



East Staffs Flying Club

Newsletter

November - December 2011

Chairmans bit....

This is a very full newsletter with some excellent articles provided by members for which we thank you. The article written by David Marchington on his achievement in aerobatics, whilst only 15 years old, is incredible. However it is tinged with sadness in that David's father, Tony passed away suddenly on 16th October. Tony was often seen at the airfield supporting David in his flying achievements and enjoyed the banter with members and Margaret in the cafe. Through this newsletter and on behalf of ESFC I would like to pass on our deepest sympathies to David and his family as this very sad time for them.

There has been some discussion and speculation about the revised catering arrangements at Tatenhill and we have included a separate article in this newsletter to address this.

The committee are also in early discussions with Tatenhill Aviation to explore how we (TAL and ESFC) can provide a better and 'smarter' clubhouse to replace the existing portakabin. As proposals develop we will ensure that members are made aware and we will also be looking for suggestions on what members would want from a 'new' clubhouse. The plan will be to integrate it with the new cafe and decking area. TAL has stated that they are fully committed to helping ESFC grow and increase the membership numbers.

Recent social events have proved to be very popular and have been well supported by the members. Thanks must go to Eric Reynolds, committee member, for finding some very interesting speakers. The location for future events will be held at the Beacon Hotel until further notice. The primary benefit being that we are not required to pay anything for the hire of the room, as we did at the Albion.

Finally, thanks to all members who helped to give Margaret an excellent send-off at the clubhouse, this was a complete surprise to Margaret! ESFC presented her with honorary life long membership of ESFC, an annual subscription to the National Trust and invited her as our guest to the ESFC Xmas Party to be held at the Branston Golf & Country Club. I have spoken with Margaret recently and she is thoroughly enjoying her freedom at the weekends although she does miss her chats with members at the clubhouse.

Mike Tidmarsh

From the Editor...

As I sit composing this, the wind is moaning, its passage rattling the branches of the apple tree against my window. The Summer is now a memory for another year and flying becomes relegated behind football, sleeping and Christmas shopping!!

This (longer!!) edition of the ESFC Newsletter has articles on aerobatics by John Calverley and David Marchington, who gained 1st place in his first aerobatic competition!!

There is also a 'tongue in cheek' article on EASA by Rod Bailes-Brown and one on the CAA's Initiative by yours truly, plus the obligatory attempts at humour!! Happy reading!!

Don't forget your membership will require renewing on 1st February and the AGM will be held during March 2012.

I was intrigued by the paint job on this 737 - should be helpful in a hangar!!



PLEASE NOTE:

All current members of ESFC will have a membership card. Please ensure you have your card with you as you are entitled to a £2/hour discount off the cost of hiring any TA aircraft, and the card also entitles you to 10% off any item on sale in the Flight Deck Café.

Progress in flying..... now a flight attendant can get a pilot pregnant!!

Aerobatics Roundup

Well long overdue news of what's been happening in the aerobatics world at Tatenhill. I was particularly prompted by the tremendous success of young David Marchington, who won his first aerobatic competition at Sleaf on the 30th of July achieving a score of 75%.

David has just had his 15th birthday. He has still 11 months to wait before he can fly Solo and 2 years until he can get his hands on a PPL. Meanwhile he has completed his tailwheel and complex differences, is capable of competently flying every aircraft at Tatenhill, has completed the AOPA basic aero's syllabus and has been doing competition training with myself for the last 3 months. David learned his aero's in the Decathlon and then used my YAK52 for the competition due to availability difficulties with the Decathlon. This was remarkable in itself as the 52 is not the easiest machine for an early aerobatic pilot especially in the stall turn. He did 4 hrs conversion and practice before the competition. Just the day before the competition a stall turn error turned neatly into an inverted spin!. Congratulations David, keep it up - we could soon have a new young British team member

Contest Results: *Beginners, Sleaf Aerodrome, 30th July*

Ranked by scores

<i>Rank</i>	<i>Pilot</i>	<i>Aeroplane</i>	<i>Registration</i>	<i>Known #2</i>	<i>Totals</i>	<i>O/all %</i>
1	David Marchington	Yak 52	G-BXAK	<u>556.59</u>	556.59	75.21
2	Martin Bromiley	Slingsby T67M	G-BONT	<u>520.30</u>	520.30	70.31
3	Antoine Schlijper	Slingsby T67M	G-BUUK	<u>463.61</u>	463.61	62.65
4	Alan Harris	CAP 10B	G-WIXI	<u>437.12</u>	437.12	59.07

The weather proved irritating last year and interfered with many competitions. We had a steady flow of pilots completing the AOPA aerobatics course. Jonathan Taylor went on to win a beginners comp. at Bodmin and has now constructed himself a Pitts and is competing at standard. The four musketeers pictured below (having just received their AOPA certificates) decided to give competition a go. Practice became pretty competitive with much speculation as to who would be best on the day. Unfortunately a whole day was spent watching the rain stair rod down at Leicester followed 6 weeks later with a day looking at low cloud at Sleaf and a scud run back to Tatenhill, so the lads never got to compete.



John Deaville Allan Boast Mark Storr Phil Moorcroft

I am now struggling along at Intermediate having won the Gunpowder Standard trophy. The Yak is quite a handful as it has an asymmetric wing and therefore drags away the energy during inverted flight. Despite this I took second place in the apprentices at Compton Abbas on June the 24th this year. The first figure was a stall turn into an 8 turn flat spin. The Yak flat spins beautifully and the figure scored a near perfect 9.5 and provided a beautiful picture (right). A close to VNE entry got me around an outside loop with a full roll over the top.

Aerobatics is for almost everyone. Freely flying 3 dimensional shapes in the sky is wonderful and not difficult. You really get to appreciate how an aircraft flies and get to understand stalling and spinning. Give me a call and take your first taste.

John Calverley



Part of a pilots welcome message - "Delta is pleased to employ some of the best flight attendants in the industry on its books. Unfortunately none of them is on this flight!!"

Following our arrival at Sleaf, briefing commenced which outlined the day's flying. The running order was then drawn with me up first, and so off I went; the competition had started. I enjoyed flying the sequence, appearing to forget the pressure of my first competition and soon I had rattled through the loop, half Cuban, quarter clover, stall turn and slow roll, my flying appearing on form. The other three competitors then flew and the results were drawn, me ranked at second with a score of 70%. Luckily this first go, as it was a Special Beginners' Event, was merely the practice run with the real thing yet to come. So after a quick break for us all, accompanied by a full English from the legendary Sleaf Café, we resumed and I again flew, this time worse from my point of view, with a poor stall turn in the demanding Yak 52 and slightly barrelled slow roll. Despite this and my disappointment, my scores improved with 75%, and first place. It was a day full of fun and interesting people, something that I would highly recommend to any person with a keen interest in aviation.

David Marchington

EASA Kills GA "N" reg once and for all and keeps its hands green.

Niccolò di Bernardo dei Machiavelli relaxed behind the enormous desk in his gold plated office at the heart of the European Aviation Safety Agency. It was mid-afternoon Thursday and he had just finished reviewing the invoices he had produced for his expenses claim. It promised to be a good weekend; in a few minutes he would be taking his pretty, young secretary to the Monaco Grand Prix, using the agency private jet. Before he could disappear however, he had one last unpleasant job to do...

With a waft of expensive perfume, his secretary ushered Pepe into the room. The little Frenchman had worked in the agency for a long time but he was clearly nervous.

"Pepe you incompetent fool! I told you to get rid of those GA "N" reg freeloaders and you have failed me, again! I will be back in the office, as usual, on Tuesday afternoon and I expect to see a new plan or you are fired - and I will make sure you do not get to see one penny of that big, fat pension you were expecting! Now get out!"

Saturday night, Pepe was drowning his sorrows at his favourite bar when he met his good friend JR, the Oilman. They discussed his problem for several hours and consumed many litres of 1664. Finally, a cunning plan was hatched.

Tuesday afternoon came around and Machiavelli and Pepe met in the gold plated office.

Pepe said "You see, Sir, what we have to do is make the European environment toxic to "N" reg aircraft, without overtly creating any new regulation aimed at them. I know the "N" reg is cheaper, safer and does not generate jobs for the boys - but they have an Achilles heel that could make us a lot of money. In Europe there are two commonly used

fuels in piston-powered machines, namely Avgas 100LL and Mogas. Avgas is a dedicated aviation fuel that has been around for a long time. It is the last fuel to contain lead, is very expensive to make and is treated by the Oil companies as a specialist chemical, not a fuel. It is actively bad for many engines (not just Rotax) and it is likely to be banned by the USA - by far its biggest user - around the end of the decade. On the other hand, it is a high quality fuel that is ideal for large high compression engines. On the other hand, Mogas has gained popularity for a number of reasons. Firstly, it is around 60p/litre cheaper than Avgas, and is readily available all over Europe, assuming you have access to a can and transport to a filling station. It is ideal for many smaller engines up to around 160hp. On the down side, it is starting to contain Ethanol which makes it unsuitable for some engine/airframe combinations and it is too low an octane rating for many large high compression engines. This fuel is normally purchased off airfield so the airfield operator gets zero revenue. It is difficult to be sure but the number of machines using each is around 50 / 50. So, I suggest we encourage a new fuel; we could call it Avgas 91UL, essentially 100LL without the lead. It would be much cheaper to manufacture as a failed batch could be added to Mogas without any lead contamination. It would be the same high quality. It would be ideal for all engines, except for the large high compression engines that make up around 15% of the GA fleet. We will approve it on all European manufactured engines and for all except the big high compression engines. That means the training fleets of 152's etc can use it and as these are the biggest users of 100LL and there will be a big price difference, we will see 100LL sales collapse in Europe and prices increase dramatically. This will soon reduce the number of high compression engines, which will accelerate the price difference still further."

Machiavelli sat back in his overstuffed leather chair looking slightly confused.

"Well, I can see how that might be profitable and I assume a percentage would go to my good cause, but how does that help with "N" reg?"

"Most of the "N" reg machines are bigger, high powered IFR touring types which fall into the 15%." Pepe explained.

"So this would kill them off completely?" Machiavelli twirled his moustache in his excitement.

"Well, not completely! We think some owners will hang on to the bitter end, hoping that the Americans will rescue them with 100UL. 100UL will be very expensive compared with 91UL but it would work on any aircraft engine. It is expected to be available in volume by around the end of the decade, to coincide with the death of 100LL in the US. To get rid of the "N" reg machines, *timing* is important. Firstly, we need to get 91UL in, and established. Secondly, when the price of 100LL has reduced the "N" reg numbers, and a few years before 100UL arrives in volume, we do a deal with the greens to ban lead completely! There would be no fuel for the big high compression machines in Europe at all, for several years. Once we have got rid of them, we can introduce legislation to keep them out quite easily! The owners will lose large sums of money - but we will be squeaky green!" Pepe looked up nervously from his notes as he heard a strange noise. He realised that for the first time in 30 years, he was hearing Machiavelli laugh!

The above story is complete fiction. The prediction on the death of 100LL in the US is from Lycoming's web site. 91UL has, I believe, been launched in France and is about to be launched in the UK by Total. The approvals mentioned above appear to be in place. The

numbers mentioned are worked out on the back of a fag packet but they do have some logic. The rest is just conjecture and could not possibly be true...

Rod Bailes-Brown

Now for something completely different..... statistically, 6 out 7 dwarves are not happy!!

CAA Airspace Safety Initiative

For another year, the CAA has extended its Airspace Safety Initiative by encouraging Air Traffic Control units at both civil and military airfields to open their doors to GA pilots and students. The central theme of this initiative is to deepen the awareness of GA pilots and students of the dangers and disturbances that "busting" controlled airspace often causes. I, together with the intrepid Di Hunter, was fortunate to be able to attend visits to ATC at both Manchester and RAF Coningsby.

The visit to Manchester was arranged through the BWPA and was noteworthy because it didn't rain! A briefing on the "new" airfield layout was given in order for us to appreciate the conflicts and priorities that arise. I couldn't help feeling that the detail was more about operational matters than GA. However, it was interesting all the same, especially so when we were taken on a guided tour of the control tower where we were fortunate to be able to observe an Airbus A380 on final. If you think you have it all on when you're in your favourite PA28 on final when the wind is across the runway spare a thought for A380 pilots. This particular aircraft was probably aimed 30 or more degrees across the runway and was nodding like a donkey!! However all that expensive training was put to good use as the pilot executed a smooth landing, coaxing 500 odd tons of aircraft and payload straight onto the runway. That is one BIG aircraft!! A stop in the radar room was an anticlimax, as there were only 3 radar operators in a room designed for thirty!! Manchester's radar complement was decimated when the new northern area radar centre was opened at Prestwick.

The visit to RAF Coningsby took place on a windy Wednesday in October. Upon reporting at the base for our 0800 appointment (!!), we were met by Sgt Richard Eggleton who remained our "shepherd" for the day. After a hearty welcome by the base operations Commander and the senior ATC officer a series of briefings ensued, that was well illustrated the three central points:

- Transponder - if you have one, make sure its on
- Announce yourself - even if you have no intention of crossing the zone, if your route takes you within at least 10 nm of the base make yourself known. This helps eliminate your aircraft if ATC have a problem
- Even professional pilots can become "temporarily unsure of position"! If you need help, ask! RAF Coningsby has highly trained and motivated ATC staff who will be more than willing to assist. (This was well illustrated by a presentation regarding the events surrounding the talkdown of a GA pilot who was temporarily rendered nearly blind after suffering a stroke whilst airborne - Sgt Eggleton and two colleagues were subsequently awarded the CAA Safety prize for their efforts at getting this pilot safely onto the ground).

A visit to the base Tower then ensued with time spent both in the control Tower, watching Typhoons in the circuit, and the radar room. Lunch was taken in the Sergeants Mess, followed by a guided tour of the BBMF hangar, where we were able to get within touching distance of the Lancaster, a half dozen or so Spitfires of various Marks, the Hurricane and the Dakota. We were then treated to a brief tour of the Typhoon Maintenance Facility.

Both visits were informative and enjoyable, and if other members might be interested in similar visits, RAF Coningsby intend arranging similar days in 2012. Thanks must be extended to Sgt Eggleton and his colleagues for a most enjoyable day.

ESFC Revised catering arrangements at Tatenhill Airfield

It is appropriate to take this first opportunity through the newsletter to inform all members of recent developments, which have resulted in a change of catering provision for all us who use Tatenhill Airfield.

Discussion and negotiation between your ESFC committee, Mike and Paul Shelton of Tatenhill Aviation Ltd (TAL) has been ongoing for several months. It has not been an easy process to accommodate the needs of both parties involved.

There have been four, mutually agreed, over-arching features dominating the discussions:

- i) the need to safeguard the best interests of ESFC members, present and future.
- iii) to ensure that ESFC members continue to enjoy as a minimum, current facilities.
- ii) the need for TAL and ESFC to work more closely together in further developments
- iv) to allow TAL's development to progress satisfactorily to our mutual benefit.

There was agreed recognition that TAL was seeking to improve facilities through development of the airfield during a worsening financial climate. As a consequence the funding of changes is a major issue in ensuring continuity of services during this evolutionary process. The issue of catering provision is clearly a major feature of this, involving staffing, health & safety legality and viability both during weekdays and weekends alike.

Underpinning the catering provision was TAL's perceived need to provide satisfactory, good quality catering facilities during the week for visitors, pilots and others (in line with similar airfields).

ESFC's concern was provision for its members who mainly visit the airfield at weekends and in the early stages of discussions this had not been addressed by TAL, they presumed that ESFC would continue in the short term with its present arrangements at the weekends with Margaret until implementing a full 7 day a week service.

Following in depth discussion, it was not felt to be feasible to run two side-by-side catering operations when the TAL cafe would eventually operate at w/ends as was the ultimate intention.

The management of the catering operation as a whole was subject to lengthy debate and obviously Margaret's situation was a major feature in this.

Contrary to some speculation, Margaret was not 'dismissed' simply to accommodate the new working arrangements. Margaret had been fully briefed on the evolving situation over the preceding months and was always fully aware of the proposed plans. Margaret had indicated on several occasions over the last 6 months that she was looking to 'retire' for personal reasons, but would continue until there was a final resolution. Understandably, she did not wish to be involved in the proposed new arrangements.

It was eventually agreed that it was essential for reasons outlined above, that TAL should recruit the person/s running the catering operation on a formal basis to satisfy the local council rulings for provision of public catering.

ESFC are continuing, at present, to fund the weekend catering (as we did with Margaret) to ensure continuity of the service to members. Clearly safeguards have been built into the agreement with TAL to protect ESFC member's interests and this will be reviewed on an ongoing basis.

The clubhouse continues to be available to members, with tea/coffee making facilities on a do-it-yourself basis, with a request that members' make a donation to the Air Ambulance in the box in the kitchen.

It is hoped that members will continue to use the clubhouse as much as possible. Even though you may purchase your refreshments on the other side of the decking, you could enjoy them in the clubhouse with your colleagues!

Flight planning, weather and notices will still be available in the clubhouse to all members.

ESFC Committee

FOR SALE:

Aircomm A24E transceiver. Very light use, one careful owner. Battery in good condition. Battery charger and 12V plug and adapter included plus manual.

Note - this unit has the VOR facility. £150 ono

Interested? Please contact Brian Waters (07796 101216)

Flying Events

If you have any suggestions for flying events or would like to help, please contact Jon Faulkner

Please keep an eye on the club notice board and the web-site (www.esfc.org.uk) for more regular updates on forthcoming events.

Social Events: TBA

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
01283 730201