



East Staffs Flying Club

Newsletter

July-August 2011

Chairmans bit....

The planned fly-outs, both mid week and weekend, have been well supported but the good old British weather still appears to have the last say! Notwithstanding this and due to some swift rescheduling from both Jon Faulkner and Dave Disney a number of aircraft have managed to get away to various destinations' to-date. So thanks to all those who have supported these events.

The 'Members Family Day' in July was well supported, the weather was fantastic, and comments from those who attended have been very positive. Thanks to all those involved in the organisation and setup.

There will be a series of speakers planned for the Autumn/Winter season and details will be sent out as soon as these have been finalised.

It is the RAF Cranwell Fly out on Sunday 7th August which, thanks to Rob Rowley, was a special invitation extended to ESFC (very few clubs get invited). There will be a number of displays, flypasts, warbirds and classics on display on what promises to be an excellent day.

Have you remembered to renew your membership for 2011?

Mike Tidmarsh

From the Editor...

Where's the Summer gone? Let's be optimistic and say it's on its way!

This edition is probably the largest to date with two terrific articles by Jon Faulkner and David Burns; however I have no material for the next edition so please consider putting pen to paper and make an Editors life a bit easier!!

Membership renewal has all but stopped. There have been a few lately and a single application for membership and that's it. Current membership stands at 126 - very poor by the standards of the last couple of years. If you are reading this and haven't yet renewed please do so - your club needs you!!

Brian Waters

As the Continental 757 landed at Birmingham, a lone voice came over the loudspeaker saying "Whoa big fella. WHOA"!!

Project Propeller 2011

Project Propeller is an annual event, now in its 13th year. The basic premise is for current pilots to meet with WW2 veteran aircrew and fly them to a reunion held at a suitable airfield venue. Previous year's events have been held at locations such as Bruntingthorpe, Old Warden, Duxford, North Weald and Kemble and, much like our own ESFC flyouts, very much at the mercy of the weather!

I first became aware of this event soon after gaining my licence and after reading several write ups on the internet I decided that it was something that I would like to be involved in. I was also aware that as the years rolled by, the target audience was getting older, fewer and less able to participate. 2011 is the fourth year that I have volunteered. On the first two occasions there was no one within sensible flying distance of Tatenhill looking for a seat. Last year I was lucky with an individual to collect from Wolverhampton however, rather sadly for both of us, he contacted me 48 hours prior to the event unable to attend due to medical problems. Whilst the organisers were more than happy for me to arrive on my own I didn't really feel that it was the 'done' thing and declined. The process of matching veterans to pilots is rather a lottery and commences with individuals applying through the website (www.projectpropeller.co.uk) early in the year, stating their home airfield and how many seats they have available. Around 3-4 weeks prior to the event, details of the allotted veterans are e-mailed to pilots along with a slot time for them to make their own arrangements.

So to 2011, location Wickenby (North East of Lincoln), slot time 11:15-11:30 and two passengers. A couple of quick phone calls confirmed that both were still interested and that I would collect them from Wellesbourne. (I will confess that cold calling two elderly people with whom I have never spoken with before did fill me with a certain trepidation. They'd applied 6 months before. Would they remember? I needn't have worried; both answered the phone and chatted like excited like excited 20 something's, very much looking forward to their day out). I should point out that I wasn't the only ESFC member participating this year. Paul Wiseman also had two veterans to collect from Wolverhampton and a further veteran was collected from Tatenhill by a non-based aircraft. I did say it was a lottery!

Thankfully, the day arrived with fair weather and just a chance of a shower. A quick first leg down to Wellesbourne in G-LH having filled up at Tatenhill and I met my two VIPs waiting for me in the Café. They had obviously arrived in good time and although they didn't know each other before hand they'd had chance for a good chat before my arrival. I was pleased to see that both were spritely on their legs and with introductions out of the way we made our way out to the aircraft. I mention this as

PA28s, with their single door on the P2 side do not lend themselves to loading elderly passengers.

The 45 minute trip from Wellesbourne to Wickenby was straight forward. Depart runway 36, right turnout to Draycott Water and then overhead Leicester Airfield, Bottesford disused, Waddington and finally our destination. Reg sat right seat on the outbound leg and once clear of Wellesbourne I handed control to him and he flew most of way with an occasional prompt of 'left a bit' or 'up a bit'. This got a little more exciting as we changed frequency to Waddington. They were going flat out and when I finally got a word in we were asked to contact Waddington Overflow on a separate frequency. The whole world and his wife appeared to be heading for Wickenby!!

To say that Wickenby overhead was busy is an understatement. It was a case of getting calls in whenever you could and stepping on other people's transmissions was unavoidable. As I joined overhead I was circling with 3 other a/c, 2 more descending dead side and a further 5 either downwind, base or final. Attempt one resulted in a go-around due to a micro light flying the lower, tighter circuit getting in front of me on short final but second time around we had better luck. A chain of marshallers had us very quickly clear of the active and routed to the parking area where it was quite a relief to shutdown. My passengers seemed no worse for the excitement and likened it to the Battle of Britain (probably mostly for my benefit!).

To put things into perspective, I am told that there were just short of 100 aircraft and 170 veterans in attendance. The majority landed within a 2 hour time window, partly caused by NOTAMs for Red Arrows and BBMF fly pasts around midday. Paul had landed a few minutes before me, as did Timothy Nathan (he of G-LIZZ and North Pole flight).

The set up at Wickenby was a large marquee with a band playing, food in the form of sandwiches, cakes and plenty of tea and coffee. Mind you, the polystyrene cups were rationed and you were expected to bring one back for a refill! It was over lunch that I found out a little more about my VIPS.

It turns out that Brian was, and I mean this in the most polite sense, a bit of a ringer! He didn't join up until after the war but did fly many of the early jets and transport aircraft. He regrets now not going into the airlines when he left the RAF; as he commented, many of his friends did and retired earlier and with much, much better pensions! He hasn't done too badly for himself and has found time in his retirement to gain a PPL. We also shared another 'interest' as he worked for Jaguar Cars for many years, as I have too for the past 10. Small world!

I'd already found out some of Reg's background prior to meeting. Google is a very useful tool. Reg was a Flight Engineer on Halifax bombers and also No2 Pilot should the No1 be injured. On a night raid in 1944, they were shot at by a Focke Wulf over Holland. This succeeded in removing one of the port propellers, soon followed by its engine. The other port engine was also hit and three engines soon became two. For 20 minutes they lost height before finally crashing. In Reg's words, the impact took off

both wings complete with their fuel tanks leaving just the fuselage and tail some distance away. He was concussed and other crew members pulled him clear of the remains. They were soon captured and he spent the rest of the war in StalagLuft 3. When liberated at the end of the war, he weighed a little over 6 stone.

His time in POW camp was put to good use and I can't do it justice here but he was instrumental in the 'Great Escape' and was recently interviewed by Sir David Jason for a documentary by ITV to be screened in August. Enough said.

Over lunch, Reg handed me three photocopied sheets. The first was the RAF writeup of the crash, the second a translation of the enemy 'kill' report and finally a photo of the German pilot in question. Reg had tried to make contact with the pilot a few years ago, only to find that he had already passed away. I felt very honoured to be in the company of such gentlemen.

The afternoon entertainment was limited to a couple of displays, firstly a First World War DH2 replica that flew a spirited display in squally conditions, never once leaving the airfield boundary nor climbing above 150 feet, and secondly a modern Extra-alike display with plenty of gut wrenching g's and smoke. It was a shame that the weather chose to provide a little rain to the proceedings.

Walking back to the aircraft later, Reg told me more of his flying history. I'd assumed, wrongly, that he'd gained his wings during the war. Oh no, he'd been taught by Sir Alan Cobham before the outbreak of war. Proper seat of the pants flying!

The flight back to Wellesbourne was again, simple enough in principle. Brian joined me in the front this time, quite at home in a PA28. There was a certain amount of queue jumping at the hold (Paul Wiseman, no excuse that your passengers were egging you on!) and once airborne, Waddington threw in their hat, announcing all MATZ penetrations approved, just keep out of the ATZ. I think they'd had enough.

Safely back at Wellesbourne and none of us really wanted to head home. Quite an experience, great flying (theirs not mine), lovely people and a fantastic atmosphere. I'll be adding my name for next year. Maybe I'll be lucky again. Thanks must go to the organisers of Project Propeller, my passengers for being such good sports and to Wellesbourne for waiving landing fees and parking me in a prime spot.

Jon Faulkner

Pictures of 2011's event can be found at
http://s208.photobucket.com/albums/bb110/nmMM_photos/Project%20Propeller%202011/?albumview=slideshow

"In the event of loss of cabin pressure, oxygen masks will descend automatically. Stop screaming, grab the mask and pull it over your face. If you have a small child travelling with you, secure your mask first before assisting with theirs. If you have more than one child with you, pick your favourite. Be aware of other adults acting like children!!"

Recent Achievements

First Solos

Andrew Rastall: Wednesday 27th April.

Jai Preet: Thursday 12th May.

Mohammad Hussain: Sunday 15th May.

Jason Francis: Tuesday 17th May.

Andy Davey: Sunday 10th July.

PPL

John Ault: Saturday 7th May.

Richard Lyons: Tuesday 14th June.

Sid Slater: Wednesday 8th June.

Luis Gallar: Sunday 19th June.

Michael Hadley: Saturday 25th June.

Adam Smith: Saturday 25th June.

Thomas Turner: Tuesday 28th June.

Peter Hodges: Wednesday 29th June.

Tom Millward: Saturday 2nd July.

Congratulations to everybody!

Fuel Testers

It worries me that we no longer have fuel testers in the company aircraft. Over the years we've discovered that when we put them in the aircraft it takes next to no time for them to disappear. I can only suggest that people make a point of owning their own. They can be bought from the office or online (Transair, AFE, etc).

Martin Handley.

Overheard in the Airside café recently - "I can remember when sex was safe and flying dangerous"!!

There's a new kid on the Block!

Tatenhill Aviation has now obtained a Grumman AA5 Traveller G-BBUE which is available for hire after the usual check out. Some of you will undoubtedly recognise her as she has been in private ownership at Tatenhill for several years.

The Traveller is roughly equivalent to the PA28 Warrior and handles in a very similar way but the forward visibility is particularly good with a low engine cowling (or a high seat position - whichever way you want to look at it!) Entry is via a sliding canopy from both sides. The main difference you will notice is when taxiing as the Traveller has a non-steering nose-wheel (Steering is by differential braking). Cruise speed is similar to the Warrior, it is easy to fly and just right for that weekend trip out to another local field enjoying the scenery as you go. Cockpit visibility is excellent.

At the moment it contains a basic avionics set of radios and transponder. Endurance is about 4½ hours and it is essentially a 3½ seater.

Why not get checked out in it, add it to your logbook and then fly it at your leisure? Ask any of our instructors for a check-out.

The Hire and Training Rates are identical to those for the Warrior.
John McLinden - Tatenhill Aviation Ltd.



A Day in the Life - David Burns

It has been a very busy two years for myself as some of you may or may not know. In August 2009 I started spending most days with Martin at Tatenhill ploughing through the PPL Syllabus to the success of a pass in September 2009. I then disappeared off to complete my Frozen Airline Transport Pilots Licence down in Bristol alongside completing some interesting hour building trips to destination such as Ibiza, Paris, Le Touquet and Ireland. The last part of my training was completed in January this year. I always felt that people in my position at that point after training sit around waiting for a job to fall in their lap. For me, if I felt that if I didn't start doing something about it at that point then you never know when something would come along. I spent the next few weeks sending my resume and applications to operators across the world. I secured an interview in Munich with an Indonesian domestic airline, Susi Air.

Due to the bad reputation Indonesia has built up with serious incidents and working conditions, I was very reluctant to attend the interview, but thought what do I have to lose? I attended the interview in Munich, thought nothing of it as they said they would let me know by the end of March. Four days later, the email arrived to say I had got the job. I made the decision within 24 hours to turn my life upside down and go for it. I had three weeks to get organised, rent out my home and be in Indonesia. I have now been out here for 4 months including a month training to swap over to the main aircraft that Susi Air flies, the Cessna Grand Caravan C208B. Susi Air first started with 1 Caravan to help with delivered aid to the tsunami hit areas in 2004 in

Indonesia and has now grown to a fleet of 35 Caravans, 4 Piaggio Avantis, 2 Helicopters and 6 Pilatus Porters.

We fly the Caravan with a multi pilot crew and a maximum of 12 passengers. It has a single turboprop engine, and generally we climb at 120kts, cruise at 140kts and descend at 170kts indicated. Something we try and master is to descend all the way at 170kts indicated, then at around 1.7nm from the threshold, push the propeller fully forward, power lever to idle, and we can still aim to have a touchdown speed of 85kts. If we are in a sequence to land at a major airport, we can catch up with a Boeing 737 quite quickly! It's not a problem for us to put down a caravan with a 600m runway, which in Tatenhill terms is from the threshold of 26 to just past the first grass turnoff. I remember the days when I couldn't get the C152 wheels on the ground before the turnoff. Yes Indonesia does sharpen up your skills and awareness.

My first base was Medan in Northern Sumatra; it is a fairly straight forward base.

We mainly carry normal passengers on scheduled services on flights that last normally an hour. We mainly fly over mountainous regions at between 9500 and 11500 feet, which seems a bit daunting but you get used to it very quickly. I personally tend to fly around 100 hours every 30 days up to a maximum of 125 which is the Indonesian limit.

My second base during June was the capital, Jakarta. Here we also fly scheduled services over the island of Java, I particularly enjoyed the landing at Susi Air's Head Office strip on a beach in Pangandaran. Currently I am based in Borneo, we do mainly charter work for mining companies around the island ferrying employees to the mines. I am still yet to do the two remaining bases, in Papua (next to Papua New Guinea) and Kupang (next to East Timor). Kupang is mainly remote island hopping; here you are only a few hundred miles from the Australian coast. The majority of Susi's business is in Papua. Here anything goes. We carry passengers, aid, medical evacuations, coffins, weapons (yes it's quite a regular occurrence for us to sign we are in possession and lock away a passengers firearm in our cargo hold). Papua is undoubtedly the most challenging flying environment in the world. We land on strips that are 600m, strips that have a 15% incline, and strips that have an elevation of 7500 feet (Ilaga). Some of the strips in Borneo and Papua, you can only land in one direction and only take off in the opposite direction due to terrain. There are also some strips that you have to be fully committed to land 3 miles out as a go around is simply not possible due to terrain.

ATC is generally understandable, they do try their best to put you into another aircraft or terrain every now and again, so you have to try and translate what they are actually trying to achieve. Anything that you say that is out of their box of understanding is answered with a silence.

Most of our passengers have generally never flown before. Susi Air mainly employs expat pilots, hence our outstanding safety record. So when our passengers see us, they are get their cameras out wanting photos with us or autographs. Some of them have never seen a seatbelt before. I have seen seatbelts being tied round hands, heads, necks, anywhere apart from their lap. Passengers have been seen to board wearing full tribal costumes with spears, to mothers breastfeeding their little ones while boarding. It certainly opens your eyes. On the other hand, my colleague took Kylie Minogue's entourage following her aircraft to meet her and see the Tigers the day after a big concert in Tigers.

The bonus about working for Susi Air is we work 6 weeks on and then have 2 weeks off not including our annual leave. So I have been lucky enough on my Visa runs to tour Thailand, Malaysia and Laos in the past four months with my next plans is to motorbike down the whole of Vietnam like the Top Gear Special.

It just goes to show that anything is possible. I will keep everyone updated of my experiences in the newsletter; I am due to be back for a holiday in England around Christmas time to do my JAA Renewals. My website is <http://www.daveburns.co.uk> which gives links to all my photos, videos and experiences.

Any questions or advice then please don't hesitate to contact me.

Two photographs courtesy of Tatenhills "Eye in the Sky" (temporarily grounded!!)



"Who's this then?"



Comanche on Final

Flying Events

Wednesday 10th August - Duxford

(Organiser - Dave Disney)

Duxford, home to part of the Imperial War Museum. A superb collection of a/c, mostly static with a few undergoing restoration and airworthy.

Sunday 21st August - Brighton (Organiser

- Jon Faulkner) Home to the 'Real Aircraft

Company'. 'Summer madness' fly-in, all

welcome, and if the weather is good there

should be a varied mix of aircraft on the

ground and in the air. Brighton airfield is on

the site of a WW2 airfield located 5 miles

north east of Selby and has a single grass

runway of approx 850m.

Saturday 10th September - Sywell

(Organiser - Jon Faulkner)

A short hop to Sywell for lunch and a look at

their museum.

Wednesday 21st September - Brighton

(Organiser - Dave Disney)

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:

Autumn/Winter schedule will be published ASAP.

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