



East Staffs Flying Club

Newsletter

April-May 2010

Chairman's Report

Welcome to the 'Spring' edition of the newsletter and the first one produced by our new editor - Brian Waters.

The list of planned Flyouts for 2010 and upcoming Social Events are listed at the end of this newsletter and we look forward to an increasing level of support and attendance from the members. The date for this year's ESFC Fly-In will be Saturday 24th July; further details will be issued nearer the date with the usual request for volunteers to assist on the day.

I would like to welcome both Mark Storr and Eric Reynolds to the committee with responsibility for Social Events. Please make them aware of any suggestions for future events.

As the better weather arrives we will be starting up the evening BBQs at the clubhouse and hope to see some new faces (+ partners). This is a great opportunity for everyone to meet and chat in an informal setting - please come along!

Finally, we are continuing to meet with Tatenhill Aviation as the airfield plans start to unfold. You will already see the work that is going on to create a permanent hangar/apron for the County Air Ambulance. This is Phase I and we will report back to the members as the next phases are defined.

Mike Tidmarsh

From the Editor...

Firstly, I would like to pass on my thanks to Alison Todd for her efforts to keep the Newsletter appearing regularly over the last few years. Having had to wrestle with the template for the Newsletter, I can appreciate its finer points.

Now the weather is (marginally) better and the sky around Tatenhill is reverberating to the sound of flat fours of many types, the Airside Café is also reverberating to the sound of many conversations. Any member who has spent a half hour or so there will know there is a tremendous breadth of styles and

content to the conversations that typically take place, ranging from the technically serious to the side splittingly funny. My question is - with so much obvious communications talent within the membership of the ESFC, why is it always an uphill struggle to get Newsletter contributions? Come on you guys - get writing. Entries can be anonymous, but the Editors decision is final!!

Brian Waters

Recent Achievements

Michael Lewis passed his General Skills Test on Tuesday the 16th of March. The following day he took and passed his Radio Practical Test. Hopefully he'll have a licence by Easter. Well done.

Paul Wiseman flew solo for the first time on Friday the 9th of April.

Fuel

Now that the weather has perked up a bit more people are going off on day trips. I would like to remind people that once the fuel tanks run dry the engine really does stop. I know that this sounds obvious, but every now and then both Dave and myself find aircraft with nearly empty fuel tanks. The most recent example of this was one of our C152s that had returned from a day trip with half a gallon in one side and a quarter of a gallon in the other. The aircraft had been flown for just under four hours without being refuelled. The pilot in question was very lucky to make it back to the airfield. If you're hiring a company aircraft then please remember that if you refuel away from Tatenhill then we will reimburse you for the fuel that you have uplifted (at the rate currently charged for fuel at Tatenhill). You may not have to fill up the tanks. In the previously mentioned example, uplifting twenty or so litres at some point during the day would have created an hour fuel reserve. I can't understand how people can fly with the fuel gauges registering zero. I start to twitch once the fuel tanks show quarter tanks!

Let's hope that we have a better summer than last year. Fly safe!

Martin Handley.

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

Any ATC station, such as East Midlands (weren't they Nottingham East... oh, never mind!) Birmingham or Manchester or a military radar such as Cottesmore, Waddington or Shawbury (not always at weekends, chaps, we may still be 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 in detail, 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 (surely he can't still be there... 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 the fur-lined 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 and easily.

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 other 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. Don't be scared to use them, they really do want the practice as much as you do and you can 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!

John McLinden

Flying Events

Saturday 15th May - Bembridge, Isle of Wight. Day trip to the Isle of Wight. Around 90 minutes flying time from Tatenhill at typical PA28 speeds, a good opportunity for lunch and a walk on the beach. Informal planning meeting at clubhouse 8pm, Thurs 18th May.

Sunday 6th June - Brighton.
Home to the 'Real Aircraft Company'. The weekend of the 5th & 6th June is their fly in weekend and if the weather is good should ensure a varied mix of aircraft on the ground and in the air.

Long weekend during July (dates TBC) - Glenforsa, Mull. Hopefully a repeat of last year's trip to Mull but with perfect CAVOK weather and more participants! Around 260 miles from Tatenhill as the crow flies and a wonderful destination with the strip and hotel right by the water. Planning meeting to be held during April to decide on dates and details.

August - Overnight trip to Waterford, Ireland. Overnight trip to Waterford complete with necessary water crossing, flight plans and GARS. Planning meeting to be held prior to the trip to assist first timers with routes and paper work.

September - North Weald. North Weald Airfield, home to the Squadron Café and many privately operated, ex-military jets.

Jon Faulkner - ESFC2007@hotmail.co.uk
07790 773917
ESFC 2010 Fly-out organiser

Social Events

Thursday 27th May Skittles evening. At the Burton Bridge Inn (Burton upon Trent), commencing at 19:30.

The evening will be run along the same, informal lines as last year (and if last year is anything to go by, this will be a fun evening 😊). All welcome, especially partners.

Cost of £8 per person includes a buffet meal. Further details on the poster in the clubhouse.

Contact Mark at Mark.Storr@O2.co.uk if you are interested in attending.

You can find more details of the pub at <http://www.burtonbridgebrewery.co.uk/Pubs/BridgeInn/BridgeInn.shtml>

Saturday 24th July - ESFC Annual Fly-In.
In aid of the two children who were left as orphans after the tragic death of their parents in the light aircraft that crashed near Stafford in January 2009.

Saturday 4th December - ESFC Christmas Party at Branston Golf & Country Club

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
Queens Hospital
Burton upon Trent
01283 566333 x5300