

# East Staffs Flying Club



Newsletter

July 2007

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## Chairman's Report

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Apologies for the late arrival of this newsletter, work got in the way! The day is dawning for our Fly-In & Display and with fingers crossed the weather does not look too bad (or is that tempting fate). Make sure you bring the family to what promises to be an excellent day out.

The date has now been set for the Appeal by the Duchy of Lancaster for the earlier Planning Proposal for the airfield. It is scheduled to be at 10.00am on Wednesday 19<sup>th</sup> September and it is envisaged that the inquiry will last 3 days. The location for the appeal has still to be agreed and further details will be published nearer the date.

We have just returned from a trip to Biarritz in N84VK and one of the challenges on trips like this is obtaining accurate weather information. The two following websites proved to be an excellent source of information, with the Weatherweb site enabling us to get METARs and TAFs for both French and UK airfields.

<http://www.weatherweb.net/aviation.htm>

<http://www.windfinder.com/forecasts/>

The next planned Fly-Out will be to Oostende in September - weather permitting!

Mike Tidmarsh

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## Recent Achievements

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Peter Ward passed his PPL Skills Test at the end of June. Hopefully he should have his licence in time for the remainder of the summer. Well done.

Paul McCormack flew solo for the first time on the 3<sup>rd</sup> of July.

Ben Steel completed his first solo flight on Thursday the 5<sup>th</sup> of July. Congratulations.

Graham Struggles flew solo for the first time on 23<sup>rd</sup> of July. Graham did well to cope with an eight to ten knot crosswind. Well done.

Finally, as the summer skies become busier we all need to maintain a high standard of airmanship, especially around the airfield. Life will be both safer and easier for us all if we maintain a good lookout, make clear and concise radio calls, return to the airfield using a standard overhead join (if appropriate) and show consideration towards other airfield users. Thank you.

Martin Handley.



## YOU'VE NOT BEEN LOST UNTIL...

(I learnt about flying...“reverse sensing”)

Every once in a while one of my students returns from a navigation exercise claiming to have become lost en route. In reality they have been temporarily unsure of their position rather than lost. Based on my own misadventures you've not really been lost until you end up landing at an airport in a significantly different part of the country than you initially intended.

Back in the October of 1991 I was learning to fly at a small airport just to the east of Memphis, Tennessee. At the beginning of the month I had passed my PPL flight test with a particularly intimidating old examiner who had in a past life flown A-6 Intruders in Vietnam. Looking back I hate to think what he must have thought of my flying. Having gained my PPL I next needed to get fifty hours of P1 cross-country time before I could commence the IR and CPL phases of the course. To this end I was given a Tomahawk and told to get on with it.

With no supervision and a very basic grasp of navigation I set out on a series of slightly erratic adventures around the states of Tennessee, Arkansas, Mississippi, Alabama, Kentucky, Louisiana, Georgia, and Illinois.

On the day that I became lost I had planned (I assume that I had planned/ I can't remember) to fly in a north-westerly direction from my home airport at Bolivar to Walnut Ridge in Arkansas. This should have been a fairly simple flight that would take me over the Mississippi River to the north of Memphis and then into Arkansas. The flight was going well until I tried to be clever and use the VOR located near to the airport at Walnut Ridge. A little knowledge is a dangerous thing. I tuned in the VOR frequency, confirmed the Morse code identifier and then turned the OBS knob until the needle centralised. At this point I made the classic mistake of flying towards the VOR with a from indication. Therefore, when the needle started to show a fly right indication it was actually telling me that I needed to fly left to remain on track (“reverse sensing”). The wind was forecast to be from a northerly direction and so I naively assumed that the wind was simply stronger than forecast. Over the next few minutes the needle moved further and further to the right and so I turned onto an increasingly more northerly heading. Eventually I came to the conclusion that I had messed up big time and so needed to work out where I was. At this time no one had taught me about position fixing using navigation aids or radar assistance. Instead I had been taught to find a town and descend to an altitude that would allow me to read the name of the town written on the side of its water tower. The town nearest to me turned out to be called Poplar Bluff. Having discovered this bit of information I then tried to find the town on my chart. After a comprehensive search I still didn't know where I was. The town didn't appear to exist. While circling over Poplar Bluff I caught sight of an airport with a long north/ south runway. It looked good to me and so I flew



towards it, joined the circuit, landed and parked up. Next came the embarrassing bit. I walked across the apron, passing a number of small twins and business jets before entering the operations building/ pilot's lounge. I approached a group of uniformed pilots, introduced myself and then told them that I was lost. I'll never forget the response that one of them gave me when I asked him if I was anywhere near Walnut Ridge.

He answered in a very loud, southern voice, "Hell boy, no...you're in Missouri now!" It turned out that I had travelled so far off track to the north that I had actually flown off my chart.

Now that I knew my location I was able to continue with my trip. It didn't take long to plan the route to Walnut Ridge. If memory serves me right the rest of the day went according to plan.

So that's how I learnt to use a VOR properly and avoid "reverse sensing". Hopefully most of you reading this will already be fully aware of the potential danger of misusing the VOR. If not, then please feel free to ask either your instructor or myself.

Martin Handley.



## Flying Events

### **Saturday 4<sup>th</sup> August - ESFC Annual Fly-In**

Don't forget that there is only one week to go until the Annual ESFC Fly-In at Tatenhill airfield. As long as the weather that has blighted us for the past month stays away this coming Saturday proves to be a fun family day out, with Vic's collection of vintage cars, helicopter trial flights, display flying by an Extra 300, Yak52s, the An2 and the Spitfire Vb. The Spitfire will also be on static display for most of the day, along with the AN2 and a Yak3. ESFC have also enlisted the presence of an ice cream van, hog-roast and barbecue facilities. Entry on the day is free, however a handful of volunteers and I will be rattling buckets and frisking pockets for your kind donations to the County Air Ambulance, which may make a short visit to the airfield, emergencies permitting. So bring your friends and family along to what promises to be the best Fly-in to date (weather permitting of course!).

### **Saturday 15th September - Fly-out to Belgium.**

A proposed Fly-out to Ostende in Belgium. For those who missed the opportunity of over water and ex-UK flying early this year due to the poor weather conditions here is another opportunity to experience flying further a field. More details will follow closer to the event.

## NEWSLETTER

If you have any articles for the newsletter or comments on the format, please contact Alison at [alie\\_todd@yahoo.co.uk](mailto:alie_todd@yahoo.co.uk).

## SOCIAL EVENTS

CLUB NIGHT - 30th August 2007

TO BE CONFIRMED

CLUB NIGHT - Thursday 27th September.

An evening of Wine Tasting with Pierre Hourlier involving quality wines. Venue and times to be confirmed closer to the event.

## 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