



# East Staffs Flying Club

Newsletter

June-July 2010

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## Chairman's Report

By the time you read this the ESFC Annual Charity Fly-In will have taken place. This year we worked with the local Lions club to raise funds for the two young children who were orphaned in early 2009 as the result of a light aircraft crash in Staffordshire.

The total amount collected on the day was £932.22p which is a very respectable amount. In addition Paul Shelton of Tatenhill Aviation will make a donation to the Midlands Air Ambulance from the proceeds of his raffle and auction.

We managed 80+ arrivals with a good mix of LAA, vintage and mainstream types including a Stearman and a couple of flypasts by a Yak-11. Photos of the day will appear on [www.flickr.com/groups/eaststaffordshireflyingclub](http://www.flickr.com/groups/eaststaffordshireflyingclub).

Well done and thanks to all those, members and non members, who offered their services over the three days.

Mike Tidmarsh

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## From the Editor...

My request for contributions for the Newsletter last issue has had some effect!! Thanks to all the contributors for this issue. Hopefully, future issues will be as interesting as this one!! If you do want to submit an article for publication in this Newsletter you can email it direct to me at [watersmeister@gmail.com](mailto:watersmeister@gmail.com).

Here is a few non-standard aviation definitions with a local slant:

**Bank:** The folk who own Mikes cars

**Cone of Confusion:** An area about the size of Newborough located on the approach to 26L

**Dead Reckoning:** You reckon correctly, or you are

**Engine Failure:** A condition which occurs when all fuel tanks mysteriously become filled with air

**Glide Distance:** Half the distance from the airplane to the nearest emergency landing field

**Lean Mixture:** Non-alcoholic beer

**Range:** Usually about 30 miles beyond the point where all fuel tanks fill with air

**Rich Mixture:** What you order at the ESFC Christmas party

**Roger:** Helps when refuelling

**The Stall:** Technique used to explain to Mikes' bank why the car payment is late.

Once again, thank you all for current and future submissions!!

Brian Waters

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## Recent Achievements

George Clarke had a very busy day on Tuesday the 11<sup>th</sup> of May. He passed his Meteorological & Aircraft General examinations in the morning. In the afternoon he passed his PPL Skills Test. George started his training with me when he was fourteen years old. Since then he's joined us in the engineering department at Tatenhill. Congratulations!

Paul McCormack passed his PPL Skills Test on Tuesday the 11<sup>th</sup> of May. Well done.

Scott Amos flew solo for the first, and second time, on Wednesday the 26<sup>th</sup> of May.

Jason Smith passed both his PPL Skills Test and his RT Practical Exam on Friday the 4<sup>th</sup> of June. Well done.

Joe Devitt passed the General Handling section of his Skills Test on Thursday the 17<sup>th</sup> of June and the Navigation section on Sunday the 20<sup>th</sup> of June. It's normal to do both parts in one test, but Joe became tangled up in the world's largest ever traffic jam on the Thursday, and therefore didn't have the time to do the test in one go.

Maurice Allden passed his Navigation Skills Test (NPPL) on Tuesday the 22<sup>nd</sup> of June. Well done.

Julian Grindey passed his PPL Skills Test on Wednesday the 23<sup>rd</sup> of June. Julian had to miss the England v Slovenia football match to do this. I'm not sure, but I have a funny feeling that he kept up to date with the score by listening in on the ADF...???

Richard Bisiker passed his NST on Monday the 19<sup>th</sup> of July and his GST on Wednesday the 21<sup>st</sup> of July.

Martin Handley.

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## When was the last time you.....?

Having spent many happy years meeting and flying with pals at ESFC, I entered semi-retirement last year and moved house to South Lincs. Naturally I looked for a suitable base from which to fly. Where then?

Fenland was closest (8 miles) but there was nothing there to interest me in the form of equipment, there being only a couple of venerable C172s and a stately C150 to choose from. I'm not a flying snob but having been around the sky with Colin in his gorgeous Yak and coached by the immaculate and inestimable Gena Elfimov, I have been spoiled and consider myself a very lucky lad to have had the privilege. In fact all training sorties with Gena finish with a series of spins in all attitudes and configurations.

The "where then" finally led me to Sibson and Conington. Sibson for the Pitts S2A and the Stampe SV4 with the Cub thrown in for some real summer evening flying, all under the mentoring of the affable and laid back CFI, Frank McClurg, who entertained us with the Pitts at one of our fly-in days. Conington for the Arrow and Beech Duchess for serious "going somewhere" days.

It was then that I realised one very important point. Both these flying establishments rigidly enforced the 28 day check-out rule. If you hadn't flown on type for 28 days then you were to have a check-out with an instructor before solo-ing again. Additionally, the check-out wasn't the usual couple of circuits with the instructor, it was the "full Monty" insofar as EFATO, PFL, glide approach were all practised. All this thoroughness impressed me.

How many of us have had such instruction recently? If it is a club rule then fine, but if such procedures are lax how many of us would seek time to carry out such revision? Also it begs the question of how many "privateer owners" have taken their aircraft with an instructor and had such revision if they haven't flown for a while?

I recently re-checked on the Arrow. All sorts of failures were practised and I must say it was most enjoyable. I didn't view the check-out as a chore. Yes, I know, you have heard it all before but surely it hones the skills, sharpens your abilities and equips you better for the day when something goes wrong? Hopefully this day will never come, but isn't it worth being all the better prepared? It surely makes us more complete pilots.

Therefore come on guys and gals, every now and then dig deep into dwindling finances and have a session with an instructor, you might even enjoy it.

Rob Rowley

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### FLYOUT TO BEMBRIDGE IOW - OUR FIRST 'FOREIGN' ADVENTURE

On Saturday 15 May, flying buddy Pete Furnival and I joined the rest of the ESFC merry band for the second of our 2010 club 'flyouts', to Bembridge, Isle of Wight.

With seventeen pilots and passengers in seven aircraft, it was clearly a popular destination and Pete and I took trusty old PA28 G-TALG. I flew us down, and with a 'brakes off' time of 0915, we routed via the Lichfield NBD, overhead Nuneaton and Rugby, towards the Daventry VOR. We made our first turning point just south of Rugby and set the Compton VOR up so that we would overfly Oxford. In this area, there are a number of airfields engaged in fairly intense parachuting activity as well as gliding, so it was important that we were extra vigilant. We had changed frequency from East Midlands and were talking to Oxford Approach.

Because of varying degrees of cloud, we had varied our height appropriately to avoid it, down to 1500' at times, but now we were at 3500' and getting some great views of the city of Oxford, its Colleges and the river Thames to the south. Didcot Power station then came up on our left as an excellent landmark and we were soon past the Compton VOR, spotting Greenham Common on our left (a sorry sight now) and looking out for the intense microlight activity promised at Popham and gliding around Lasham to our left. Just to add to the fun, the chart warns of intense helicopter activity (see notes 3&4) to the North of Southampton airspace. In the event, we saw a number of gliders at various times below us and climbed a little further just in case. By this time we were receiving a basic service from Farnborough Radar, having called then just south of Oxford and being given a squawk code.

Our next leg took us just west of Basingstoke, to skirt the eastern side of Southampton airspace at which point Pete spotted the coast - he has better eyesight than me. We crossed the coast over Portsmouth at 3500' and I have to

say that the sight was breathtaking, with sun on the sea and a barely distinguishable horizon (pearls on a silver sea was it?) - got me quite poetic.... We made our turn towards Bembridge around four miles past the coast and, as per instructions, overflew runway 30 centreline at 1500 feet, turning right at the end and then downwind in a right hand circuit to complete an approach to the runway. At this point, Bembridge Radio received a call from another pilot to say that someone was flying the wrong way around the circuit and our heads almost fell off as we searched for a possible conflict. Needless to say, because I was now on finals, this did not overly assist my concentration and we completed the approach high and fast. The resulting landing was interesting.....

With coffee to calm my nerves and the landing fee paid in the cafe, we enjoyed the sunshine on the deck at the clubhouse with views of the very tidy airfield, which is also the home of Britten-Norman Aviation (of Islander and Trislander fame). We were entertained, during our morning coffee by the antics of a young crow, who had become quite tame and was practically asking for food from the table of the surrounding customers.

After much debate and very little logical input as to what to do next, we eventually set off to walk towards Bembridge, aiming for a pub which Jon knew called the Crab and Lobster and which turned out to be in a delightful spot overlooking the sea. We enjoyed a lunch of home cooked ham eggs and chips and reluctantly then departed to return to the field for our homeward flight.

With checks completed, we took off at 1400hrs with Pete in the left hand seat. We changed from Bembridge Radio to Solent Radar as soon as we were over the sea and recrossed the coast over Thorney Island, aiming again for the Compton VOR. We changed once again to Farnborough Radar abeam Southampton and scanned the scene for other aircraft, receiving information on various contacts from Farnborough - obviously a busy afternoon. At Compton, we entered East Midlands into the aircraft GPS and contacted Oxford for a basic service. Our route took us between Oxford and Weston on the Green and again we were very aware of the possibility of meeting other users of the airspace - in view of subsequent events, we should perhaps have requested transit through Oxford's overhead. Draycott Water was our next turning point and having reached this landmark turned towards Tatenhill to fly through the corridor between Birmingham and East Midlands, listening to the cut glass accent of a female Captain (first Officer?) of an incoming Ryanair flight.

Whilst doing the FREDAs checks, I was becoming aware that our fuel was now down to  $\frac{1}{4}$  full in each tank but we had only 25 minutes to run - we did not take on fuel at Bembridge and I like to have more margin than this - however, we were soon asking for a straight in approach to 27 at Tatenhill.

During our last leg, we were asked by East Midlands to take down a telephone number for Birmingham Approach and ring it when we landed. That was when the alarm bells began to ring.....

I spoke to the person who answered the 'phone and he advised me that there had been an infringement of airspace at Weston on the Green and we had been guilty of being within their two mile radius which extends to Flight Level 120. I was the navigator, very much aware of the  $\frac{1}{2}$  mile gap between Oxford (Kidlington) and Weston airspace, and we were concentrating on both map and GPS - I was surprised therefore at their assertion and said so. I was asked to ring the Duty Instructor at Weston on the Green to receive further information and clearly I was concerned that this might result in further action. The next phone call was, to say the least, uncomfortable and suffice to say I took the resulting 'advice' very much to heart. As we had been tracked on precision radar via our selected squawk code there was no argument. Had they been operating at that time we would have been "flying through canopies" -it doesn't bear thinking about.

So, we had a great day- we found the workload in the cockpit quite heavy at times but there is no doubt that we learned a lot and increased our experience no end. Our flight times were 1hr35m outward and 1hr40 m return and so the resulting bill was not small - however considering what we got out of it, I was reasonably happy to pay my half! There is no doubt that, as a fairly low hours pilot, I would not have attempted this trip alone, but when there are two of you to keep a look out, check each other's actions and simply to enjoy the experience, it makes all the difference. All you low hours pilots thirsting for experience, take note!!

By the way, many thanks to Jon for organising this outing.

Jim Cooper

## Flying Events

### **Friday 20th - Sunday 22nd August Glenforsa, Mull.**

A repeat of last years trip to Mull but hopefully with perfect CAVOK weather and more participants! Glenforsa is around 260 miles from Tatenhill as the crow flies. It is a wonderful destination with the strip and hotel right by the water, and there will be plenty of opportunity to explore the fabulous highlands and islands scenery, both from the ground and the air.

### **September - North Weald**

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

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If you have any suggestions for flying events or would like to help, please contact Jon Faulkner ([esfc2007@hotmail.co.uk](mailto:esfc2007@hotmail.co.uk))

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

## Social Events

### **Thursday 29th July 7.30pm Go-Karting Evening**

Midland Karting,  
Wood End Lane,  
Fradley Park,  
Fradley,  
Nr Lichfield,  
WE13 8NF

The cost of this event is £32.50 per person.

All participants must be at least 14 years old.

Helmets and overalls will be supplied.

### **Thursday 26th August 6.30pm Tobogganing Evening**

Step into your very own steerable toboggan and enjoy 30 minutes of fun on real snow. Cost is £13.50 each and includes a meal

Contact:

Eric Reynolds on 01283 814938  
or e-mail [grob109b2002@yahoo.co.uk](mailto:grob109b2002@yahoo.co.uk)

### **December 4th - ESFC Christmas Party 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  
01283 730201