



Chairman's Report

This current spell of good weather is a very welcome arrival and has hopefully encouraged everyone to increase their flying hours. The club membership continues to grow which is very encouraging for the future and I hope to see more people attending the various events.

Following the Fly Out to Le Touquet the next major event is the Fly In on August 6th and we hope to have some interesting aircraft visiting us. There will be a need for a number of volunteers on the day (e.g. manning the radio, marshalling aircraft, helping out with the BBQ etc etc) so please make sure that Angus Stewart has your name and contact details.

Due to the weather on the French coast in the morning, the Fly Out had mixed fortunes. There was tremendous effort from Angus in managing to get 8 aircraft to set off in the morning. Unfortunately there was a 50/50 split in that 4 aircraft managed to get to Le Touquet and the remaining 4 landed at Lydd and decided to move along the coast to Shoreham and spend the day in Brighton. Keep an eye on the notice board for some interesting photographs! Although not ideal the end result was an enjoyable day out for everyone and some good learnings' for the less experienced pilots on how to plan and navigate their way around London as well as the potential weather conditions that can affect the Channel crossing.

All those booked for the Pitts Aero experience please ensure that you turn up on the appropriate day as a lot of planning has had to take place to secure the aircraft for the two days (5th/6th August).

I look forward to seeing you all at future events.

Mike Tidmarsh
ESFC Chairman

East Staffs Flying Club



Newsletter

July 2005

Recent Achievements

John Sambrook completed his PPL training at the end of June. In the space of a couple of weeks he flew his QCC, passed his Skills Test with Dave, and then completed his final exams. Hopefully he should have his licence by the time this edition is published.

Joe Richardson has also passed his Skills Test. Joe learnt to fly at Nottingham, and then completed the final element of his training here with Vince.

Arthur Hunt has completed his PPL training. Arthur commenced his flying career during World War II, flying Grumman Avengers. He then returned to flying after a very long break. Well-done Arthur.

Mark Fisher flew his first solo flight on Sunday the 17th of July. Vince and I both watched from the ground and couldn't fault his approach and landing. Congratulations!

Martin Handley - Tatenhill Instructor

FLYING EVENTS

Saturday 6th August

Tatenhill Fly-In and BBQ

Apart from a barbecue we are also hoping to have a number of events, both flying and non-flying on the day, which have still to be confirmed.

Use this event as an opportunity to meet other like-minded people, and encourage your friends at other clubs to come and visit us.

SOCIAL EVENTS

CLUB NIGHT - 28TH July

Tonight is an ordinary club night at the ESFC clubhouse at Tatenhill Airfield to socialise with other members. Drinks and snacks will be available.

OTHER EVENTS

If you have any suggestions for other events or would like to help, please contact Hugh Clarke on 01283 531556.



George's Jump

George Macintosh comes down to earth in a big way.

Whenever 'parachutes' are mentioned among a group of flyers you can almost guarantee that some wise soul will state, "you would have to be mad to jump out of a serviceable aircraft." Well I don't know about 'madness' but I certainly think a great deal of 'nerve' was required by one brave ESFC member when he jumped out of a perfectly serviceable Cessna Caravan from a height of 13,500 feet on a hazy morning last April.



George Macintosh, who has been flying light aircraft since about 1954, was given the parachute experience as an 80th birthday present by his sons Alastair and Andrew. The jump site was Langar, about 30 nautical miles East of Tatenhill. After watching a video and going through the briefing procedures, George and about a dozen other brightly suited skydivers walked out to the waiting aircraft.

His was to be a tandem descent, where novice and experienced parachutist jump and land together. George's partner on the day was Chris McCann, a tough and capable

looking ex Para known to his friends as CanCam.

The Cessna took off and began its long climb to altitude, leaving friends and family to scan the spring sky for the first glimpse of the parachutists. George's jump would last about 5 minutes in total with the first 30 to 45 seconds of descent being free-fall, reaching a speed of around 130mph. With the main canopy deployed at about 8000 feet, descent speed became a more sedate 25mph allowing time to admire the view and wave to watching spectators.

On landing, George was asked, "Did you enjoy that?" Yes! He replied. "And was it better than flying yourself?" asked Chris McCann. No! said George.

So it looks like the majority of George's future aerial experiences will be as pilot in command, however, in conversation recently, he did confess to a growing desire to do his first solo parachute jump! But whether it's straight and level or just straight down, we wish George many more years in the air.

Chris Norman

FOR SALE & WANTED

If anyone is looking to sell their PPL manuals (recent editions) to a good home then please contact Jonathon on:

Jptaylor1974@hotmail.com



How many ways are there to get home?

You have been flying for quite a while when that sinking feeling starts in the pit of your stomach. Just exactly where are you? You look at the map, you look at the ground and the fit doesn't seem to be all that good. Where the map and your watch says you should be doesn't tie in with what the ground below you seems to be suggesting. It begins to dawn on you that you are "temporarily unsure of your position" or, in ground-speak, lost!

The PPL course teaches you techniques for finding out where you are in terms of maps, times, last known positions and endless circling while you try and sort things out and there is always the GPS, of course. Those people who have learned RadNav or done the IMC course can usually sort it out by using the VOR & ADF or HSI but all these processes involve being head-down in the cockpit - which is never a good idea for long periods of time. Hazard spotting, height and course keeping and so forth all tend to suffer. Not much of a problem if you have someone alongside you who knows what they are doing, but a definite problem for the solo pilot.

Calling Tatenhill Radio will not help much as we don't have radar, so what else can you do?

There are at least two more methods (some clever dick will

shortly come up with some more!), which can help you get safely to your destination:

Any ATC station, such as East Midlands (sorry, Nottingham East... Oh, never mind...) Birmingham or Manchester or a military radar such as Cottesmore, Waddington or Shawbury (not at weekends, chaps, we are all still in our cots) can, even if you don't have a transponder, usually tell you where you are and also give you a heading to steer for your destination, although I'm not suggesting that you call a rushed Birmingham Approach mid morning, for example, unless you really have to!

Is there another way? CAP 413, the CAA's RT manual, which all you licensed pilots have studied, of course, contains one real gem within what is probably the most boring book ever written - and hardly anyone seems to know about it!

The Training Fix.

A bright spark at the CAA (he can't be there now, far too clever) had a look at the accident statistics and concluded that one of the reasons why pilots didn't ask for help in getting un-lost early enough was the fear of losing their macho image. After all, telling the world over the RT that you are lost does nothing for the Rayban aviator's shades and leather jacket image, does it?

So, why not provide an RT call to help those lost souls to re-establish



their position without giving the game away? If no one knows if you are actually lost or just training there is no loss of dignity involved and the problem can be solved quickly.

What's involved? Assuming you are not talking to a radar station already, change to 121.5 (D&D) and after checking to make sure that there is no crisis already underway, make the following call:

"Training Fix, Training Fix, Training Fix, Golf (whatever you are) requests Training Fix"

In no time at all a voice will reply, giving you your position or possibly asking you to repeat the call so they can locate you more accurately. No problem! They will also give you the heading for home if you ask them.

Buddy Pilots - A Generous Offer from Franz Opitz

Please respond to Franz directly if you wish to take him up on his offer.
Email: franzopitz@fissler.co.uk
Office: 01782 565 222
Home: 01538 387 812

I am responding to your Newsletter with particular regard to buddies sitting in the right hand seat for less experienced PPLs.

I fly a lot around Europe, mostly in the Comanche now and sometimes in the Arrow. I would welcome anyone on board and not even charge them a straight share of the cost, more likely a lesser contribution as I manage to get some money back

Don't be scared to use them, they really do want the practice as much as you and you make exactly the same call regardless of whether you are really lost - or just training!

When you are happy you know where you are, you can leave that frequency and carry on as before **BUT....**

ALWAYS ENSURE THAT YOU TELL D & D WHEN YOU ARE LEAVING THE FREQUENCY SO THAT THEY KNOW YOU HAVEN'T GONE MISSING!

One other point: Don't panic! Just remember that people in faster aircraft than yours manage to get lost a lot quicker than you can!

Vince Mills - Tatenhill Instructor

through my company and, subject to them being qualified on the aircraft concerned, will be happy for them to fly left seat.

I fly a lot to Ireland and Northern Ireland, Germany, France, Holland and some in the UK. Members can contact me if they are interested on the above telephone numbers or email address. I will keep their contact details and alert them, by email preferably, when an opportunity arises.

Most of my flying will involve overnights elsewhere and the cost for that will obviously have to be borne by the respective passengers. However, many times, the places I fly to are very nice and offer opportunities for a bit of a break.



Planning Foreign Trips

We hope you found Angus's presentation on 30th June about planning a foreign trip useful and informative. Following on from the presentation at the club meeting you can now find all the relevant notes/documents for planning a foreign trip on the club's website:

www.esfc.org.uk

They are under the section for flying events with the heading "Planning foreign trips". It includes planning information, a flight plan form and a general aviation report.

Hopefully they will be of benefit to you. Please let us know if you require any further information on this topic and we will endeavour to provide it.

NEWSLETTER

We always appreciate articles and stories our members have that they would like to share with the other members of ESFC.

If you have any articles for the newsletter or comments on the format, please contact Alison at alie_todd@yahoo.co.uk

NEXT MEDICAL DUE?

As a reminder Dr Hill, our local AME, continues to give a discretionary £5 discount on aviation medical examinations to East Staffs Flying club members. To receive the discount you must show your current ESFC membership card at the time of your medical.

Contact details for Dr Hill are as follows:

Dr J D Hill AME
Burton upon Trent
01283 730201