

East Staffs Flying Club



Newsletter

April 2007

Chairman's Report

The good weather seems to have arrived at last and together with the lighter evenings we can now get down to some serious flying. I would like to welcome Mike Dillon to the committee in his role as Flying Events organiser and also thank Angus Stewart for his efforts last year. Mike will be publishing some dates and destinations so make sure that you put them in your diary and get together with someone else and share the costs. There are often spare seats available so ask the question especially you PPL students or those recently qualified. These trips are often memorable because of the leg pulling and humour of those attending. They are also a great opportunity to develop your skills (flying, navigation, radio) as well as building confidence to take on longer trips.

Plans for the Fly-In are well advanced - see Rob's report in this newsletter, this is definitely a date to put in your diary (Saturday 4th August), bring along your family and friends.

We have purchased and installed a gas cooker for Margaret; thanks must go to Brian, Pete and Colin for their efforts in making this happen.

Although it may seem to be early, the details for the ESFC Christmas Dinner & Dance have now been posted on the notice board, make sure you book your places ASAP. It has been decided to hold this year's event at Branston Golf & Country Club due to the very disappointing time we had at Coors last year!

Mike Tidmarsh

Recent Achievements

As I write the sun is shining...hallelujah!

Even though we're very busy at the moment I haven't got an awful lot to report.

Gerard Hearson completed his first solo flight on the 7th of April. According to his records he started his training exactly one year before this date...a bit of a coincidence. Well-done Gerard!

Congratulations to John McLinden who flew his first solo in the Decathlon after just 5 hours.

Martin Handley.



I REMEMBER IT AS THOUGH IT WAS YESTERDAY!

I remember it as though it was yesterday? I started learning to fly in July 1997; something I have always wanted to do but never thought would be possible. But things change, the mortgage gets less then disappears, the children get bigger then disappear, the wages improve to the point that you start thinking that maybe I could afford to learn to fly. What finally did it for me was the fact that some of the people that I had learned to fly R/C model aircraft with had defected to the aircraft that you sit in rather than look at from the ground [radio controlled aircraft] and also I had the blessing of my long suffering better half. So I finally took the plunge and booked a trial lesson, then I was hooked. Although it was not as easy as I thought it was going to be. The thinking being that I had succeeded in flying model aircraft so it would be easy to get in a full-size aircraft, transfer all of the logic of flying models over to flying full-size and hey presto, easy peasy job done. Nothing is further from the truth, although it did help flying the models; I knew what the basic controls did. Everything you see and feel is totally different when you are sitting inside the aircraft as against looking at it from the outside and from a distance. Furthermore your life depends on your ability to control the full size aircraft competently.

I stuck at it and I started to get to grips with the flying. Doing the radio work was a big hurdle, as it is not easy talking down a microphone when you know everyone else can hear what you are saying, especially when what you want to say and what comes out of your mouth are two totally different things. Even if the person you are talking to on the radio is the same person who was talking to you on the ground 15 minutes previously. Then there is the trimming of the aircraft, the throttle, the carb heat checks, pre take off checks, down wind checks, it all seemed impossible at first, but I persevered.

Finally I was getting somewhere, the circuits were getting more consistent, and the landings were getting nearer the ground. Then one day in March 98 I was in the circuit with my instructor and I heard my mate Chris on the radio declaring to leave the circuit on his first short solo cross country. This meant his instructor, the CFI, had got out of his aircraft. I mentioned this in passing to my instructor, who got on the radio to the tower to see if the CFI was free to do a check out for a first solo, 'ME'. Why didn't I keep my big mouth shut, I couldn't fly an aircraft on my own! Anyway he was free, but was that what I wanted to hear? I had tremendously mixed emotions; I wanted to fly the aircraft solo but doubted my ability to do it alone. I didn't have any choice in it, my instructor got out and the CFI got in and after the checks we took off and did the circuit, which was declared ok. I was told to go and do that again on my



own, with just a hint of advice to remember that the aircraft would be a lot lighter without the instructor and would climb a lot steeper.

I took a deep breath and taxied down to the power check area and did all the power and pre take off checks. Every thing was as it should be so I couldn't use a fault as an excuse to escape. So I taxied to the hold, took another deep breath and pressed the PTT. button and reported ready for departure. I was given the surface wind and was told to enjoy it. A little bit of power and we [me and the aircraft] taxied to the threshold and applied the brakes. One last check of everything and another deep breath, then full power and we were rolling soon up to take off speed with only one on board. I pulled gently back on the yoke and we were up, pulling back a little more and trimming to control the speed. We were climbing out; quite steeply as I had been told it would be and then I noticed that I was leaning to the right, not the aircraft, just me. I didn't have an instructor to lean on? I straightened myself upright and smiled to myself. Climbed to 1000 feet, levelled out and let the speed build. I throttled back, trimmed and enjoyed it. Only have to get it down now! Down wind checks done, I reported on the radio that I was down wind. I turned onto base leg and thought to myself that all I had to do now was land it. I started slowing it down until the speed was in the white arc, first stage of flap, all ok. Then second stage, trim for speed and then turn onto final and report 'final to land'. Now on the centre line, time for the last stage of flap, the descent is looking good and the speed is ok. We are over the runway, throttle to tick over, round out, then a gentle progressive flare. We are down and not too bad at all. I taxi to the apron and turn into wind and park up, then shut down. I sit back in the seat and try to savour the moment, I am sweating, the adrenaline is flowing and I am extremely happy. I have soloed an aircraft, a dream come true. Everyone is there to congratulate me; I can't quite believe it. Emotionally I landed about two days later.

I still get the thrill of flying every time I take off. It is always a pleasure and a privilege but the first solo is something special, I remember it as though it was yesterday.

Happy Landings to one and all.

J F SMITH



Fly-In & Display Update

Well, dare we say it! It all seems to be coming together a treat as they say. Just a brief summary of where we are in the organisation of the day.

Sponsorship: - *Naturally to mount an event such as planned sponsors were needed and sought. I am pleased to announce that the club has on board 11 sponsors.*

Two of these sponsors have brought serious money to the club including our own Bob Cooper, whose company has been most generous and that has allowed us to bring in Ultimate High from Kemble with two of their Extra 300L a/c. One of these aircraft will display whilst the second will corporately entertain directors of one of the major sponsors but will also be available for those of you who would wish to sample this incredible aeroplane. I thoroughly recommend it.

The second major sponsor must be mentioned. Aidtech Ltd of Ilkeston who are an electrical and instrumentation support company to industry, particularly the power industry, have brought in serious finance to enable the Historic Aircraft Collections` Spitfire Vb piloted by Charlie Brown to be positioned all day at Tatenhill and to display. Pete Renshaw, MD of Aidtech is a Spitfire nut and was pleased to be able to bring this icon to the show.

Other sponsors have brought varying levels of finance to the day and I must thank Liam Darcy for his work in this area. All the contributors will be thanked and recognised in the Event Programme, and it is hoped that many of them will join us on the day.

Flying Programme: - *As we are now the flying programme can be considered as complete.*

Once again our own very generous members John Calverley and Dave Holland will display the An-2 Baltic Bear. John will also open the show with a display in his Yak-52. These two boys again have brought their a/c to the show absolutely free of charge; we couldn't do it without them! Thanks boys.



Our friends Colin & Jane Reeves have again made their gorgeous red Yak available and that will be flown by Gena Elfimov once again. Remember last year?? We are delighted that Gena is available for repeat performance. Gena will fly two slots.

John Taylor, former Marlboro team display pilot and for 6 years a member of Brian Lecombers` world renowned Firebird Aerobatics team will display Ultimate Highs` Extra 300L and one lucky competition winner will have a trip with JT but you will have to buy a programme if you want a shot at that!!

Just to top it off there will, of course, be Charlie Brown in the Spitfire Vb.

Fly-In and Ground Organisation: -

Brian Hall and Jon Faulkner are leading this. Jon is extremely busy with advertising and media whilst Brian is fronting up the ground organisation and layout work, a mammoth task.

The club already has quite a few volunteers to help out on the day but we shall need more if only to relieve people on the day so that they too can wander around and enjoy.

Have we started early? Yes maybe, but there is still lots to do and I must thank the committee members who are putting in many hours in the background to make this happen, particularly our esteemed Chairbloke Capt Tiptanks Tidmarsh, Liam, Jon, Brian, Piet, Alistair and of course Dick who is keeping his mitts on the finance .If I've missed anybody out then it must be my age.

All we need now is the weather.

Rob Rowley



FLYING EVENTS

ESFC Rally - (date tbc)

Test your observation and navigation skills in this year's air rally. A course will be chosen and you will need to plan carefully before you set off and whilst flying the course you must try and spot various landmarks.

The annual spot landing competition will also be held as part of the Rally and a quiz will be held with all participants.

Tatenhill aircraft can be booked in the usual way.

Keep an eye on the clubhouse notice board, the club website and the newsletter for updates on this event.

Fly-Outs (to be confirmed)

Plans are underway to organise at least two fly-outs in the coming months, one close to home and one more adventurous trip. Keep an eye on the club notice board and future newsletters for further details.

ESFC Annual Fly-In - 4th August 2007

See article above for details, volunteers to help with the day's events are most welcome.

If you have any suggestions for flying events or would like to help, please contact Mike Dillon or a member of the ESFC committee.

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

NEWSLETTER

If you have any comments on the content or format of the newsletter, please contact Alison at alie_todd@yahoo.co.uk.

Thank you

SOCIAL EVENTS

CLUB NIGHT - 26 April 2007

A presentation by Rod Bailes-Brown at the Albion, Burton on Trent, starting at 7.30pm.

This will be an informal presentation and not a professional lecture. It will last about an hour with questions and covers the following:

- Why did I build my own machine?
- Why an MCR01?
- What is an MCR01?
- How long did it take?
- The Panel
- The cost differences per year between Grumman AA5B and MCR
- Performance
- What would I do differently?
- My thanks to

CLUB NIGHT - May 2007 - TBC

OTHER EVENTS

If you have any suggestions for other events or would like to help, please contact Hugh Clarke on 01283 531556.

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