

East Staffs Flying Club



Newsletter

July/August 2009

Chairman's Report

Only a brief note from me this time, there's no space to add much content due to some excellent articles in this edition!

I would particularly like to thank Pippa for her excellent write-up on the trip to Turweston. Pippa is a low hour PPL and is the best example of how to continue developing your skills, experience and confidence once you have obtained your license. When you read her article there were a number of unplanned situations that will all have contributed to Pippa's learning. By choosing to fly with a more experienced pilot I am sure that Pippa will continue to challenge her flying skills and be better equipped for when she makes longer trips by herself. Food for thought!

Mike Tidmarsh

ESFC ANNUAL FLY-IN & DISPLAY SATURDAY 8TH AUGUST 2009

Remember we are holding our annual Fly-In & Display on the above date in support of the County Air Ambulance. This year we have secured two world-class spectacular aerobatic displays:

Gennady Elfimov, Russian CPL, professional aerobatic instructor. He was a member of Moscow aerobatic team, competed in national aerobatic competitions for five years. If you have been to the last two events then Gena will need no introduction, other than the fact that there is nothing that he cannot do in a Yak, a truly awesome display! Without doubt the world master display pilot for the Yak 52.

Mark Jeffries the 9 times British aerobatic champion (ADV & UNL) has spectacular manoeuvres, tumbles, spins in the Extra 330SC leaving pilots saying "how did he do that?" Mark flies the Extra 330SC the latest designed fully certified aerobatic aircraft performing specialist unlimited aerobatic aircraft used at world contest.

Bring your friends and relatives along for an excellent day out!

Food & Refreshments served all day.

Classic cars

Helicopter trial flights

Interesting aircraft



RECENT ACHIEVEMENTS

David Dunn passed his PPL Skills Test on Saturday the 13th of June.

Jane Liptrot flew solo for the first time on Sunday the 14th of June. Well done.

On Thursday the 18th of June my students had rather a good day. James Clark completed an excellent dual / solo circuit session. Both Stuart Perren and Maurice Allden completed their first solo navigation trips. David Cresswell flew to Leicester Airport on his first solo land-away trip. Mulk Raj spent an hour building up his confidence with some general handling in the local training area. Last, but not least, I accompanied Leigh Pomlett on his first trip to Gloucester Airport. On this trip everything went really well, including the radio work! This has to have been one of the most positive and productive days that I've seen in a very, very long time.

Why did it all go so well? The answer is that everybody came in early and well prepared for their lessons.

Stephen Derwin passed his PPL Skills Test on the 24th of June. Stephen has been learning to fly with the BDFA,

Phil Houckham completed a PA28 / Archer conversion at the end of June, just a few weeks after getting his PPL. It took just over an hour for him to feel confident enough to take the aircraft out by himself. He's now got the option of hiring any of our four Cessna 152s, the Warrior or the two Archers. The message here is that if you want to increase the chances of going flying when you want to then get yourself into a position where you've got as many options available to you as possible. Plus, due to their availability it's a lot easier to book a PA28 than a Cessna 152 (especially at weekends).

James Clark passed both his NPPL NST & GST on Tuesday the 30th of June. Congratulations.

Nigel Booth passed his PPL Skills Test on Wednesday the 1st of July. Congratulations.

Ian Clayton passed his PPL Skills Test on Monday the 13th of July. Well done.

Paul Lewcock passed his PPL Skills Test on Monday the 20th of July. Congratulations.

Finally, after a ten-year gap, I've partially renewed my examiner rating. I now hold a Ground Rating Examiner Authority (GRA). This means that as well as being



able to issue PPL ground examinations I can also re-validate class ratings. Please note that I haven't renewed my full examiner's rating, and so I still can't conduct flight tests. Due to new rules I've found it prohibitively expensive to renew this qualification.

Note: Now that the warmer weather is here I've got three safety points that are worth thinking about.

Summer days are often hazy days. I'm forever looking down on pilots who choose to bumble about in the haze at altitudes of between 1500 and 2000 feet. There appears to be a misconception that on such days flying any higher will result in a loss of contact with the ground. This isn't the case at all. Flying at altitudes of 3000 feet and above often results in a marked increase in visibility. Therefore making both navigation and maintaining a lookout for other aircraft a lot easier. Sunny days equal busy skies. How's your lookout? Is it as good as it could be? If you answer yes then you're only fooling yourself.

Have you considered the affects of an increase in temperature on the performance of your aircraft? You only have to read accident reports, watch the news or browse "YouTube" to see the results of overloading aircraft. The mass & balance limitations and performance charts have been created for a reason. Think before you fly, it could save your life.

One last note. As an instructor I often discover that pilots are flying, or about to go flying, without a current licence, class rating or medical certificate. Please remember that it's your responsibility to make sure that all of your paperwork is current (this includes medical certificates belonging to student pilots). If anybody is unsure about the maintenance of their licence and associated ratings then please feel free to come and talk to me.

Martin Handley.

FLIGHT TO TURWESTON - by Pippa

On Tuesday 14th July, John McLinden and I got together for another of our aviation adventures: this time a short one in the Archer PA28 G-TALE, destination: Turweston! This was to be my first outing since arriving home from university, and, having checked the weather forecast, things looked to be about normal for what we have come to expect when I return - rain, poor visibility and a possible low cloud base! However, never ones to be deterred easily, we decided to give it a go and see how far we could get. Certainly on the ground at Tatenhill, the conditions did not seem too bad at all, so things looked a little more



promising! John flew the first leg of the flight, whilst I navigated and attempted to take some photographs! Once in the air, we settled into the cruise after levelling off somewhere between 2500ft and 3000ft (well, anywhere, actually!), and we could fully appreciate the actual weather conditions: visibility was impressively good - as far as the eye could see! And for once that meant - blue skies!

Approaching Nuneaton, John radioed Coventry ATC, and, after a slight misunderstanding over our route and destination, which required us to divert slightly off our track, we resumed track and John freecalled Turweston. Again communications were not entirely clear, and we found ourselves with a new identity: *G-DAVL*! Despite this initial miscommunication, Turweston airfield itself was perfectly agreeable and everyone there was extremely pleasant and able to laugh about the misunderstanding (but they did decline our offer to leave the landing fee to VL!).

The approach into Turweston was very military-esque, having a curved base leg onto a very short final, in order to avoid overflying and annoying the farm sitting right on the approach. Fortunately the circuit was quiet (perhaps everyone else was scared by the weather forecast?) and we landed without problems. After a short stop, naturally incorporating a visit to their café, "The Flying Pig" (the bacon baps are highly recommended!), we continued our trip. Since the weather conditions were favourable, we decided to extend our outing and incorporate a stop at Leicester. I chose to fly this next leg, which, as luck would have it, happened to necessitate some severe shower dodging: good practice for weather diversion! It was slightly disconcerting when the purple line disappeared off the GPS, but John was doing his own impression of a GPS and keeping score on an old fashioned map. Approaching Leicester we were informed that we would be using runway 22: relatively short at 490 metres, at least it seemed very short to me compared with runways I have previously landed on! This was my first time on a shorter runway, and therefore probably not the best of landings, but, with John's encouragement I landed safely and confidently (and most importantly with the aircraft in one piece!), and, fortunately just before the heavens opened! We wisely decided it was probably not the brightest of ideas to vacate the aircraft just yet, unless we were keen for an early shower! The landing fee was very reasonably reduced for a "sort" of weather diversion and the airfield itself also very amicable. Once the rain had passed, we set off on our last leg, with me opting to fly the last leg back to Tatenhill. Once we had departed Leicester's circuit, we tuned into East Midlands to keep a listen out on their activities. Realising they were managing very nicely without us, and with weather conditions still relatively good, we decided to descend to 2400ft to remain clear of their airspace, and avoid burdening them with extra work, whilst continuing our 'listen out'.

After spotting Rugeley power station, Blithfield soon became visible - my homing point! It was not long before Tatenhill too appeared on the horizon and I settled back into rejoin and landing, as second nature. My approach and landing was much



more secured than at Leicester, and it was comforting to know that, this time at least; I had the security of more runway available! All in all, it was another extremely enjoyable flight, and one from which I have yet again been able to take away some learning points and experience something new, not least for future use with weather diversions and shorter runways! The trip did not disappoint at all, and the actual weather (despite the rain at Leicester) was a welcome surprise. There is hope we might make West Wales yet!

ESFC NEWSLETTER - FLY-OUTS UPDATE

Half way through 2009 and it's turning out to be a successful year where club fly-outs are concerned. From a list of 6 group fly outs issued around Xmas time, 4 have now taken place, leaving 2 left to finalise.

1. Elvington Fly-out - 5th April

The first of the 2009 fly-outs saw 14 aircraft from Tatenhill and surrounding strips flying up to Elvington in near perfect conditions. The aircraft ranged from Jim Alexander's single seat Jodel D9 to the mighty Antonov An2 and included all 3 of Tatenhill Aviation's PA28s. Surely this turnout has to be a record!

At Elvington we were met by a similar number of aircraft from Donair (East Midlands) and made for a busy circuit at times. The airfield, however, was very easy to spot on arrival; its 3km runway being hard to miss.

Elvington is the home to the Yorkshire Air Museum (and also the location of Top Gear presenter Richard Hammonds near fatal jet car crash last year) and has a range of exhibit aircraft both inside and outside from WW2 to the 60's and 70's. This being their 'Thunder Day' they ran the engines on their Buccaneer and Victor aircraft.

At the eastern end of the airfield, close to the apron, many of the wartime buildings have been restored and house, amongst other things, a decent sized café which was doing a good trade on the day of our visit.

By mid-afternoon, the glorious sunshine had caused a fair amount of thermal activity and this had two side effects to the return trip. Firstly, there was a fair amount of turbulence and secondly, the gliding fraternity were flying in numbers making a good look out essential.



2. Leicester & Bruntingthorpe - 10th May

Possibly one of the ESFC's shortest fly outs on record, but well attended never the less. 12 aircraft, a mix of regulars and a few recent qualifiers headed down to Leicester airfield for a breakfast cuppa and sarnie on what turned out to be a very pleasant Sunday morning.

Leicester's café, on the upper floor of the old control tower, provides a very pleasant place to sit and aircraft arriving and departing the many runways.

Suitably fed and watered we departed for Bruntingthorpe Airfield, a few miles to the south. Again, navigation proved to be simple as the Bruntingthorpe's large runway could be easily spotted from Leicester's overhead!

Bruntingthorpe needs little introduction as it is the home of the World's only airworthy Avro Vulcan, but also has a fair selection of cold war jets in varying states of serviceability. On the day of our visit, the Vulcan was up on jacks whilst the maintenance team were carrying out their final work prior to the 2009 display season. Denis Parker and his colleagues took time out to talk to us about the aircraft, its restoration and the operation of the Vulcan to the sky trust.

An hour or so wandering around the external exhibits was enough for most and by 3:00pm aircraft were starting to depart for the short leg back to Tatenhill.

Two very enjoyable trips aided by good weather, good company and welcoming destinations.

THE FINAL 2 FLY OUTS ARE PROVISIONALLY SET AS FOLLOWS.....DETAILS TO FOLLOW.

Sunday 23rd August - Duxford

Saturday 19th September - Caernarfon

Any one interested in joining in, either as pilot or passenger should contact me at esfc2007@hotmail.co.uk

Jon Faulkner



OTHER EVENTS

Thursday 27th August

'FERRYING THE YAK-11, ICELAND TO SLEAP'

(How to plan for long water crossings)

ESFC member, Instructor and Display Pilot, John Calverley will describe his recent experience of ferrying a valuable Yak-11 aircraft from Iceland to its new owner in Shropshire.

The talk will also deal with the important safety issues of long water crossings.

Thursday 24th September

'COLLISION AVOIDANCE'

Mid-air collisions and how to avoid them

ESFC member Rod Bailes-Brown will discuss the issue of mid-air collisions and how to avoid them, looking in detail at different methods and equipment available to the GA and gliding community.

followed by.....

'SKY WATCH - CIVIL AIR PATROL'

ESFC and Skywatch member, Dave Disney will talk about the aims and role of Sky Watch Civil Air Patrol.

The above socials will take place at the Albion, Shobnall Road, Burton on Trent.

Starting at 7.30pm.

NEWSLETTER

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