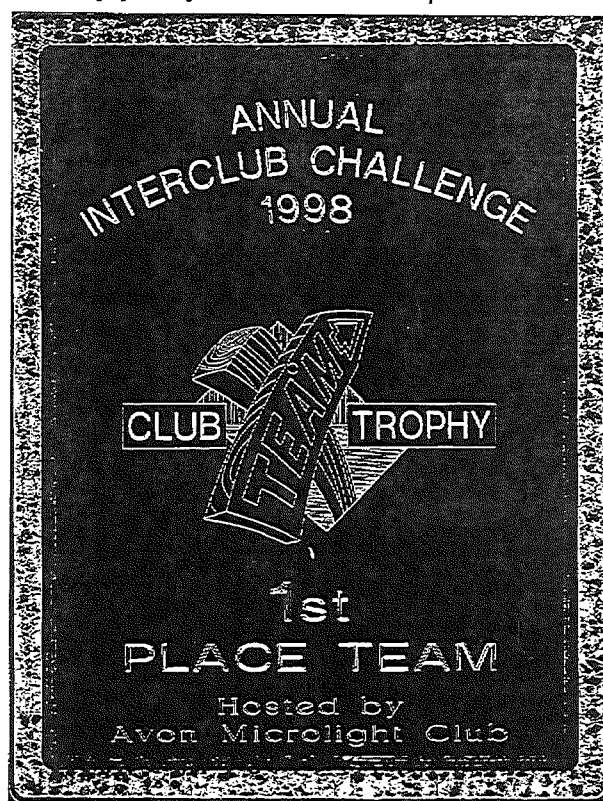
2nd place - The Derby Fliers

3rd place The Kemble Flying Club/ Otherton Raiders

**7th place the (Severn Valley) Defford Dummies**

So there we are, Champions at last but a close result nonetheless with a margin of only 30 points. The Defford Dummies put in a great effort and should be very proud of their result. Many thanks to all those club members who travelled to support us.

Great credit is due to Brian Bastin and his fellow Avon Club members who organised an excellent event enjoyed by all those who took part.



## Groundschool 1998

By Bill Austin

Flaming June brings this year's groundschool to a wet end. This course has had the smallest number of students since I took over running the classes some five years ago (perhaps word has got out that there are more entertaining ways of spending Monday evenings). Notwithstanding this, the students themselves have put their backs into it and

Name	C/Name	Home Tel No	Address	Street	Town	County	A/c Reg	A/c Type
Austin	Bill & Barbara	01242 515064	Sheldon	Battledown Approach	Cheltenham	Glos	G-MWRA & G-MYZE	Alpha & MiniMax
Bail	Gary	01684 291426	69 The Sandfield	Northway	Tewkesbury	Glos		
Bail	Chris	01242 820055	Oxleaze Grange	Hawling	Cheltenham	GL54 5TB	G-MWON	Shadow
Beale	Dennis	01452 750424	The Cottage	Harlands Hill	Minsterworth	Glos GL2 8JY	G-MNGM	Flash 1
Bedford	Paul	01684 290205	7 Howard Close	Ashchurch Gardens	Tewkesbury	Glos GL20 8QT	G-MTNF	
Bircher	K	01452 830783	Pinewood	May Hill	Longhope	Gloucester	G-MTPA	Flash 2A
Booth	Vic	01396 881639	The Bungalow	Vale Wild Life Centre	Station Road, Beckford	Tewkesbury, GL20 7AN		
Brathwaite	Nigel	01684 292840	Redhouse Farm	Hoo Lane	Tewkesbury	Glos		
Bullock	David	01684 850126	Malvern View	Old Manor Lane, Milton	Tewkesbury	Glos		
Bunt	Richard	01452 524638	52 Estcourt Road		Gloucester	Glos GL1 3LG		
Burak	Myron	01453 860570	Bosley Corner	Hamshill	Coaley	Glos GL11 5ES		
Burden	Adrian	01452 504843	43 Adelaide Street	Tredworth	Gloucester	Glos GL1 4NW		
Cafful	John	01452 700565	Pound House	33 Corsend Road	Hartbury	Glos GL19 3BP	G-MNGM	Flash 1
Calle	Trevor	01684 584685	24 Wilton Road	Barnards Green	Malvern	WR14 3RH	G-MYTJ	Quantum
Church	Russell	01452 812940	The Old Cowmans Cottage	Greenhouse Lane	Painswick	Glos GL6 6SE	G-MWMM	Flash 2
Cole	Ken	01452 414374	14 Tunacre	Highnam	Gloucester		G-MYMN & G-MNTS	MW6 & Flash 2
Cole	George	01292 624460	5 Cromwell Road	Bulwark	Chepstow	Gwent NP8 5AD	G-MNBH	Flash 2
Colley	Jon	01452 554854	35 Whittle Avenue	Tuffley	Gloucester	Glos		
Cotton	Phil	01242 690581	School House	Church Lane	The Leigh	Nr Glos GL19 4AF	G-MTTF	MW6
Dance	John	01242 675823	57 Greeting Road	Gotherington	Cheltenham	Glos GL52 4QU		
Davidson	John	01684 291159	22 Bowler Road	Northway	Tewkesbury	Glos GL20 7PU	G-MVXB	Alpha
Davies	Collin	01531 820953	Rose Cottage	Hooks Lane	Upleadon, Newent	Glos GL18 1EL	G-MVER	MW6
Davis	John	01451 850214	The Bungalow	Hawling Manor Farm	Hawling, Cheltenham	Glos GL54 5TA	G-MVGC	Cheveron
Dobson	Alan	01981 540185	Hunters Lodge	Wormelow	Hereford	HR2 8EQ		Rans S6
Drake	Bruce	01452 311417	Deans Walk Inn	Deans Walk	Gloucester	Oxon OX12 8HQ	G-MYAS	Alpha
Duncanson	Neil	01235 73426	Joek's Lodge	Coopers Lane	Wantage	Glos GL59 7QD		
Finch	Brian	01242 242424	Tudor Lodge	28 Old Bath Road	Cheltenham	GL3 4BS	G-MVUR	Hornet
Frost	Norman	01452 863777	87 Boxerton Drive	Brookworth	Glos	HR1 3JQ	G-ASXU	Jodel
Garret	David	01885 402226	Barethorne	Ullingswick	Herefordshire	GL52 3JX		
Gould	Gordon	01242 250224	7 The Spinney	Hillcourt Road	Cheltenham	GL19 3BP	G-MYAW & G-MVCF	MiniMax & Flash 2A
Hamner	John	01452 700314	Catsbury Cottage	Hartbury	Glos			
Hancox	Peter	01684 292639	34 Bramley Road	Milton Estate	Tewkesbury	Glos GL15 4NN		
Hannam	Cliff	01594 583046	Sunnycrest	Upper Oldcroft	Lydney	Glos GL4 6YP	G-MYWH	Hunting (u/c)
Hatchett	Ges	01452 414992	41 Myrtle Close	Robinswood	Gloucester	Glos GL2 9AG		
Hignell	John		Finale	Riversmead Close	Gloucester			
Hinds	Bob	01594 516320	The Staure	Newnham	Glos		G-MTZO	Alpha
Hosegood	Les	01793 615143	17 Robinsgreen	Covingham	Swindon	Wills	G-MVGT	Pegasus
John	Andrew	01385 725229	Conderton Chase	Tewkesbury	Glos	GL20 7PU	G-MZOF	Blade
Keel-Stockler	Bill	01452 731348	Benges Cottage	Marlpit Lane	Priors Norton	Glos GL2 9LT	G-MWVE	Pegasus XL
Keene	Rob	01452 414975	Over Farm	Higginham	Glos		G-MYMY	Chaser
Lloyd	Adrian	01885 482504	24 Lower Westfields	Bromyard	Herefordshire	HR7 4EN	G-BSRT	Kitfox
Lockey	Peter	01793 828552	32 Hatherall Close	Lower Stratton	Swindon	Wills SN3 4LQ	G-MVIZ	Alpha
Miller	John	01451 860456	Merrynead	Hasellon	Cheltenham	Glos GL54 4EB	G-MVAP	Alpha
Payne	Chris	01905 28826	37 Teme Road	Worcester	WR4 9AW		G-MNVV	Flash 2
Read	Dave	01531 650245	Crophorne	Bromesberre Heath	Ledbury			
Smart	Jim	01452 714408	18 Sandycroft Road	Bailey Hill	Gloucester	Glos	G-MTHN	Flash 2A
Smith	Peter	01594 562545	Honeywood	Yorkley, Lydney	Glos	Glos GL15 4RT	G-MTOT	Oegasus XL
Stead	David	01905 820598	18 Brookend Lane	Kempsey	Worcester	WR5 3LD		
Stevens	Donald	01452 790347	'Pecked Peace'	Bully, Churcham	Gloucester	Glos GL2 8BJ		
Taylor	Jim	01989 563866	Slarry Way	Cherry Tree Lane	Bulls Hill	Ross on Wye		Shadow
Thomson	Tom	01432 890759	Bramley House	Ashperton, Nr Ledbury	Herefordshire	HR8 2RY	G-MVXM	Medway Raven
Webb	Richard	01452 524531	32 Kendal Road	Clifford Mesne	Gloucester	Glos GL2 0ND	G-MMCI	Sprint
Wells	Ed	01452 830951	Glastonbury Farm	Ninewells	Newent	Glos GL18 1JS	G-MNUV	Flash 1
Young	Douglas	01594 810410	Watery Farm	Ninewells	Coleford	Glos		



worked hard. The last two exams - Air Law and Human Performance Limitations - have produced average marks of 93% and 100 % respectively. Another excellent performance. Now there is no excuse for not doing some flying. Nigel Braithwaite has already booked himself a series of lessons with Graham Slater on the Thruster, while Richard Bunt has booked a flexwing course in France. Jon Colley also plans to go to Clench Common but for flexwing training.

This has been the first group of students to try out the new training facility at Hartpury. The small numbers have helped sort out any teething problems as well as ensuring that no one felt isolated. Thanks must go to JH for making the space, lighting and heating available and for providing coffee each week.

## **Radio Course**

Bill Austin anticipates starting a radio course in the early part of October and it will run for six weeks. Although the current course is full at present, he is still taking names in case a second course is warranted or in case of drop outs. The cost of the course will be £20 and if anyone wishes to take the written and practical tests that will be an extra cost at the rate current at that time. The test is with an external examiner at a local flying school.

## **Safety**

Flying is still rather irregular due to the unpredictability of the weather. However, when you do fly make sure your pre-flight inspection is done carefully and thoroughly. This is particularly important if you have attended a fly-in or some other event and are about to fly home. If your aeroplane has been parked on its own or with others where members of the public can walk around and peer at it, be sure to check that everything is in place and the petrol tap is "on" before you even think of sitting in it.

When you do finally get in check by operating both the foot and hand throttles that the throttle slides are bottoming in the carburettor BEFORE you attempt to start the engine. (Remember the incidents at Popham and Le Touquet)

## ***I learnt about flying from that.***

***By Barbara Austin***

Make a mistake while you are flying and it could be your last .....it nearly was! It happened like this. I had been flying as P1 with Bill in the back in my first competition ever - the Long Marston Team Trophy. Conditions were lively requiring a continual bar input plus the worry of threatening black clouds, an occasional brush with the cloudbase and a

smattering of rain. We had done the flour bombing and completed as much of the treasure hunt as we intended and went to look for the finishing gate (markers on the ground) at Ebrington near Chipping Campden. Despite two pairs of eyes, constant reference to the map and knowing we were in the right area we just could not see the markers. We circled around for twenty minutes or so and then decided that we would have to abandon this in order to get back to Marston to do our spot landing. At this precise moment and almost immediately beneath us, Bill spotted the 'gate'. I immediately wheeled around to set up the run in. Instructions were that we were to fly through the 'gate' at 100ft before departing direct to Marston. I flew down well under the 100ft required not remembering that Ebrington was at a higher level than Marston and thus the altimeter reading was not appropriate. Having reached a low level I powered out still not overly concerned. No amount of pressure with my right foot would give any extra power despite Bill shouting in my ear "More power, more power". By this time we were approaching some tall trees at the end of the field and horror upon horror, there were lines there too! It was too late to change course. We had to get over those obstacles. I could not move my foot on the throttle in case we lost what momentum we had. I had to push the bar out as much as I dared taking care not to stall. We just cleared the wires and with an extra sideways input from Bill we just passed the tallest trees to the right.

Lessons learned:-

1. Never do anything on the spur of the moment. Always assess the situation first. If low flying assess your height from the ground. (I usually do this visually.) Look along your proposed flight path to see any obstructions. Consider the effect of the wind especially if flying at low level. (I understand from other microlighters that there was strong curl over that day at that location.)

2. Always check the throttle controls in advance of requirements. (I had been using the hand throttle throughout most of the flight but due to the turbulent conditions I had kept my feet on the pedals to give me extra stability. When it came to using the foot throttle to fly out my foot was not properly in position.)

3. Be extra careful when you are tired.

I write this in the hopes that others will not commit the same sins. I was lucky. My Guardian Angel looked after us well.

## **Illegal Flying**

The Club Committee has become aware of a recent court case in which a bystander, albeit an interested party, was successfully prosecuted when his unlicensed friend crashed an un-permitted microlight into a tree. The court held the bystander equally



responsible with the pilot for the incident, and fined both the same amount.

The Committee has been advised that if this principle were extended then illegal flying activities by Club members might also become the Club's liabilities and in the event of a compensation claim could cost individual members dearly. The Club Committee has therefore reviewed its position and agreed that it can not be seen to condone such illegal activities in particular flying an aircraft without a permit or indeed without a valid licence. To this end the Committee has issued a formal warning to one individual and advises that Club members ensure they are legal before going flying otherwise membership may be withdrawn. Remember a licence is only valid if your medical & certificate of experience are current - the latter two items are easily forgotten as unlike the Permit to Fly no reminders are issued.

### **Hartpury Open Day**

The Club was well represented at the recent Hartpury College Open day with four aircraft on display. JH flew both his in - well it is just a hop over the fence and Andrew John came in his new Blade in very blustery conditions. Bill Keel Stocker brought his machine by road - sensible fellow in view of the conditions. Various other members came and assisted informing the general public about our sport.

### **Robbie wins again**

At the first round of the National Championships which were held at Swansea, Robbie Keene made up for last year's narrow defeat by decisively winning the event by coming first in 3 out of the five tasks and being jointly first in the other two. Those with long memories will remember that Robbie just lost last year's event by mis-judging his fuel by less than 1/2 a litre. Well this year gamesmanship in the name of airmanship meant that Robbie saw his rival landing with 1/2 litre too little after he was forced to follow Robbie around an extended circuit following return from the endurance event. Apparently cutting in or not flying a proper circuit was being heavily penalised this year.

### **Monthly Talks for 1998.**

The June talk will be given by Guy Gratton on the new changes to section S, particularly the introduction of the 450kg weight limit and its implications on the microlight industry.

There will be no meeting at the Farmer's Club in July, but instead there will be a BBQ & fly-in at Over farm courtesy of Robbie Keene. This will be on Sunday 19th July. (1600 hrs)

The August meeting will feature the now annual quiz night.

Other talks planned in the following months after this include Round Britain '98, the RAF's New Zealand expedition flying Bantams, and Colin Bodill's record breaking trip to Australia in a Blade.

There is a report of one senior member saying to the Secretary that he thought he had missed the meeting because he had received the Airscrew by post. The system changed at the beginning of the year - the Airscrew now arrives before the meeting - Royal Mail permitting - so as to remind you that there is a meeting in the next couple of days. Old habits die hard it seems particularly for vintage members like Dave Read! See you at the next meeting ie this Wednesday.

### **Unleaded Fuel**

There has been some talk around recently about the use of leaded and unleaded fuel in Rotax engines particularly as leaded fuel is set to disappear in the near future. The question is easily answered by consultation with the latest Rotax engine manuals which clearly state 'regular gasoline, leaded or unleaded is prescribed'. Interestingly JH has been using unleaded for 10 years without problems and his 462 has done over 650 hours.

### **Membership List**

By popular request the latest membership list is enclosed. Please check your details and advise the secretary of any errors, omissions etc.

### **For Sale**

Pegasus XL 447 - G-MTOT - 47 litre tank, good condition £3,300 Peter Smith 01594 841545 Wk, or 01594 562545 Hm

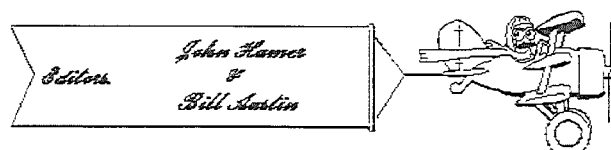
Hangerage available at Sandhurst, nr Gloucester  
250 yrd strip - low fees Contact Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

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Hangerage available at Redlands (Swindon) - Contact Gary Thomas 01793 491002







**Severn Valley  
Microlight Club**

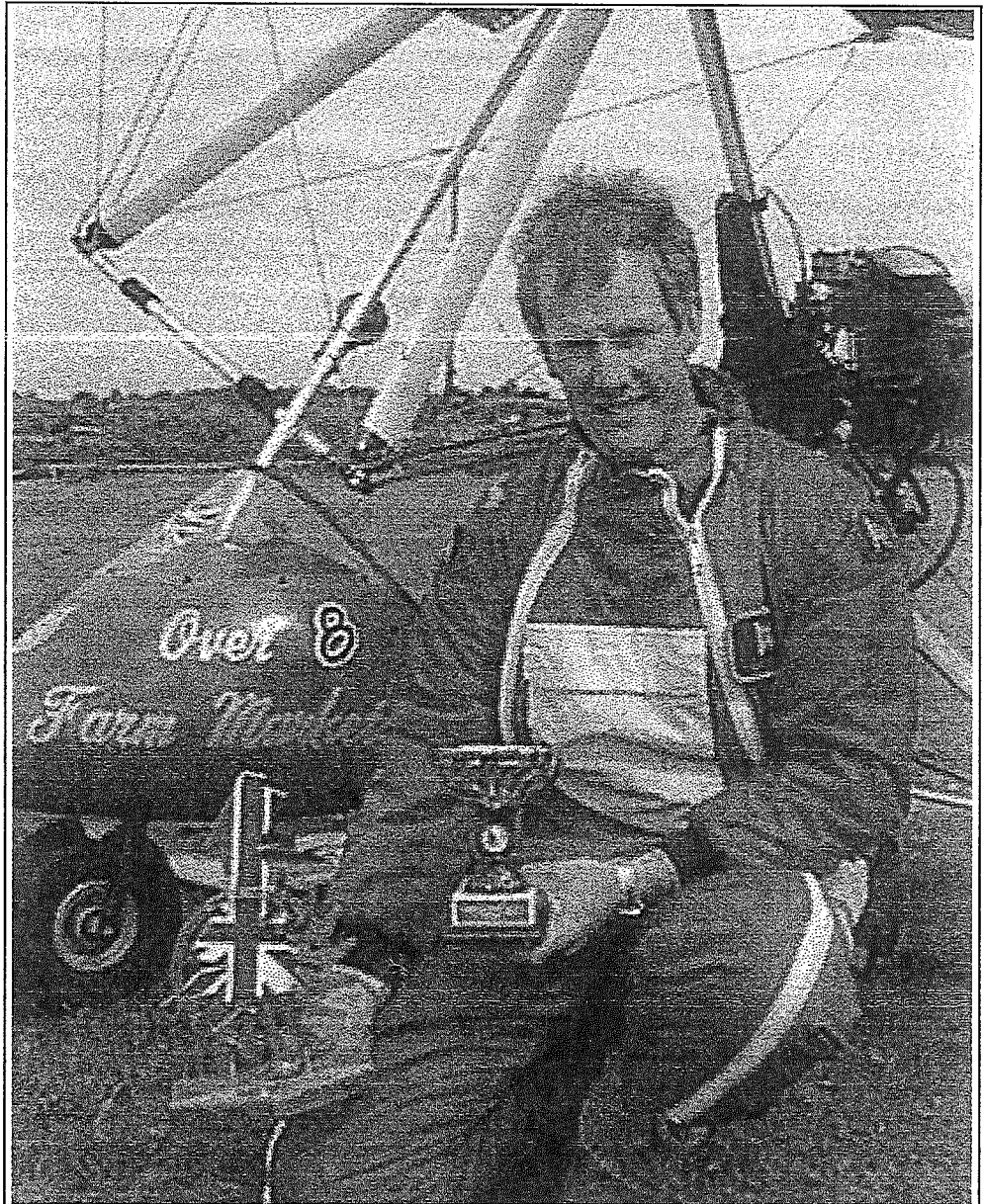
*August 1998*

## *Club Newsletter*

### ***Robbie conquers all to become Champion***

The annual Round Britain Rally was the feature flying event of July, and once again Robbie Keene was the sole entry from the Club - JH dropped out at the last minute due to ill health. In the past Robbie has done well, winning the solo class one year as well as having had some interesting adventures - last time he blew up his engine. This time all went right for him again for he not only won the solo class, but also won the flexwing class overall beating off the 912 powered flexwings. Well done Robbie. He promises to tell us of his adventures at the October meeting.

Notwithstanding his triumph in the Round Britain, Robbie has been hard at it in the National competitions as well. We reported previously that he had won the rounds at Swansea & Enstone. He subsequently went on to win at Sutton Meadows in mid July and at Shobdon at the beginning of August. With four wins to his credit he has hauled himself clear of

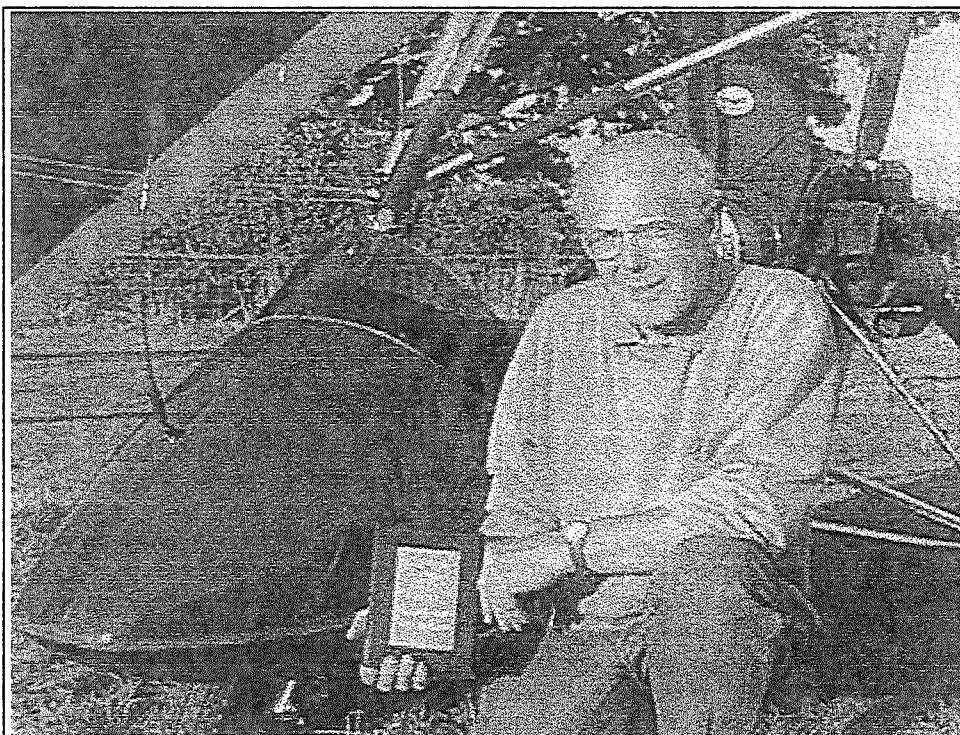


**Robbie & his Round Britain Trophies**

his nearest rival, Richard Rawes and cannot now be beaten in the Championship. Robbie will thus be the 1998 Champion in the solo flexwing class. Well done again.

### ***Andrew makes his mark.***

While Robbie may have been taking the honours in the national championships, he took time out to help and encourage Andrew John to take part in the recent event at Shobdon. Andrew reports he had a thoroughly enjoyable time and learnt a lot from his first shot at the Nationals. He even managed to beat Robbie in one task and indeed he came away with a prize - the Novice Trophy for the best new competitor. Well done Andrew.



A pleased Chairman with his Trophy

hunt could be carried out before the end of July and that score would be added to the individual scores of each team member on the shooting events to determine the winners. Chris Ball and Andrew John decided to do it there and then and flew off into the evening sky to return an hour later and hand their results to Robbie. For the rest of us it had to be another day - and several members subsequently completed the task. The winners of the competition will be announced and presented with the trophy at the forthcoming monthly meeting.

### ***Ken Cole***

Ken Cole having spent much of the past year rebuilding his MW6, is now himself to be the subject of a rebuild. As many of you know he has been having problems with his undercarriage, and the fix is a new main undercarriage universal swivel joint - otherwise known as a hip joint. As the newsletter hits your doormat, Ken will be going into Standish to have this renovation work done. We wish him all the best, and a speedy recovery.

### ***Club Treasure Hunt & Barbecue***

Something went wrong this year. Obviously Robbie's order for good flying weather got lost or someone up there decided that he had used up all his Brownie points in previous years! Although it was dry, the wind (meteorological of course) carried on blowing as it has for the last few months. Two Club members actually flew in - Chris Ball in his Shadow and Andrew John in his Blade. In addition there were a Rans, a Kitfox and a Renegade all from Long Marston. It will not have escaped your notice that 3-axis machines were in the majority - an indication of their greater weather tolerance no doubt.

Despite the conditions target and clay shooting were provided and basic instructions for the treasure hunt were handed out. The treasure

### ***Doing it differently now***

Both Russell Church & Bill Keel-Stocker have recently been down at Clench Common finding out all about flying three axis courtesy of Graham Slater. Indeed both have now gone solo, so congratulations are in order. But now what? Will they be deserting the flexwing brigade and acquiring three axis machines? It is known that Bill has been casting envious eyes in the direction of a Sluka.

### ***Redlands***

In these days of planning restrictions and closures of airfields, we are pleased to announce that permanent planning permission has been granted to continue operating a microlight airfield

with hangerage at Sarah & Joe Smith's farm at Redlands, Wanborough Swindon. The airfield is now operating a new club with an elected committee who have been very busy over the past few weeks, and a visit to the airfield will show the results of their hard work. A new Club house facility is in place and a workshop is the next planned project. Visitors are welcome, contact Sarah Smith on 01793 791014 or Les Hosegood on 01793 615143 for more information

### ***Monthly Talks for 1998.***

The August meeting will feature the now annual quiz night. Those members who came last year thought that it was an enjoyable evening. It is not intended to be a serious occasion and, because most people prefer to work in groups, individual knowledge is not "examined" (or even necessary!). The emphasis will be on enjoyment with a bit of brain teasing thrown in.

Members should also note that the 'gap' in the central reservation allowing access to Sandhurst Lane & the Farmer's Club has been closed, so those approaching from the A38 will have to go to the Tesco's roundabout at the cattle market & back to gain access.

Other talks planned in the following months include Round Britain '98, the RAF's New Zealand expedition flying Bantams, and Keith Ingram's trip across Australia.

### ***A New Blade***

The Chairman will now no longer be the only Club member with a Blade, for George Cole has just taken delivery of a 462 Blade. The aircraft was collected from the factory at the beginning of the month and was test flown at Hartbury by JH on 8th August before being delivered to Over the same day.

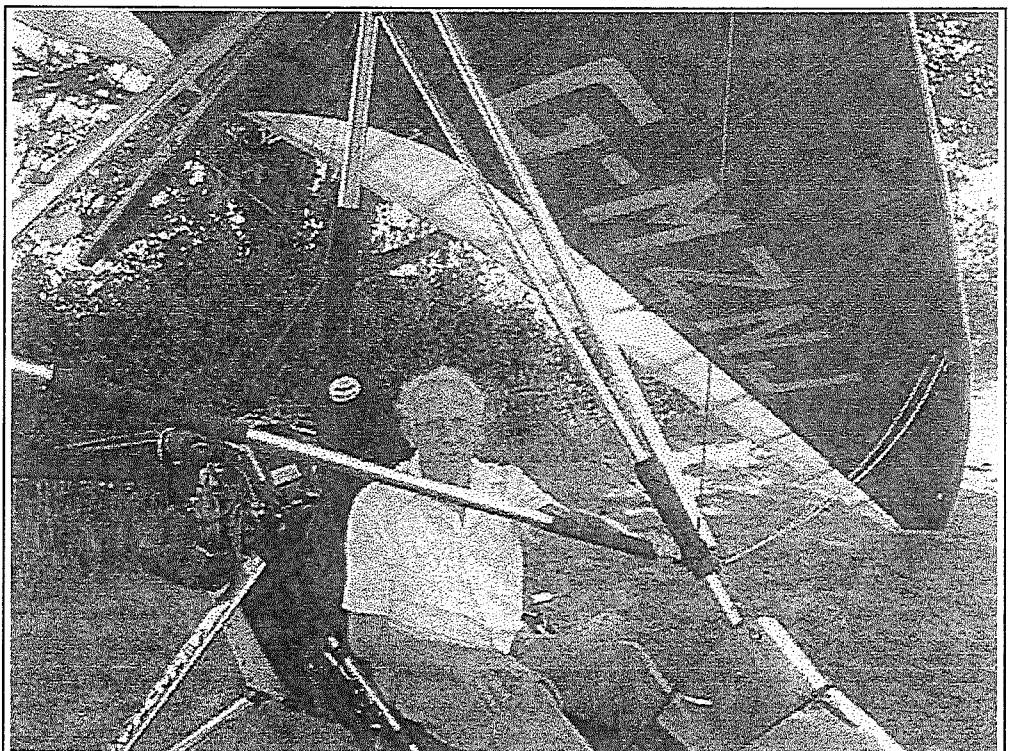
George has sold his Flash 2 to Des Williams who was a former Club member from near Lydney.

We also understand that another member is shortly to take delivery of an aircraft. Doug Young expects to take delivery of a Twinstar as the newsletter is being printed. That will be the first in the Club and a new shape around these parts.

### ***Avgas***

Two of our members participating in the round of the Nationals held at Shobdon had problems with their engines. On removal of the plugs it was noted that they were coloured white and yellow with obvious "whiskers" on the plug tips - indicative of using heavily leaded fuel. During the competition both of them, and other competitors as well no doubt, had refuelled at the airfield with Avgas as there was no Mogas available. A similar effect was reported last year by some microlighters who had refuelled at Cranfield and experienced problems on the return journey.

Although it is generally accepted that if Mogas is unavailable on an airfield then Avgas can be substituted, it appears that the high lead content of the fuel can deposit itself within the engines, and indeed Rotax don't recommend it noting it also runs 'hotter' in the engines.

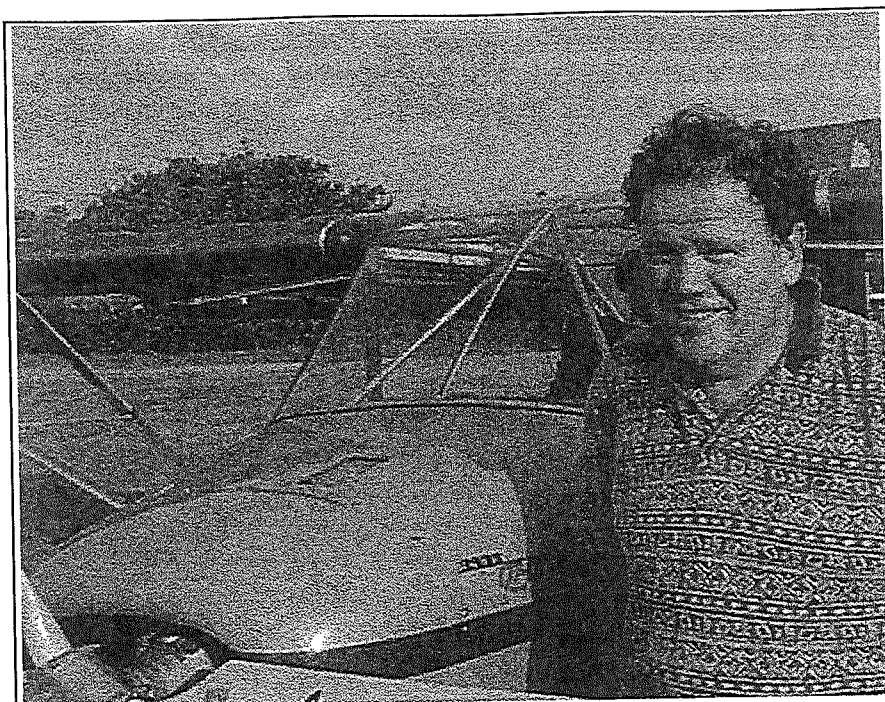


George Cole with his new Blade



## **C'est Bruce**

At the recent BBQ it was pleasing to see Bruce Drake get airborne once again in his Rans. Well after a few more circuits, I can report that Bruce took himself off to France, yes France!. The journey started on the last Friday of July with a party from Long Marston, routing via Plaistow's Farm, to Headcorn for the overnight stop. The following day they crossed the Channel to Abbeville where they stayed the night. Their return journey was delayed with fog in the Channel but eventually they were cleared to cross & Bruce arrived back at Over on Sunday night. Well done Bruce!



A pleased Bruce after arriving back from France

## **Best Buys**

For the gadget seekers and those that just want to keep their aircraft up to scratch, the opening of a branch of Maplins in Cheltenham must be like a dream come true. The Chairman's bargain of the week in this shop was a tube of 600 multi coloured, varying length cable ties for under £10.

## **For Sale**

Regulated DC Power supply, 13.8V rated current 3 amp, max 5 amp - little used - still boxed - £15 - John Dance 01242 675823

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**Severn Valley  
Microlight Club**

*September 1998*

## *Club Newsletter*

### **Club Treasure Hunt**

As the weather for this year's annual BBQ & Treasure Hunt was very breezy, it was decided to hold open the Treasure Hunt Competition until the end of July and announce the winner at the subsequent monthly meeting. For those that didn't attend the August meeting, the winners were Andrew John & Ian Rogers. This is the second year running that they have won this event, but this year they were given a much closer challenge from Chris Ball flying his Shadow.

### **Final Victory for Robbie**

In the final round of the Nationals held at Sittles, Robbie once again came out top but only just! On take off from Over bound for Sittles his engine sounded far from happy so he put into Hartpury for some expert advice. He got it - don't fly it! However he got a bit more than that for JH lent his Alpha and thus he was able to make it to Sittles.

Although the Alpha isn't as competitive as his Chaser - an aircraft also flown by his main rival, it wasn't a weekend for Chasers as this aircraft too suffered an engine failure leaving the way open for Robbie to complete a clean sweep. Chris Ball obviously got the taste for competitions from the Club Treasure Hunt, for he too went to Sittles and took part in his first national competition.

### **Clench Common BBQ**

*By Bill Austin*

The Club had been invited to fly in to Graham Slater's airfield at Clench Common on 15th August for his annual barbecue. In the event four aircraft and seven pilots from Severn Valley made the trip.

The day started bright but with a fair amount of cloud in the sky. Two aircraft departed from Defford, Trevor Cale with Hazel on board and Barbara with John Davidson in the back seat. Their first stop was at Hawling at about 0930 to join up with John Davis and myself. On arrival Barbara was sure that her arms had increased in length and decreased in strength as she had circumnavigated numerous cumulus clouds en route trying to avoid turbulence and had been forced to do a lot of involuntary aerobic exercise. On the other hand Trevor thought

that it was reasonably smooth and was all for pressing on. Trevor and Hazel flew off southwards to the barbecue while the rest of us decided to wait a little longer.

Just after 1200 John Davis and I went aloft in his aircraft to find out what conditions were like. Climb out was bumpy at a steady 500 feet a minute but suddenly the VSI went mad and showed 1000 feet a minute. The nose of

the aircraft went vertical and those on the ground watching said that at this point they had a clear view of the top of our wing (the ASI, however, still showed 50 mph). A climb to 5000 feet brought us to the top of the cloud cover and relatively calm conditions. Below us through the gaps in the clouds we could see about 15-20 gliders looking for thermals obviously part of the inter-services competition from Hurlingham. Below the cloud the bumps returned with the worst being saved for final approach of course! The verdict was to continue to wait.

Eventually at 1700 the unanimous decision was to go for it. We swapped passengers to even out the weight in the two aircraft. I went with Barbara and the two Johns travelled together. Before we took off Barbara was sure that conditions were better than



**Andrew John & Ian Rogers - Winners Again**



earlier in the day and could only get better. Someone hadn't heard what she said (or perhaps they had!) because the flight to Clench Common was all pure excitement - well I thought so sitting in the back seat! Despite Barbara's best efforts the aircraft went up, down and sideways often at the same time. However we arrived at our destination in one piece. John Davis, who had been flying behind us on the way down, summed up the flight in his comment to Barbara after landing - "You didn't seem to be able to make up your mind as to which height to fly at. Wasn't there one that you liked!" Trevor had by this time given us up for lost or grounded and had left on his return journey. He apparently passed us somewhere in the Swindon area but we didn't see him as he was at 7000 feet! Shortly after landing we were joined by JH in his MiniMax before he returned home via Charmy Down. However, Barbara was eventually proved right because the flight home was as smooth as you could have wished for and the visibility was superb.

## Ken Cole

We are pleased to record that Ken has now undergone his hip replacement operation and is making rapid progress towards his prime objective - getting back in the air.. We wish him all the best, and a speedy recovery, and look forward to seeing his MW6 back in the air again.



## Dracula's Curse

*By Trevor Cale*

I suppose it was tempting fate to imagine that a 3rd flying holiday to Romania would be 'third time lucky'. The dramas began on the very first night in Romania. We chose a large open field the other side of a stream and bridge for the night, parked up the VW Camper and M/L trailer and bedded down. The onset of torrential rain disturbed us not a jot, dry and snug as we were in my new pride and joy. The following morning saw a water logged field and a bridge knee deep in mud. 5 hours later, with the help of a couple of dragooned peasants and after much heaving, sweating, digging and swearing and a final desperate charge at the bridge, trailer, microlight and all, we got out! Everything was covered in mud, ourselves included, but a nearby garage and a power hose (things have changed over the years! ), had us back in some semblance of cleanliness.

Four hours more and we're in the City of Craiova to meet up with a Romanian friend and his son at the station. We took a short cut as we were already late and on a road which no longer had a surface - fatal.

We got stuck in a series of potholes, one of which ripped off part of the rear bumper, so more sweating, unhitching and man handling and we managed to extricate ourselves.

The following morning at the Aeroclub, it was time to take the M/L off the trailer prior to flying on to Bucharest. I caught my leg on an iron spike on the trailer and 45 minutes later, I'm in the local hospital being repaired - 5 stitches! Operation completed and the Doctor lit up a cigarette! Dubious cleanliness there, caused the wound to become infected and when I finally got to a private clinic in Bucharest, was put on antibiotics for a fortnight and told it was the worst stitching job they'd ever seen! It thus took 4 weeks before the wound began to heal properly and in that time I was under orders to keep it dry. Had to forget any ideas of swimming, showers etc.

The first intended flight thus never materialised.

Soon after arrival in Bucharest, we motored onto another Aeroclub near the mountains and sat for 3 days in poor weather waiting for a chance for me to fly over to Brasov. As my leg was firmly bandaged, I had been given the OK to 'walk and fly'. One morning, I'm given the clearance to cross the mountains. Quite a bit of cloud around but nil wind (ha,ha). It was a mere 25 miles to the highest point at 8 thousand feet and it took 11/2 hrs to get just 23 miles! Naturally, I now knew that the wind had become a serious problem and a violent blast of turbulence had me turning 180 and heading back to the nearest available field. I landed in corn stubble and the Van met me soon afterwards. Packed up once more and onto Brasov, our intended camp and the Aeroclub run by my favourite Commandant - got there to find he'd gone to the Ukraine for 2 weeks! Still, we were given the traditional warm welcome. The weather was still cool and unsettled and on the 3rd day, the heavens opened. It rained solid all night and all the next day and we thanked providence that the Aeroclub had a nice warm bedroom and hot showers!

After 24 hours of rain, we packed it in and went back to Bucharest. Enroute back, my co-driver managed to collide with a car full of Army Officers, stoving in the wing and creating a deep dent all down one side.

Handing over the equivalent of £20 soothed the Army's hurt feelings and the van was later repaired at the VW garage in Germany on the way home.

At last, after 2 weeks of poor weather, the skies cleared and the temperatures shot up into the 30's, so back we went to Brasov for a few days, all too soon having to return to Bucharest so I could visit the Clinic once again and to meet up with an English farmer whose intended farm in Eastern Romania I'd

had permission to fly to. Unfortunately, he was delayed in the UK. So that was the end of that plan!

At least I did manage the crossing of the mountains this time, the van going on ahead. Leaving at 8am on a perfect morning, I flew over at 9000 feet, an absolutely glorious flight in 'silky smooth conditions'. The final 45 minutes to Bucharest, after a stopover en route, was made at midday in 36 C. at a height of 200 feet ( to pass through the Bucharest Airport Zone) and that was very hard and very sweaty work indeed!

Though I was not allowed to swim, we nevertheless decided we'd go off to the Black Sea for a few days.

No sooner was that decided, than the van was broken into. The quarter light was smashed, the CD radio player whipped out, plus my camera (containing the only record of the entire trip), mobile phone, calculator, tool box, reading glasses and 35 CD's. It really was the last straw and 2 days later we set off home!

Six hours from the border, the trailer axle collapsed shredding the tyre and the tow bar decided it was time to begin parting company with the van.

Fortunately, we were near a large village which happened to have a garage and happened to have an ancient welding machine. Four and a half hours later and £18 and we were on our way again.

At the Border, the Immigration Officer noted that our Visas were a day out date and promptly demanded a £100 'fine'. In so many words, we told him to 'get stuffed' and wasn't it enough that his fellow

countrymen had already robbed us etc. etc. With a scowl and an angry wave of his hand, he let us through! His attempt to line his own pocket had failed.

Oh no, not over yet! Half way through Germany on a Sunday afternoon, the other trailer tyre blew and we'd already used the spare in Romania. My co-driver disappeared for 2 hours and returned to say he'd found a small garage that was open and that had a scooter tube which would fit - just. However, the tyre turned out to be a re-mould and the outer tread was already beginning to part company with the remainder. No guarantee it wouldn't blow at any time and we had 150 miles to go. We had to drive at no more than 40 mph, in the rain and in the dark. We made it!

A few days later, with van repaired and fingers crossed - I set off for England and YES, an incident free return!! Miracles happen!

We had driven a total of some 5000 miles, at least 3 and a half with the M/L on the trailer and surprisingly, not a screw nor bolt was loosened by the constant jolting. All I got was a cracked spat, done by some 'helpful' Romanian moving the machine when I had my leg horizontal for a day.

Though I flew barely 5 hours in total, did virtually none of the things planned, had 2 weeks of lousy weather and am scarred for life, I was back in one piece (minus a little bit) with a van full of French wine and coffee!



Trevor Cale and his Quantum

### **Monthly Talks for 1998.**

This month's talk will be given by Martin Marsh who was a member of the RAF's New Zealand expedition. Other talks planned in the following months include the Round Britain '98 from the winner, and Keith Ingram's trip across Australia.

### **Microlight registrations**

One of the flying magazines has reported that the CAA have almost used up the range of microlight

registrations i.e. those starting G-M\*\*\*. It is likely that in future microlights will receive registrations in the same way as other aircraft and it will no longer be possible to tell that an aircraft is a microlight solely by its registration.

## Gloucestershire Airport

One of the aviation magazines has made reference to the fact that Gloucester City Council has recently refused to agree to the proposed investment plan for Gloucestershire (Staverton) Airport. It has been suggested that the land would be put to better use as housing "or something else". Kemble has been suggested as the site for the County Airport. This is another example of an airfield facing closure because the local authority seems not to be able to grasp the significance of general aviation. No doubt this has been reported in the local press but it might need our support if closure is threatened.

## Done it differently now

As recorded in last month's newsletter both Russell Church & Bill Keel-Stocker have been flying three axis, and we are pleased to report that both have been successfully signed off. Congratulations. All they need now is a suitable aircraft.



Bill Keel Stocker - now licensed to do it three ways!

## Surf the Net

By Bill Austin

Did you know that some local libraries are connected to the Internet (the World Wide Web) and that you can book hour long sessions up to a week in advance for no charge? I have had a couple of

sessions in the Cheltenham library and have found an enormous number of sites related to aviation. The PFA has actually produced a long list of sites which range from lists of aircraft to manufacturers' advertising material. The sites originate from all over the world and most can be accessed from a common site. I found it fascinating and the hour session passed too quickly.

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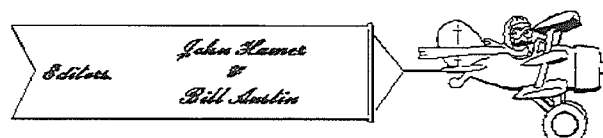
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**Severn Valley  
Microlight Club**

*October 1998*

## *Club Newsletter*

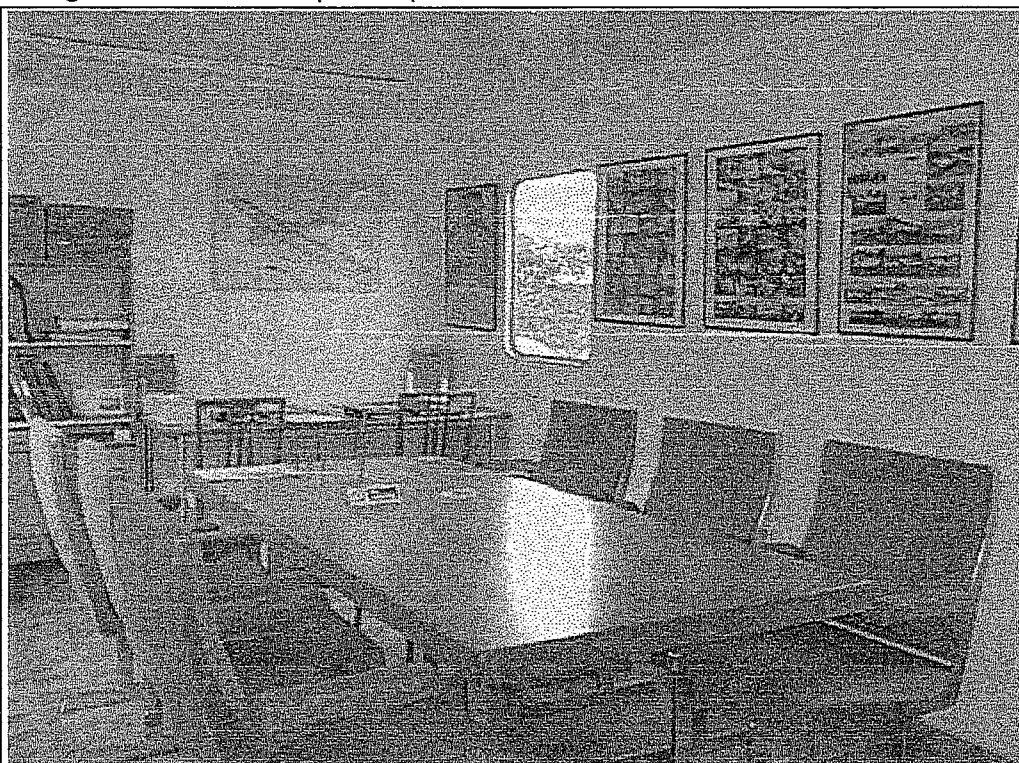
### **All Change at Hartpury**

A very large object came over the fence at JH's home at Hartpury the other weekend. It wasn't an aeroplane for a change, but something that will be of interest and use to the club. It was a large portacabin which had been given to him and has been turned into a classroom for ground school and other courses including a forthcoming engine course which should interest members (see later in this newsletter). The portacabin came courtesy of Andrew John. The four ton structure was squeezed down JH's drive before being craned over the hedge and moved up his paddock on an

agricultural trailer. The portacabin had been the former Gloucester Sand & Gravel offices at Bishops Cleeve but break ins and vandalism forced the company to acquire a more sturdy & vandal proof structure. A fair amount of work has thus been necessary to renovate the structure and JH has been ably helped by Norman Frost. The new facility boasts not only luxury accommodation, but also all the usual training aids of video, OHP and slide projection, and needless to say there are pictures of MiniMaxs everywhere!

### **Ground Exams**

There will be new and separate exam papers from January 1999 for the subjects of Navigation and Meteorology. The changes to the Navigation paper are designed to reflect practical navigation planning while the changes in the meteorology paper will include the interpretation of TAFs and METARs. With the increasing sophistication of electronic navigation aids and the ability of



*The new "Classroom" at Hartpury*



microlights to travel ever increasing distances in more marginal conditions these changes are to be welcomed. Existing student pilots should press on with their practical training since if they have not passed their GFT before their current ground exams run out they will have to sit the new papers which will, no doubt, be more detailed than the current combined paper for Nav and Met.

### **Be Seen**

With the days getting shorter and the clocks going back soon, the gloom of winter is approaching. It is thus essential that you keep a good look out for those aircraft that creep up on you in such conditions. To help others see you why not fit a pair of high intensity strobes? As a special concession to club members, Ges Hatchet is offering a 20% discount on advertised prices while his stocks last. If you are interested contact him tel no 01452 414992 - why not reserve your Christmas present now?

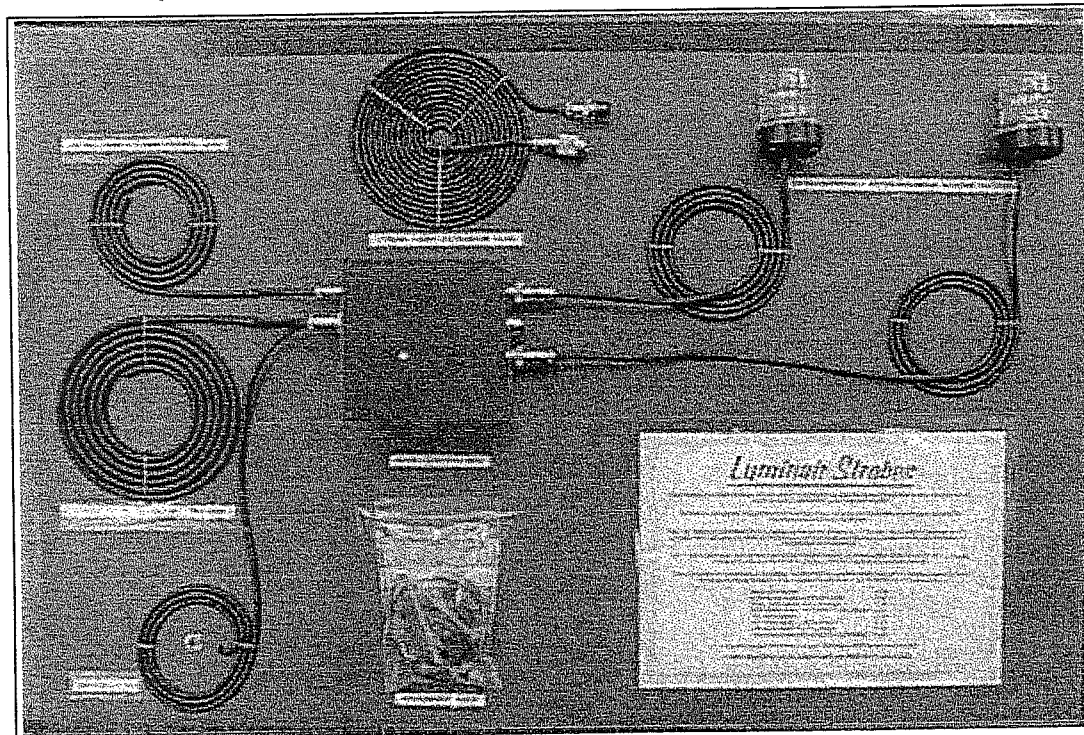
which would permit microlights to over fly congested areas for the purpose of taking off and landing. This change was reflected in some Permits to Fly issued earlier. All pilots should note that these revised conditions have been revoked and the position is as it was and ever has been i.e. a microlight is not permitted under any circumstances to over fly a congested area.

### **Radio Course**

The next course is scheduled to commence on 22nd October and has already been oversubscribed. For those unlucky enough not to get on it, the next one is planned for January 1999. Anyone interested should note that this is likely to be fairly intense in that it will probably involve two sessions a week and be on Monday and Thursday evenings as Bill Austin wants to avoid running this course and ground school simultaneously. Bill would like names for this course as soon as possible (Tel no 01242 515064)

### **Engine Course**

As indicated in a previous newsletter, it was proposed to hold a Rotax engine course this winter. A great deal of interest has been shown by members and thus with the new facilities at Hartpury the first course will be held on Sunday 1st November, commencing at



**The Luminair Strobe System**

### **Flight over congested areas**

You will have read recently in "Microlight Flying" of the apparent change in Air Law

10.00am, and is scheduled to last all day. The numbers will be limited to six, so names



to JH as soon as possible please. If oversubscribed a waiting list will be held and it is proposed to hold further courses over the next few months. The course will deal with first and second line servicing of Rotax engines i.e. from health monitoring to decoking an engine. In addition setting up the timing and the carburettor will be covered, as well trouble shooting.

### **Monthly Talks for 1998.**

This month's talk will be given by Robbie Keene on this year's Round Britain Rally. You will recall that Robbie not only won the single seat class in his Chaser but he was best flexwing overall beating the 912 Quantums & Blades.

The November talk will be given by Keith Ingram and he will speak about his trip across Australia.

The December meeting will be our usual Christmas Party.

### **Membership List**

On the last page of this newsletter is published an up to date Club membership list. Please check your details including postcodes & telephone numbers. If there are any changes/ mistakes please notify John Hamer (01452 700314). Last month a newsletter took a week to get to a member who lives less than 20 miles as the crow flies from the secretary, while a similar letter reached Holland in two days! The only basic difference appears to be that the postcode on the local letter had been omitted. So check your postcode or provide it if it is not on the list.

### **Wanted**

There has been a marked shortage of material for the newsletter this month. Members are urged to put pen to paper and tell their fellow members about their exploits. All articles are most welcome, and even more so on disk. Contact JH if you have anything.

### **For Sale**

Regulated DC Power supply, 13.8V rated current 3 amp, max 5 amp - little used - still boxed - £15 - John Dance 01242 675823

Pegasus XL 447 - G-MTOT - 47 litre tank, good condition £3,300 Peter Smith 01594 841545 Wk, or 01594 562545 Hm

Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny -01452 305430 (day)

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

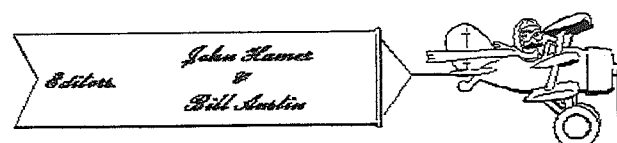
Sluka - G-MZFC John Bowditch 0117 9564564

Hangerage available at Redlands Airfield & Microlight Club for semi- rigged and de-rigged flex-wing microlight aircraft. Facilities include two grass runways and clubhouse with provision for refreshments and changing etc. Please contact Sarah Smith on 01793 791014.

Hangerage available at Sandhurst, nr Gloucester

250 yrd strip - low fees Contact Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

Castrol TTS two stroke oil - 25 litre drums at £145 i.e. £5.80 per litre when normally over £8.00 per litre - ring Adrian Lloyd 01885 482504



Severn Valley Microflight Club - Membership List

Name	C/Name	Home Tel No	Address	Street	Town	County	A/c Reg	A/c Type
Austin	Bill & Barbara	01242 516064	Sheldon	Battledown Approach	Cheltenham	Glos	G-MWRA & G-MYZE	Alpha & MiniMax
Bail	Gary	01684 291426	69 The Sandfield	Northway	Tewkesbury	Glos	G-MWON	Shadow
Bail	Chris	01242 820055	Oxseaze Grange	Hawling	Cheltenham	GL54 5TB	G-MNGM	Flash 1
Beale	Dennis	01452 750424	The Cottage	Hardlands Hill	Minsterworth	Glos GL2 8UY	G-MTNF	Rav en
Bedford	Paul	01684 290423	128 Astchurch Road	New Town	Tewkesbury	Glos GL20 8DB	G-MTPA	Flash 2A
Brother	K	01452 830793	Pinewood	May Hill	Longhope	Gloucester		
Booth	Vic	01386 881639	The Bungalow	Vale Wild Life Centre	Tewkesbury, GL20 7AN		G-MZFC	Silva
Bowditch	John	0117 9564654	42 Creeve Hill	Downard	Bristol	BS16 6HL		
Braithwaite	Nigel	01684 292840	Redhouse Farm	Hoo Lane	Tewkesbury	Glos		
Bullock	David	01684 850126	Malvern View	Old Manor Lane, Milton	Tewkesbury	Glos GL1 3LG		
Burt	Richard	01452 524638	52 Eastcott Road		Gloucester	Glos GL11 5ES		
Burak	Myron	01453 880570	Bosley Corner	Hanshill	Coaley	Glos GL1 4NW		
Burden	Adrian	01452 504843	43 Adelade Street	Tredworth	Gloucester	Glos GL1 4NW	G-MNGM	Flash 1
Cafful	John	01452 700555	Pound House	33 Corsend Road	Hartbury	Glos GL19 3BP	G-MYTJ	Quantum
Cale	Trevor	01684 564655	24 Wilton House	Barnards Green	Malvern	WR14 3RH	G-MWMM	Flash 2
Church	Russell	01452 812940	The Old Cowmains Cottage	Greenhouse Lane	Paliswick	Glos GL6 6SE	G-MWMM	Flash 2
Cole	George	01291 624460	5 Cromwell Road	Bulwark	Chepstow	Gwent NP6 5AD	G-MNBH	Flash 2
Cole	Ken	01452 414374	14 Tunacre	Higham	Gloucester		G-MYNN & G-MNTS	MY6 & Flash 2
Colley	Jon	01452 554854	35 White Avenue	Tuffley	Gloucester	Glos		
Cotton	Phil	01242 580581	School House	Church Lane	The Leigh	Nr Glos GL19 4AF	G-MTTF	MW6
Dance	John	01242675823	57 Gretton Road	Goffington	Cheltenham	Glos GL52 4QU	G-MVXB	Alpha
Davidson	John	01684 281159	22 Bowler Road	Northway	Tewkesbury	Glos GL20 7PU	G-MVXR	MM6
Davies	Colin	01531 820933	Rose Cottage	Hooks Lane	Upleadon, Newent	Glos GL18 1EL	G-MVER	Alpha
Davis	John	01451 850214	The Bungalow	Hawling Manor Farm	Hawling, Cheltenham	Glos GL54 5TA	G-MVGC	Chevron
Dobson	Alan	01681 540165	Hunters Lodge	Wormelow	Hereford	HR2 9EQ	G-MYAS	Rans S8
Drake	Bruce	01452 311417	Deans Walk Inn	Deans Walk	Gloucester			Alpha
Duncanson	Neil	01235 73426	Locks Lodge	Coopers Lane	Wantage	Oxon OX12 8HQ	G-MYAS	
Finch	Brian	01242 242424	Tutor Lodge	28 Old Bath Road	Cheltenham	Glos GL53 7QD	G-MVUR	Hornet
Frost	Norman	01452 863777	87 Boverton Drive	Brookworth	Gloucester	GL3 4BS	G-MVUR	Jodel
Garret	David	01685 400226	Barehome	Ullingswick	Herefordshire	GL52 3UX	G-ASXU	
Gould	Gordon	01242 250224	7 The Spinnery	Hillicourt Road	Cheltenham	GL19 3BP	G-MYAV & G-MVCF	Minimax & Flash 2A
Hamer	John	01452 700314	Catsbury Cottage	Hartbury	Glos			
Hancox	Peter	01684 292639	34 Bramley Road	Milton Estate	Tewkesbury	Glos		
Hannam	Cliff	01594 563046	Sunnycroft	Upper Oldcroft	Lydney	Glos GL15 4NN		
Hatchett	Gus	01452 414892	41 Myrtle Close	Robinswood	Gloucester	GL4 6YP	G-MYWH	Hunting (w/c)
Hignell	John		Finale	Riversmead Close	Gloucester	Glos GL2 9AG		
Hinds	Bob	01584 516320	The Squire	Newnam	Glos		G-MTZO	Alpha
Hosegood	Les	01793 615143	17 Robinsgreen	Covington	Swindon	Wills	G-MVGT	Pegasus
Howley	Graham	01594 832663	36 Meadow Walk	Sling	Nr Coleford	Glos GL16 9LR	G-MTOT	Pegasus XL
John	Andrew	01386 725229	Conderon Chase	Tewkesbury	Glos	GL20 7PU	G-MZOF	Blade
Jones	Tim	01285 656629	254 Stratton Heights	Clientester	Clientester	Glos GL7 2RW	G-MYZY	Peg Quantum
Keel-Stocker	Bill	01452 731346	Berges Cottage	Maripit Lane	Priors Norton	Glos GL2 9LT	G-MWVE	Pegasus XL
Keene	Rob	01452 414975	Over Farm	Higham	Glos	HR7 4EN	G-MMY	Chaser
Lloyd	Adrian	01885 482504	24 Lower Westfields	Bromyard	Herefordshire	Wills SN3 4LQ	G-BSRT	Kitfox
Lockey	Peter	01793 826552	32 Hathrell Close	Lower Stratton	Swindon	Glos GL54 4EB	G-MVZ	Alpha
Miller	John	01451 860466	Meirynread	Haseiton	Cheltenham		G-MVAP	Alpha
Payne	Chris	01905 28926	37 Teme Road	Worcester	WR4 9AW		G-MINV	Flash 2
Read	Dave	01831 650245	Croftone	Bromesbarre Heath	Ledbury			
Rogers	Ian	01386 881047	Rockley	Little Blackford	Tewkesbury	Glos GL20 7AL	G-MTHN	Flash 2A
Smart	Jim	01452 714408	18 Sandycroft Road		Gloucester	Glos GL15 4RT	G-MTOT	Oegasus XL
Smith	Peter	01594 562545	Honeywood	Bailey Hill	Yorkley, Lydney	Worce WR14 2RS	G-MTKI	Pegasus XL
Spanton	Ian	01684 575177	74 Picketsleigh Road	Malvern		WR5 3LD		
Stead	David	01905 820598	18 Brookend Lane	Kempsey	Worcester	Glos GL2 8BJ		
Stevens	Donald	01452 790347	Pecked Peace	Bully, Churcham	Gloucester	Ross on Wye		Shadow
Taylor	Jim	01989 563866	Shary Way	Cherry Tree Lane	Bulls Hill	HR8 2RY	G-MVXM	Medway Raven
Thomson	Tom	01432 980759	Bramley House	Ashton, Nr Ledbury	Herefordshire	Glos GL2 0ND	G-MMCI	Spirit
Webb	Richard	01452 524531	32 Kendal Road		Gloucester	Glos GL18 1JS	G-MNV	Flash 1
Wells	Ed	01452 830951	Glastonbury Farm	Clifford Meane	Newent			
Young	Douglas	01594 810410	Watery Farm	Nilnewells	Coleford	Glos GL16 7AT		



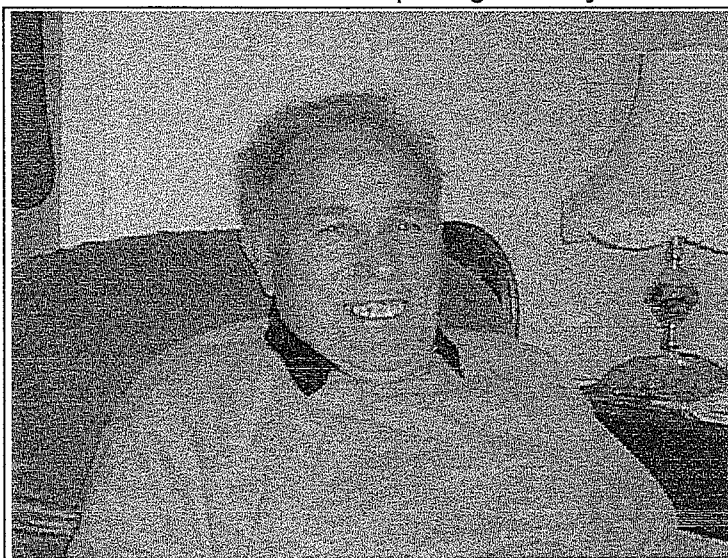
**Severn Valley  
Microlight Club**

*November 1998*

## *Club Newsletter*

### **Norman Frost**

Shortly after the last meeting we heard that Norman had been taken into hospital with a heart attack. Fortunately this turned out to be a minor one, so after a short stay in the Gloucester Royal Hospital he has returned home and as the photo shows he is still enjoying life. Indeed he reflects that he actually enjoyed his stay in hospital - and that had nothing to do with the attention the little blonde nurse gave him! We wish him a speedy recovery and look forward to seeing him out and about.



Norman on the Mend

Also on the mend after a visit to hospital for an eye operation is Gaye Nesbitt. We wish her a speedy recovery and look forward to seeing her in circuit again.

### **Telford '98**

The annual International Air Sports Exhibition will again be held at the Telford Exhibition and Conference Centre on Sat 5th & Sun 6th December. The doors will be open to the public from 10.00am - 5pm. This event is well worth making a special effort to attend and there promises to be one or two new microlights on show including the Jora - a two seat, 3 axis aircraft from Czechoslovakia. Members are reminded to take their BMAA membership cards unless they wish to shell out the full admission price.

### **Radio Course**

*By Bill Austin*

Five intrepid Club members are currently exploring the mysteries of "radio speak". As

with all previous courses the first two sessions didn't seem to improve their command of the English language.

However, by week three there was a definite improvement.

The basic problem is that they are not actually flying and find it difficult to

imagine the particular situation that they are supposed to be coping with. We have all been in situations where we know the answer when it is someone else's turn but made a complete pig's ear of it when it is our turn - that's the way it goes but hopefully we learn from it. By the time you read this, four of the six sessions will have been completed and the last two, I'm sure, will demonstrate they have really just been winding me up!

### **Engine Course**

Since the last meeting nine members have grappled with the intricacies of the Rotax engine on the two courses that JH has run. They learnt the in and outs of both the engine itself and the associated accessories. They saw how they are all taken to pieces and the function of all those pieces, let alone to effect on the engine itself - or rather what happens if

they don't work or aren't looked after! It can be safely said that all members went away with a lot more knowledge than they came with, as well as a new confidence in tackling those jobs around the engine. May it keep their engines running longer.

The next course is scheduled for Sunday 29th November and, at the time of going to press, there is still one place left.

### **New Ground Exams**

In the last issue it was announced that the existing Nav and Met exam was to be split into two separate exams from next year. Bill Austin, the Club Training Officer and Ground Examiner, has been invited to attend an Instructors' Seminar at Sywell in January when more information will be given about the new exams - so watch this space- our man will be the first with the knowledge!

### **Christmas Party**

As we approach Christmas again, the Club has organised the traditional festive occasion which as last year will be held at the usual meeting venue of the Gloucestershire Club. As in the past there will be no charge for the event which includes a buffet supper, but the Treasurer expects you to supply a prize(s) for the Grand Draw which is the highlight of the meeting. There will also be other events to keep you and your partner amused during the evening, not least being the photographic competition for members to judge. There will be three classes:- i) A photograph taken from the air; ii) a photograph taken from the ground of some aerial activity and iii) a photograph with a caption. Anyone can enter so please bring along your photos on the night - you could end up going home with a prize.

### **Monthly Talks**

The talk this coming Wednesday (i.e. 18th November) will be given by Keith Ingram who will be speaking about his trip across Australia. The December meeting will be our usual Christmas Party.

The January meeting will be the AGM.

### **Riding in the Rotax 912 RANS**

*By John Bowditch*

I first flew Nigel Beale's newly built 912 Rotax powered RANS at the First World Air Games in Turkey last year, where he was competing in the British Team. This RANS, constructed to the 450 Kg limit was later bought (this year) by Steve Slade. Pending the 450-Kg ruling it is registered in the GA class and Steve has the necessary PPL "A" licence.

In April last, Steve invited me to fly with him to an APT (Aviation for Paraplegics and Tetraplegics) meeting at Old Sarum, planned for Saturday the 18th. Given the terrible weather in April so far I wasn't hopeful that we'd get suitable conditions. However, late Friday evening, Steve phoned and the trip was on for the next morning.

This was our first outing from Kemble - it really is a luxury! Not just the long runways but the whole set-up is all there for the flyer. A manned Control Tower with radio, met reports, pre flight briefing room with the latest NOTAMS, and of course, the hangar accommodation. No more shoving and moving other machines out of the way in a cramped space! Built to withstand enemy action, you just know that your machine is going to be safe from all that the elements can deliver. Cranking the hangar door handle to gingerly slide open several tons of steel on its track reveals a vast area with flexwings and 3-axis machines spread out with all the luxury that adequate space allows. We were airborne by 11.10. and were soon heading for the Lyneham Zone en route to Old Sarum. I had been fortunate to enjoy many hours flying in Steve's previous 503 Rotax powered RANS, and so it is easy to identify the different characteristics.

The most important has to be the sound and power from the 4 stroke Rotax 912, it just growls rather than screams (sorry 503!) and climbs so effortlessly. Something like 800 fpm at AUW. Throttled back to 4250 revs, it climbed at 400 fpm at 75 mph. At 80 mph ias and 4000 revs, it turns in an economy of about 10 litres/hour. If this is the 4 stroke 450-Kg future then we are in for some seriously improved machine performance in the Microlight world.

Our flight took us over the NW corner of the Salisbury Zone. where the 10 knots of NW wind had encouraged the Hang Glider Pilots

out. We watched as they wheeled and turned below us riding the updrafts on the northern edge of the plains by the White Horse.

After clearing the eastern edge of the Salisbury Zone we took up a direct heading to route around the South of Salisbury to avoid Boscombe Down. Steve had called them but had received no response. They were probably closed for the weekend, but you can't be too careful. Steve set us up for a landing on 024, and I experienced the usual lean against my side door as he demonstrated his trademark approach (I notice that he never slips the other way!), and we skimmed in for a gentle touchdown in the crosswind. Well, he does now have over a thousand flying hours in his log so I guess he long ago learnt how to do it right.

The APT meeting was reasonably well supported. It is based at Old Sarum and exists to provide facilities to teach disabled people to fly. They use Shadow Microlights and the facilities include two fully converted leisure homes to provide inexpensive overnight accommodation for Students. After an excellent buffet lunch and a presentation to the "Pilot of the Year", Steve, and other pilots, gave some air experience rides whilst the weather brightened to provide some sunshine.

Old Sarum is a delightful Airfield to visit and I enjoyed the sight and sound of a vintage Stearman performing touch and go's. The hangar accommodates a large variety of both GA and Microlight aircraft. I thought it sad that several weightshift machines had wings covered in bird droppings and looking generally neglected and un-flown. Perhaps it is just the post winter layover conditions but if I were paying hangar rent I wouldn't leave a machine in that condition. There is a very active Microlight training set-up and the Instructor was fully engaged in circuit and air experience work.

Our return journey was delightful. I had bought one of the new series of 1/4 mill maps and brushed up on my map reading navigation whilst the GPS did its thing. It was useful to overfly a few landmarks and store them as future waypoints in the GPS. We landed back at Kemble and did the usual post flight stuff, but by now conditions were so good that we took an extra 25 minutes in local circuits. Well,

cost is not a serious consideration at only 9 litres/hour!

In summary, the 450-kg RANS with the 912 is a joy to own and fly. It's so much quieter, faster and with an impressive climb rate. As for the descent, you not only have to throttle right back, you have to hit the engine with a big stick to persuade it to let you descend.

Postscript. It is 6 months since I enjoyed that flight to Old Sarum with Steve. Over the summer (what summer!) I was privileged to fly with Steve in many of the rounds of the National Competitions. These are described in the BMMA MF magazine so I won't elaborate but it is significant the Steve went on to win the round Britain Rally. The Rotax powered 912 RANS in the hands of an experienced pilot like Steve is an unbeatable combination.

### **Safety**

An unexpectedly bright Sunday morning after a cold and frosty night saw Barbara Austin decide to go flying. Other club members were already at Defford and had already been aloft. They told her that conditions were smooth and visibility good. The aircraft was rigged, checked, the pilot clothed in two flying suits and it was all systems go.

The plan was to fly to Hinton-in-the-Hedges and back. Conditions on the ground at take-off had been almost windless. However, the great Weather God had other ideas and soon Barbara was being thrown about the sky. Normally one way to avoid this is to climb higher so she went up to 3000 feet but the bumps followed her up and things improved very little. One thing did change and that was the temperature - it went down!

Soon, despite two flying suits, the cold began to penetrate and fingers ached. A decision was taken to turn back although by this time she was within 15 minutes of her destination. The reason behind the decision was that if she had continued to Hinton, landed and relaxed, tiredness would have set in as a result of all the corrections she was having to make and the return journey could not have been undertaken safely.

The journey back was no better than the journey out as far as physical effort was concerned. Nearing Defford she decided that, on the basis of elapsed time, it would be



prudent to change fuel tanks in case of having to go-around for any reason. Normally this is no problem but the effects of cold now became apparent.

The first problem was to reach the fuel tap - behind her on the right side and just above shoulder level. The first few tries were unsuccessful because she could not feel the tap as her hand was so cold. This resulted in some minor one arm aerobics to try and restore circulation (the other arm still wrestling with the control bar to keep the aircraft on track and as near straight and level as possible). The next ploy was to sit on her hand for a few minutes then try again. After a number of tries she finally did manage to locate the tap enough to establish its identity. The next problem was to turn it. Initially the fingers were too cold to actually accomplish the task and she had to repeat the earlier arm waving exercises. She also had visions of getting it stuck halfway in the "off" position. Eventually the tap was turned and the pilot was flooded with relief!

This tale, coming as it does at the end of October, contains a warning for all of us - particularly trike flyers - of the colder weather we can expect from now onwards. Cold is particularly insidious because it creeps up on you slowly. It not only affects your physical actions but it also slows your brain down and increases your reaction times. In turn this can make a normally simple problem a potential disaster. Remember it is muscular activity that helps to promote efficient blood circulation and that in a trike the majority of your body is not moving at all. Cold is a killer in disguise slowing your reactions to the point where you will fall asleep never to wake up again.

### Navigation

Two members have expressed an interest in doing a couple of hours brushing up on navigation and map reading. If there are any other members who might be interested please contact Bill Austin and he will arrange an evening session. Equally if there are any other topics which you would like covered then let him know and he will try and arrange something. The present run of non-flyable weather seems to be an ideal time to tackle this sort of training need

### Tailpiece

Last month a membership list was included in the newsletter. Well one member did actually read it - there was nothing else to do in the poor weather - and he deduced that there are 59 members owning 43 aircraft consisting of 21 types. In other words 72% of the membership own aircraft which is a very high figure indeed.

### For Sale

Flash 2 Alpha, G-MTTM, 503 air cooled - Tony Penny -01452 305430 (day)

Sluka - G-MZFC John Bowditch 0117 9564564

Ultra Pro helmets & visors c/w intercomm & A20/A22 radio interface & PTT switch - £250  
Mercury Flying suit size XL £50 - Brian Finch 01452 392301 or 0958 726138

Garmin GPS 12XL Absolutely brand new, unused - one month old - boxed all instructions, case & batteries. Retails from £215 - £250 - Yours a mere £180. Trevor Cale 01684 564685

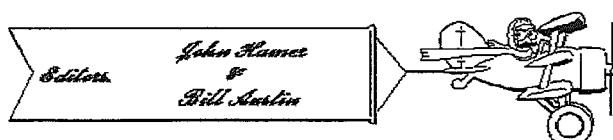
Two map cases surplus to requirements. One plastic from Flylight & one perspex £4 each. Trevor Cale 01684 564685

Hangerage available at Redlands Airfield & Microlight Club for semi- rigged and de-rigged flex-wing microlight aircraft. Facilities include two grass runways and clubhouse with provision for refreshments and changing etc. Please contact Sarah Smith on 01793 791014.

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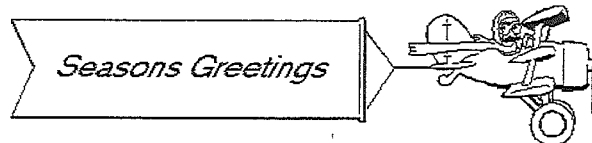
250 yrd strip - low fees Contact Brian Finch 01242 242424 (Hm) 01452 392301 (Wk)

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**Severn Valley  
Microlight Club**



*December 1998*

## **Club Newsletter**

### **BMAA AGM Telford, 6th Dec 98**

*By Andrew John*

A relatively poor attendance, no more than sixty members, heard our President Ann Welch praise those who had achieved great things during the last twelve months. However she expressed a note of warning in that the new 450 kg regulation could lead to a trend away from the original concept of a Microlight, an aircraft that was simple in construction yet safe to fly and cheap to operate. She also made a strong plea for members to support planning applications whenever possible.

Trophies were then presented to the following:-

The Apsley Doubtfire Trophy to Richard Meredith-Hardy

The Brian Cosgrove

Award to Chris Ellis

The Patricia Ann Trophy for female participation to Mary O'Keefe and Patricia Carter

The Chairman's Trophy went to Phillip Scott the disabled pilot

Following their outstanding achievements this year in long distance flying, the Colibri Diamond Award was given to Colin Bodill and Brian Milton and Keith Reynolds for their combined achievements.

The Chairman's report followed, being Keith Negal's first year, in which he began by highlighting the success of so many pilots who had raised the whole profile of Microlighting in the public eye. The new 450 kg limit was now within a whisker of becoming legal, with all that it entails. Fears that this opportunity to significantly increase performance of

microlights is a concern that must be listened to in that there is, out there, an army of NIMBY'S only too eager to attack further planning applications for flying sites. Our excellent accident record should be widely publicised. Mainair's disastrous fire does not in anyway seem to have dampened their enthusiasm and he was glad to report, "Business as

Usual" which is good news for all those devotees of this manufacturer.

Jim Bell retires this year as Chief Executive Officer with an enormous achievement in promoting the principles of our sport and providing a very approachable administration. Chris Finnigan, ex Army and a flexwing pilot takes over the bar and already shows that he understands our problems.

The Treasurer's report from Peter Blyth started grimly with a declared loss of £16K which was a bit of a shock! However he led us through the

undergrowth and when we took on board various increases in expenditure and reductions in income, such as no Sports Council Grant (yet again!) it was plain to see that his recommendation for an increase in Subs for next year to £32 was inevitable. Airworthiness fees are to stay at £55.

Chief Executive Jim Bell produced the following statistics:-

(Last years figures in brackets)

Membership 4342 (4183)

Aircraft on Register 3081 (2965)

Permitted Aircraft 1756 (1851)

The record membership was countered by the reduction in the permitted a/c which has been



**Robbie Keene receives his Champion's trophy  
from Ann Welch, the BMAA President**

blamed on the poor weather this year. He referred to the change in the registration of Microlight aircraft as introduced by the CAA, in that G-M would no longer designate our aircraft and we would in future join the queue with all and sundry on the general register, free of course to buy an out of sequence mark if so required.

Jim referred to a new version of the BMAA's website due in the New Year. Ground exams have been reviewed and will shortly be released to Examiners. Finally he made reference to the honour given to Microlighters by the election of our past Chairman, David Cole, to the Chairmanship of the Royal Aeroclub.

Guy Gratton, as Chief Technical Officer, referred to a very busy year in which keeping up with the workload on Major and Minor Mods had been difficult. New aircraft coming along and applying for approval under Section S had also slowed progress. One significant approval from the CAA had been their acceptance of Ballistic Parachute systems as a Mod in future. But undoubtedly the biggest achievement had been the now accepted 450 kg maximum which will have a long lasting impact on the design of future Microlights of both designs. He asked for patience from those applying for Mods as turnaround time was improving fast.

Ray Wilkinson, BMAA's Chief Inspector and Chief Safety Officer then reported that during the last year there had been no fatal accidents to crew of BMAA registered aircraft, however he reported some 63 accidents of which 3 were serious, the remainder were mostly walk away- slightly injured, reflecting the impact absorbing design and performance of our machines. An excellent record which must be maintained to support our future in the air. Examination of the accident records will show where there is the need for enhanced training to improve pilot's ability to overcome the problems.

Presentation of the National Awards was then made to the following:-

The John Hudson Trophy for the Round Britain Rally - Steve Slade

The National Solo Champion - our own ROBBIE KEENE! (see photo front page)

The National Dual Champions - Simon Baker and Anita Holmes

Check Pilot £500 Excess was debated, proposed by Noel Alms, and after a reasoned response from the BMAA Chair, plus considerable comment from the floor, including mention of the trust we, as aircraft owners, put into those who test fly our aircraft annually, the amended proposal was finally agreed that a £2500 annual limit be set to accommodate the aggregated claims, which, if in excess would then be divided proportionately amongst the claimants.

Postal voting for members of council was then discussed and voted upon, and carried overwhelmingly!

Hugh Lorrimer, of Iolair fame, arose to suggest an increase in subs to cover what we were not quite sure!! Richard Rawes, Robbie's arch rival, but nonetheless highly respected pilot with RAF overtones, emphasised the risks of the new 450 kg limits and the possible threat to safety standards which Section S has so valiantly upheld over the last 10 years or so.

The following were then elected to council : Paul Dewhurst, David Simpson and Tony Wells

The Chairman of the PFA, Colin Mitchell then gave a brief but illuminating report on the controversial matter of a certain GA pilot, Peter Kimber, who had become embroiled in a planning application and had expressed an opinion contrary to accepted microlight operation within the limits agreed by the CAA. Following discussions with P.Kimber he has now agreed to withdraw his original statement and publish a letter of retraction in 'Pilot' magazine. It was requested that a similar statement should appear in Microlight Flyer.

### **Telford 1998 - The Show**

*By Bill Austin*

The annual trek to Shropshire took place over the first weekend of the month.

All the usual manufacturers were there but Mainair were reduced to a less lavish display than usual because of the serious fire at their works a few weeks ago. There were some bargains to be had on their stand, though, due to fire damage. Those needing a flying suit could have got one for £50 - brand new but having been washed as a result of the fire.

Of particular note were the Bantam fitted with a Jabiru engine having electric start by push button and disc brakes operated from a lever on the stick. It looked very smart but I could appreciate the comment made by Martin in his talk that the top edge of the windscreen came right at eye level.

The AX2000, sold and therefore untouchable, had heel brakes fitted just in front of the rudder pedals. They operated on both wheels simultaneously so differential braking was impossible. Without sitting in the machine it was difficult to tell how easy or difficult it would be to operate them as, from the outside, it appeared that when applying full right rudder by the pilot in the left hand seat, it might be possible to apply the brake at the same time. For the co-pilot the heel brake was on his left foot.

Pegasus had a prototype Quantum Super Sport fitted with an HKS engine on their Stand. The engine comes fitted with carburettor heat in the form of ceramic elements embedded in the carburettor body. These rely on electrical power to work. They were experimenting with a moveable flap in the

cowling over the top of the engine which would allow free air to enter in normal flight but, when closed, would re-circulate warm air within the cowling over the carburettor. The idea was to reduce the load on the battery and the electrical system. Engine cooling was also aided by small fibreglass 'ears' fitted around the sides and top of the cylinders

Thruster exhibited a T600 on Full Lotus floats (was this a development brought about by the amount of rain we have had this year?) The interesting thing about this aeroplane was that the floats seemed to give it a different character from the Thruster we all know and love - it was much higher off the ground and you had to climb up into it rather than doing an impression of a limbo dancer to get into it.

I got a general impression that for many people the star of the show was the Xair, a French designed, Indian built 3-axis machine imported through France and currently being put through Section S. This process is well advanced and it is possible that, given the right weather, it could fly before the end of this year. I know that several of our own Club members are very interested in this particular aircraft and that two of them have parted with money as a deposit on one! In general the aircraft appeared to be extremely well built and sturdy - ideal for grass strips. Watch this space for further news.

We have not heard much about the Challenger but this year they have introduced Challenger II. Two versions will be available - the UK Custom and the UK Cruise. The main difference is an extra three feet on wing span, a greater climb rate, shorter takeoff and landing distances, greater range and better glide ratio for the Cruise model. However, at £10,281 it may be beyond your pocket.

Also on view were the Pegasus aircraft used by Brian Milton and the Blade used by Colin Bodill in their recent world journeys. They looked just like any other microlight having been stripped of all the extras they must have had on board - no sign of extra tanks. Having said that Brian's machine did have an artificial horizon on the instrument panel so he obviously anticipated going into IFR at some time!

In view of the fact that it was rumoured that the 450kg limit had been approved by the CAA earlier in the week and that all that remained now was for it to be submitted to the EEC Committee for Standardisation, it was surprising that nothing was made of the fact at the show. The joke apparently is that the agreement has to be submitted to the Standardisation organisation despite the fact that it has been agreed that there will be no European standard for microlights.

As I went only on the Sunday it may not be a fair comment but I got the impression that there were fewer people there than in previous years and even those were not buying very much even in the way of

small goodies. However, many Club members did make the trip and were in evidence examining and climbing in and out of aircraft. What, I wonder, will Popham produce next year?

### **Mainair**

As you may be aware, Mainair's workshops were destroyed on Sunday 22nd Nov by three youths who set fire to a truck parked close to the warehouse next door. They lost all their machinery, tooling and their complete stock of trike and wing parts. That's the bad news. The good news is that within 36 hours they had another building secured and have started to re-order stock and buy machinery. Phone and fax lines have now been transferred and they expect to restart building aircraft in February.

### **Radio course**

*By Bill Austin*

Six weeks have quickly passed and the five participants appear to have been successfully brain washed into "radio speak".

One member was always polite for the first four lessons prefacing every call with "Hello". However, the habit soon died and he became more formal for the last two weeks. (There is a case to be made for a disciplined approach to radio communication but a little less formality would help.) Unfortunately two of the participants missed two weeks due to circumstances beyond their control.

I found it interesting that it again took four weeks for the brain to adapt to the new way of communicating despite the fact that a lot of the time is spent repeating the same information. Equally fascinating was the discovery by the participants that preparation was the key to success. This latter fact really applies to everything that we do and, in particular, it is very relevant to all flying activities. Well done to all the participants.

### **Engine Course**

The third engine course was held at Hartpury and several more members spent a Sunday getting to grips with understanding what makes a Rotax go round and round. This is the last course this year. The next course will be held in the Spring, so if there is anyone who is interested in attending please contact JH.

### **Christmas Party**

As we approach Christmas again, the Club has organised the traditional festive occasion which as last year will be held at the usual meeting venue of the Gloucestershire Club. As in the past there will be no charge for the event which includes a buffet supper, but the Treasurer expects you to supply a prize(s) for the Grand Draw which is the highlight of the meeting. There will also be other events to keep

you and your partner amused during the evening, not least being the photographic competition for members to judge. There will be three classes:-i) A photograph taken from the air; ii) a photograph taken from the ground of some aerial activity and iii) a photograph with a caption. Anyone can enter so please bring along your photos on the night - you could end up going home with a prize.

### Monthly Talks

The December meeting (Wed 16th Dec) will be our usual Christmas Party.

The January meeting will be the AGM.

The February meeting will once again feature our open evening.

### Weather Forecast - better to do it yourself?!

A recent article in the Telegraph revealed that new research by a Birmingham University scientist showed that many well known television forecasters turn in a distinctly tepid performance, with their predictions - little better than could be achieved by an ordinary member of the public. Dr John Thrones claims that anyone can make a reasonable forecast with 77% accuracy, just by predicting that tomorrow's weather will be the same as today's. This is because the weather stays relatively static for long periods - commonly known as the "persistence effect".

The "official" Met Office figures claim 86% correctness, which is only nine percentage points more. But says Dr Thrones, they rely heavily on the "persistence effect" - and are therefore misleading. He claims that the accuracy of 86% is a myth. "It is relatively easy to get a high score when the weather is static, for instance when there is a stable anti-cyclone sitting over the country". He suggests the gap is even smaller for forecasts covering some parts of the country. He reveals that in our area it is sometimes possible to beat the Met Office forecast by just assuming tomorrow's weather would be the same as today's. He also discovered that there were considerable differences in the Met Office's skill at predicting specific aspects of the weather. They are fairly good at predicting maximum temperatures with a skill score of 60%, but when they came to wind speeds - a most important feature for microlighters, then their predictions were only 15%

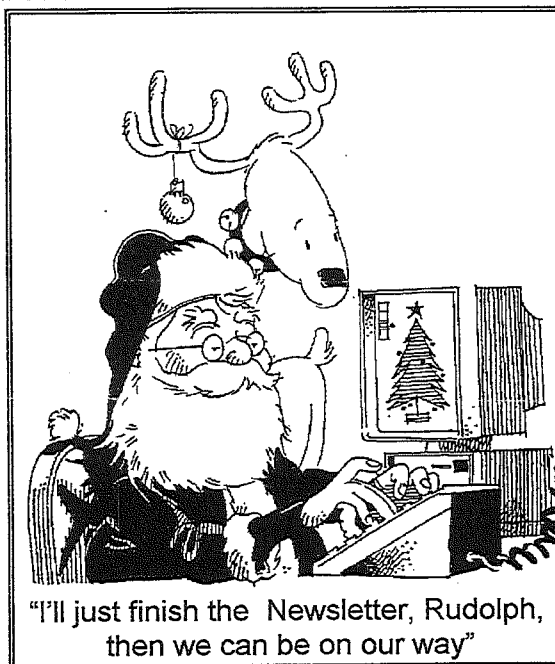
better than if you assumed tomorrow's winds will be the same as today's.

So now you know the truth behind the saying, that if you want to know the weather, look out of the window. There now must be an added caveat to this - i.e. 'if you want to know tomorrow's weather, still look out of the window.

### Safety

Gearboxes work hard but are out of sight and likely to be forgotten. Have you checked the oil level in yours lately? A recent report amongst the "Defect Reports" from the BMAA cites the case of a pilot who was worried by the excessive backlash in the propeller drive train. Investigation revealed that the gear teeth were pitted and worn.

The comment of the manufacturers was that, at some time, the oil level in the gearbox might have been low or the wrong grade of oil had been used. Rotax now say that the preferred oil is EP140 rather than the earlier EP90. It should be borne in mind that EP140 is more viscous than EP90 and therefore does not thin as much when warm.



### Groundschool Exams

Another, and it might be the final, reminder that the Nav and Met exams are set to change to separate papers from some time in January next year.

If you are in the position that your practical training is not progressing well and your current exam results will become invalid after January 1999 consider whether it is in your interests to re-take the exams sooner rather than later i.e. before the new exams are introduced. Contact Bill Austin for further information or to arrange to re-take the relevant exam(s) 01242 515064.

*Merry Christmas &  
a Happy New Year  
to you all.*

