



**Severn Valley
Microlight Club**

January 1999

Club Newsletter

Christmas Party

The December meeting was the annual gathering for the Christmas party at the Gloucestershire Club. A total of 43 people attended of which 28 were club members - a surprisingly low turn out of members once again particularly as the whole evening was free apart from the alcohol consumed. Apart from the chance to socialise generally there were competitions to be entered and prizes to be won and, of course the Grand Draw.

The photographic competition was divided into three categories - a photo taken from an aircraft, a photo of some aerial activity taken from the ground and a photo of anything but with an apt caption. The first two categories were won by our Chairman, Andrew John, while the prize for the third went to Ges Hatchett with a brilliantly captioned photograph.

Three other competitions were provided by Bill Austin.

The winners were:-

General Knowledge:-	Trevor Cale
Body Parts	Pete Smith
Limerick	Robbie Keene

Robbie's effort is reproduced below:-

A fixed wing you cry is the best,
A microlight surely you jest,
Whilst you wiggle your stick
You feel such a dick,
It's surely a zimmer frame next!

In the case of the limerick competition, the first line was already given as a starter. Members were invited to have a go at three such themes, the third of which started

"With flying I have an addiction,". The efforts on this one produced a consistent theme of the enthusiastic flyer being restricted by his other half who obviously thinks its an affliction. If this is true it is a sorry reflection on our sport. What hope have we against the protesters if we cannot enlist the support of our own wives/partners!

Thanks to everyone who entered into the spirit of the occasion. A selection of the more printable limericks will appear in *Aircrew* in the coming months.

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, there will be a proposal to maintain the Club subscription at the present level for 1999 in view of the continuing increase in Club funds. (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 1999

Club future
Any Other Business
Presentation of Awards/Trophies

Ground School

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

Rotax Engine Course

John Hamer has held three courses to date at Hartpury on the operation and maintenance of Rotax engines and over a dozen Club members have attended, as well as several members from JH's MiniMax Club. The next course is scheduled for Sunday 21st March. If you would like to attend, please contact him as soon as possible.

New Nav and Met exams

It has now been confirmed that the current papers will cease to be used from the end of this month i.e. 31st January. Anyone needing to sit these exams after that date will have to take the two new separate papers. It is understood that the new navigation paper does include a new element relating to flight planning but no further details are available at present. In addition there are some minor modifications to the Air Law paper.

Certificates of Experience

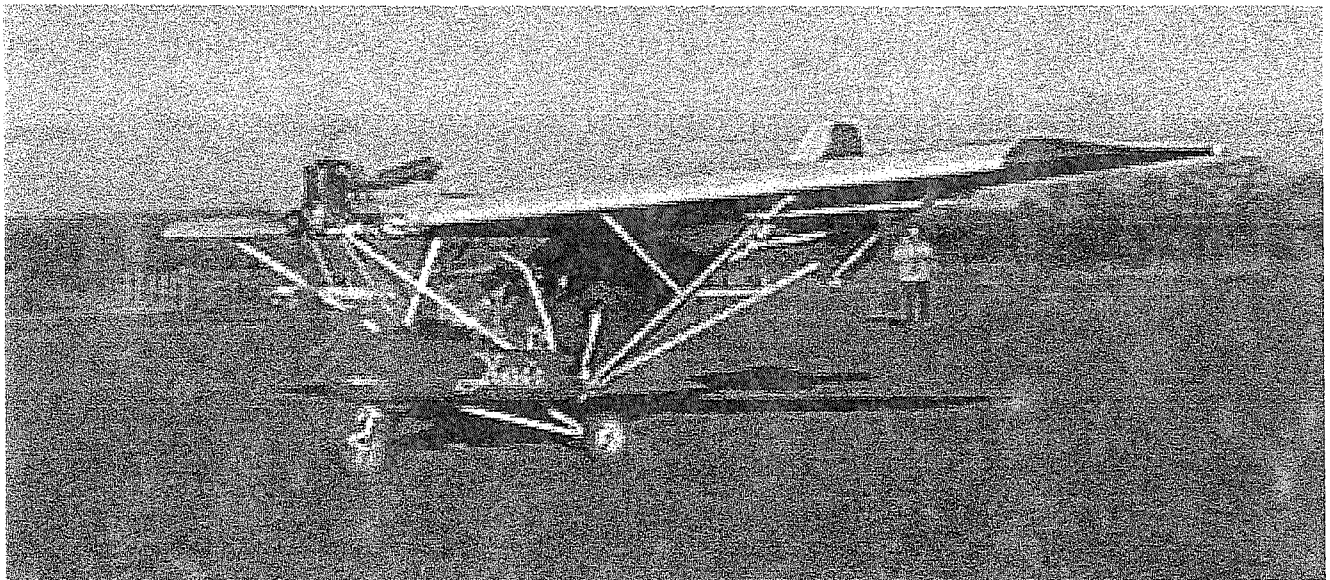
Information has been received that with effect from 1st January this year Certificates of Experience for holders of Group A licences will be valid for a period of 24 months instead of the current 13 months. The designation of aircraft has also been changed from simple "Landplane" to "Single engined piston (land)" which will be abbreviated to "SE piston (land)" on the Certificate in log books. For the immediate future the hours requirement remains the same i.e. 5 hours

PIC in the preceding 13 months of which two hours may be dual. Looking further ahead, the number of hours required to keep a Gp A licence valid is going to be increased but it is thought that this will not come into effect until late January 2000.

These proposals apply only to Group A licence holders. For holders of microlight licences no changes are proposed at the present. However, it does not need a crystal ball to perceive some very faint writing on the wall that where Group 'A' goes, "Group M" is sure to follow. Our friends at the CAA don't seem to realise the effect of weather on our activities as instanced by the last three months - and by the look of it at least some weeks to come as many of our fields are now waterlogged.

Open Evening

The February Club meeting will be our Open evening again when we will welcome all visitors and hope to show them what microlighting is all about. If you know of someone who is interested in aviation in general, or microlights in particular, persuade them to come along. In addition please can you advertise the event by placing the enclosed poster in a prominent place, for instance at your place of work. In the past the most effective advertisement for this event has been word of mouth and use of the poster. As well as being a recruiting evening, it is also a public relations exercise. We have, to date, been fortunate in not generating complaints from our activities locally, no doubt largely due to our good relations with our neighbours. This meeting will be the chance to reinforce our commitment to safe, enjoyable flying for all.



Xair Flies

The first UK built Xair has now flown for the first time. The first flight took place on 11th Jan at Taunton in the hands of BMAA Test Pilot John Hamer. He reports that it was a delightful aircraft to fly, easy to take off and very easy to land, especially with such a well sprung undercarriage. The aircraft still has to undergo a comprehensive flight test programme before the issue of its Permit to Fly. Information of the first flight will be heartening news for the two members that have already committed themselves to the aircraft i.e. John Bowditch and Chris Payne.

Help required for Nationals.

This year two rounds of the National microlight competitions will be held in our area. One at Shobdon organised by Robbie Keene and the other at Kemble organised by Steve Slade and John Bowditch. Not only are they obviously looking for entrants, but also helpers on the ground. If you have got time to spare why not give either Robbie or John a ring - tel no 01452 414975 or 01179564564

For Sale

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

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 for a mere £180. Trevor Cale 01684 564685

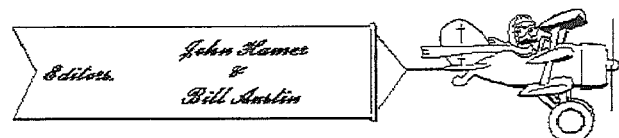
Two map cases surplus to requirements. One plastic from Flylight & one perspex £4 each. Trevor Cale 01684 564685

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.

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 Microlight Club

1998 Accounts



Income

	(1997)	(1996)
Subscriptions	£ 920.00	£ 1,130.00
Raffle Profits	£ 188.01	£ 213.12
G School Subs	£ 75.00	£ 100.00
G School Fees	£ -	£ 380.00
B/Soc interest	£ 53.96	£ 42.18
BMAA Members	£ 6.00	£ 6.00
Radio Course	£ -	£ 66.50
Sundry	£ 10.00	£ -
Excess Expenditure	£ 147.56	£ 118.50
	£ 1,400.53	£ 1,937.80
		£ 2,078.71

Expenditure

	(1997)	(1996)
G/School Exps	£ 103.08	£ 290.50
G/School Wings	£ -	£ 36.00
Aircrew Costs	£ 415.24	£ 326.75
Speakers Costs	£ 10.00	£ 5.00
Meeting Hall Hire	£ 411.25	£ 317.25
Equip. Repair	£ -	£ 25.00
BBQ Exps	£ 75.00	£ 190.00
Euro Champs	£ -	£ 250.00
Christmas Party	£ 300.00	£ 325.00
Donations	£ 50.00	£ 100.00
Sundry	£ 35.96	£ -
Excess Income	£ -	£ 72.30
	£ 1,400.53	£ 1,937.80
		£ 2,078.71

Current Holdings

Building Soc	£ 3,126.26	£ 3,116.70	£ 1,837.27	Bal carried fwd
Petty Cash	£ 40.00	£ 197.12	£ 70.00	B/Soc Shares
	£ 3,166.26	£ 3,313.82	£ 1,907.27	Excess Inc/Exp

	£ 3,313.82	£ 1,907.27	£ 1,405.66
	£ -	£ 1,334.25	
	£ 147.56	£ 72.30	£ 501.61
	£ 3,166.26	£ 3,313.82	£ 1,907.27



**Severn Valley
Microlight Club**

February 1999

Club Newsletter

Chairman's Report

At the meeting in January Andrew John gave a report on the year's events. A summary of what he said follows:-

Whether a sign of the times or not, our membership has dropped to 60 and with it a notable decline in numbers at our monthly meetings which we have always considered well attended in the past.

Nevertheless, action is the name of the game and for those who flew during 1998 a glance at your log book totals will emphasise just what a lousy flying year we have had compared with 1997. However Club members have triumphed in the competitive field which deserves much applause.

New members have flourished under tuition both on the ground and in the air, and it has been good to see further solo's and GFT's from once hesitant students.

The sport of Microlight flying has now received a bonus in the form of the Maximum All Up Weight increase to 450 kgs. This approval by the CAA will result in greater sophistication in design and higher prices for new aircraft in the future. However, thankfully for the new entrant, the most lively end of the market is the number of second hand aircraft available for a fraction of the new price and in many ways a great deal more fun to fly.

Training

Bill Austin has worked wonders with his students again both in Ground school and on Radio Courses. Having a fully qualified instructor/examiner is a real asset and those who have passed through his hands appreciate this enormously. Amongst this year's GFT's was Garry Ball, an ebullient aviator who deserves the qualification.

Finance

With a reduced membership coupled with inevitable rising costs it is hardly surprising that Ges Hatchett will report a small loss this year. Nevertheless our reserves are good and should not be squandered.



Social events

The summer party at Over suffered from uncomfortable weather for a change but enthusiasm was not lacking thanks to Robbie and Sue's warm hospitality with BBQ and Flying treasure hunt for the more intrepid members.

Our Christmas party attracted both past and present members with their partners and it was good to see Don and Jane Law again.

Good food, courtesy of Ges, together with his fantastic Raffle which made sure most people had a prize, plus amusing entertainment arranged by Bill Austin in the form of a quiz together with the annual Photographic competition organised by John Hamer, ensured everyone returned home having had an enjoyable evening.

Airscrew

Our Editor has excelled himself this year despite a shortage of material at times. His, and other's, photos make a big difference to the newsletter and modern technology in his hands has given us all an excellent monthly digest.

Monthly Meetings

The usual high standard and variety has attracted a good average attendance from members.

The 1998 programme was as follows:-

- Jan - AGM
- Feb - Open evening
- Mar - Thrust 2 - Pegasus Support by John Fack
- Apl - Flying Visits 1997 - Andrew John
- May - Sun and Fun - Florida - John and Bill
- Jun - Section 'S' - Guy Gratton BMAA
- Jul - Over BBQ and Treasure Hunt
- Aug - Bill Austin's Quiz night
- Sept - RAF New Zealand Expedition - Martin Marsh
- Oct - 1998 Round Britain - Robbie Keene, Solo Champion
- Nov - Around Australia - Keith Ingham
- Dec - Christmas Party

Safety

Flying hours last year have been lower than average and fortunately therefore, incidents and accidents have been lower. No serious occurrences have been recorded apart from the occasional engine failure. Bill Austin in his position of Safety Officer has given us all timely reminders of our responsibilities and commitments.

Flyins and Outs

Sadly due to the weather most trips had to be cancelled despite the efforts of those who organised them.

Competitions

We have had a bumper year for success in various competitions. Our very own Robbie Keene won the Solo Championship and overall Flexwing title in the Round Britain Rally. He also won the Solo Class in the Nationals, a trophy he has fought for over many years.

The Avon Team event was won by our 'A' Team, an incredible achievement, with our 'B' Team reaching 7th place overall.

In the Nationals we fielded two new pilots, Chris Ball and myself, who enjoyed and benefited from the experience enormously.

Robbie Keene's Over Treasure Hunt was somewhat spoilt by the weather but despite that he had set an excellent task much enjoyed by those taking part.

It is plainly obvious that a great deal of work goes into the planning and arranging of such competitions and therefore our thanks go to all those who worked so hard for the benefit of those who took part.

Aircraft

As mentioned before we have a wide range of aircraft in the Club ownership - some twenty two types. The list makes for some interesting reading and shows a steady trend, by the more experienced fliers, towards three axis aircraft.

Committee

Our Secretary has, as usual, given great support to the Club in his multi-role position and we are very grateful for his efforts. The Club Committee have been very supportive and have given members a club to be proud of in the Microlighting World.

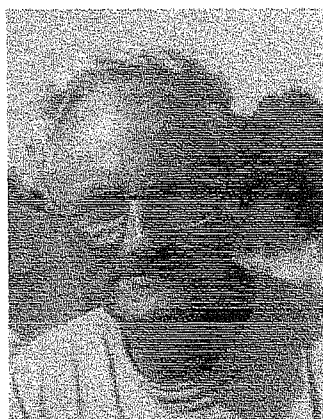
Finale

The Severn Valley Club has a great deal to offer the person interested in Microlight flying, as has been proved over the last 15 years. It is good to find the spirit as strong as ever.

Training and Safety Officer's report

Similarly Bill Austin gave a report on the years events. A summary of what he said follows:-

The year followed its normal pattern of Groundschool and Radio courses. It was not a year for setting records as there were only three students in Groundschool - possibly the lowest number ever. Notwithstanding the small number they put their backs into the study and all passed the



four examinations. However, at this point, things began to deteriorate. One student went to a flying school in France for two weeks in the hope of getting some serious air time in his log book. He managed to fly 20 hours in indifferent weather but it was not good enough for him to be sent solo. He returned somewhat disappointed. He is now looking to buy an aircraft in the hope that he will do better this year!

One of the other students set to with a will and went solo at Clench Common in the Autumn but since then has been held up by the weather. The third student, despite his best intentions, fell victim to work pressures both in the office and at home and has been unable to do any flying at all.

Radio Course

Only one course was run in the year and was attended by six members. By the end of the six sessions they all had a good appreciation of the intricacies of "radio speak". None of them has yet actually taken the test but one has expressed an intention of doing so in due course.

Engine Courses

Three courses, organised and tutored by John Hamer, were run in the Autumn and attended by a mixture of SVMC members and MiniMax Club members. The courses were well received to the extent that requests have been received for more to be run this year. This was a new and valuable venture for the Club since, as microlighters, we are allowed to service our own engines and that is what keeps our flying costs down.

New pilots

Only one member actually obtained his licence this year - Gary Ball. Congratulations to him

Conversions

Two members undertook conversion training during the year - both from flexwing to three-axis. Russell Church and Bill Keel-Stocker (the Terrible Twins!) went to Graham Slater at Clench Common and, after some 14 hours of circuit bashing and general upper air work, got the appropriate endorsement in their log books. Indications are that in the coming year we will have a few more members taking the same route.

Safety

Once again it is very nice to be able to report that as a Club we have had no serious accidents in the year. Some members have had "incidents" but of a very minor nature and some of these have been used to promote safety awareness through articles in "Airscrew". My thanks goes to those members who have told me about these events and allowed me to use them "anonymously" for the benefit of others.

It is also pleasing to note that there were no fatal accidents involving microlights in the UK in the whole of 1998.

Signing of log books

In my capacity as Ground Examiner I have signed 24 log books in the past year. This appears to be a small number in a Club which has some 55 members most of whom are pilots.

Kemble ATZ

Members should be advised that with effect from 25th March Kemble will have an ATZ again. Unless you are visiting the airfield you are advised to stay clear of this airspace.

Rotax Engine Course

The next course is scheduled for Sunday 21st March has been oversubscribed. So as not to disappoint anyone who wishes to attend another one is scheduled for 11th April. No more courses are planned until at least the winter months, so if you wish to attend please contact John Hamer as soon as possible.

Open Evening

The February Club meeting will be our Open evening again when we will welcome all visitors and hope to show them what microlighting is all about. If you know of someone who is interested in aviation in general, or microlights in particular, persuade them to come along. In addition please can you advertise the event by placing the enclosed poster in a prominent place, for instance at your place of work. In the past the most effective advertisement for this event has been word of mouth and use of the poster. As well as being a recruiting evening, it is also a public relations exercise. We have, to date, been fortunate in not generating complaints from our activities locally, no doubt largely due to our good relations with our neighbours. This meeting will be the chance to reinforce our commitment to safe, enjoyable flying for all.

The Nationals.

This year there are several rounds of the Nationals in our area, namely Kemble 3rd/4th April, Enstone 17th/18th April, Popham 1/2 May and Shobdon 15th/16th May. There will be particular emphasis this year on encouraging the newcomer into competitive flying. Those members that competed for the first time last year found the competitions great fun as well as educational and would encourage members to take part. If you fancy the idea, why not contact Robbie Keene. If you don't want to fly, Robbie is also looking for ground crew to administer the event he is running at Shobdon. Any volunteers? Steve Slade and John Bowditch are looking for ground crew for the event they are organising at Kemble. If you have got time to spare why not give either Robbie or John a ring - tel no 01452 414975 or 01179564564

Group/syndicate

Is there anyone interested in buying or building an enclosed three axis, two seater microlight - Shadow, Chevron or one of the new models likely to be available in the near future - or even a small Group A aircraft - Streak, ARV or similar? Four to eight members would be ideal, hopefully with a good cross section of interests, abilities, facilities and personalities. If you are interested contact Gordon Gould on 01242 250224.

GPS, Y2K and EOW Rollover

What on earth is this all about? Is it relevant to microlighting? Does it affect me? The answer simply is "yes" particularly if you possess a GPS.

Firstly, have you considered whether your GPS will continue to provide you with accurate information after 21st August this year? This is known as "end of week rollover". The date is important because GPS time is based on a "GPS week number" ranging from "0" to "1023". Week 1023 will end at midnight on 21st August 1999. If the receiver has not been prepared to handle this week rollover event it may calculate inaccurate position fixes and have difficulty in acquiring satellite signals.

Secondly, you have probably got fed up hearing about the Y2K issue - the problem likely to be caused by the change to the year 2000. The problem only arises where computer software was written to use the last two digits of a year to recognise and process date information. When the date changes on 31st December 1999 to 1st January 2000 the computer - in this case your GPS - may think that the year is 1900 instead of 2000. It is obvious that if this happens chaos will ensue if you try to use the GPS to plan your flight as co-ordinates and other date sensitive information will be wrong.

What can you do about it? Basically, contact the manufacturer of the equipment and ask them for confirmation, preferably in writing, that your particular model will not be affected by either of these two events. Magellan are well on top of the problem and have posted details of how it affects their products, both current and older models, on the Internet. The Company says that for each product identified which does not meet the required standard they will determine whether to fix or modify the product. Anyone who has a Magellan GPS can contact Bill Austin who has details of the situation relating to 33 of their models as at 13th January 1999.

450Kg Limit

The UK Regulations have been submitted to Europe for approval And will come into force provided that no objection is registered by 24th February 1999. If all goes well this means that on 25th February this will become the new MAUW for new microlight aircraft in the UK. There are, apparently, 200 types

of 450Kg microlights operating in the world at present so there are a lot of new aircraft out there to choose from providing that the CAA, BMAA, PFA agree that they meet the required standards in this country. You have only to look at the photos of the Czech aircraft in the latest issue of Microlight Flying to start to drool - assuming that if you are willing to pay £22000 for a flexwing you could have one of these instead and have some change left.

Groundschool 1999

As usual there will be an Introductory session for those who are considering pursuing a course of training eventually leading to the PPL A (M) licence. This will take place on Tuesday 23rd February at 7.00pm at the Club's Training facility at Hartpury. Providing that there are at least four persons who wish to study for the ground exams, the study part of the course will start on the Tuesday of the following week and continue every Tuesday thereafter with a break of two sessions in April. The last session could be 22nd June. However, the whole course is flexible and will depend on the students themselves - so it could finish earlier. Do not worry if you have not done any studying in recent years, most students in the past have been in just this position and passed the exams purely by applying themselves to it.

The ground exams are common to all flying schools so the fact that you have done the exams with this Club will make no difference to your training and the flying schools will accept this.

Xair

John Bowditch is the first member to receive his kit. In practice he has got his ahead of the official release as he has undertaken to validate/ rewrite the build manual



John opens the Box

for the aircraft while he constructs the aircraft. The operation is being supervised by BMAA Senior Inspector John Hamer who has also got John to agree to give the Club a talk on the aircraft when it is finished..

Fuel and PVC tubing

Recent articles in flying magazines have highlighted the case of a fatal gyrocopter accident in which the primary cause of the accident was considered to be the detachment of a fuel line from its connection. The reason that the fuel line became detached was that the PVC tubing had hardened and shrunk underneath the jubilee clip (in this case by 25mm!) and become loose. This is particularly liable to happen with the tubing which is reinforced with nylon mesh.

There are available many types of plastic tubing which are suitable for use in fuel systems but the tube's specification is only marked on the reel itself and not on the tubing. However there is one type of tubing available which is identified by "B.A.I. - URETHANE" being embossed every thirty centimetres along its length and this is made of polyurethane and suitable for fuel systems. Except where it is necessary to see the fuel, as in a sight gauge, the use of rubber flame retardant tubing is to be recommended for all applications

For Sale

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

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

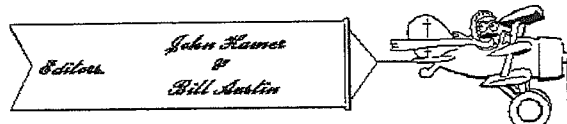
Garmin GPS 12XL Absolutely brand new, unused - one month old - boxed all instructions, case & batteries. Retails from £215 - £250 - Yours for a mere £180. Trevor Cale 01684 564685

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.

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
Microlight Club**

March 1999

Club Newsletter

Club Award Winners

Each year the Club awards a trophy, known as the Spitfire Trophy to a member who has made an outstanding contribution to the Club. In addition it also presents an award known as the Poser award to a member who has shown continuing enthusiasm for microlight flying. Traditionally these are presented at the AGM, though this year both recipients couldn't make the event nor indeed the following meeting. They were thus invited to the Committee meeting at the beginning of the month to receive their awards. The Committee voted to present the Spitfire

Trophy to the member who not only won the National

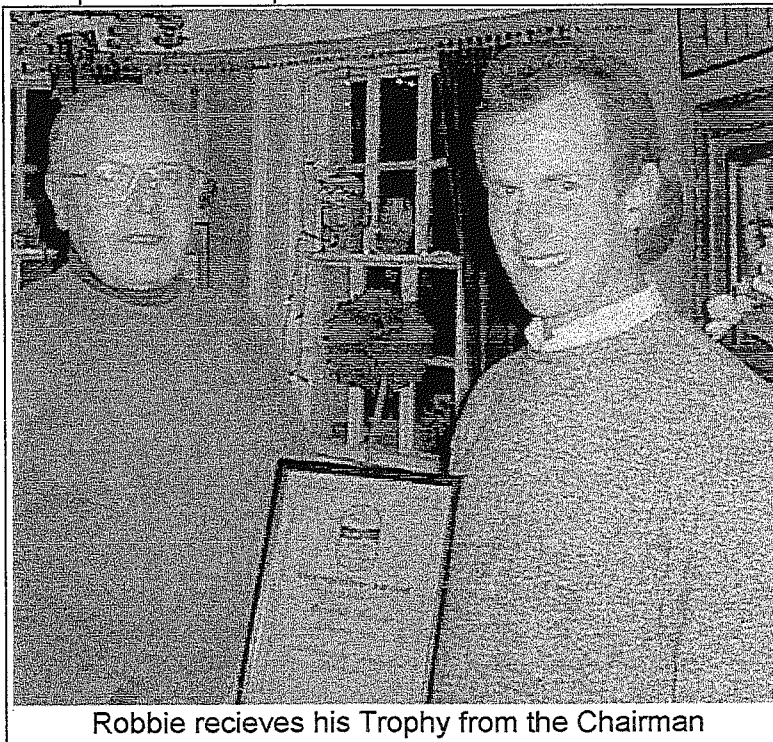
Championships and the Round Britain Rally this year, but also encouraged several members to take part in the events as well as helped the Club win the Club Team Trophy at Long Marston. In addition he also organised the Club BBQ and fly in. The Committee voted unanimously that

Robbie Keene should receive the Spitfire Trophy - Well done Robbie.

The Committee voted to give the Poser Award to the member that has shown an unrelenting enthusiasm for flying despite several set backs, and were most impressed with his solo trip to France despite his low hours and navigational experience. The winner was Bruce Drake. Congratulations Bruce.

Membership

To date only a third of members have renewed their membership for 1999. We feel sure this is an oversight on the part of most of you, and those that are in default have a membership form enclosed with their newsletter. So if there is a form in this newsletter, please complete it and return it to Ges Hatchett as soon as possible. There will be no further reminders and those that haven't paid by this time next month will not be receiving their newsletter.



Robbie receives his Trophy from the Chairman

The Nationals.

As indicated in the last newsletter, this year there are several rounds of the Nationals in our area, namely Kemble 3rd/4th April being organised by Steve Slade and John Bowditch, and at Shobdon being organised by Robbie Keene. Robbie has now informed us that the May date is no longer valid and the event is

to be held at the beginning of August instead. The organisers of both events are looking for ground crew to help administer the competitions, so if you have got time to spare why not give either Robbie or John a ring - tel no 01452 414975 or 01179564564

Rotax Engine Course

As indicated in the last newsletter, JH is running two more courses in the immediate future. One on 21st March and the other on 11th April. The former is already booked up but there is a place on the later one should any of you want it. If you wish to attend please give him a ring as soon as possible. At this stage he doesn't plan to run anymore before next winter.



Bruce receives his award from Andrew John

450Kg

The latest situation is that Brussels have accepted the CAA revisions to section S and all that is left is for the CAA to implement it. Originally the proposed date was 1st March, however both the PFA and BMAA objected, not to the rules themselves but to the way it was going to be implemented. Apparently the proposal was that from that date, anything that met the revised section S would be classified as a microlight. Seems not unreasonable you may say - unless of course you just happened to be building a Gp A MiniMax or Kitfox to keep your Gp A licence current. Overnight your project has become a microlight, when those who completed their Gp A aircraft before the end of February would be classed as a group A machine. The CAA man that wished to impose this apparently retired on 28th February and the new incumbent in the post is more enlightened to leave the situation as it exists at present. In brief the proposal currently with the CAA is that if an aircraft is currently classed in one category then others built to that specification can still be classed in the same category. A brand new design would however fall into the category whose specification it principally met. There is every indication that this proposal will be accepted and the new rules will be effective from the end of this month.

Data Protection Act

You may have noticed a question on the membership form asking whether you object to your membership records being held on computer. Big brother is catching up with us as a microlight organisation that held members' flying records got fined £1000 for not being registered under the Data protection act. We as an 'Unincorporated members' club' can

claim exemption under the act (exemption 5 refers) if we have the individual member's approval. You therefore have to be formally asked you whether you object to your membership record being held on computer. The data held on computer is that supplied on the membership form and is used not only to produce the membership list published periodically in the newsletter but more importantly for producing the mailing labels for the monthly newsletter.

Surprisingly the Club could of course register (cost £75) and then we don't need to ask for your permission, but this seems a waste of Club funds. To comply with the act it is essential that each member gives his approval so if any of you object to your data being held on computer please contact JH.

Monthly Talks

The March talk will be by Graham Slater speaking about his Spanish flying holiday operation.

The April talk will be given by Steve Lushington on VC10 operations at Brize Norton.

May's talk is scheduled to be given by Jenny Lyons of Staverton Flying School on Gp A flying.

The annual BBQ and treasure hunt will be on Sunday 13th June - weather permitting.

JAR-FCL - Implementation

The new regulations are due to come into force on 1st July 1999 and will affect those members who currently hold a Gp A licence. Anyone holding a microlight licence (Gp M) will not be affected by the new regulations - at the moment!

Gp A licence holders may, if they wish, convert their licence to a JAR - FCL licence but they should note that this licence will only be issued for five years and not for life as is their present UK licence. Anyone starting a Gp A course before 1st July 1999 will be allowed to continue training under present regulations but must complete their training before 30th June 2000. If training starts after 1st July 1999 then the syllabus will be that laid down in the JAR-FCL regulations. There will also be a requirement for a biennial flight review in order to keep your licence valid.

Perhaps as a result of these changes we may find that many present PPL(A)'s may well change over to microlights because the bureaucracy will not be as bewildering and licence conditions not so rigid.

As far as microlight licence holders are concerned, there is the possibility that the period for re-validation of the licence may be reduced from 13 to 12 months for renewals after 1st January 2000. This is currently under consideration to bring it in line with the JAR-FCL arrangements.

Groundschool 1999.

This year there will be no Club groundschool course as the Open Night failed to generate any interest. It was noticeable that there were very few new faces in the audience that evening. Nevertheless, Bill Austin will be available for any Club members who need instruction or to retake exams.

Madhatter's Fly In

There is a fly-in at Kemble on Saturday 20th March. All forms of aviation are welcome and the person with the most ridiculous headgear stands to win a free breakfast! The ATZ is not in force yet and may not come into being until 1st May as there was an objection, however call Kemble on 118.90. Non radio aircraft are strictly PPR. 01285 771177

Limerick

As promised another literary gem from those submitted at our Christmas Party appears below:-

A fixed wing you cry is the best,
For me you can keep all the rest,
Flexwings are frisky,
Gyros are risky,
For me the Kitfox is best

GPS, Y2K and EOW Rollover (The Garmin Story)

Last month, we published details of the efforts being made by Magellan to determine whether their GPS would survive the above events. The Garmin web site reveals that it is their view that their equipment should not be affected. However, they will address the problem and publish any necessary problems (and their solutions hopefully) about one month before the first event on 21st August 1999. Watch this space.

Flying and the Internet

Some Club members appear to have access to the Internet - no doubt others would also like to see what is on offer but, for various reasons, are not presently connected. There are a bewildering number of sites and pages of information available and all it needs is time, a computer, a modem and the money to pay the resulting phone bill to participate. However, those of you who have access might have discovered the following sites:-

Gloucestershire Airport and Staverton Flying School

Rotax - details of Technical and Service bulletins

The Met Office - weather related topics

The BMAA and the PFA

Pilot Magazine - providing links to many other aviation related sites

Newsgroups - millions of topics for discussion or for seeking/ finding answers to problems.

The question arises whether members would like to know more about what can be found on the Web and to have interesting topics published or whether they prefer to leave the topic for those who have access. Bill Austin would like to have your views and to know other members E-mail addresses if they wish to pass them on as it could prove to be a good

cheap way to contact people quickly. You can contact Bill on Bill@sheldon65.freemove.co.uk

Aircraft Registration

Looking through the lists of new and out of sequence registrations in one of the flying magazines it does seem strange not to see a list of microlight registrations. Microlights are now registered just as any other aircraft and mix it with the "big boys"- 747 etc. At least two of the microlight fraternity have money to spend as they have opted to re-register their aircraft from the old G-M*** to out of sequence letters for which they pay some exorbitant fee - actually £130 until 31st March. Phone 0171 8326299 if you're interested in changing your registration.

For Sale

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

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

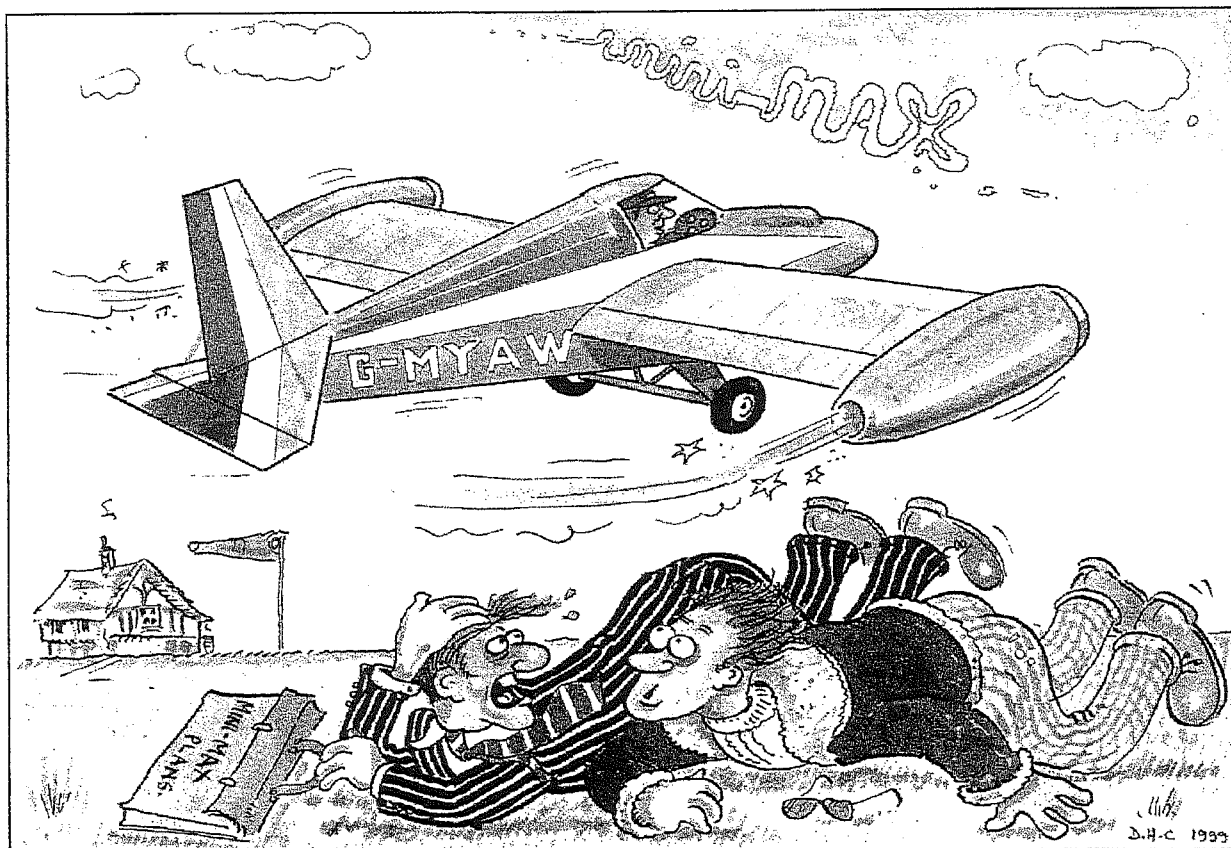
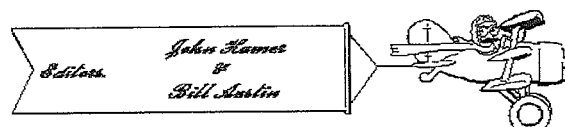
Garmin GPS 12XL Absolutely brand new, unused - one month old - boxed all instructions, case & batteries. Retails from £215 - £250 - Yours for a mere £180. Trevor Cale 01684 564685

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.

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



Changes to BCAR Section S means that jet powered microlights may be allowed



**Severn Valley
Microlight Club**

April 1999

Club Newsletter

Club Talks

The effects of the war in Kosovo have reached the SVMC as the speaker for this month has been called to the front. Dennis Beale has agreed at short notice to step into the breach and give an illustrated talk on one of his exploits on two wheels.

The Nationals

The first round took place at Kemble at the beginning of the month. It was touch and go whether the event went ahead as low cloud on Saturday meant no flying so the event was crammed into the Sunday. We are pleased to report that Robbie Keene, the current National Champion, has not lost his touch, once again coming out on top in the single seat class. well done Robbie.

450Kg

As the newsletter goes to press, the CAA have yet to issue the revision to BCAR section S which would allow 450kg microlights. There is however every indication that the changes will be implemented by the end of the month, in time for the annual trade show at Popham.

The Voice of Kemble Tower

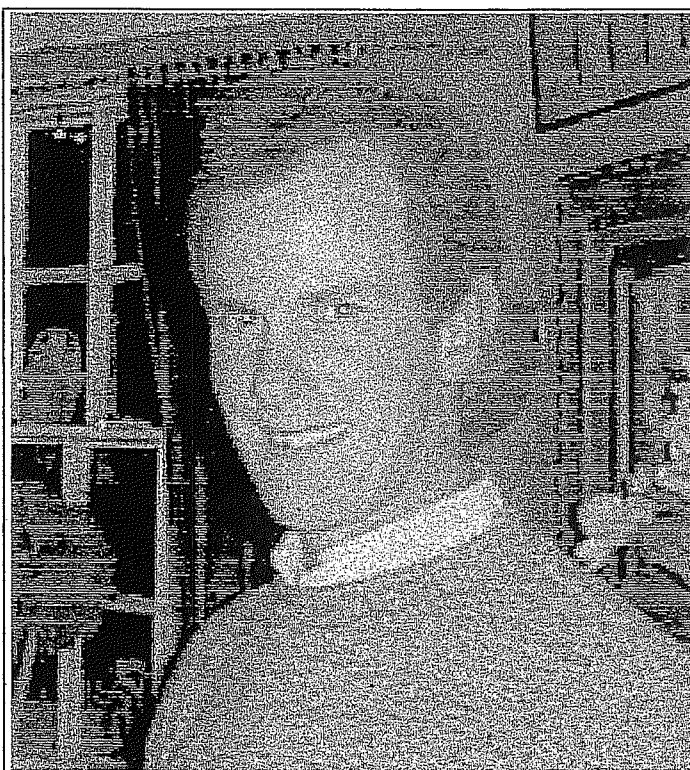
Those of you that have landed at Kemble, may have heard a familiar voice over the radio. Well we are pleased to announce that John Bowditch is now a fully qualified FISO. Congratulations John. Between his stints in the tower, John is helping with the Xair project by producing the build manual for the aircraft. This has entailed being an

aircraft to validate the text. It is planned to have this aircraft on display at Popham.

Fly Ins

Popham -
Saturday/Sunday
1st/2nd May - Tel
No 01256 397733

Long Marston-
Aerolite - Saturday
8th May - Tea &
Buns - all welcome
(9th May if bad
weather) Tel No
0411 688220 /
0973 211012 on
the day



Robbie wins at Kemble

Redlands -Saturday 15th May - BBQ - all
welcome. (16th if weather unsuitable) Tel
No 01793 791014

Popham Trade Fair

The annual outdoor Trade Fair will again be held at Popham Airfield, Hampshire, on 1st and 2nd of May. Visitors may fly in or drive in and in both cases the entrance fee will be the same - £3 per person. If you intend flying in you must be there on the ground by 1200hrs and will not be able to depart until 1500hrs at the earliest. This is to give the manufacturers a chance to demonstrate their aircraft in this period with a relatively clear sky.

"...on a plane, in Spain..."

Not rain this time but success for John Miller in obtaining his Restricted Licence with Graham Slater in Spain at the beginning of this month on a Quantum 912 no less. John is another good example of persistence in the face of a goal that never seems to be within reach. He has been trying to get to this point for the last ten years and in that time has accumulated over 100 hours in his log book. Congratulations John! We hope to see you in the air locally this summer.

Flying starts again

The week beginning 14th March saw a change in the weather and microlights started appearing in the air again. Ed Wells and Myron Burak both visited Defford as did JH. The Austins were seen aloft for the first time since 16th November and Trevor Cale got his Quantum out for a good polish before going around the local area. Chris Payne, not to be outdone, took his Thruster for a trial flight after discovering that the aircraft refused to climb. (He could possibly claim the Club record for the lowest circuit in the area and the greatest instant hair loss!) The lack of climb was traced to the trim bungee perishing during the lack of use / winter weather.

It was very noticeable that even though there had not been any major rainfall for several days the take off run was longer than usual due to long grass and sticky ground. There was also a lot of water still visible on the surface of many fields. Some farmers had been busy with the plough and those fields

were definitely to be avoided if the fan stopped. Let's hope that this change in the weather pattern is a good omen and that the soggy ground will soon be firm runway.

Safety and circuits

After a long lay-off we will all be a bit rusty for the first few flights not only as regards flying the aircraft but also in our general lookout, particularly on re-joining the circuit. When visiting another strip or returning to your home strip do a standard overhead join i.e. cross the midpoint of the runway at 1500 feet going towards the deadside of the circuit looking at the windsock and for any other aircraft on the ground or in circuit. Aim to descend on the deadside turning onto the crosswind leg so that you arrive at the start of the downwind leg at circuit height. This should ensure that you know what the circuit direction is, what the wind is doing, whether there is anyone else in circuit and whether there are any other aircraft manoeuvring on the ground.

One other safety point to bear in mind for those of us who have radios in our aircraft, is to make sure we use it when coming into circuit. A number of Club members use Defford as a destination and will know that this can be a busy strip with much GA activity. The strip has its own air/ground radio frequency 119.1 Mhz which is used by most of the residents there. If you have a radio please use it to announce your position and intentions. The same advice applies to any airfield which has a radio frequency. If you are non-radio then keep an extra special look-out for other traffic.

Summer blackout

The 11th August is the date for the eclipse of the sun. Cornwall, it is said, will be full on that day as that is the only place where the eclipse will be total - for the whole of two minutes and four seconds at maximum on the centre line of the shadow's path. The shadow will be travelling at 1886mph. Even Concorde could only keep pace with it for about an hour

and a fast GA aircraft doing 180kts would not be able to extend the eclipse period for more than 10 seconds at most.

NASA predictions for the day are for about six octas of low stratus in the area. Assuming that NASA is wrong, it might be more prudent to observe the event from the ground since, with all the traffic expected in the air at the time, as pilot you should be fully occupied keeping a lookout for other aircraft whose pilots may be gazing skywards instead of flying their aircraft and keeping a good lookout. If that is the case you will not actually see the eclipse itself. The actual position of the sun relative to your aircraft may also mean that you will miss the spectacle particularly if you are in a flexwing with that large area of wing over the top of you.

Limerick

With the recent fine weather this effort produced at Christmas is perhaps appropriate.

A flexwing is heavy but fun,
But must be flown in the sun,
They hate rain and gloom
And need lots of room
And landing is second to none.

How fast is fast?

In the dim and distant past I remember having to endure the weekly ordeal at school of a mental arithmetic test. I found this daunting because you never seemed to be given enough time to work out the answer. Now, many years later we have pocket calculators and computers. In the early days they had to build in a response delay because the computer operators were suffering from stress because they felt inadequate because they could not keep pace with the computer. Surfing the Net recently I looked at the Los Alamos National Laboratory site. They were heralding their latest computer as the fastest super-computer in the world. It is said to be able to perform 1.6 trillion operations per second! Put that into a GPS and you will know where you flew to before you looked up

the co-ordinates or even left home to go to the airfield!

Internet

In the last Airscrew members were invited to let Bill Austin know their E-mail addresses as this could be a method of communicating information quickly at short notice. Only two members did so. These can't be the only ones surely? Are you all too shy or did you just forget? Bill's E-mail address is:- Bill@sheldon65.freemove.co.uk

Those members with Garmin GPS's and a computer may be interested in a Windows programme which will enable you to up or download routes, tracks, and waypoints as well as plot and print them graphically. The site is <http://www.k8sn.org/~waypoint>. Not all models of GPS have been tried but the list looks quite impressive.

For general and specific interest try the Pilot magazine home page - <http://www.hiway.co.uk/pilot> and then click on "New on the Net" -which gives links to many interesting sites including one by the USAF at Karlsruhe which includes some stunning satellite weather maps.

Some of you may be getting excited at the prospect of Virgin Net introducing a free service from 1st April. For those of you who have not found out by the time that this is published, the catch is that you have two options for obtaining support - a phone line which will cost you £1 per minute or £5.99 per month for unlimited technical help. I think our Richard is trying to finance another balloon attempt don't you?

For those of you who cannot bear to be away from the Net for too long, help is at hand. You can now access the Net from terminals at Welcome Break at Junction 8 of the M40 and the service will be extended to other service stations soon. The cost will be 10p per minute but if you can do it on the business I suppose this won't bother you.

Technical Corner

As the flying season opens, several aircraft have come up for permit recently. One of the biggest and potentially the most serious is that a number have had extremely slack fan belts. Closer inspection revealed that the pulleys have rusted and the rough surface created has worn the fan belts. It is most important that you check these belts regularly.

Owners are also reminded that the CAA have issued a Mandatory Permit Directive requiring that all PVC tubing in fuel systems (including vents) be changed within 15 hours flying, but no later than 1st June. You should note that all aircraft are affected to some extent or other.

Group/Syndicate

Gordon Gould is still looking for anyone interested in buying or building an enclosed three axis, two seat microlight - eg Shadow, Cheveron or one of the new model likely to be available in the near future. aircraft. A small Gp A aircraft is another possibility. Anyone interested should give Gordon a ring 01242 250224. Go on make that call.

For Sale

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

Thruster - G-MTKA Permit end July - Chris Payne 01905 28826 or 0589 006369

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 for 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.

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
Microlight Club**

May 1999

Club Newsletter

Club Talk

The talk this month will be by Jenny Lyons of Staverton Flying School telling us what's involved in flying Group A aircraft and how we can upgrade our licences.

The Nationals

The second round of the Nationals was held at Enstone in the middle of May. It wasn't Robbie Keene's day for everything seemed to go wrong, however a fortnight later at Popham he was back on form picking up the trophy for first place. Well done Robbie.

Club Team Competition

The annual event hosted by Avon Microlight Club occurs on the Bank holiday weekend at the end of the month. Last year the Club won the competition and are looking to repeat their success. Anyone interested in taking part should contact Andrew John. (01386 725229). Your Club needs you.



Can SVMC win again in 1999?

Open Evening

It has been identified that there are about a dozen BMAA members that live in the Gloucester/Cheltenham area that are not members of our club. To try to 'recruit' them and indeed anyone else that may be interested, the Club will be holding an open evening on Wednesday 23rd May at Over. If you know of anyone interested in flying, bring them along. Don't forget to come yourself! Fly in.

Popham comes but once a year

The first weekend in May is reserved for the Microlight Trade Fair at Popham. This year was different - the weather was warm, sunny and not too

windy, at least at Popham. Those hoping to fly from Gloucestershire were faced with fog, low cloud and generally poor visibility. JH took off on Saturday morning and at 400 feet found himself alone in cloud even up to 1000 feet so he came down, located his strip and landed. The conditions then got worse so he decided to drive to Popham. Ed Wells and Pete Smith actually flew down and got back as related in their account elsewhere in the Newsletter. So, what of the event itself?

All the usual faces were there - including the Cats Protection League! There was one newcomer which everyone wanted to see and that was the Xair. Bureaucracy, however, meant that it was not available to take people for trial flights and even an attempt to

use a French registered aircraft failed for the same reason. The aircraft did fly but unless you were watching for it specifically it just merged with all the others in the circuit. It appeared to handle well and noise levels were average. One other of our club members has decided to go ahead and purchase one subject

to a test flight at Taunton soon. Chris Payne also has his kit and is trying to decide where to build it.

Another interesting development was the Raven Eclipse powered by the Jabiru engine - 2200cc and four stroke. It appeared to perform well but seemed to be somewhat noisy compared with the competition. The two exhausts pointed straight down in a 'V' shape and produced a rasping note when revved on the ground. I was not particularly happy with the location of the fuel tank which was slung under the trike just above the rear wheels - visions of forced landings on rough ground and the tank rupturing with the resultant possibility of fire. However this and other issues have been covered in the latest issue of

Microlight Flying' but personally I'm not sure I fancy the idea of a 50 litre tank in that position.

The show seemed to be fairly incident free this year apart from a Shadow taxiing in clipping a parked Rans and tipping it up on to its tail. Fortunately neither aircraft appeared to suffer any damage. I understand that on Sunday there was a repeat of the type of incident that happened last year in that an aircraft started up with the throttle wide open and shot off for 100 yards before being brought under control. Again no damage resulted.

As for the rest of the show, there really was not anything new. It was a pleasant day out with plenty of aircraft to watch but I did feel rather let down at not seeing any developments resulting from the increase to 450kgs of the all up weight. Are all the manufacturers playing their cards close to their chests or are they still looking for the right cards?

Aviate and Navigate - Popham 99 (A journey to remember) By Ed Wells

It was 1997 when Pete Smith and I last flew to Popham, on that occasion the out journey was perfect but the weather closed in dramatically after 3pm. We headed for home unable to recognise anything other than a general northerly direction, found Marlborough (by accident) and Swindon (eventually) then followed the A417 back to Over. We arrived home wet and exhausted after 2:20mins flying. Next time we thought, we'll get a GPS.

So on Saturday 1st May this year, complete with GPS we tried it again. The planning and map preparation was all done the night before and the GPS had Over, Redlands, Clench Common and Popham all locked in complete with a new set of batteries - which turned out to be just as well.

The forecast wasn't brilliant but implied that a layer of fog and mist would probably burn off as the day progressed. Having flown out of Over in these sort of conditions before we were confident that by the time we were over the Cotswolds the visibility would be completely different. We could see the Scramble bike meeting at Maismore to the North and imagined that there was 500 to 1000ft clear above the airfield, so we set off. That's when the trouble started, we cleared the power lines then headed south but before we reached 500ft had lost

the ground completely. So there we were, having our first taste of unplanned IFR with ZERO visibility. We decided that to go back was too dangerous given that an unexpected power pylon might intercept a track which had long since lost any geographic meaning. 'Onward and upward' seemed best, after all it was only a small layer! We climbed as fast as we could, Pete in the front with his foot flat on the throttle worrying about engine temperatures and me holding the bar straight and making reassuring noises like 'almost there' and 'I thought I saw the sun then'. It

took forever, a 447 Flash 1 with a full fuel load and two fully kitted pilots does not climb at all well. Our blind flying lasted a full five minutes before we dragged ourselves out of the filth at between 2250ft and 2500ft. First problem over 'yahoo, we can see again!'. We could see the sun, we could see the sky but nothing under us for 20miles but wool. Going back through the filth was not an option, we set the GPS for Redlands and followed the arrow. By the time we got half way to Cirencester we could see the occasional field then, although hazy, we could see well enough to land at Redlands. We rang ahead to Popham for the weather prior to continuing the rest of the journey went well. During the day Robbie phoned Sue and checked the "weather and we returned to Over at 18:00hrs. So a good day out after all. What did we learn? If you make a bad decision to fly, try not to panic, examine the situation, weigh up the odds and go with the option that presents the least risk. We would have been in considerable trouble if the flight preparation and the GPS had not been on our 'side, but I guess the motto is 'Aviate, navigate don't masturbate!' Or is it 'Aviate, navigate and don't continue to masturbate!'

Planning success

Members will recall the draconian planning regulations proposed by South Cambridgeshire District Council last year in their development plan policy consultation document. If agreed and implemented they would effectively stop most GA activity in the whole of the District Council area. Well, a small ray of hope and sunshine has emerged from the fact that Little Gransden airfield has won its appeal against the District Council. PFA members will have seen the note enclosed with their latest magazine but for others the inspector rejected the Council's submissions that:-

there should be no pilot training

there should be no take-offs on Sunday afternoons and Public Holidays (which, in the Inspector's view, would be unduly restrictive of what is primarily a recreational pursuit)

that aircraft restoration, sales and maintenance not an appropriate use of buildings on an aerodrome (Rather an odd concept!)

He also ordered that the Council should pay the appellants costs estimated at £300,000. There were some conditions attached to the granting of the appeal but in comparison with the Council's submissions these are acceptable. This decision will, no doubt, be used at the Local Plan Inquiry in a few months time to argue against the Council's proposals to close virtually every GA airfield in South Cambridgeshire. In the same vein, Hanley William airstrip in Worcestershire needs help with its current planning appeal. Contact D.J.Howell, 70/71 High Street, Kinver, South Staffs, DY7 6ER if you can help

- no telephone number is available. Maybe all that is required is a general letter supporting aviation activity
- a small thing to ask to ensure continued use as an airstrip.

Safety

"Flying is characterised by countless hours of boredom, followed by moments of sheer terror". This can't be true or can it? Well, it can be if all pilots are not prepared for the unexpected. First of all don't "assume" because it make an ASS of U and ME. Always check things thoroughly - fuel capacity before setting out, fuel consumption when in the air, a suitable landing site if the engine decides it has had enough, wind direction (it can change considerably in a short period of time) and what other traffic is in your vicinity. Don't always rely on the windsock. I remember one occasion when returning to Long Marston during when training and all three windsocks on the airfield were pointing in different directions! Take action to reduce the "moments of sheer terror" to an absolute minimum.

A recent defect report received from the BMAA highlights the necessity to look after operating cables on our aircraft. The aircraft featured in the report was a Pegasus Quantum but the same problem can occur on any aircraft. When applying the parking brake on the aircraft in question the inner cable broke at a point which corresponded with a downward loop in the cable. The conclusion was that moisture had got into the cable and gathered at the lowest point causing corrosion to the point of failure. We all have "Bowden" cables on our aircraft - throttle, choke, etc. - and these loop around in the pod on their way to their destinations so the same thing could happen to any of us. The remedy is to keep the cables lubricated generally and to apply grease to the point at which the inner enters the outer cable. After the amount of wet weather we have had this winter and spring it is probably worth forcing some oil and grease into these cables. Before doing so, though, it might be as well to check whether the outer cable is just a metal sheath or whether it has a nylon liner since oil/grease and nylon do not mix well and could result in a cable that sticks (remember the original nylon bushes in the Alpha front wheel steering and the jerky movement resulting from applying grease?) Spatial disorientation is something which should not concern or affect us as microlight pilots since we fly VFR or not at all. However, we might bear in mind that should we inadvertently enter cloud or encounter mist or smoke then our ability to control our aircraft without adequate visual clues is about 60 seconds at maximum if we are in straight and level flight and even less if we are in a turn when vision is lost. This is not very long and can result in an accident particularly if we are in hilly terrain.

@ Internet

Thank you to all those who responded to Bill Austin's request for e-mail addresses. One of those was Paul Bedford, not someone we see very often, who indicated that he was preparing a Web site for the Avon Club at <http://www.bedforduk.freemove.co.uk>. At the end of this month the Avon Club are running the Avon Team Trophy competition once again so a visit to the Web site to see what was on offer was needed. Surprise, surprise! On the gallery page is a technicolour photo of the two SVMC teams who took part in the Trophy last year. We've made it on to the World Wide Web so international fame is just a mouse click away! Take a look but be aware that the site is still being developed and not everything listed is available at the moment. Congratulations, Paul, it looks a good site.

We are always told to consult the AIC's but as microlighters flying from farm strips we normally do not have ready access to them. However, those with access to the Web can find them at <http://www.ais.org.uk/> The only problem is that the references on the Web site do not seem to correspond with the numbers quoted in magazines - for instance AIC 22/1999 does not appear under that reference. It seems that unless you know the subject it can be a long process to find the right document.

The Cost of Flying

Every microlighter likes to keep the cost per hour of flying to a minimum but our costs pale into significance beside the following seen in a news item from America.

The B2 Spirit is estimated to cost \$5193 (£3307) per hour to operate which is on a par with an F15. Each flight to the Balkans from its base at Whiteman AFB runs up \$150,000 (£95,000), minus the cost of munitions, with each sortie lasting 30 flying hours including 4 in-flight refuellings. The crew sleep for 2 to 6 hours in this time. The payload carried is equivalent to that of eight F117's i.e. 16 Joint Direct Attack Munitions (gravity bombs). The American General giving this information thought that the B2 was good value for money - anyone want to swap their F2A for an F15?

Technical Corner

450Kg

In the last newsletter it was reported that there was every possibility that the revisions to section S would be implemented before Popham. This did not occur, indeed the state of play with the CAA lawyers makes it difficult to assess how long it will. The methodology of implementation and the resulting implications are apparently the hold up, and this could result in several months further delay.

Weight Reports

Those of you that have just received their application for permit Revalidation will notice it is a new form. Contained in the descriptive block at the top is a question on when your aircraft was last weighed and confirmation that a copy of the weight report (less than four years old) is held in the aircraft records. In 1996 most aircraft were weighed and these reports were sent to Deddington (as instructed at the time). Those of you that didn't keep a copy should apply to Deddington for a copy. The other implication of all this is that your aircraft will now require weighing at least very five years.

Log Books

Further bureaucracy will shortly be announced, in that microlights will require two log books, one for the airframe and the other for the engine. The old style log books as sold by the BMAA will no longer be acceptable. The BMAA are seeking to produce a combined log book, ie airframe log at the front, engine log at the back, thus should the airframe & engine go their separate ways the two book can be divided.

Over

Robbie Keene has asked that members be reminded that Over is a private strip and PPR is required. Please give him a ring on 0831 237353 or 01452 414975.

Milson

It is unusually to say the least to receive a letter from an airfield owner positively pleading for you to come and visit. That is just the case with Milson. Hugh Thompson has been fighting with his local council for ages to retain the right to fly from his strip. This they have allowed him to do but have placed a number of restrictions on him and limited the number of movements. In addition they have imposed an £800 p.a. rates bill on him. He notes his 'allowance' is 10 flights per day yet actual utilisation is nearer 1 flight per day, thus he has plenty of spare capacity, and wishes people to use it so he

can recoup some of his rates. He charges £2 for aircraft & £1 for microlights. If you fancy a trip there and the winds are light, why not give a visit - phone him first on 01584 890486. Incidentally there is a take off restriction between 2 - 5 on a Sunday afternoon.

For Sale

Thruster - G-MTKA Permit end July - Chris Payne 01905 28826 or 0589 006369

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.

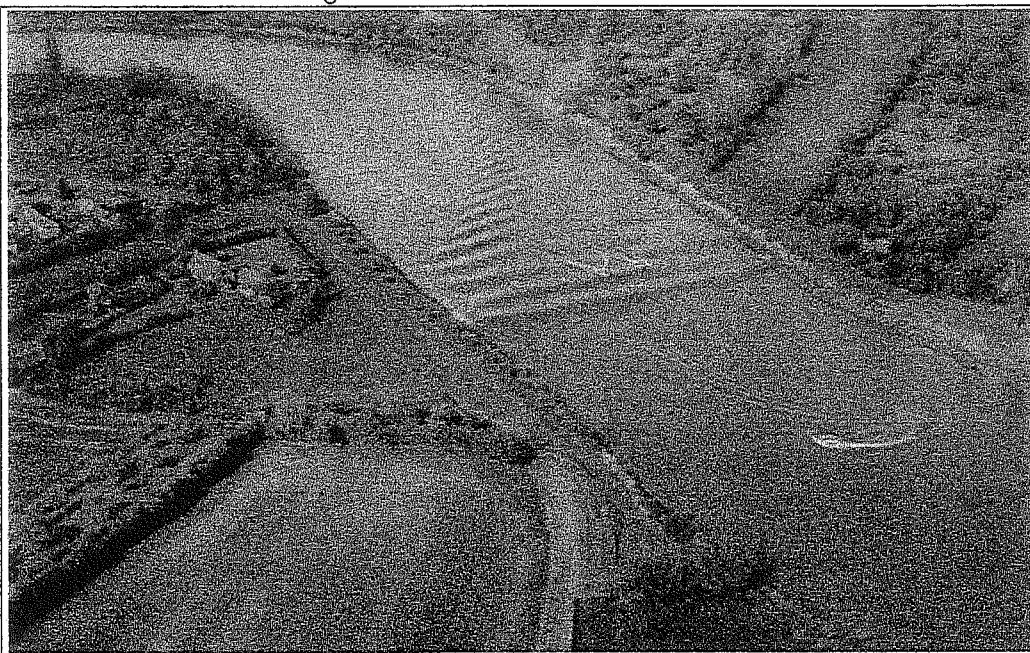
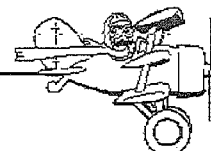
Hangerage available at Sandhurst, nr Gloucester
250 yrd strip - low fees
Contact Paul Bedford 01684 290423

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

STOP PRESS by Barbara

I have sold my flexwing and for the first time in 10 years I am planeless! It does feel strange - quite devastating really. I can't imagine life without an aircraft. Positive thinking/action required now - fixed wing here I come!

Editor:- Bill Austin
Tel/fax No:- 01242 545064
E mail:- Bill@shelton65.freemove.co.uk



The Severn Bore - 18th April 1999

Photo - Andrew John



**Severn Valley
Microlight Club**

June 1999

Club Newsletter

Avon Club Team Trophy 1999

by Barbara Austin

The Long Marston Team Trophy competition has successfully come and gone again along with the customary adverse weather conditions. Severn Valley was represented by Trevor Cale, Russell Church and Andrew John as pilots with Chris Payne, Bill Keel-Stocker and myself as passengers. After booking in there was plenty of time to socialise, look at aircraft or eat.

During the morning a message came over the tannoy - "We are trying to make up some extra teams. We have two-thirds of a team plus an aircraft and passenger but no pilot. If there is anyone out there...." The pig roast managed to be ready before the flying got under way so there was a further delay for this! Competitions actually started at 1330 hours by which time things were already beginning to look grey with a steady wind.

A change in procedure this year involved the Treasure Hunt. The map and clues were given to you when your engine was running and you were about to roll! There were two sets of clues, each following the same course but in a different order. This meant that the middle team members did not directly follow the leader. There was no time limit on the flying this year.

First was the usual flour bombing and then off out of circuit following the first clue - "You do not want track 94, you want to go the other way". Broadly we followed a compass heading for so many nautical miles, answering relatively simple questions before turning on to a new track. The team did quite well at this with similar results. The "piece de resistance", however, had to be Andrew's spot landing engine off (and I mean 'dead stick'). He landed in the maximum score area and stopped within the box. (Maximum points here, well done Andrew!)

As the first team back we watched the other competitors do their spot landings. By this time conditions were deteriorating - a storm was brewing from the South West. A phone call home by Russell established that there was torrential rain and a severe thunder storm affecting Painswick. Flyers were soon advised to leave or to tie down their aircraft as the storm was imminent. This meant that the ground events were left until the Sunday morning and all the flying events had been completed.

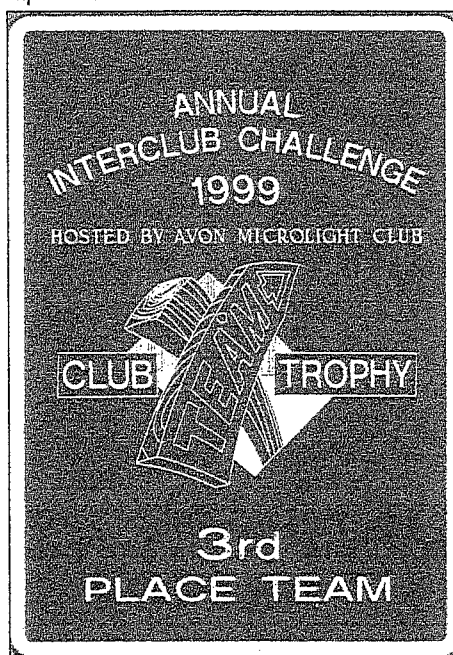
Russell decided to run for Defford but couldn't make

it and turned back with the field in sight. Trevor "shot past him going like the clappers" still heading for Defford and wasn't seen again that day. He had had to put down at Bidford to get out of the storm. It all became much too scary when he actually started feeling tiny electric shocks in his ears from the lightning. He switched off all his electrics but I gather it didn't help. After sheltering for two hours plus in Bidford's restaurant, he took off rain free but in ferociously turbulent conditions and fought his way to Defford. Andrew had wisely derigged and put his trike into a hanger at Long Marston.

Later, after the rain, Russell tried again for Defford but once more had to turn back because of the

bad conditions. Adrian Lloyd had flown in from Milson to give the team support. He sat out the rain at Long Marston and then set out for home but only got as far as Defford. He had to borrow a car to get home that night! JH had also flown in but swiftly flew out again to get home before the approaching storm, but didn't make it and had to sit it out at Defford, before making the final hop home after the storm.

Sunday dawned cold, grey and windy but this didn't deter the team putting in a good effort ultimately coming third. This was only 19 points behind the Wye Valley Flyers who had Severn Valley members



Brian Finch and Hazel as one of their team. (They managed to score full marks for their flour bombing and generally "had a whale of a time"!). The clear winners by over 200 points were the Telford Flyers and they were the lucky recipients of Lynx headset/helmet packages for each of the three team pilots - yes prizes this year! There was also an excellent raffle.

Norman Frost, Gary Ball, John Miller, Penny Hamer and Laura all came to give support. Norman had intended sleeping in his car overnight but retreated to the comfort of his home instead!

I look forward to next year when hopefully the weather will be better and I will be ready to fly my own aircraft again. My thanks to the Avon Club for all their hard work - a good show as usual.

Andrew John, Team Captain for the event, adds:- 3rd Place - Well done Team, a great effort! A particular tribute to those who were taking part for the first time, and who found that concentrating the mind and flying with other pilots was an experience that was both fun and very rewarding. However, I would commend to everyone the benefits of practising a safe spot landing as you never know when the day will come and this skill will help save you and your passenger and aircraft from harm.

Our thanks as always go to the Avon Club for all the hard work that went into putting on this event, sadly to be partly 'weathered' out yet again, but for those of us who made it, I speak for all when saying we would really miss your annual event.

Annual Club BBQ & Treasure Hunt

Once again Robbie Keene will be staging the Club's annual BBQ & Treasure Hunt at Over. This year it is on Sunday 13th June and aircraft are requested to be at Over by 1600hrs for a briefing and take off at 1700hrs. Robbie has promised that the competition will be much easier than in previous years, principally to encourage you all to take part, so come on don't disappoint him.

For those left on the ground the BBQ will start at 1700 and will include strawberries & cream - it's that time of the year!

Round Britain Rally

This year the Club has three members taking part in the Round Britain Rally scheduled to start on Thursday 10th June from Barton, Manchester and finish on the Saturday at Ince Blundell. Trevor Cale has coopted Tim Jones to fly with him in his Quantum, while John Hamer will be crewing up with Gordon Salter in an X'air. We wish them all luck and good weather and look forward to hearing their stories afterwards.

Cranfield

Members are reminded that the annual PFA Rally will again be held at Cranfield and takes place between Friday 2nd July and Sunday 4th July. There is always plenty to see and the brave ones of you can fly in.

Moccas

The Wye Valley Flyers and Broadmeadow Flying Club have invited the Club to their BBQ at Moccas airfield on Saturday 10th July. Moccas for those that don't know, is a 400 metre strip 7 miles WNW of Hereford. N52 05.111 W002 56.260. The strip is 09/27 with an overhead join of 1000ft and LH circuit at 500ft. Please avoid overflying the village. They would like a ring before setting out on 01432 278016 or 07887 986179. It lets them have the kettle boiling for your arrival. They may of course advise you that the event has been postponed to the alternative date i.e. Sunday 11th July.

Radio course success

Bob Hinds is the latest Club member to obtain his radio licence. He did this despite having some weeks' delay between finishing the course and taking the practical test. Most people like to take the test as soon as possible because there is a lot to remember and a few weeks without regular practice results in "memory loss" swiftly followed by panic! Congratulations Bob! Thanks are also due to Jenny Lyons of Staverton Flying School for administering the practical test.

@ Internet.co.uk

In the last newsletter I mentioned that AIC's were available on the Web (<http://www.ais.org.uk/>) but there was a mystery with the numbering system. I have solved the problem. Your initial choice has to be the colour that you wish to access. This appears to be one box but it is in fact two - the colour in the top half of the box and the word "index" in the bottom half. If you click on the "index" part of the box you will access the AIC's listed by categories together with their numbers (e.g.22/1999(green177)). To read them you will need the Adobe Acrobat Reader. If you have not got it on your system it can be downloaded free from the site or a number of other sites. While on the subject of AIC's, the CAA are producing an updated version of the "VFR in UK Airspace" but it will only be available on the Web. The reason given for this decision is that it will be easier to update as it will not entail a complete reprint each time it is amended.

You may not be aware but our Secretary is now on the Web and can be contacted at hamerjl@ukonline.co.uk.

The Ultimate Microlight Gizmo?

Garmin have just announced a new piece of equipment which no self respecting, forward looking, well heeled microlight pilot will wish to be without. It is called NavTalk and is a combined analogue mobile phone and GPS. It features numeric paging, touch tone location reporting (it will send your current position to another unit) and a one touch emergency button (this automatically connects the user to a response centre). At the moment it is only available in the USA. Perhaps Garmin weren't quite first in the market because I seem to remember that some years ago one of our members never used to fly without taking his mobile phone and occasionally a map with him. No quite so high tech but just as effective, no doubt!

Kemble Air Days

Members should note that Kemble Air Days are on Saturday and Sunday 12th/13th June. There is an AIC 45/1999 (Mauve 227) that imposes a restriction on flying below 3000 feet amsl between 1300hrs and 1800hrs local time in an area of a 2 nm radius circle whose centre is at 514005N 0020322W.

Noise again!

Those of you who read The Times on Saturday may have seen the article headed "Buzz off, Biggles". This appeared in one of the regular spots called "Life Rage", a column which invites readers to send in an article on something that makes them mad. The writer lives in a house under the Heathrow flight path but accepts that the airport was there before him and that the airport authorities take noise abatement measures. He looks forward to weekends when he can retire to the country for some peace. His complaint is that he still cannot get away from aeroplanes - even the Malvern hills are mentioned as somewhere plagued by 'amateur fighter pilots' (his words, not mine). He seems to think that the answer is to restrict flying to weekdays, rainy days, or half days. Part of his argument seems to be that you can go along to your neighbour with the noisy lawnmower and remonstrate with him face to face but you can't do that with a pilot. More to the point he believes that pilots are unaware of the nuisance they cause - he obviously does not read the flying magazines nor has he heard of the PFA's competition for a quiet aircraft. Microlights, of course, are not allowed to overfly built up or congested areas but it still is in our own interest to keep well away from any group of houses/factories. Our GA colleagues are, I am sure, well aware of the situation but it is more difficult for them in that their airports are often surrounded by housing estates and they have no option but to overfly them!

Club Talk

Originally scheduled for earlier this year, Steve Lushington, John Davis' brother in law is now back from fighting the war in the Balkans and will be revealing all about air refuelling operations in the VC 10 at the Club meeting on Wednesday 16th June.

The following month Graham Slater will be talking about his flying school in Spain.

Enstone - Mandatory Radio

It is understood that from 1st July 1999 Enstone airfield will be a mandatory radio airfield. The frequency is 129.875Mhz. The field is home to Geoff Weighell's microlight training school, Pegasus Flight Training. Visiting aircraft should be aware that, besides microlights the airfield is used by gliders, motor gliders and light aircraft. Microlight circuits are 600 feet agl and to the north of the field.

Gloucestershire Airport

Members at the last meeting will recall Jenny Lyons telling us that in the next month or so there will be increased training activity at the airport due to Oxford Air Training basing four of their aircraft there for the final part of their advanced training. This will principally be IFR flying resulting in greater traffic in the north-eastern sector of the airport surrounds where the ILS operates. Her advice was that if pilots are likely to be in that area for any length of time they should make their presence known to ATC giving their position and the approximate length of time they will be in that area.

Open Evening

The weather was kind on 26th May for the Open evening at Over. JH, Trevor Cale and Brian Finch flew in and Over residents Ken Cole and Jim Taylor got their aircraft out for a spin. Four new faces turned up as a result of JH's letter to them and, as far as could be judged, all enjoyed their visit. At the time of publication three of them has joined the Club. Welcome aboard Paul Mailer, Eric & Pat Woods.

Limerick

Once again a limerick from the Christmas party collection has a distinctly topical relevance when thinking of how bad the weather has been in recent months and how little flying we have all done.

With flying I have an addiction,
Its almost my only affliction,
If I don't for some time,
I'm into a decline,
This leads to bad temper and friction.

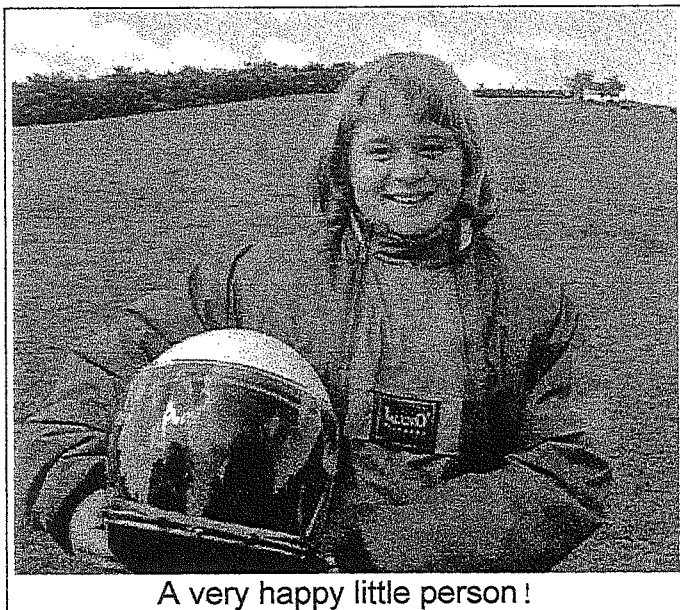
First flight

It is a pleasure to report the first flight in a microlight by Penny Hamer, wife of our intrepid Secretary. It was, in fact, two short flights. The verdict - takeoff and landing, "a real buzz", the bit in between "difficult to keep my eyes open"! She has promised to write it up for a future edition of the newsletter. The junior member of the Hamer family, Laura (12) also had her first flight that day and records her thoughts below:-

My First Flight

by Laura Hamer

On Monday 31st May I had my first flight in a microlight at Hartpury "Microdrome". I had to put on Daddy's big flying suit and it must have been extra large because it swamped me but it certainly kept me warm. To begin with, we waited at the end of the runway in "Charlie Fox" revving up the engine while Mummy, who had already been up and hated it, stood nervously on the side. We then whizzed down the runway and took off, and I couldn't believe I was flying. 'Cool' I exclaimed. Every thing looked so much flatter and bigger, completely the opposite from what I had expected. We headed off for the River Severn which was surprisingly close and flew down it to Gloucester; we even saw Tesco's! We then flew to Over at which time Daddy asked did we want to land but I didn't want to and so we headed back home up the River Leadon. The flight was very smooth, but we got one wobbly patch when Daddy tried to point out Hartpury church under the nose of "Charlie Fox". We then buzzed the runway at home and I waved to Mummy. Eventually we landed and I ended up feeling one very happy little person!



A very happy little person !

Wednesday Night is Club Night

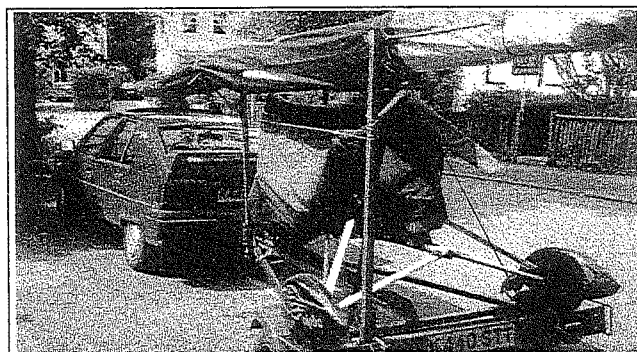
In an attempt to provide more interest for members, the committee has decided to try and make Wednesday nights Club night. They thus have organised something every Wednesday for the next month. The programme is as follows:-

16th June Talk at Gloucestershire Club 7.30pm
23rd June Fly In at John Davies's Hawling 7.00pm
30th June Fly in/drive in- JH's Hartpury 7.00pm
7th July 'A gathering' Canning Arms 7.30pm
14th July Fly in/drive in Bob Hind's - Newnham 7.00pm

Members are welcome at all the events, but it is understood that her indoors may not let you out every Wednesday night! Further details can be obtained from JH on 01452 700314

Sold

The news broke in the last newsletter that Barbara Austin had just sold. The fuller story is that they got a phone call out the blue from Cyprus to buy the aircraft unseen. As the photograph below shows the aircraft has now been packed on its trailer and towed to the shipping agents to be placed in a container for onward shipment to Cyprus.



Sold to Cyprus

For Sale

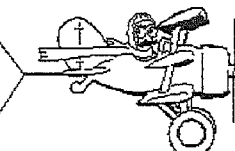
Thruster - G-MTKA Permit end July - Chris Payne 01905 28826 or 0589 006369

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 Paul Bedford 01684 290423

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

Editor:- Bill Austin
Tel/fax No:- 01242 545064
E mail:- Bill@sheldons5.freeserve.co.uk

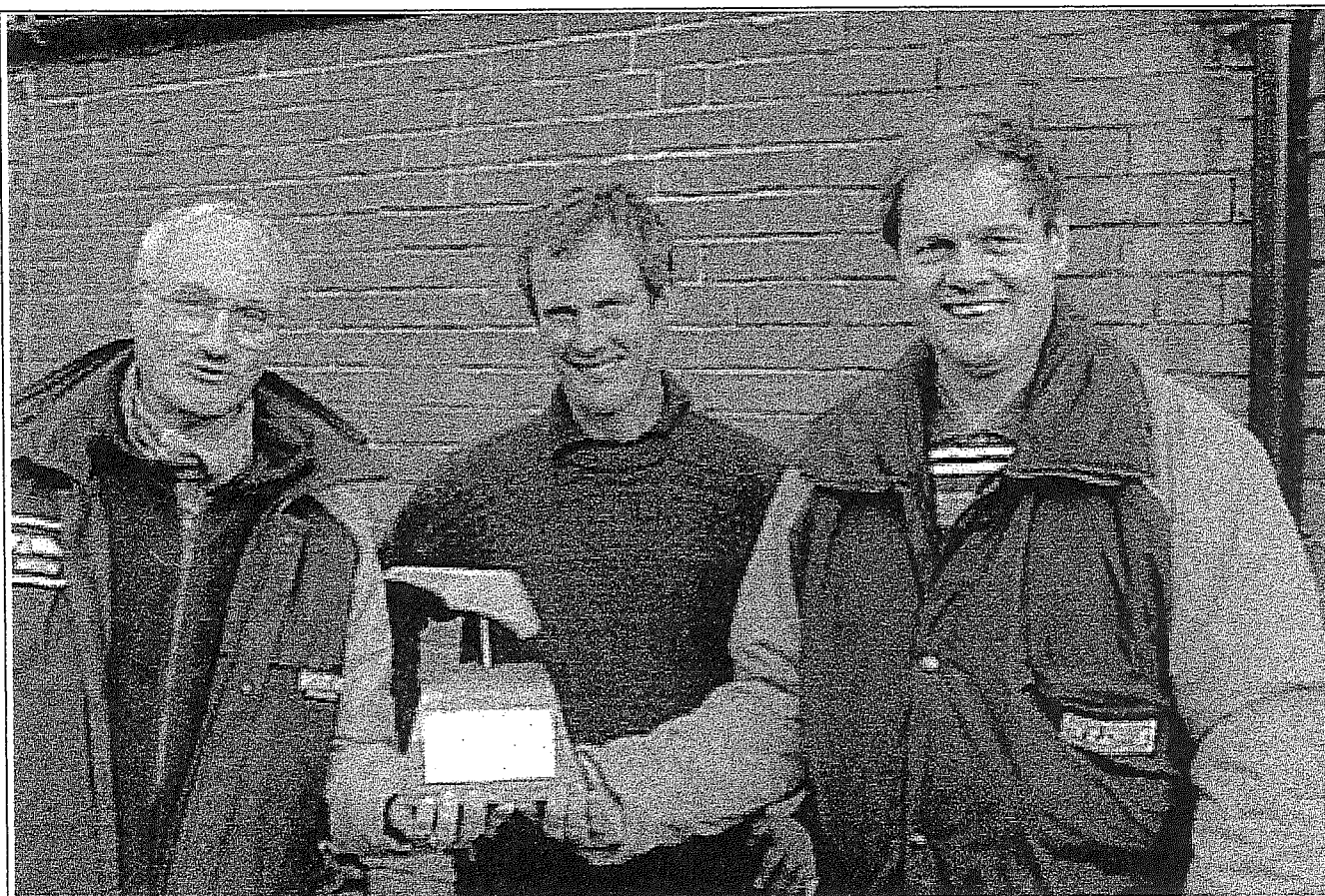




**Severn Valley
Microlight Club**

July 1999

Club Newsletter



Treasure Hunt Winners Bill Austin & John Davis with Robbie Keene

Annual Club BBQ & Treasure Hunt

Yes Robbie managed it again! The weather, while not being perfect was flyable and eight aircraft took part in the treasure hunt. Other aircraft flew in as well. This year it was more of a navigation exercise plus finding hidden markers in a defined area. The latter was not as easy as it may seem because you first had to determine from one of the other clues in which one of the five areas indicated on the map the markers were hidden. If you got your sums wrong in counting the number of separate greenhouses you went off to an area in which there were no markers - It is believed that this happened to one unfortunate participant! Additionally there was a penalty of 20

points for each minute after the allotted 75 minutes for the task that you landed. It was very enjoyable and the results were as follows:-

Maximum points for the task were 1000.

1st John Davis/Bill Austin	530
2nd Jim Taylor/Rees Keene	480
3rd Adrian Lloyd/ Tim Keene	440
4th Russell Church	400
5th Ken Cole /Dave Watson	360
6th Andrew John/ Matty Keene	300
7th Bruce Drake/ Lynn	110

450Kgs - at last

On 1st July, the CAA issued a statement agreeing the implementation of the revisions to BCAR section S which introduces the 450kg weight limit for two seat microlights. The implementation is being effected by the temporary introduction of a new class of aircraft i.e. small light aircraft - pending the eventual amendment to the ANO. This class will cover aircraft from 390 kgs to 450kg and various exemptions to the current ANO have been issued enabling these aircraft to be flown and operated as if they are microlights provided they meet the specification of the revised section S.

There are a number of 450 kg 'microlights' awaiting in the wings and the Xair is among the first to gain a Permit to Fly this way.

In addition there are a number of PFA aircraft that are currently classed as GpA but might fall within the new specification. It would appear that there is no intention of automatically changing their designation unless someone seeks to reclassify their aircraft. If that aircraft is shown to meet the revised specification, then it will then be reclassified as a microlight. In addition all other aircraft of that type will also automatically be reclassified.

Kitfox, Rans & Gp A MiniMaxs are among some aircraft that fall into this category, so if the Kitfox Mk1 for instance is shown to meet the revised section S then all the other Kitfox Mk1s will automatically designated 'small light aircraft' i.e. microlights. This would seem hard on someone having their aircraft to keep their GpA hours up. As a concession those affected owners will be able to seek a concession from FCL for their hours on their particular aircraft to count towards the Gp A requirement. This concession however won't be transferable when they sell their aircraft. In the event of the existing GpA aircraft type being re-categorised, those members building the type will find themselves automatically building the microlight version with no such concession to their flying hours when they complete their aircraft

Round Britain Rally

We are pleased to report that both Trevor Cale partnered by Tim Jones and John Hamer had a successful rally. Trevor's route took him around 'middle' England and his biggest disappointment failing to again spot the most local marker at Eastbach. JH in the Xair with Gordon Salter were more adventurous though not quite so high scoring - too busy enjoying themselves - for they took the route to the highlands of Scotland and were able to get as far north as Dornoch before being forced to turn south due to bad weather. Their return route south in vastly improving weather took them down Loch Ness, before they turned west to take in the islands of Skye & Mull. The only other crew that got

as far north won the rally but then they didn't stop to admire the view and enjoy the local hospitality!

Robbie Wins

We are pleased to report that Robbie won the latest round of the National Championships and by our reckoning this puts him back on course to retain the title from his main rival Richard Rawes. At the end of the month Robbie will be in Hungary with the British team. All the best Robbie. When he comes back he will be organising the next round of the Nationals scheduled to take place at Shobdon on 28th/29th August. If you want to help or take part give him a ring at the beginning of August.

@ Internet.co.uk

Another virus has emerged in E-mail programmes in America. This time it appears as a message from a known e-mail correspondent to which are attached some zipped documents. If these attachments are opened it releases a worm type programme which chews up code files and shreds them. It remains in the Inbox of the computer and replies to any e-mail using the same subject line and attaching copies of the zipped files. It is reported that computers in Israel and Germany have been infected. It pays to run any attachment coming from an unknown source through an anti-virus programme before deciding to open it.

The AIC relating to "VFR flight in the United Kingdom", which is now available on the Net, is a massive 5Mb, 48 page download. It contains copies of other AIC's vaguely related to VFR flight and safety but, if you want your own updated copy of the original publication specify a print of the first 25 pages only.

Merits of a Mistress

Looking at incoming e-mail the following was thought to be worthy of reproduction:-

An artist, a lawyer, and an aircraft home-builder are discussing the merits of a mistress.

The artist tells of the passion, the thrill which comes with the risk of being discovered.

The lawyer warns of the difficulties. It can lead to guilt, divorce, bankruptcy. Not worth it. Too many problems.

The aircraft builder says "It's the best thing that's ever happened to me. My wife thinks I'm with my mistress. My mistress thinks I'm home with my wife, and I can spend all night working on the plane!"

Exam success

Although there was no large class for ground-school this year there was one Club member who wanted to pass the exams. After four months of steady

personal application Graham Howley has succeeded. Well done Graham! He is now continuing the practical side of his training with Graham Slater at Clench Common.

Kemble Air Days

The Editor apologises to anyone who went to Kemble last month expecting to see lots of aeroplanes at the Kemble Air Days. Too late for notification it was found that the event had been cancelled and the reason was nothing to do with flying for a change. Apparently the Police wanted £15,000 to police the event which made the event not economically viable.

The Eclipse

The latest information available from the CAA Manager of Airspace Policy states clearly that :-

"An area of airspace 42 nm either side of the centreline of totality from 8 degrees W to the French FIR boundary and from the surface to FL245, including a 13 nm buffer beyond the northerly and southerly limits of the zone of totality, has been deemed to be night between 1030 - 1200 BST on 11th August to require aircraft to display lights and pilots to comply with IFR outside controlled airspace as though the period of the eclipse was night."

Members will not need reminding that microlights are not permitted to fly at night.

In addition, temporary controlled airspace in the form of control zones/areas and an airway are likely to be established in SW England. Details are published in AIC 74/1999 (Yellow 338). Parachuting may also be taking place at specified sites over the period of the eclipse. The requirement not to fly within 1000 metres of a gathering of 1000 people or more will still apply and there will, no doubt, be plenty of them. Bill Austin has a copy of the relevant AIC if any member requires it. However, the basic recommendation is do not fly within the zone of totality during the eclipse.

Safety Sense Leaflets

Two new leaflets have been produced been produced by the CAA. The first is "Pilots: it's your decision" and draws attention to decisions which have to be made by pilots both before takeoff and during flight. The second is "Pilot Health" and broadly outlines some of the 'Human Performance' factors involved in flight. Copies of both leaflets will be available at the next meeting from Bill Austin.

Club Talk

Originally scheduled for earlier this year, on this coming Wednesday evening (21st July) Graham

Slater will be talking about his flying school in Spain. August's event is scheduled to be the annual quiz.

Limerick

With an increasing number of members going over to fixed wing flying the following offering from last Christmas sums up the new mood:-

With flying I have an addiction,
But weather's a bit of restriction,
So like others I'm sure
I'd like a stick on the floor
And rudder pedals with little friction

Wednesday Night is Club Night

The first one was on a Saturday at Andrew John's - maybe farmers call the days by different names! The weather got the better of the event but three 3-axis members actually flew in - Ken Cole, John Hamer and Jim Taylor. The reported wind at 1000 feet was 25mph and JH's GPS gave up the ghost at an indicated ground speed of 103mph going in one direction! Not all was lost, though, as Barbara Austin and John Davis arrived by road after the aircraft had left and helped dispose of some of the food! Thanks are due to Andrew and Roz for arranging things.

The venue for June 23rd was John Davis' strip - "Hawling International". The sun failed to appear but the conditions were reasonable and a total of eight aircraft arrived - three flexwings (Russell Church, Bob Hinds and Bill Keel-Stocker - the latter solo) and five 3-axis (Brian Finch, Chris Payne, Jim Taylor, John Hamer and Roger Davies). The food soon disappeared and so did the aircraft back to their bases. Thanks to Sue and John Davis for their hospitality.

The third occasion was on 30th June this time at JH's. The most significant feature was the number of cars parked in the drive and the complete lack of aircraft on the runway. Yes, you've guessed it - the weather interfered yet again. However, there was a good turnout of Club members to take advantage of the hospitality, to socialise and to hear JH talk about his recent trip in the Xair in the Round Britain rally. Despite the weather another successful evening.

The following Wednesday saw the usual gathering at the Canning Arms but this time with a few new faces to eat the chips and drink the beer.

Last Wednesday, the 'show' moved to Bob Hinds' establishment. He put on a BBQ in the breezy conditions which must have deterred some. Roger Davies, Russell Church & JH flew in and several others came by road.. Thank you Bob for putting on the evening.

It looks as if these "extra curricular activities" are proving popular certainly in the light evenings. Whether they can continue during the winter will

have to be considered. The Committee would welcome comments and suggestions on this topic. In the meantime the programme for the next month is as follows:-

21st July Talk at Gloucestershire Club 7.30pm

28th July Fly In at Chris Ball's Hawling (01242 820055) 7.00pm

4th August 'A gathering' Canning Arms, Hartpury 7.30pm

11th August Fly in/drive in South Cerney - Roger Davies (01285 656942) 7.00pm

18th August Quiz at Gloucestershire Club 7.30pm

Members are welcome at all the events, but it is understood that her indoors may not let you out every Wednesday night, but do try and get to at least some of them. Further details of the events can be obtained from JH on 01452 700314 or the individual event organiser, but phone before going - the event may have been cancelled or the venue changed.

News from abroad

Last month we reported that Barbara Austin's Alpha had been sold to Cyprus. At Cranfield Roger Patterick revealed that the wing was already on its way back to the factory having been "modified" not long after arrival. All that is known is that the trike tipped on landing damaging the wing. What a start to a new life after eight years without any damage! We don't expect Barbara to be too upset as her mind is on other things - see below.

Another Xair

Yet another Xair in the Club. This time it is a joint venture between John Davidson and John Davis. Barbara Austin was also going to be part of the team but has decided that the build is sufficiently straightforward that she is going to go it alone - with just a little help from her friends - date to be decided. The JDs' kit was delivered on 22nd June and the basic structure of the aircraft is already apparent. Even the seatbelts are fitted (well, they do come ready attached to the main axle!). They can now play hanger pilot and dream of when the paperwork is complete - building the kit is the easy part! We look forward to regular progress reports and speedy completion.

IAT Fairford

Members are reminded that the annual show of heavy metal takes place at Fairford next weekend (24th/25th July). There are however airspace restrictions in the area from Wednesday 21st until Monday 26th, so if you are venturing near Kemble/ Cirencester/ Swindon make sure you're well briefed or just stay away.

FAA ruling

Most things that occur the other side of the pond eventually turn up here so the astonishing ruling by the FAA in the United States must send shivers down the spines of all pilots. It has determined that if a pilot reads back incorrectly information received over the radio from ATC, then ATC has no responsibility to correct the error. Those of you who have done the radio course no doubt recall how often you read back a piece of information wrongly and how you were promptly corrected by the 'ATC'. This ruling can hardly contribute to greater safety in the air especially near busy airports. Let's hope that the practice never comes this side of the pond.

Is flying difficult?

Many student pilots seem to find flying difficult or at least one aspect of it. How about this report from America? A sixteen year old Texan boy broke into a Piper Cherokee, flew it for eight hours in overcast weather and made a perfect landing 100 miles from where he started using only instruments. It was his first time in a cockpit. He had a photographic memory and had spent 90 minutes in a basic simulator and 20 minutes in a more sophisticated one. He had failed three tests that would have enabled him to go on to formal flying training. Doesn't it make you want to give up and take up flower arranging?!

For Sale

Thruster - G-MTKA Permit end July - Chris Payne 01905 28826 or 0589 006369

New Trelleborg ribbed 4 ply 4.00 - 8 tyre £5.

Rear steering for Flash 2A (without pod cross-member) £35.

Telephone John Miller 01451 860 456.

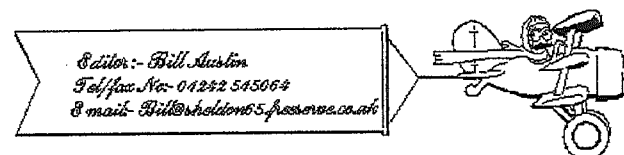
Hangerage available at Redlands Airfield & Microlight Club for semi-rigged and de-rigged flex-wing microlight aircraft. Facilities include two grass runways and clubhouse with provision for refreshments and changing etc. Please contact Sarah Smith on 01793 791014.

Hangerage available at Sandhurst, nr Gloucester

250 yrd strip - low fees

Contact Paul Bedford 01684 290423

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
Microlight Club**

August 1999

Club Newsletter

World Championships

The British Team have just returned from the World Championships in Hungary, where they performed well but 'local rules' deprived them of their usual gold medal which went to the hosts Hungary - surprise-surprise! Robbie Keene did well in his class coming 7th out of 30 and would have done considerably better had he not fallen foul of the 'local rules'. Well done Robbie.

Homebuilder's Progress

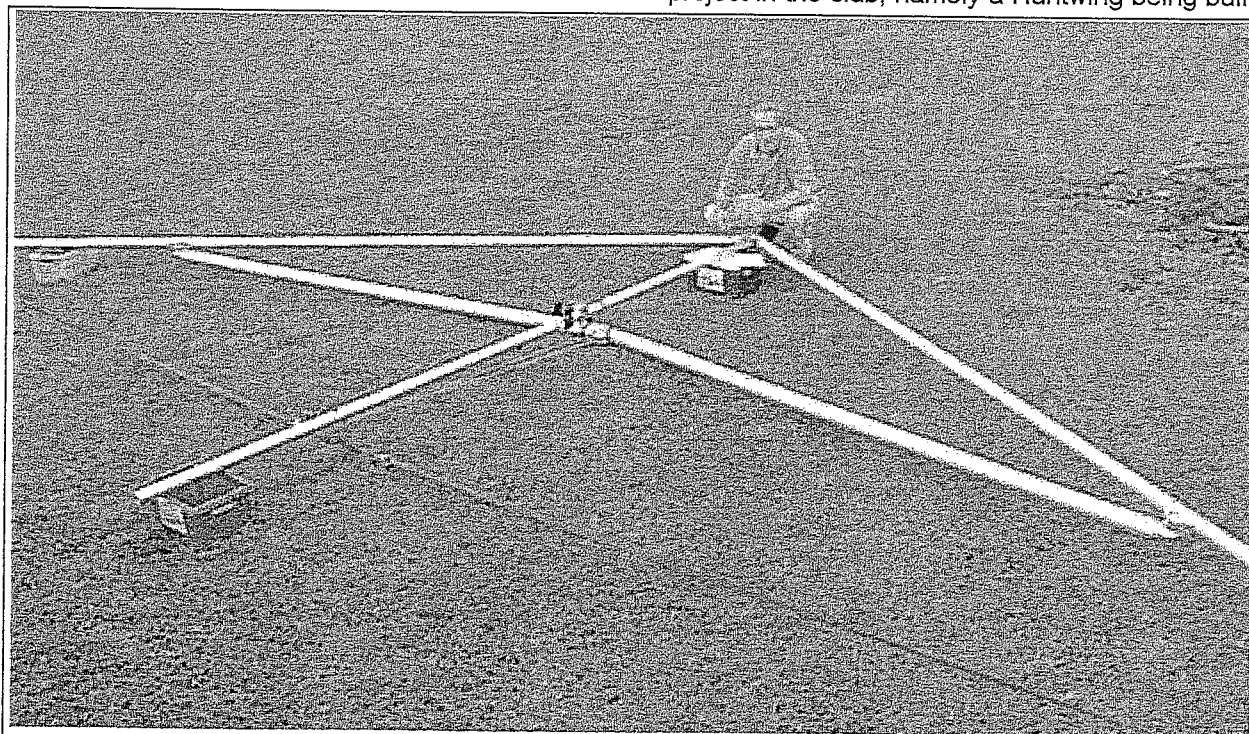
There are now three Xairs being built by Club members. Chris Payne has been beavering away down in Somerset and has completed his aircraft and had it all signed off. The paperwork is currently with the BMAA for scrutiny prior to issue of the permit to test fly. The BMAA have indicated that it will be up to six weeks before the paperwork is processed. Should the paperwork be in order, they will send him another form to complete before the test flight can be authorised. There then follows five

hours flying during which a comprehensive flight test report has to be produced by a test pilot (the BMAA has only five at present). This then has to be submitted to the BMAA before the recommendation for issue of the Permit to Fly which could be another 4 weeks. It now appears that the paperwork takes longer than building the actual aircraft which is a sad and unsatisfactory state of affairs and is most for frustrating builders. You can sympathise with John Bowditch who built the second one and got so frustrated with the lack of progress with the paperwork on his aircraft that he sold it before it was even permitted.

John Davidson is well on with his fuselage having had JH in for the second stage inspection. The aircraft is being built at Hawling in one of John Davis' sheds.

The third aircraft belongs to Barbara Austin and she has just opened the box and started the fuselage.

There is of course another longer term homebuild project in the club, namely a Huntwing being built by



A Huntwing coming together - Ges Hatchett with some of his 'tubes'

the Treasurer. As you can see from the photograph progress has actually taken a step forward lately with the wing structure being virtually completed.

GPS -YK2 & EOW

The weekend of 21st/22nd August marks the end of the GPS calendar and some potential problems can be expected on some GPS models as they will lose track of which week they are in. The problem is not so disastrous as to require you to rush out and buy a new model. It would appear that only certain Garmin models are affected - a list of these can be found on the internet at www.garmin.com or ring JH. Garmin advise that for models with which there are problems there is a download available, they do comment that one way of dealing with the situation is to press and hold the zero key while switching the unit on. Releasing both keys simultaneously sets the unit off in 'autolocate' or 'search the skies' mode. The unit may need up to 20 minutes to acquire satellites and this operation may need to be repeated on every start-up over the following four week period to enable the unit to find and memorise the positions of all the satellites within its view at various times of the day.

The Annual Quiz

The meeting this coming Wednesday (18th Aug) will feature the annual knowledge interrogation, but this year the quiz has been totally revised so those of you who kept last year's answers will not have any advantage! Bill Austin has expanded the scope of the questions to include a very wide range of aviation topics which should appeal to all members whatever their aviation knowledge. It is a fun night so come along and don't take it too seriously. (Remember, points mean prizes!)

Wednesday activities -past month

Chris and Liz Ball hosted the fly-in on 28th July at Hawling. The weather was fine, the sun shone but the wind blew. However, two aircraft arrived - JH in his MiniMax and Tim Jones in a 912 Quantum from Kemble. Tim's arrival was easily the most interesting (exciting!) as the wind played a few tricks on him during final approach and kept moving the runway. This was not just a fly-in, as it also offered the opportunity to view Chris' other passion - his racing cars. We all admired the cars and, those of us used to carrying out maintenance at grass strips, cast a covetous eye over the immaculate workshop facilities. In all 14 people enjoyed an evening on the Cotswolds. Thanks to Chris and Liz for their hospitality.

On 4th August the committee met in splendid isolation at the "Canning Arms" for the usual monthly planning meeting. It was disappointing that

no other members turned up to contribute to the discussion.

On 11th August the 'circus' moved to South Cerney airfield. The weather though was decidedly indifferent blowing heavy showers in from the south west which resulted in at least three people turning back. However there was still a fair turn out of aircraft as well as people arriving by car. Andrew John & Robbie Keene flew in on their return from Eclipse watching in Devon, while Bob Hinds made it across the Severn and flew around the weather which stopped several others. John Bowditch came the short hop from Kemble courtesy of Steve Slade.

JH made it in his MiniMax through the gloom to join his fellow MiniMax builder and host for the evening Roger Davies. Many thanks for a great evening Roger

Wednesday activities -coming month

25th Aug- JH's place Hartpury - Fly/drive in - 7.00 pm - phone 01452 700314 on the day to confirm details

1st Sept - The usual gathering at the Canning Arms - 7.30pm

8th Sept - TBD- phone JH for details

15th Sept-Monthly meeting

While on the subject of Wednesday activities, it would be helpful to know whether members would like to continue the idea into the winter months. If so, what suggestions for activities are there? The initial purpose of the exercise was to give members the chance to fly out to some of the local venues during the summer evenings. Very soon the evenings will be drawing in and evening flying will be but a memory. Perhaps an idea is to make the second or fourth Wednesday of the month a focal point to gather somewhere for a short talk and general discussion on an aviation/maintenance topic by one of our members. The success of this will depend upon members being willing to give a short talk to start things off. Comments (and volunteers!) to any member of the Committee please.

Nationals - Shobdon

Members are reminded that Robbie Keene is organising the final round of the Nationals at Shobdon on 28th/29th/30th. The event will not only cater for the dedicated competitor but also the flying enthusiast and his family. As well as setting the usual flying tasks, Robbie will be setting among other things both a flying and a walking treasure hunt to encourage people to take part in what he hopes will be a family weekend with camping facilities etc. being available. Anyone wanting to take part in either the Nationals or the fun events (including the paper aeroplane competition), or just

find out more details should give Robbie a ring on 01452 414975 or 0831237353. Robbie is also looking for helpers.

It should be noted that the event clashes with the Upton on Severn Water Festival at which there is usually a fly in. Apparently the field used previously for the fly in is unavailable this year, so you've no excuse not to go to Shobdon. The fact that Robbie knows the farmer concerned has apparently no bearing on the cancellation!

JAR Licences

The CAA is not yet ready to issue the new JAR licences for Gp A pilots. Implementation has been put back from 1st July to 1st October which also means that nobody will be able to convert their licence to JAR until then. Apparently a change in the law is required to implement the new licences and this has not been put in hand - an oversight?. It would appear to be another instance of rushing ahead without thinking of the consequences and is reminiscent of the 450kg saga which also ultimately will require a change to the Air Navigation Order.

Radio Licences

Those members who read the aviation press will have noticed recent adverts from an organisation which calls itself the Radio Communications Agency. What is being said is that if your aircraft has radio transmission equipment on board you must have a valid Aircraft Radio Licence as well as a Flight Radiotelephony Operators' Licence. In simple terms you have to have a licence for the radio and one for yourself to operate it! This covers all aircraft, from microlights to Jumbo jets, which have on board radio equipment. Not having a licence could result in a fine of up to £5000 or 6 months in jail. The cost of the licence for the radio itself is currently £30 per year. Tel No 0171 211 0223

Safety Sense Leaflets

In past years the Training and Safety Officer has had copies of these leaflets which have been available free from the CAA. All members taking Groundschool have been given a complete set (currently some 24 leaflets). Now it is more than likely that a charge will be made for them in the future. No firm figure has yet been mentioned but, bearing in mind the quality of the production, perhaps £1.00 per leaflet would not be too wide of the mark. We all know that costs are involved in producing, updating and printing this information but is it really necessary to put a price on safety information? This seems to be following the course of weather information "it is freely available but it will cost you dearly to get it".

Not a leg to stand on?

Spotted on an aircraft insurance claim form :-

Description of loss - "Hard landing caused by altitude change."

Suppose it makes a change from 'the ground moved'!

Theory of flight?

You may remember the groundschool part of your training and the lectures on the principles of flight. If you thought that was a little mystifying try this.

American scientists say they have unravelled some of the mysteries of flight by using a robot which copies the wings of a fruit fly. Apparently little is known about how flapping wings of tiny insects can create enough lift to keep them airborne. It has now been found that insect flight results from the interaction of three movements: delayed stall, rotational circulation and wake capture. I think I'll stick with Bernoulli!

Internet

A new site has been highlighted by Brian Finch which provides weather information for Defford which is updated every 30 seconds. Look up <http://www.jb.man.ac.uk/vlib/inter/deff.html/>

Apparently it comes from the Jodrell Bank telescope of which Defford is a satellite.

Four day forecasts for a number of UK cities are available from <http://www.onlineweather.com/> From the opening page select "UK & Ireland Weather" then, at the bottom of the table displayed, click "more cities" and select the one you want from the list. The information given is temperature, wind strength and direction. It may not be detailed but it is, at least, a guide. Another weather link is <http://www.wunderground.com/> which lists a number of places in the UK including some airports.

There are some members in the Club who like to delve into the technical side of flying. The following two sites will be of particular interest to them -

<http://www.lerc.nasa.gov/WWW/IFMD/airplane/brennew.html>

and <http://www.monmouth.com/~jsd/how/htm/title.html#mytoc/> The first site is run by NASA and has a comprehensive index of aeronautical subjects - "Forces of flight, Bernoulli's Equation, Curveball Aerodynamics, Cross Winds, etc." - and explanations of them. The second site is, in fact, a whole book which is billed as "A new spin on perceptions, procedures and principles of flight". A quick look at both indicates that there is a lot of information there of interest to all fliers who want to broaden their understanding of the theory of flight.

Precautionary landings

Members will, no doubt, have heard of the news reports of a microlight going down in the Forest of Dean during the week of 2nd August. It is thought that a microlight, not from this Club, flying in the area experienced an engine problem and made a precautionary landing in a field. Nearby observers thought that the aeroplane had crashed and called the emergency services. However, before they arrived at the site, the problem was solved and the pilot took off again. No one saw him go and the emergency services, including helicopters, searched but found nothing.

We can only applaud the action of the person who called the emergency services in good faith but even so a huge bill was incurred in the ensuing search. It is worth bearing this in mind should a similar thing happen to you. Perhaps some contact should be made local to the landing point to assure people that all is well and the emergency services are not required, so that if they do turn up they do not waste time and money looking for you when they might be needed elsewhere.

Reminder - medicals/logbooks

Seven months of the year have gone quickly by and perhaps it is timely to issue a reminder to Members that to fly legally you must have a current Declaration of Health form signed by your GP or regular medical practitioner. Each Declaration lasts for 12 months and expires at the end of the month in which it was signed. In addition your log book has to be signed every 13 months with a Certificate of Experience. This latter can be done by Bill Austin at any Club meeting. If you want your book signed please give it to Bill before the meeting starts rather than waiting until he is about to leave for home!

PFA Rally 2000

If you're a motor racing enthusiast, you'll have already noticed that Bernie Ecclestone has bagged the first weekend in July for the British Grand Prix in 2000, instead of the usual last weekend in the month. This of course is the traditional weekend for the PFA rally. Realising the effect on the local infrastructure that the arrival of the F1 Circus incurs, the PFA rally organisers have brought the Cranfield rally forward a week. Next year the rally will be from 23rd to 25th June.

Treasure Hunt Results

In last month's Aircrow there was an omission and an error in the Treasure Hunt results. Second place was actually taken by Chris Payne and Barbara Austin flying Chris' Thruster. Also accompanying Ken Cole was Ges Hatchett and not Dave Watson as reported. Dave doesn't fly now or does he?

I can hear you now

It is often difficult to remember how poor intercoms used to be until one tries one of the old ones again. How did we cope? The other week our well known test pilot had the task of checking an aircraft. As the owner didn't have a compatible system he was for obliged to take the full face helmet system offered if he was to be able to talk to him during the flight. On applying full power at the end of the runway, communication almost disappeared as all that could be heard was the roar / interference from the engine. Indeed our man wondered whether his ears would last the ten minute flight.. Twiddling knobs seemed to have no effect so communication reverted to sign language and shouting. Suddenly communication returned with a remarkable clarity. Every word could be heard - indeed even the owner's heart beat could be heard particularly as the owner tentatively enquired about what caused the sudden improvement in communication. The answer - the engine had stopped! The resultant forced landing was successful so they're still talking to each other!

For Sale

Thruster - G-MTKA Permit end July - Chris Payne
01905 28826 or 0589 006369

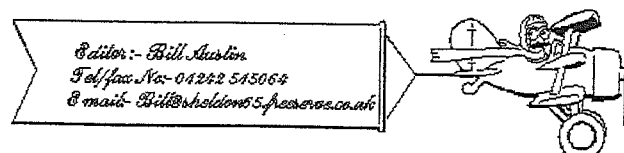
Chaser 508 G-MYMY - 4 stroke - 300 hours - Round Britain Winner & National Champion offers around £5k- Rob Keene - 01452 414975 or 0831237 353

New Trelleborg ribbed 4 ply 4.00 - 8 tyre £5.
Rear steering for Flash 2A (without pod cross-member) £35.
Telephone John Miller 01451 860 456.

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 Paul Bedford 01684 290423

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



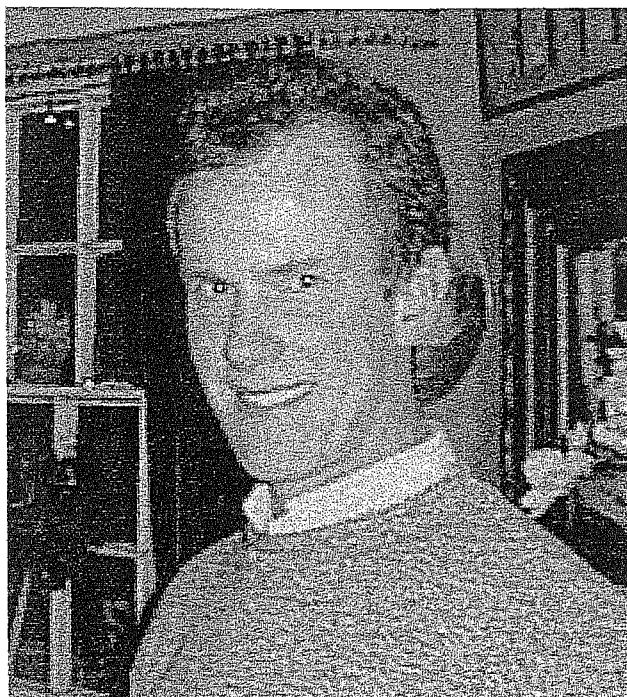


**Severn Valley
Microlight Club**

September 1999

Club Newsletter

Robbie is Solo Champion Again



The last weekend in August saw Robbie Keene organising the final round of the National Championships at Shobdon. Robbie's weather charm held out with three good days flying. The event was highly successful and enjoyed by all. Most importantly from Robbie's point of view, the result left Robbie winning the overall Solo Championship for the second year in a row. Well done Robbie.

Wednesday activities -past month

The quiz on 18th August was attended by a good number of members and two potential members. Members seemed to enjoy the revised format of the quiz and rose to the challenge well. The winning group was Bob Hinds, Roger Davies, Chris Ball and John Hamer with Phyllis acting as scribe to the group. Well done to all who participated.

John Hamer's fly-in on 25th August was 200% better than his last one - TWO aircraft actually flew in! Roger Davies came in his MiniMax from South Cerney and Robbie Keene managed to make it from

Over! Other members turned up by road and at 2100 hrs were treated to a display of ferocious before 2000 hrs for his return journey and by the time he got to Cirencester found all the street lights had come on and that it was much darker than he had intended! Interestingly the event marked the 10th anniversary of continuous microlight operation from JH's field - it was 10 years to the day that he first hangered 'Charlie Fox' in his hanger.

Wednesday activities -coming month

15th Sept-Monthly meeting -Gloucestershire Club
Talk by Robin Morton on Instruments - 19.30pm
6th October - meeting Canning Arms - Hartpury 19.30pm

Flying (Guinness) is good for you

by Myron Burak

Its not my choice, but I'm not a very committed club member. Work or family pressures keep me from meetings but, worse still, I don't get as much or as good quality flying as I would like. In June I tacked on to my friend Colin's flying trip to Ireland, as I thought I deserved a break.

We set off with four hang gliders, and a doodle bug on top of Colin's Volvo estate and the trike behind. With Colin and myself were Simon, who flies hang gliders but is now a part owner in our trike and currently learning to fly it and Paul, another hang glider pilot. We sailed from Holyhead to Dun Laoghaire, just south of Dublin and then made a dash up to Limavady in the extreme north of Northern Ireland. We were to base ourselves here for the first couple of days for a hang gliding competition. We arrived about 1:00 a.m. at the competition hotel, to find a party in full swing. It was here that I tasted my first real Guinness, and it really is much different from that which you get in England, much sweeter and creamier.

The next day was a complete wash out, so we all went to a bowling alley in Londonderry for the afternoon. But Sunday looked a bit more promising for the hang gliders. We assembled on a mountain to the North of Limavady called Magilligan. I spent the day watching the hang gliders fly in blustery conditions that neither tempted me to take up hang

gliding again, nor to take the trike down to a gliding club by the coast to rig and fly. But from the mountain I could see the beauty of the scenery here, and the locals advised that the spectacular Giant's Causeway was less than an hour's flying away. I looked forward to flying this on a more suitable day but unfortunately this was not to be. Colin and Simon flew their hang gliders. Paul declined because of the conditions. The next day was no better, so we contented ourselves with a game of golf.

As it was not flyable the next day either, we resolved to head for Ardglass, on the coast, to the South East of Belfast. This being on the extreme Eastern point of all Ireland, it should have been sheltered from the rotten South Westerlies we'd had around Limavady, so we reluctantly left without taking the trike off the trailer. Arriving in Ardglass did not bring an improvement in the weather. So after booking into a very pleasant B&B, we went and played golf again, this time on the very dramatic Ardglass Golf Course, each hole running close to the sea. That evening we discovered the delights of Ardglass. Compared to the urban environment of Limavady, it had much more to offer. It is a very attractive small fishing port, much more geared to the tourist, with some excellent pubs and restaurants which are about as good as you'll find anywhere.

The forecast for the next day promised light winds and the weather clearing from the East. The idea was to use an old Coastal Command airfield called Bishops Court to fly the trike and the doodle bug around the area. By now we were getting desperate to fly, so we rigged both trike and doodle bug on this mile long tarmac runway under a very heavy sky but at least the wind was light. Colin was up first on the doodle bug, and landed just as I was about to take off with Paul in the back to see what was on offer. Colin reported smooth conditions, but a 200 foot cloud base, which proved to be the case when I took off. It was only possible to fly a large circuit around the perimeter of the airfield, but as the airfield is right by the coast, one leg was down the sea shore, which at 200 foot was very dramatic.

The cloudbase gradually lifted during the course of the morning, and we became more adventurous, going a few miles down the coast in either direction, including flying over Ardglass, where we could look down on the golf course, our digs and the pub where we'd had such an excellent meal the previous night. The sun eventually started to come through as the cloud indeed cleared from the East. Colin and Simon were mucking about on the doodle bug, so myself and Paul decided to go on a jaunt up the East coast - in particular towards an airfield called Newtownards. Look on the map and you will see that North from Ardglass, you cross a small stretch

of water, and then you fly up a peninsula towards Belfast.

We set off with large rents appearing in the cloud cover towards the East. After we had been flying for a while over some very lovely coastal scenery, the cloud started to roll back as if someone were rolling up a giant carpet. On one side you had total cover, dull, and with a lot of cumulus below the 5000 foot layer of stratus. On the other side, you had completely unbroken blue sky. On our way we climbed and looked down on the stratus, which resembled an Antarctic landscape, on one side while, on the other side, we had an unobscured view of the beautiful scenery below. This all made for one of the most memorable and dramatic flights I've ever experienced. The trip was worth it for that flight alone.

Time was pressing, we needed to be getting back down south for our return. The last day we were to drive to County Wicklow, where the hang gliders would fly off Mt. Leinster, while I used a local farmer's strip at a place called Hacketstown to explore the area. It was a beautiful day, no wind and large cumulus. But things did not quite go to plan. The hang gliders, instead of staying out and doing a massive cross country, incredibly went down under the perfect looking sky, reminding me of why I had given up that particular activity some years earlier.

A few hours later, it was again down to the trike and doodle bug to provide our flying in the late afternoon. I had two flights that day, one to the big lump of Mt. Leinster sticking up out of the surrounding plain, and the other a large circuit of the Wicklow Mountains, partly in the company of another microlight, also based at Hacketstown. During the whole time I was wide eyed at the beauty of the scenery beneath me. The bit of Southern Ireland that I viewed clearly showed that this is a country worth visiting if you can get some good weather.

It was a very satisfied person that derigged as the sun was setting. A short walk to the village followed for the last chance to have a few pints of real Guinness. A most successful holiday, which I would recommend to any flyer. The people North and South are very friendly. Things like accommodation and food are easy to find. Flying should be no problem. I found local pilots very obliging in advising where to fly and supplying contacts and directions. If you get a chance go there.

Thought for the month

Cutting corners in aviation is only going to get you to the coroners.

Xair progress

The Xairs in the Club are progressing steadily. John Davidson has now passed the second stage inspection. Barbara has been putting together all sorts of parts and on 5th September rolled the fuselage out of the trailer on its own wheels. She has had some hold-ups with parts but has suddenly made a big leap forward and has something that is very obviously an aeroplane. We are waiting for her to put the seats in position so that we can do some "hanger" flying! Vertical space will be the next problem as she moves towards the tail feathers - not to mention the general problem of actually being able to reach them! Chris Payne is just waiting for his permit to test fly to come through. JH has just received the permit to test on another Xair, and under special instructions on the form the CTO has written in by hand 'Crashing Prohibited'. I wonder what he knows about JH's flying? Anything to do with the fact he reduced a MiniMax back to kit form last year when the engine stopped I wonder?

Internet

It has been a quiet month this month. Those of you who are interested in Newsgroups might like to look at uk.rec.aviation This group covers all forms of aviation and is a source of information from all over the country. For instance, a brief announcement was heard on the radio that a fatal microlight crash had occurred. In less than 24 hours someone posted information about the place, type of trike and injuries on this newsgroup. The impression one gets is that very little happens without someone being aware of it. The only problem with newsgroups is that there are hundreds of messages many of which can be a waste of time when downloaded. However, this particular group does, from time to time, contain contributions from the BMAA Chief Technical Officer so it can't be all that bad!

Did you know that if you use Freeserve you can now pick up your e-mail purely by a form of voicemail using only the telephone instead of having to boot up your computer? Not only that but you can select the messages you want deleted, those that you do not want to file and repeat those that you did not understand!

Incidentally do we have your email address? Those of you that we have addresses for have been benefiting from news and reminders of fly-ins and meetings. If you are on the net and haven't been getting the info, then please email either hamerjl@ukonline.co.uk or

Bill@sheldon65.freemove.co.uk and we'll keep you up to date with what's going on.

(F)Air Cop?

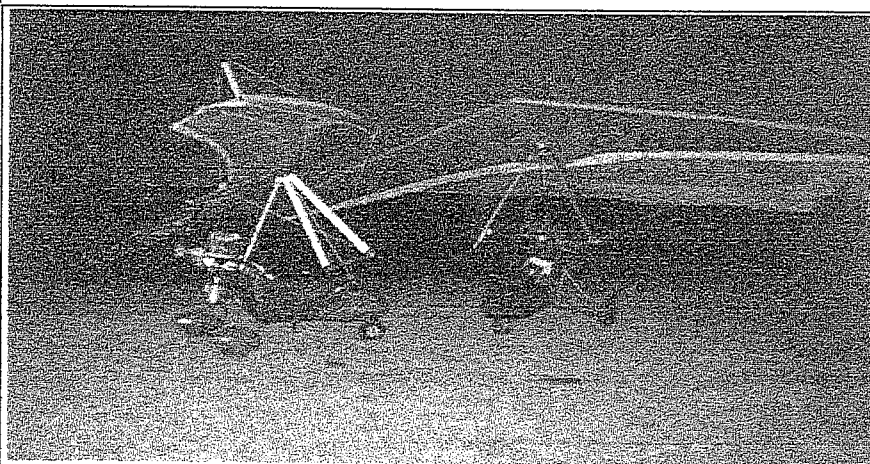
The long arm of the law is indeed long and reaches out to us even when we are enjoying ourselves in the sky. We have heard of a microlight pilot who was flying along minding his own business but who inadvertently had infringed controlled airspace. He eventually received a letter from the CAA warning him to be more careful in future. How did they know it was him? He was after all flying from one private strip to another many miles away. Well as he was flying along the police helicopter appeared alongside him and obviously "took his number" - Incidentally the area where this occurred was near Clevedon - so you have been warned.

Now wash your hands

You are probably fed up with Y2K issues but this one might make you smile. Apparently the makers of "Black Box" flight data recorders also make hand dryers. They have affixed labels to their dryers, fridges, electric kettles and extractor fans saying that they are Y2K compliant but there is no mention of whether their "Black Boxes" are equally proofed! Incidentally a number of members did have problems with their GPS at EOW rollover but most seemed to have got them back on line now though some had to a total reboot.

EPIC ECLIPSE August 11th 1999

by Andrew John



11.14 am and it's dark in Devon

At 0725hrs Rob Keene and I left Over Farm each in our own aircraft and headed down the Severn estuary towards our destination, a small field at Slapton in South Devon, well within the area of totality as predicted for the eclipse at 1114 that morning. I had planned this trip two years ago having read my brother Hugh's description of a full

eclipse in Antigua which sounded quite incredible. However, both Rob and I had a conflict of interest in that harvest was under way and it was very unlikely that we would be able to get away from our respective farms and fly down to Devon. But the Gods were with us and the day before the heavens opened and drenched our crops giving us the opportunity to fly down in ideal conditions while they dried out.

We approached Avonmouth and Portishead with it's acres of imported cars, flew beneath the Lulsgate stub and headed off across a green and flat Somerset. Rob flew on ahead looking for interesting features and checking the speed of the fast lane traffic on the M5! Past Honiton and Exmouth and then flew inland to avoid Torquay, boats of all shapes and sizes were heading out to sea and groups of people were gathering on every vantage point to witness the approaching spectacle. We crossed the River Dart between Totnes and Dartmouth and began our descent to the farm I had arranged to land at Slapton, about half a mile inland from the beach. All roads leading to the coast were by now gridlocked with traffic and swarms of folk were visible making for the beaches and cliff paths.

We landed in our allotted field which was perfect except for fresh cow pats! Following a warm welcome we were transported to the farmhouse for sustenance and the chance to observe the eclipse which had already started, a small bite had appeared in the top right segment of the sun. Fortunately there was quite heavy cloud cover which made an excellent filter through which we could occasionally view the phenomenon without the need of special sun specs or even welding goggles. Our flight time had been about two and a half hours so by now it was nearing 1100 hrs and with only 14 minutes to run Rob and I returned to the aircraft on the higher ground for a better view along the coast.

The overcast was now quite heavy and we could hear various aircraft climbing up through the cloud to see the eclipse from above. Suddenly, as the darkness began to fall there was an almighty explosion, with no indication of what it was or from where it came - very dramatic! Then as the time to totality reached less than two minutes darkness fell at an amazing speed, as if someone was turning a huge dimmer switch so that by 1114 hrs it was seriously dark. We photographed our aircraft and each other to commemorate the event noticing that not only had the Start Point Lighthouse begun to flash but also hundreds of viewers were taking photographs along the clifftops as seen by their flash lights strobing the darkness. As the totality arrived the last of the sunlight disappeared in the eastern sky followed by two and a half minutes of near total darkness, then in the western sky sunlight again appeared rushing towards us at 2000 mph so

that in ten minutes after the total eclipse the sky had returned to almost full daylight again.

What we had witnessed was indeed breathtaking, so much so that the groups of people around us applauded when the light returned. The air was calm and apart from the seagulls out to sea there was total silence. Due to the heavy cloud cover we had a far more dramatic experience of total darkness and this also prevented any sudden temperature drop which had been anticipated and experienced elsewhere.

We waited a while before taking off to fly down the coast to inspect the crowds and take some photographs of this historic event. Later we took off for our return flight which included a stop over at Dunkeswell for fuel and a long leg to South Cerney for a club Fly-in and Bar B Q, where we arrived at 1830hrs.

Both of us were awe-struck by what we had seen, finding it difficult to equate with disappointed descriptions from those who had stayed at home and only seen a partial eclipse.

This had been the experience of a lifetime. We were indeed lucky to have had the chance to see it, only made possible in the circumstances by the use of our microlight aircraft.

Engine Course

JH plans to run another Rotax engine course on Sunday 24th October. If you are interested please contact him soonest as places are limited.

For Sale

Thruster - G-MTKA Permit end July - Chris Payne 01905 28826 or 0589 006369

Chaser 508 G-MYMY - 4 stroke - 300 hours - Round Britain Winner & National Champion offers around £5k- Rob Keene - 01452 414975 or 0831237 353

New Trelleborg ribbed 4 ply 4.00 - 8 tyre £5.

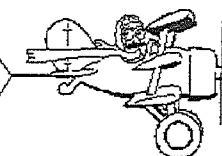
Rear steering for Flash 2A (without pod cross-member) £35.
Telephone John Miller 01451 860 456.

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 Paul Bedford 01684 290423

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

Editor:- Bill Austin
Tel/fax No:- 01222 545064
E mail:- Bill@sheltons5.freeserve.co.uk





AIR  SCREW

Severn Valley
Microlight Club

October 1999

Club Newsletter

A Total Eclipse of the Somme by Brian Finch

I had already booked a week's holiday in August with a view to flying to Cornwall to see the Eclipse when I overheard the lads at Broadmeadow MC talking about the next Otherton Raid to Abbeville.

Excellent, the opportunity of a lifetime to see the eclipse and the experience of a lifetime crossing the Channel to get there!

Gordon Faulkner (as many will know) is the Gruben Fuhrer at Otherton and mastermind behind all the planning needed to get to and survive the week in France. A quick phone call was all that was needed to enrol to join the other 20 odd aircraft making up the Raider Squadron to hit France on the weekend before the eclipse. Many thanks Gordon.

Gordon suggested I team up with an aircraft of similar speed etc for the trip and mentioned a chap called Bruce Drake and one Fred Williams. Knowing that Bruce is a seasoned pilot and experienced cross channel flyer put all my fears at bay.

A pre-flight planning meeting at Stratford International (Fred Williams' strip) threw up a departure date of August 8th. It was decided that I follow Bruce and Fred in the Rans due to the difference in speed which we set at around 60mph. The route would be Stratford – Stapleford – Headcorn – Cap Griz Nez then inland to pass East of LeTouquet airspace then onto Abbeville. Total distance 230

sm with 20 of them requiring extra planning.

Well, August 8th came and went with the sort of weather associated with fixed departure dates. Monday August 9th dawned to favour a departure and so Kitfox G-BWAR (AKA Mr Bumble) and Rans G-MYYZ lined up on the threshold of Stratford International for departure.

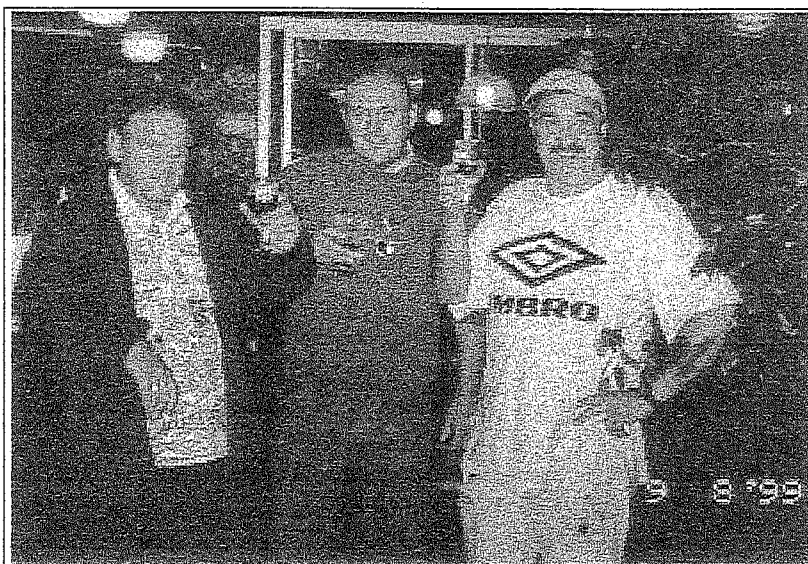
It was about 30mins later over Edgehill diverting around our first heavy shower when Bruce's comms went u/s. The leg north of Bicester gliding club to our turn point at Hencott VOR was fairly uneventful. We were well on our way to Stapleford when we encountered further heavy showers, but as we were in the Luton/Heathrow corridor, we had no escape. Plaistows passed below but the Rans had little chance of getting airborne again with MAUW and wet, short grass runways. We were 6 miles from Stapleford in heavy rain and thunderstorms when I called up for both of us.

Just after this, Bruce and Fred in the Rans veered off North and soon disappeared in the gloom. I carried on faithfully following my GPS instructions to the degree when I realised something was wrong. I think its called temporarily unsure of my positionlost!

Scrambling for the Pooleys to check the Stapleford co-ordinates revealed they were spot on except for

the minor mistake of realising Stapleford is East of the meridian and not

West. Instead of 6 miles away I was 12! A quick re-programming exercise brought me back on track (I'll have to learn to read the map!) All the while I could hear the Rans negotiating with



The Three Musketeers in Abbeville

a Cessna downwind in the rain. (Their comms were now working again). I heard the Cessna call for a go-around due to poor viz and advised by the radio-op that conditions didn't look like they were going to improve. Bruce and the Cessna were safely down when I called field in sight, requesting a short circuit due to deteriorating visibility. "Please yourself" came

the reply from a concerned radio-op "there's nothing else flying in these conditions....but stay at least 1200ft if north of the M25 as there are 700ft power lines".

With rain beating down on the windshield I turned final, the perfect view of the runway through the side door completely disappeared as I desperately attempted to line up for a crosswind landing. Now 100ft above and to the left of the threshold I decided it was my turn to call go-around. "OK, turn left and line up for the grass" came the advice. Again no viz through the windshield prompted me to open the side door, lean out for a better view, better wet than yet another go-around!

It was not until taxiing to the pumps to join Bruce that I realised it had been a close call, a strong cup of coffee was needed!

Refreshed and re-fuelled, we taxied for departure to Headcorn. The comms in the Rans had decided to quit again, with an aborted take-off confusing the controller.

It appears MAUW, a slight tailwind and sodden covers was just too much for the poor old Rotax 503. Another cup of coffee while draining out the comms box seemed like a good idea. It was on the way to the Gents to do the final drying with the hand dryer when a flash of lightning put the clubhouse into gloom with a power cut.....time to enjoy the coffee and reflect "Is there a message coming through!"

As an hour has to elapse between filing a flight plan and its activation, we filed at Stapleford and used the hour travelling to Headcorn where we arrived at 18.00. A turnaround to include showing passports, donning life jackets, activating flight plan and re-fuelling saw us leaving at 18:30, 2 hours before sunset for a 1:45 journey!

With a slight headwind, high cloud and blue sky we left the comfort of the White Cliffs of Dover at 2000ft to head for Cap Gris Nez. A glance at the GPS gave a comforting 17 mins to go. On the port wing a Hydrofoil Ferry was cutting through the blue leaving a white water wake, looks great.....from here!

Next time I looked at the GPS there were only 9 mins to go and we could see the French coast quite clearly, but only the coast. I now realised the reason for the compass swinging back and forth when on a constant heading – more thunderstorms.

The flight over France at below 1000ft for the most part was interesting. Luckily Bruce had a posh GPS which kept us well clear of LeTouquet air space and on to Abbeville, touching down at 20:20 in the gloom, 10 minutes to spare.

We wondered at the lack of other aircraft at the field until we spotted a couple of flexwings and a Shadow who, we learned later, had arrived from Broadmeadow the previous Saturday. Most of the others had driven on Sunday due to the not-so-good forecast – whimps!

A trip to Paris by train the next day for a bit of R&R and a shocking £10.00 glass of beer (it was a big one!) put us in the mood for the Eclipse on Wednesday.

As Abbeville was on the edge of totality we were offered a lift by car to the centre-line. As French roads were just as busy as Cornwall's, we decided to park around a lake with dozens of other viewers hoping that the cloud appearing on the horizon would not spoil our view. Anyway, at 11:20 GMT it got cold & dark very quickly, the birds stopped singing, bats flew and shivers ran down my spine; and spontaneous applause was heard when the curtain went up on the show of a lifetime.

To the Beach! St Valerie was the closest and look, there's an airfield nearby. A Jamboree atmosphere with bunting and PA greeted us (not personally!) at St. Valerie when a Jet Provost made a fly-by, followed by a Meteor and several other notable aircraft over the next hour or so. With incredible powers of deduction we realised St. Valerie airfield were treating the local populous to an Airshow. A trip to the airfield revealed a Fly-in with more than 100 aircraft of various types including a Rotax powered sub 450kg all alloy Cessna 152 lookalike which no doubt will be making an appearance in the UK before long.

The Eclipse dinner brought a few extra guests in the form of Andy Buchan and five other Flexwings which just popped over for the day.

Unfortunately, they also brought news of the impending low pressure and strong winds expected over the weekend and were therefore leaving early Thursday morning. Not wanting to push our luck any further, we reluctantly decided to follow their lead.

With blue skies, fair winds, our bags packed and flight plan filed, it was suggested we radio Lille en-route to activate although we felt a quick call to Headcorn may be prudent, just as well, as when we arrived at Headcorn we learned no plan had been filed at all!

The flight back was a total contrast to the flight over, we could clearly see Le-Touquet and then Boulogne before crossing overhead Cap Gris-Nez in radio silence on 121.5. It wasn't long before the White Cliffs of Dover came into view on the horizon, meanwhile the various types of shipping below kept me amused, only looking at the GPS once (or twice!) on the way back.

Headcorn was most helpful again, they actually filed the missing flight plan for us using the details from our outbound journey – what service – and all for a £3.00 landing fee!

Take-off from Headcorn didn't go according to plan, the Rans made several attempts but could not pull full revs to lift off. A new set of plugs were fitted with no improvement. Avgas was considered the culprit;

the gradual dilution of the original unleaded meant the engine had been running on pure Avgas.

A mobile call to David Ross (en-route from Abbeville) confirmed our suspicions. Drain the tank and re-fill with unleaded. It was now 18:00 and I therefore reluctantly departed for home leaving Bruce, Fred and the Rans at Headcorn (I still feel guilty!).

While I was enjoying my flight home, the Headcorn team were draining fuel and unknown to me, de-coking the engine under the Mobile directions of David Ross!

I had just passed North of Bicester Gliding Club when my reliable Rotax decided to quit. I was at 2000ft and selected a good field before checking fuel and instruments (as you do), when I noticed both mag switches off! I must have knocked them off when folding the map – another lesson! Now at 1000ft the engine re-started and took me safely to my destination at Admington, where I'm sure I left my car.....it had been stolen, but that's another story.

Bruce & Fred? Well they stayed overnight and had their engine checked over by David Ross before returning unhindered to Stratford International.

Monthly Talk

This month's talk will be by Norman Parry from Swindon who has agreed to tell us about his flight in his Tiger Moth from England to Australia. Bring a friend and make it a good turn out.

Licence fees

A recent report indicates that the German government is considering levying an annual licence fee on all German registered light aircraft. The fee proposed is £2,400 per aircraft. Another reason to stay independent from Europe?

Did you hear that?

In a previous issue we commented on the decision of the American FAA that Air Traffic Controllers would not correct an incorrect read-back by a pilot. A safety report relating to a DC-10 which landed at Brussels instead of Frankfurt seems to indicate that this can happen elsewhere too. London Control handed the aircraft over to Brussels Control where the Controller indicated that the aircraft would make a standard arrival at Brussels. The Flight Crew did not register the word "Brussels" in the reply. The ATC then cleared the aircraft to a VOR which the crew could not find on their map - they were looking on the Frankfurt map! The aircraft was told to contact Brussels Arrival and the frequency. The aircraft changed frequency and started their call before pressing the PTT with the result that the initial word "Frankfurt" was truncated. ATC acknowledged the call. A second call was made by

the aircraft clearly saying "Frankfurt Control" but the ATC at Brussels did not correct the incorrect address. Ultimately the Captain saw the runway and thought that it looked strange. It turned out that the aircraft was bound for Frankfurt which was on the flight plan submitted but someone inputting data afterwards had substituted Brussels. The moral of the story must be listen carefully to what is said and if you do not hear clearly or there is any doubt in your mind ask for confirmation or a full repeat.

Small Light Aircraft (SLA) Category

This is now official and covers those aircraft which, in the future, will be classified as microlights but which currently exceed the existing 390Kg weight limit. Exemptions to the ANO have been issued to give effect to the new category of aircraft. Placards in the cockpit will be necessary to indicate this fact. The privileges of the PPL(M) licence have been extended to allow microlight pilots to fly SLA category aeroplanes. Airworthiness Notice 98B has been extended to allow unleaded Mogas to be used in appropriate SLA's as well as microlights. Until an aircraft in this category has been issued with a Permit to Fly categorising it as an SLA it may not be flown by a pilot with a microlight licence.

Aircraft being considered by the PFA for the new SLA category include Rans S6-ES, Jabiru UL, Zenair CH701 and CFM Streak Shadow.

Pilots currently holding a PPL(A) licence are entitled to fly an SLA aircraft but those hours will not count towards maintaining their 'A' licence. However, if their existing aircraft is transferred to the SLA category then they can apply to the CAA for a dispensation to allow them to count those hours towards their 'A' licence but this condition will only apply to that particular aircraft. When they sell the aircraft the dispensation will expire

Internet

Are you fed up with the wallpaper on your computer? If you want to have something that reflects your interest visit <http://web.ukonline.co.uk/davitt> One part of this site is listed as "Wallpaper". Click on it and you can browse through 15 pages of aircraft photos any one of which you can select and install as your new wallpaper. There are some good photos there but none of microlights.

A whole load of links to all sorts of aviation related sites can be found at Michele's Virtual Hanger - <http://rampages.onramp.net/~micheleb/hangar.html>

> Geoff Weighell at Enstone under the banner of Pegasus Flight Training has a "For sale and Wanted" site for aircraft and accessories at <http://www.pft.ic24.net> At the time of writing there are not many items there but he is offering free

advertising for a limited period - if you're selling or looking for an aircraft it might be worth a look. Another site offering the same service can be found at <http://www.leblegin.demon.co.uk/afs/afs.html> Obviously "E-commerce" is taking off in the microlight arena too!

Browsing one evening brought up a reference to Motavia engines. Members will recall that Don Law was promoting this engine as a replacement for Rotax some years ago. The Web reference actually reported seeing the engine flying in an aircraft at Sun and Fun this year. It apparently bolts straight on to the 582 engine mounts without modification. The price quoted was \$7395.

Radio Course

Bill Austin is proposing to run another radio course with a maximum of six participants on six consecutive Monday evenings starting on 25th October. Several members have mentioned that they would like to do the course but the time has now come to commit names and money. The cost of the course itself will be £30 to which must be added the cost of the official text book (CAP413) and, if participants feel brave, the cost of the examination to qualify for the operator's licence. Names to Bill as soon as possible please.

Quote of the Month

When it comes to right of way in the air remember "....its not about who's right, its about who's left!"

Safety

Have you read the Autumn edition of Flight Safety Bulletin? If you have you will have seen that the microlighting fraternity received an accolade from the editors for the way in which accidents/incidents are reported. Emphasis was laid on the honesty of pilots in their reports. In fact two reports were quoted verbatim in the body of the magazine to illustrate the point and reference was made in the reports at the back of the magazine to the fact that GA pilots would do well to read the full BMAA reports. Praise indeed! If you do have an "incident", however small, please let Bill Austin have the details so that any lessons may be extracted from your experience for the benefit of other Club members. As usual all reports will not contain names, places or registrations and confidentiality will be respected.

Xair progress

On the local building front progress has slowed almost to a stop for various reasons - shortage of Brolga propellers, awaiting replacement parts, etc. However this situation is being mirrored at national level where there is a delay in obtaining the Permit to Test paperwork from the BMAA. Chris Payne's paperwork was submitted in mid August and he is

still waiting for the Permit. There seems to be at least a six week delay in the system. PFA members will, no doubt, be heaving a sigh of relief at this because the PFA seem to be able to issue the same paperwork in 24 hours as a matter of routine provided that all the papers are in order. Why the BMAA is taking so long remains a mystery. It certainly does nothing towards encouraging builders to go through the BMAA rather than the PFA if this is seen to be the norm.

Incidentally one of the few completed Xairs has been stolen from Chilbolton. Apparently it was removed by road in the middle of the night. So if you see an Xair flying (there are only three others flying in the UK at present) note its reg no - if it's G-BYMM let the police know.

Aviation Visits

With the approach of the darker evenings and less predictable weather thoughts turn to possible visits to museums such as Hendon, Cosford, Duxford and Middle Wallop. Would there be any interest in organising visits to any of these particularly in mid-week? Contact Bill Austin if you are interested or have any other suggestions.

Engine Course

JH is to run another Rotax engine course on Sunday 24th October. He has one place left. so if you are interested please contact him soonest.

For Sale

Thruster - G-MTKA Permit to end July -£4,000 Chris Payne 01905 28826 or 0589 006369

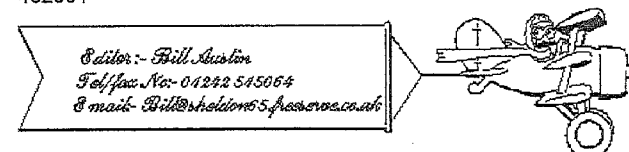
Chaser 508 G-MYMY - 4 stroke - 300 hours - Round Britain Winner & National Champion offers around £5k- Rob Keene - 01452 414975 or 0831237 353

New Trelleborg ribbed 4 ply 4.00 - 8 tyre £5.
Rear steering for Flash 2A (without pod cross-member) £35.
Telephone John Miller 01451 860 456.

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 Paul Bedford 01684 290423

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
Microlight Club**

November 1999

Club Newsletter

Club Aircraft

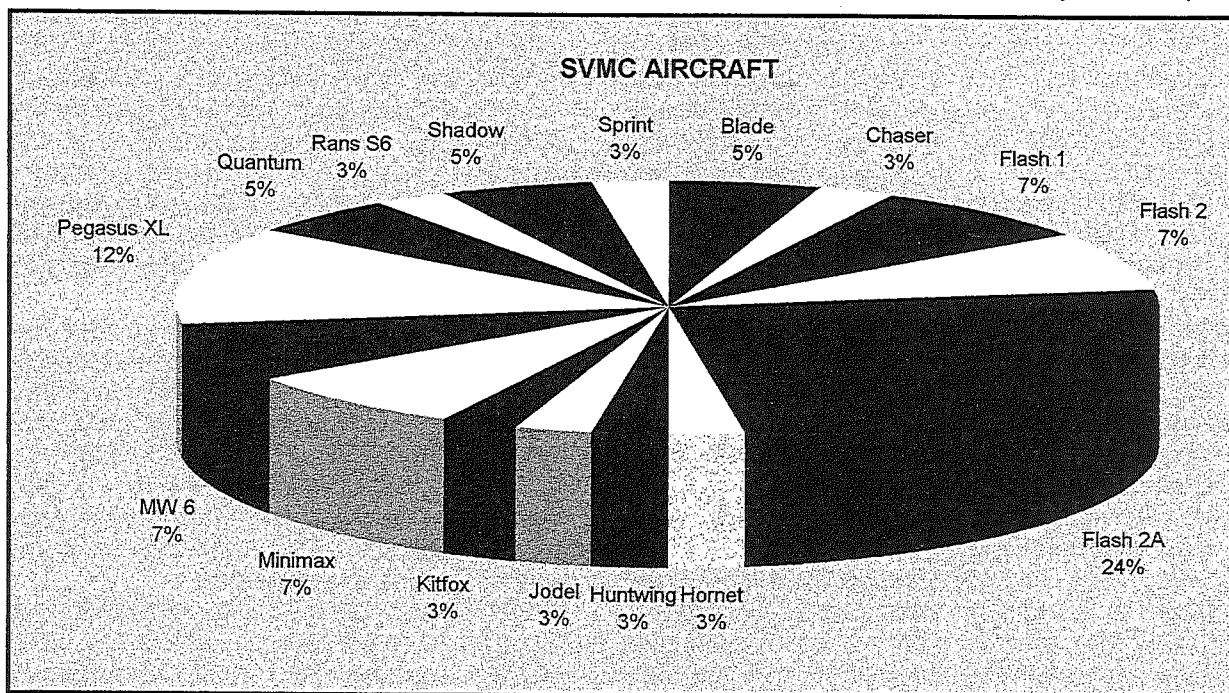
Playing about with the computer, and the spreadsheet programme in particular, the following chart was compiled showing the distribution of the different types of aircraft owned by Club members. The total number of aircraft in the Club stands at 41 and this represents some 18 types of aircraft. Admittedly some greedy members own two aircraft but this is still a large number of aircraft for a club membership of 55 - and even more staggering when compared with the number of Group A pilots who actually own their own aircraft. If your type of aircraft does not feature in the chart it could be because you have not passed the information to the Secretary!

check the latest edition of maps available by going to the Green AICs at <http://www.ais.org.uk>

Winter Sunshine by Andrew John

Flying out of Bristol Lulsgate Airport on February 6th with the Portuguese Algarve as my destination was good enough, but add a week's flying on a Three Axis Conversion Course with Gerry Breen at his Algarve Airports Centre at Lagos gave the project a certain frisson which few microlight pilots could resist.

No! I am not abandoning my flexwing, I just felt I would like to have the qualification should the need arise in the future. Gerry and Manuela's operation had been highly recommended by several people,



Maps

A reminder for members of the latest editions of maps around the local area. Edition 3 of quarter-mil maps for Central England and Wales and England South dated 17/06/99 and 22/04/99 respectively are the most up-to-date. Half-mil maps are usually revised every year and published in May. Don't forget that those of you with Internet access can

so at Telford (The Annual Air Sports Exhibition) in December I found Gerry's stand and booked a Three Axis course in February on the spot.

Due to appalling weather in the UK during the autumn and winter months, flying had virtually ceased and I was suffering severe withdrawal symptoms and needed the chance to find a few airborne hours, no matter where!

My arrival at Faro Airport was uneventful except for meeting my next door neighbour as I walked out of the building to collect my hire car! He was there for the golf apparently. Somewhat dumbfounded I set off for an hour's drive westwards into the evening sky studying well written but poorly followed instructions. Finally, after having rescued a German granny on the side of the road unable to switch on her car lights, I eventually arrived at Lagos Municipal Aeroporto and as per detailed instructions found the key to my apartment, still six miles away, so I continued on what was becoming an intriguing treasure hunt in the dark.

At last I arrived in Bergau, a small fishing village, and followed a narrow, steep, cobbled alleyway down to an apartment whose door had a lock which thankfully matched my key! Inside I found a comfortable self catering apartment owned, I later found out, by a friend of my daughter Kate when she was living in Dubai. Exhausted, I was soon asleep to the sound of waves washing the shore only fifty yards away.

Sunday started overcast, but nevertheless was a day to explore the area and orientate myself, so I made for the Monchique mountains some fifteen miles to the north of the coast. The highest point is nearly three thousand feet and, sadly was in cloud. Back in the sunshine I had an excellent lunch in a restaurant halfway down. Spring had arrived in this part of Europe with blossom and wild flowers in profusion, brightening an otherwise arid countryside. Pine, Cork Oaks and Eucalyptus grow well in the hills but lower down groves of oranges, lemons and fig trees spread out between soft, pink blossomed almond trees, and on the ground a carpet of yellow flowers similar to buttercups. Passing through villages and past farms every building was painted a dazzling white topped with orange coloured pantiles. I found the Portuguese to be friendly and able to understand my appalling English!

On Monday morning I duly arrived on the airfield at 0800 hrs to meet Gerry and begin the conversion course. The programme started with a briefing on the day's exercises followed by an hour's flying and debriefing. Then, as I wished to get in as much time in the air as possible we repeated the process at 1600 hrs. My aircraft was the well tried and respected Pegasus AX3 powered by a Rotax 503 twin carb motor, perfectly safe and when aided by plenty of 'welly' on the rudder would perform some entertaining antics?!

Fortunately I began my conversion course well down the line of my flying experience having started by flying gliders and then, aided by my 'flying brother' Hugh, had enjoyed instruction in GA aircraft, including twins. However, with the passage of time and lack of opportunity my ability with 3 axis control

was in much need of refreshment. Gerry had arrived in the nick of time!

The conversion course follows a well defined routine to ensure that each stage is fully understood and executed in the air. Gerry's patience in persuading me to master the finer arts of three axis flying was particularly valuable so that by Thursday, it was solo time and I was sent off to enjoy, yet again, that amazing experience. Much to his relief and mine, I returned the AX3 to him in a usable condition. One feature which I particularly enjoyed was the debriefing after each flight, not just to highlight areas on which to improve but to listen and discuss matters with one of microlighting's most experienced pilots.

Gerry normally has two students a week and my 'co-student' was Dr Peter Saundby, RAF retired Air Commodore and now Vice President of the Royal Aeroclub. His experience includes over 5000 hours P1 in a vast range of Military and Civil aircraft including gliders in which his 'Diamond C' achievements are legendary. Still he was there to experience microlight flying for the first time, both 3 axis and weight shift. Gerry and he were reversing roles as they had first met 20 years ago at Bicester where GB was an RAF Engineer learning to fly gliders and PS was MO Station Commander enjoying the training of young aficionados of gliding in his spare time. Fortunately I was present for all his pre-flight and post flight briefings with animated descriptions of his experiences! To hear the reactions of such an experienced pilot to his first ever microlight flight was fascinating particularly as he was seriously affected by the lack of inertia. RAF Buccaneer to AX3 does have certain differences in control reaction!

Still, after several flights, Gerry weaned him onto weightshift in a Quantum 912. This was definitely his major hang-up (!) as I watched them take off into an azure blue sky. An hour later they reappeared and flew several passes over the airfield before landing. PS had a very confused expression and referred to the flight as "interesting"! Next day he flew again and according to Gerry, handled the weight-shift well including a stylish landing.

Time was fast running out so on Saturday morning Gerry let me fly the Quantum 912, a 'first' on type for me. It was good to be back in a flexwing and after an age waiting for the oil temperature to build up I took off with GB in the back and made for the mountains before turning towards Cape St Vincent. Once over the most SW point of Portugal we looked down on the same cliffs that Christopher Columbus and Henry the Navigator had left behind and welcomed back all those centuries ago. Still visible from the air, as Gerry pointed out, is the Compass Rose on the headland used by those ancient navigators as their datum before they left to

circumnavigate the world. This took the shine off GPS as far as I was concerned!

We returned to Lagos, landed and thus wound up a superb week's flying. My conversion course was completed and the extra flying hours proved to be most valuable with the site and climate ideal. Above all Gerry and Manuela were most hospitable and I left feeling I had not only gained in flying experience but also in friendship and I cannot recommend their flying school more highly.

Thought of the month

"The probability of survival is equal to the angle of arrival."

The High Life

Spotted in a magazine recently was the following small paragraph under the heading of safety:-

"A B767 flew over a microlight at FL110 (yes 11000 feet!). The microlight's throttle had jammed open and the student had allowed the aircraft to climb. He eventually decided to cut the engine and performed a successful emergency landing. The CFI of the school involved has now agreed to send students solo only in radio equipped aircraft."

Radios

If you are thinking about buying a new radio don't be pressurised into buying one of those with 8.33khz frequency spacing. Although this standard is being implemented in whole ECAC area from 7th October, it only applies to airspace above FL245 - a little beyond our reach you could say!

Extra-curricular activities

On Sunday, 31st. October JH, daughter Laura, Barbara and Bill Austin went to Brean Sands to spend the day sand yachting. Those of you with long memories may recall that a number of Club members tried it out last year but had the same luck with the weather as they do with flying but that time it was the complete absence of wind which caused the frustration!

This time it was a totally different story - lots of sun and lots of wind. It even got to the point of having to stop for a short period because the wind was too strong for our own good. Laura, who had never tried sand yachting before, soon got the hang of it and was mixing in with the rest of us. When you are laying on your back less than six inches above the wet beach and below the level of the upper edge of the back wheels of the trike just a couple of feet to the left and right of your head 20 mph seems more like motorway speed especially as you approach the turn marker and skid/slide sideways to point in the opposite direction liberally spraying yourself with wet sand at the same time. The basic problem was that we had to stop occasionally because such was

the layer of wet sand on our faces and goggles/glasses that it was impossible to see where we were going! Would any other members be interested in joining us on our next trip to Brean? It costs £25 for the day and, certainly at weekends, chips, egg and beans are available for lunch for a small charge. Let Barbara Austin know if you want to go next time.

Internet

There is so much information available on the Internet that, at times, it can be baffling where to start. There are several "search engines" waiting to jump to your assistance but it can take some time to search each one individually. There is a free download available of a programme called "Web Ferret" which searches some ten engines at the same time and displays the results. You have control over the number of sites it lists for its search and it is possible to specify parameters. However, as with all these things, it has its limitations. The programme will find what you want (or what it thinks you want!) because, despite your conditions, it will also list sites related to only one of the words you have specified. Nevertheless, I have found it a useful programme. Does anyone use anything better? If so let Bill Austin know.

Another free download is "Netsonic" - a programme that speeds up surfing the Web. I have used it for some time now and find that it really does what it says without any drama. The richer computer buffs may, of course, opt for Home Highway or ISDN, or in due course, for Freeserve's new high speed connection using BT lines but necessitating the installation of two extra boxes in your home. This system is being made available on a trial basis in three areas of the country and will go public in a selected number of other areas in March next year. The stumbling block for most of us might well be the cost although the telephone call element will be on an 0800 number.

Another weather site has come to light - <<http://www.wellesbourne.fsnet.co.uk/wxdisplay.html>> This site gives wind, temperature, humidity and trends at Wellesbourne Airfield in Warwickshire and is updated regularly. For those of you a bit more adventurous you might try looking at a Spanish microlight site situated near Granada - the only problem is that it is all in Spanish but it is a very comprehensive site and still under development. Go to <<http://www.aeroveleta.com>>.

Preservation of airports and buildings

A report in the Times last week stated that English Heritage together with French and German colleagues were on the look out for examples of airport terminals, airfields and even hangars worth preserving. Places mentioned include Duxford,

Biggin Hill, Bicester, Culdrose and Yeovilton. Apparently the airport in the British Isles to have changed least is Barra in the Outer Hebrides. The postmistress puts out the windsock and daily planes still land on the beach to a schedule dictated by the tide. Apparently the old terminal building at Liverpool Airport is being converted into a hotel and two of the old hangars will be the David Lloyd fitness centre. It seems that at long last someone has woken up to the fact that there is more to airports than noise complaints!

This month's talk

This month Air Commodore Graham Pitchfork will be telling us about the old airfields of the Cotswolds - another occasion to bring a friend with you. Next month's meeting on 15th December will be the Christmas gathering. In order to make the catering arrangements would members please let JH know as soon as possible how many people besides themselves will be attending. In accordance with "long standing tradition" all members are also requested to bring with them a prize for the raffle - lets make it a big one!

Radio Course

The proposed course has been postponed for the time being. There are still places available for two other people. If anyone is interested please let Bill Austin know.

Christmas (Telford) comes but once a year!

Yes, its that time of year again. The annual Airsports Show is on again at Telford on 4th and 5th December. Will there be something really new to fire our imagination or some new piece of "must have that" equipment? I can't tell you - you will have to go and see for yourself. Last year it was the Xair that caused a stir and its still doing that now amongst the builders who are awaiting the approval of their paperwork from the BMAA. The BMAA AGM is on the Sunday - if you have something to say, make sure you are there.

Xair progress

Following the comments in the last issue of Airscrew about the length of time being taken to process the paperwork the Editor received an E-mail from Chris Finnigan, Chief Executive of the BMAA, in which he set out the reasons why things were taking so long and the steps being taken to improve the situation. The following quotations are taken directly from Chris Finnigan's note. The answer, he says, is quite simple:- *"Guy Gratton is very much a "one man band" in the BMAA Technical Office and he operates a queuing system on an equal basis for all BMAA members. When a piece of paperwork is received it goes to the bottom of the pile, as Guy works through*

the pile and the piece comes to the top it gets dealt with. Homebuilders do not get any priority over those submitting mod applications. With many conflicting demands on his time, not forgetting the amount of time he has to spend talking to members who ring him up to ask about progress with their paperwork, his turnround time is currently about 8 weeks."

In order to ease the situation the BMAA Council has agreed *"funding to recruit another member of staff for the general office to release Al Payne, who is very experienced with permits, to go upstairs into the technical office to run a "front desk". We hope that Al will be able to deal with all the items that do not require Guy's personal attention and reduce the turnround time to a more acceptable level. Of course we would like our turnround time to be as near to nil as possible, but with the limited resources the BMAA has right now we will have to do the best we can"*.

For Sale

Thruster - G-MTKA Permit to end July -£4,000
Chris Payne 01905 28826 or 0589 006369

Chaser 508 G-MYMY - 4 stroke - 300 hours - Round Britain Winner & National Champion offers around £5k- Rob Keene - 01452 414975 or 0831237 353

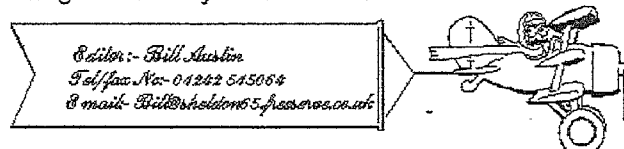
New Trelleborg ribbed 4 ply 4.00 - 8 tyre £5.
Rear steering for Flash 2A (without pod cross-member) £35.

Telephone John Miller 01451 860 456.

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 Paul Bedford 01684 290423

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
Microlight Club**

December 1999

Club Newsletter

Christmas Meeting

Your Committee have again arranged an entertaining and light hearted evening's entertainment. There will be the usual photograph competition. As in past years there will be three classes:- 1) for photographs taken by members from the air, 2) for photographs taken by members of an aerial subject and 3) for captioned photographs taken by members or of members. So bring along your photographs, you never know you could go home with a valuable prize.

Following last year's success there will also be a separate photo for you to add a caption to and a general knowledge quiz to exercise the "little grey cells" as Hercule Poirot would say. The high point of the evening will be the "Monster Raffle" the size of which will depend on every Member attending bringing a prize - it does not have to be wrapped. A bar will be available in the meeting room and there will be plenty of opportunity for socialising and catching up with the latest news so make an effort to attend and bring your "other halves" or anyone else who might be interested in flying - its a good time for them to talk to a lot of people.

World Class Chaser now available

Following 6 years of flying my Chaser in many competitions, this coming season I am intending to fly in the two seat class with my son Rees. However, I would still like the option to possibly fly in the single seater class in future international competitions.

I cannot really justify keeping the Chaser for 2 weeks of flying, so I have been wondering if anyone in our club may be willing to purchase/rent (or whatever) the Chaser and consider an arrangement to enable me to do this.

I would be willing to hangar the machine for free as part of the deal.

If anyone is interested in flying a very economical 4 stroke (5-6 LTRS/HR at 60 mph) please give me a ring, Any alternative suggestions would be welcome.

Rob Keene Home 01452 414975 Mobile 0831 237353 E
Mail:- rob@overfarm.freemove.co.uk

International Airsports Exhibition - BMAA AGM

By Andrew John

Attendance at the AGM was a mere 1% of the membership - reflecting either apathy or satisfaction over the way our Council are handling matters generally. Proceedings were opened by our President Ann Welch who gave a very positive report on our record which now is enjoying a significant 'high' in media terms. Fixed wing aircraft are very much on the increase, and new power plants are challenging the dominance of Rotax. Our accident record when compared with the rest of the world in Ultralight terms is excellent. We must be aware that deregulation from the CAA is a distinct possibility in the near future, but, above all, the achievements of notable pilots has now effectively put Microlights in the public eye as a means of safe flying.

In his Chairman's report, Keith Negal emphasised how Microlight flying has proved to

be the most significant section of Private flying. However there remains the major problem of 'NOISE'. He warned pilots of the harm done by repeatedly overflying one's neighbours. He also emphasised the need to run our affairs better in order to be in control of our future with cheaper licensing and total support. The BMAA record is excellent, with both safety and training being at a high level. Tributes were paid to past chairmen who had achieved so much, notably, Brian Cosgrove, David Cole and Peter Blyth.

Treasurer, John Rose, produced the accounts showing a loss of £20K with an increased turnover to £308K.



Robbie Keene - Champion again

Total reserves stand at £167K. Expenditure was keeping up with inflation and was under constant review. However, he asked for and received unanimous approval for an increase in the annual subscriptions by £2. The accounts were also approved.

Chris Finnigan, in his first report as Chief Executive, said that membership had increased by 50 to 4395, giving the impression that we were retaining a higher proportion of members than before. The BMAA Website has been improved and now gives a wide selection of information. Aircraft registrations total 3181 but, with only 1940 currently permitted, what are the rest doing?! A new IT system has been installed in the BMAA office. Technical turnaround time is now far too long and in order to relieve pressure on Guy Gratton assistance has been provided by moving Al Payne upstairs to handle the run of the mill enquiries and requests. It has been generally agreed that the charge of £30 for an annual licence fee for hand held radio transceivers used by microlight pilots is too high and representations are being made to this effect. Despite several letters to the BMA requesting their views on charges being made for Microlight Medicals no reply has yet been received. He will persevere! (See also letters in the current issue of Microlight Flying - Ed)

Guy Gratton, Chief Technical Officer, began his report by confirming the introduction of the change to 450kgs MAUW with the invention of a temporary classification of Small Light Aircraft (SLA) which will remain until legalities have been sorted out - at which time SLA's will revert to Microlights! He mentioned the removal of 4 Star fuel and the minimal effect this will have on our common use of Mogas. He then spent some time highlighting the problems that have been created through the Home Building projects, the X-Air in particular. He was only too well aware of the frustrations this has been creating with 46 kits now having been sold of which 35 have been registered and are queuing up for test flights and other approvals. There is a shortage of Test pilots, and training on the X-Air is about to begin shortly. Administrative assistance is now being provided in the office but the unprecedented popularity of the X-Air has proved difficult to cope with on top of all the other requests for minor mods etc.

The multi-hatted Ray Wilkinson reported on Safety, Inspections and Accident reporting. The BMAA had a CAA audit last July which was passed with only one or two minor problems which have now been cleared. Inspection audits are now underway and in future a random selection of inspected aircraft will be checked. Sadly he had to report one fatality during the last year for which there is an ongoing AAIB inquiry. However, on the brighter side, there was a drop of 12.5% in reported accidents of which 7 were serious and 37 had no injuries apart from pride. He paid great tribute to all those who had reported their accident/incidents in great detail, which encouraged him to quote verbatim in his reports. He asked for greater care from all pilots bearing

in mind that virtually all accidents and incidents were caused through pilot error, and for those involved to report their experience anonymously so that others may benefit.

Finally to the awards, which from our point of view were highlighted by Robbie Keene again winning the Solo Championship in the Nationals and, to put Cream on top of the Milk, he was also awarded the John Holloway Trophy for producing the best organised Round of the Nationals at Shobdon. Well done Robbie, we are proud of you!

In AOB the success of the postal voting was highlighted when we learned that 300 votes had been received, a big improvement on the past and allowing a far wider representation of the membership to vote in their absence at the AGM. Also, in reply to a question about the number of claims made involving the Inspectors cover agreed last year, it was stated that there was only one and that was well within the sum agreed.

If you are interested in your future as a Microlight pilot and of microlighting in general, then I suggest you support that cause by attending the BMAA AGM, as our elected Council can only operate effectively with members' support. See you there next year?!

Telford Show

by Bill Austin

The first weekend in December at Telford is the annual International Airports Exhibition and this year a number of members made the trip north. Was there anything new there? Yes there was in the form of a jet propelled Doodlebug (yet to fly), a three cylinder American engine, a Hornet with a BMW engine and a Thruster with a Jabiru engine.

The Doodlebug looks a fun way to fly and see the scenery. Two choices of propeller are available - a two blade fixed and a smaller two blader which folds when not in use. The body of the aircraft is fabric and it is flown from a sitting position.

The three cylinder, water cooled, two stroke 690 L70 American engine produces 70bhp at 5500 revs with maximum revs pegged at 6250 revs. Decoking is scheduled for every 500 hours and it has the benefit of an electric start. The trike is manufactured by Medway Microlights and is designated the Rebel SS 2si and the price is £14995. This compares with the Eclipse R - the Jabiru engined trike - at £19995. Medway produce 9 different trikes which must be the most diverse range available today.

The Hornet is a side by side flexwing - we have one in the Club but it doesn't fly very often. This was fitted with a BMW four stroke engine and looked a good installation. Cooling problems are still being addressed but it certainly looked a good prospect for the future four stroke market.

Pegasus produced something akin to the Doodlebug but they had not yet worked out what to call it. The main difference was that the pilot was prone in a sturdy

zipped bag and his feet were covered with a fibreglass tail which enclosed the engine which had a folding propeller. It was evidently designed as a powered hang glider since it had the facility to restart the engine in the air via a pull start under the pilot's stomach. Another aircraft was part of the Pegasus stand and that was the 3-axis CT from Germany. This was a swish looking composite construction similar in appearance to the Jabiru but cruised at 100kts and had a Vne of 180kts! It looked good but, at the time that I saw it there was no indication of price.

It would appear that a number of training organisations have cottoned on to the fact that the weather in Spain is better than in England. This view was supported by several offering training in Spain. Originally it was just GSA aviation (our old friend Graham Slater). Now we have at least two other organisations offering similar facilities.

For those intrepid all year trike flyers Giali were offering a good range of heated clothing. The problem arises when you are wired up with everything possible and need a large battery to ensure everything keeps working together with a good charging circuit!

No doubt many Members walked past the stand of The Radiocommunications Agency trying to look as inconspicuous as possible! The large backdrop to the stand proclaimed that to fly to the Isle of Man it was compulsory to have a licence for your radio. Why they singled out the Isle of Man is not clear because if you have read the magazines and Aircrew recently you will know that they have mounted a large advertising campaign informing all of us of the legal requirement to have a licence for our radios.

In the powered parachutes section the one that stood out was the large, sturdy, two seat trike structure of Blue Heron powered by the three cylinder, 70hp, 2SI 690 L70 engine. Top speed is quoted as 32mph with cruise at 27mph, range 140 miles, climb 950 feet per minute and takeoff/landing distance of 100 feet. It comes as a kit (30 - 50 days to assemble) or ready built. On the same stand they had the James Bond powered parachute in which you could sit and have your photo taken!

The general impression was that there were less people in attendance than last year - certainly on the Sunday - and that there was very little development going on despite the new 450kg weight limit. nevertheless it made an interesting day out.

Quote of the month

"Flying is the second greatest thrill known to man - landing is the first!"

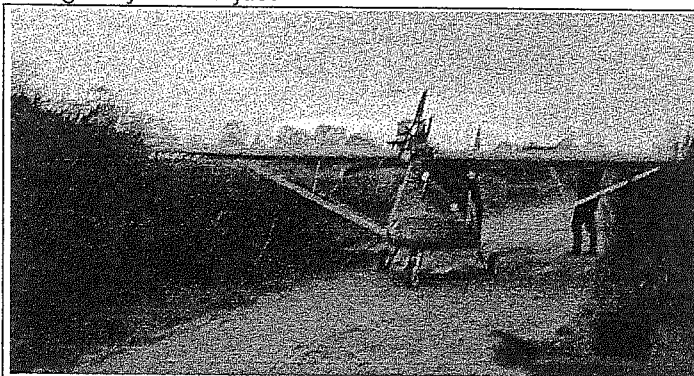
Found!

A couple of newsletters ago it was reported that an Xair had been stolen from Chilbolton airfield on 15th September. Well it has been now found and recovered from France. JH along with Gordon Salter and Jim Pierce (the owner) had the task of repatriating it, albeit by road.

The aircraft was located in a field about 10 km south of Lisieux (just south of Le Havre). Apparently it had landed there at 3.30pm on 3rd November because it was short of fuel. The pilot, an Englishman, had hitched into the town for some food, before being picked up by someone in a Range Rover. They then apparently refuelled the aircraft, took off, but returned to abandon the aircraft.

The aircraft was about half a mile from the road across a

wet and soggy field, and JH & co would never have found it without the help of the French police who took them there. The aircraft was fairly well hidden between some bushes. It was bogged down to its axles in sand, which was part of a disused 'all weather' gallop. The aircraft was in a very damp state - it had



Found in a corner of a French field

actually been there for three weeks and it was raining when JH arrived. Damage to the aircraft was really confined to fabric damage for it had clearly been dismantled at some time as evidenced by the scuff damage to the extremities of the fabric and the fact that the wing rigging bolts had all been disturbed and the anti vibration washers were all missing. All registration letters and the Xair identification stickers on the pod had been removed. The aircraft itself was full of fuel, although the additional tank that had been rigged up in the rear fuselage was empty. Something large had obviously had been carried on the passenger seat, as the control column had been removed and interestingly was neatly tie-wrapped onto the harness in the rear fuselage. The electrics had been interestingly modified not only to bypass the ignition switch but also to incorporate a twin power outlet - for a GPS & radio? The starter battery had also been replaced. Also the exhaust support bracket had been repaired which, with the replacement battery, suggests some usage in the six weeks between it going missing and arriving in the field.

The reason for the abandonment might be explained by the fact that the fuel in the tanks was two stoke, and yet the engine was an oil injected 582. Thus the engine may have oiled up on take off, however little oil was found in the reservoir, so an alternative scenario is that the engine suffered a cold seizure in the pilot's hurry to get away. This will be revealed when the engine is stripped down.

Being found so far from the road posed a problem with the soft ground, but thanks to the police and some locals that turned up to find out what was going on, the aircraft was physically pushed the half mile to the road where it was dismantled, put on a trailer and returned to Britain. The mystery of who pinched it and why, will probably remain forever unknown.

Building a Rans S6 ES/Jabiru G-BYPT. SLA

By *Graham and Judy Pritchard*

With the 450kg ruling confirmed we collected our Rans S6 ES 582 kit, minus engine & mount from Sport Air UK on July 17th.

After several weeks of hectic building, putting in many hours in the shed & with the housework and all non-essential farm work forgotten the airframe took shape, (This is our 3rd Rans S6) & awaited its new engine and mount.

The Rans cowlings had to be modified to take the exhaust system & exhausts, & a hole cut beneath the nose cowl to cool the sump. As the cooling of the Jabiru is fairly critical, ducts were made to channel the air to the cylinders, sump & oil cooler. A prop extension was required to clear the cowlings.

The plane is now finished and has completed over 9 hours test flying to date. Our test pilot/inspector Eddie Clapham put it through its paces & we were very pleased with the results & performance of 75mph IAS @2.600rpm & 104mph IAS @3050rpm using approx 10 litres of fuel per.hr. The glide rate with prop stopped was measured at a descent average of 490ft per.min. over 5 mins. The plane is quiet with no noticeable vibration & stays well within its temperature range. Climb out is about 650ft per. min. sustainable with AUW which we believe is reasonable for the direct drive engine in a S6 airframe.

G-BYPT successfully passed its noise test with the Chris Lodge 60 x 33 propeller, which seems to be a good combination with the Rans/Jabiru plane.

Many thanks must go to Eddie for all his expert advice & testing. Also thanks to Val and John at Sport Air & Kevin & Val at S.T. Aviation for all their help.

As this is the first UK example of the Rans S6/Jabiru combination we were guinea pigs, so we are pleased to report that the marriage is very successful & a pleasure to fly and we look forward to some good weather and good flying.

CAA Safety Officer

The CAA have appointed a new Safety Officer who will take over the editing of GASIL and the Safety Sense series of leaflets. There was some talk that on the

retirement of the previous occupant of the post that no replacement would be appointed and this certainly caused some comment in the aviation press. The new incumbent is a QFI, commercial pilot and gliding enthusiast and a graduate of the RAF's Flight Safety Officers' Course.

Internet

Free weather/Notams information, satellite views and surface charts from Bracknell are available from a Dutch site at <www.phd.nl/aviation/wx> In addition METARS and 8 hour TAF's for 29 British airports are available from the Swedish CAA at <www.lfv.se/met>

Why can't our own Met Office provide such a service free of charge? Apparently there is an Xair site, other than the Australian one, available at <www.esatclear.ie/~xair>. I have not yet been able to access it but perhaps this will be achieved before the next meeting. E-

commerce is on the rise and if you want aviation books, videos, etc. try <www.utilecon.com/library>. If you are interested in hearing live ATC you can tune in to Los Angeles Airport at <www.latraffic.org/index.html>. On this latter site they provide a map of the area showing some of the airports you may hear mentioned - how considerate!

There must be other members who use the Internet - don't you ever find any sites that you think might be of interest to other Members? If you do let Bill Austin know and he will do the rest.

Credit Card Fuel

For some years it has been possible in France, Germany and the USA to have fuel pumps that can be operated by pilots and the fuel paid for by credit card. The UK is now catching up as the first such pump has recently been installed at Southend Airport. Currently it will accept only BP cards or a Southend Airport card but in the near future you will be able to use your Visa card. With the advent of the SLA category of aircraft and increased use of GA airports how long will it be before unleaded Mogas is available in this way?

Dates for your diary - Year 2000

Club AGM 19th January

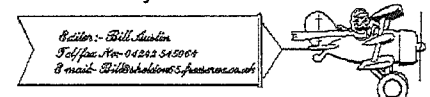
Sun 'n Fun, Florida 9th -15th April

PFA Rally, Cranfield 23 - 25 June

Round Britain Rally 12 -15th July



Jabiru powered Rans S6



Editor:- Bill Austin
Tel/fax: Rev-01243 545004
E-mail:- Bill@wholowet5.freeserve.co.uk