



## November 2011 Newsletter

### Startup - James Mason

A major 'raison d'être' of the club has been to promote safety and over the years we have organised various safety training sessions for aircraft ditching. Since quite a few members have regularly done cross Channel trips in single engine aircraft then it seemed worthwhile to try and promote such training and just earlier this year we offered a dunking training session at Andark Diving. I guess we all hoped that we would never have to experience an aircraft ditching for real but unfortunately Brian Mellor recently had to ditch just offshore from Hawaii on a ferry flight.

There is some amazing footage of Brian's ditching taken by the US coastguard and one of their crew described Brian's landing,

"He did it picture perfect. It was a textbook landing if there is such a thing in the water for an airplane like that...He was very professional throughout the whole scenario, but I know I probably would have been a little more freaked out"

To those of us who were fortunate enough to have Brian as an instructor then this does not come as a surprise and it's great to see such a good outcome from such a serious situation.

There are some interesting and diverse reports from around the club this month and my thanks to the contributors who found time to write them up. Since the last newsletter, we arranged a promotion of the club's activities at an IBM centenary event held in North Harbour where some of the club subsections put on displays. Unfortunately we still continue to struggle with membership and in gaining funding from the IBM club which has been drastically reduced over recent years. Consequently we are becoming very constrained on the events that we can organise and on resources to run the club. It is however gratifying to hear about some of the flying and other aviation activities going on around the club so keep the reports coming in!

Happy and safe flying

James S Mason ( Email: [jsbmason@yahoo.co.uk](mailto:jsbmason@yahoo.co.uk) )

## **Skywatch: Lee on Solent - Paul Eathorne**

You may remember way back when we did the dunking exercise at Andark, Jon Butts asked if anyone would be interested in becoming involved with a Skywatch unit setting up at Lee on Solent aerodrome. He did a good job of wetting my appetite so I went along to Lee to meet the team.

If you haven't come across Skywatch, it's a nationwide organisation of pilots & observers who put their flying skills and aircraft to good use by observing and reporting incidents to the emergency services;

<http://www.skywatchcivilairpatrol.org.uk/>

Aircraft typically vary from Microlights to Piper / Cessna types. Pilots and observers come from a wide background, in our case it's a mix of PPL's, emergency service workers, ex Army Air Corp and in the case of the Unit Chief Pilot, a lifetime spent scouring the Atlantic looking for submarines in Shackletons and Nimrods!

The unit covering The Solent is just becoming operational and to give a flavour of what we can do, we recently supported Operation Watermark, a multi-agency disaster relief exercise designed to test emergency service response to a tidal surge on the South Coast. For the purposes of the exercise, Lee was deemed to be flooded so we decamped to 2 forward operating bases, Popham and the Microlight strip at Colemore Common. We operate a range of types from a Sport Cruiser, PA38 to a Commanche so we based the heavier aircraft at Popham and the microlights at Colemore Common. To simulate a loss of communications, we had RAYNET providing comms & datalinks between the two bases. Taskings were received from Hampshire County Council to despatch aircraft to photograph key coastal installation, like the waterworks at the top of Langstone harbour. Aircraft then returned to base and the photographs were sent via a datalink to the HCC Ops room. Overall, a very satisfying day.

In recent weeks, we've run many successful training days over the Solent and inland (to find "missing persons") with aircrew getting to know the patch and building up a working relationship with the Coastguard, using their air frequency. They are very keen to work Skywatch as their resources are constantly being constrained.

Currently, Skywatch (Hampshire) is working up, practising hard and getting ready for the coming summer season, although incidents crop up at odd time, whether it be boats almost run down by

erratic yachts or finding broken down fishing boats as at the weekend. We're also constantly looking to increase our capability and our workhorse PA38 has been fitted with a new Garmin Comms suite with a facility to monitor marine VHF channels.

As an aside, pilots are now very welcome to visit Lee. If you're like me, you may remember when it was run by the previous authority when requests to visit were not welcomed. I'm pleased to say this has changed and the new operator Britten Norman seems to welcome visitors and have reinstated an Air / Ground service Lee radio in the old RN Tower. You'll find us in the Lee Flying Association caravan where Skywatch run a small Ops room.

If you come in, watch out for gliders. it's worth getting an airfield briefing beforehand from Jon Butts - and do try the cooked breakfast in the gliding caravan after you land!

## **Alderney - John Akerman**

The first time I went to Alderney was back in 1990. We were in a rented PA28, it was flat calm and very very hot, there was no horizon, and we were stuck at “not above 1500ft”. I wasn’t too happy about flying single engine over water and especially so at such a low altitude, but all went well. The only downside was having to call in at Southampton on the way back to clear Customs and check in with Special Branch. It wasn’t worth it. It was so hot that no-one in Customs wanted to venture outside to check the aeroplane. The Special Branch chap was quite portly and by the time he’d lumbered over to see us he was too hot to do more than say “Hi”.

I’d wanted to go back to Alderney for a long time but had become very much more wary of flying over water. This had not been helped by having a few engine problems over the years. On one truly memorable occasion, trundling along the South Coast in a J3 Cub, one cylinder began to detach itself from the crankcase while oil spewed out of the gap and coated the windscreen. Fortunately I managed to get into Goodwood before the whole thing blew off. Come to think of it, all the engine problems have happened within reach of an airfield somewhere, which isn’t generally the case when flying over the ocean.

I finally plucked up courage to give it another try in June this year. I signed up for AFPEX, only to find that they took forever to register you. So I completed the Flight Plan in the Tower at Goodwood a day or so before the intended departure date and with the assistance of one of the ATC staff. Some research determined that the Customs GenDec and Police notification could now be done via one document, and it too was completed and sent off in good time. This elicited a phone call from the Port Police at Newhaven who wanted to know why I intended to fly to Alderney. The answer “Pleasure” seemed satisfactory and, with impeccable timing, police “approval” arrived by email the day after I returned from Alderney.

I had been watching the weather very closely during the days preceding the trip. With 24 hrs to go June 8<sup>th</sup> was beginning to look possible, although no better than 50/50. Early on the morning of the 8<sup>th</sup> I checked the weather and most especially looked out of the window. The Isle of Wight looked nice and sharp, albeit under a lowish cap of cloud. The Form 215 and relevant TAFs suggested SCT at 2500 ft with scattered showers, and the 2000ft wind was forecast SW at 30KT. Not perfect but do-able.

We (David Cooper-Maguire and I) activated the flight plan on the dot of 09:00 and set off. The routing was to be Goodwood – KATHY – ORIST – Alderney. By using ORIST rather than ORTAC you stay out of the airway and can therefore fly almost as high as you want. On climbing out

towards the south west it was immediately apparent that the cloudbase over the coast and the Isle of Wight was more like 2000ft, OVC not SCT, and there were some fairly hefty showers around. I was unable to raise Bournemouth Radar, possibly due to a notably fat and soggy cloud in the way, but managed to get a Traffic Service from Solent. Crossing the Solent and the Isle of Wight we were stuck at about 1600ft and in and out of showers, although visibility below cloud and away from the rain was a good 30KM. So we elected to continue for the time-being.

Solent handed us off to Bournemouth at KATHY, by which time the worst of the wet cloud was behind us. It was now clear that the weather definitely wasn't quite as forecast. Cloud was actually BKN at 2000ft, i.e. no chance to climb above it. So I stayed at 1700ft. And, with the ASI showing 143KT, the GPS 109KT and the heading to maintain track about 7 deg east of what I had planned, I reckoned that the actual wind was somewhere around 260/40KT – 50KT. Fortunately there was almost no turbulence, the engine sounded happy, navigation was working well, and we had company on the radio. However I did not dare look down. If you don't like flying over water the last thing you want to see is huge waves beneath you.

Bournemouth handed us off to Jersey Zone about 10NM north of ORIST and they let us remain at 1700ft. They then handed us off to Guernsey who, about 15 NM out from Alderney, cleared us straight in "not above 1000ft". This meant diving at the sea and you could not fail to see that the waves were indeed huge and a forced landing would probably have been unsurvivable. Just as well I was busy flying. We were then handed off to Alderney who cleared us straight in to 26 and asked me to call overhead Braye Harbour – not a routing that'll get you straight in. By now I could clearly see Alderney, which was neatly capped with a large cloud. As we got closer the last vestiges of the little town of St Anne disappeared in rain, which meant no chance of spotting the airfield until quite late in the proceedings. I reported overhead the harbour, turned about 90 deg left, called "joining right base", and began to slow down. After another couple of minutes and guessing where the extended centreline was I lowered half flap, turned 90 deg right, and (huge relief) there was 26 just a mile or so ahead. On calling Final I was warned of moderate to severe turbulence, which turned out to be a pretty fair description. However the wind was straight down the runway, 25KT gusting something or other, which was fine. Interestingly, the RV seemed to handle the turbulence and landing rather better than a Trislander that came in shortly afterwards.

We spent the rest of the day exploring, managing to do a complete circuit of the island in around 3 hours. Although it remained very windy, as the day wore on the cloud cleared and it turned comfortably warm. There was just one short shower, from which we sheltered in a handy gun emplacement. The walk was rounded off with a coffee in St Anne and we were back at the airfield by late afternoon. Having been taught how to file Flight Plans via AFPEX just a day or so before,

filing for the return flight was straightforward, as is the booking out process. All is well explained in the little briefing room next to the Big C.

The journey back was completely straightforward, and in much better weather. The outbound flight duration had been 50 mins while the return was a mere 33 mins. This was just as well since it was a lot worse flying over a wild ocean as a passenger than as pilot. At least I had radio and nav to keep me partially occupied.

If you've not been to Alderney, or have been but not got much further than Braye Bay or St Annes or even just the airfield, I really recommend a full day there. It's a historical treasure trove. There are some Iron Age remains close to Longis Bay. Nearby Chateau de Longis was built on the site of a Roman fort and later somewhat adapted by the Germans as a 'Resistance Nest' with an adjacent bunker and magnificent stretch of anti-tank wall behind a beautiful beach. Fort Essex is an extended medieval castle. There are a dozen Napoleonic era forts scattered around, two of which are absolutely huge. WW2 remains include scores of different types of fortification, in addition to which are the towering fire direction post towards the north east end of the island, the Luftwaffe Tower in St Anne, a bombproof hospital, a couple of radar positions, a German military cemetery, three concentration camps, numerous flak positions, and some tunnels. Braye Bay is a good swimming beach and further east along the north coast are a couple of really delightful beaches of pure white sand. A narrow gauge railway runs from the west end of Braye to the old quarry at the north east tip of the island (see <http://www.alderneyrailway.com/> for details) and its north east terminus is a perfect spot for viewing the fire direction post and other WW2 remains.

The island is less than three miles long and the walking is easy. You *can* get lost but not very and not for long. It is worth getting a good map to avoid wasting time. The best one I found was in the flight briefing office. Unfortunately I did not spot it until we were leaving. If you are interested in the WW2 fortifications, which are the most concentrated of anywhere in the world, *Festung Alderney* by Trevor Davenport is probably the best book around on the subject. You can get a copy from the Alderney Wildlife Trust online shop – no kidding – and it's the cheapest source I could find. See <http://www.alderneywildlife.org/pages/shop.php?cat=2>. Worth reading in advance of a visit.

Photos (in order of appearance): 1. Busy street in St Anne; 2. Chateau a L'Etoc and sandy beach; 3. Braye Bay from Fort Albert; 4. Longis Bay from bunker gunport near Chateau Longis; 5. Busy main road from Longis Bay back to St Anne; 6. Typical fortifications – British lookouts from early 20<sup>th</sup> century and German observation post from WW2.







## More Ferry Tales - Chris Thompson

As some of you will know Brian Mellor and I have done several long distance ferry flights over the last fifteen years, including a C172 from Bangor to Southampton, a Beech Duchess from Bangor to Southampton, and a “new” Islander from Bembridge to Yao (Osaka) in Japan. In September the opportunity came up to ferry a Wilga from Valencia in Spain to Massachusetts. This was one of the newer Wilga PZL-104MN's with the 0-540 engine and long range tanks allowing 1000nm legs to be flown without ferry tanks.



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The Wilga of course has a “built-in headwind component” so the route across the Atlantic had to be calculated in numerous hops. This trip required a second pilot because the aircraft did not have an autopilot, and Brian refused to do it solo as it would have been too tiring (and tiring = dangerous). I also had to get a US Crew Visa as my existing B1/B2 Visa alone was no longer valid to take a light aircraft into the States. It was decided that Brian would bring the plane up from Spain (as he lives in Jerez) via La Rochelle, then Guernsey, then to Popham where I would join him as I had all the ferry gear (immersion suits and the like). We would then go to Wick EGPC, two stops in Iceland (Hofn BIHN, Reykjavik BIKF), then two stops in Greenland (Kulusuk BGKK, Sondrestrom BGSF), then to Frobisher Bay (Iqaluit CYFB), Fort Chimo (Kuujuaq CYVP), Wabush (CYWK), Bangor (KBGR), and finally to Northampton (K7B2) in Massachusetts.

With all final plans made, and much delaying, the whole trip then collapsed because the new buyer had a difference of opinion with the sellers regarding who was paying for the registration and export charges. This of course sadly disappointed our spotters at Popham who had eagerly awaited the arrival of Wilga PZL-104MN EC-JHR.

We had previously asked the ferry organisers (we were just the pilots) if there was any opportunity to get a “ferry” flight back thus minimising our commercial air fare expenses. As the Wilga ferry had failed we decided to get on with our lives and I set off to help my parents move house in Brighton. In the middle of this on a Wednesday I had a call from Brian asking if I was interested in going with him to take a Cessna 402B to Malaysia and if the answer was a “yes” (which of course it was!) then could I get myself and him on a plane to SFO on Friday!



from San Francisco A lot of route planning was commenced bearing in mind the extremely long hops across the Pacific and it was proposed to go from the San Francisco area to Hawaii, the Gilbert Islands, the Solomon Islands, Darwin, then Kuala Lumpur.

We duly caught a Virgin flight to SFO on the Friday and hired a car to get us to where the 402 had been fitted with the ferry tanks, a place called Tracy about 70 miles east of SFO. The next day we started an initial inspection of the Cessna 402 and it appeared to be a fairly tired, well used old plane that had been used for photographic reconnaissance, having no seats and a clear underside to allow the cameras to operate downwards. The plane was fitted with four additional ferry tanks allowing a further 400 gallons of fuel to its regular wing tanks. All the associated plumbing seemed to be in order so we began to install all our own personal ferry gear, multiple power sockets, camera, etc and stow immersion suits, tools etc.



We then took the aircraft for a test flight and began to find lots of anomalies. The gauges (oil pressure, CHT's, EGT's) were showing quite different readings for the left and right engines. We were also losing LOTS of oil from both engines.



Returning to Oakland, I removed all the engine covers and both engines were covered in oil but it was impossible to see where it was coming from.

Brian informed the ferry company of this situation, but if it was a case of “the engine often blows out oil, if topped up fully”, we elected to take it for another two hour flight, to accurately assess the oil loss. We decided to do that the same day (moving into dusk/night), so we could have the results when we checked again in the morning.

We had previously checked the main navigation lights on the ground but as we were returning to Oakland in the dusk we switched on the panel lights whereupon a big flash came out of the panel accompanied with a lot of smoke, and a visibly burning wire, as there was a dead short circuit somewhere behind the console. This was the final nail in the coffin and we informed the ferry company, who agreed that the trip was off and we would return home as there was far too much wrong with the aircraft to be fixed while we were there.

Unfortunately it was the August Bank Holiday weekend in the UK prior to the children returning to school and the following weekend was the Labour Day Weekend in the States so we could not get a trip home until the following Saturday, leaving us four days to waste in darkest Oakland. We spent one day doing the tourist bit around San Francisco finishing up at the seaplane base at Sausalito (north of the Golden Gate Bridge) and spending a couple of hours with a superb De Havilland Beaver.



The next day we spent a few hours wandering round the Oakland FBO and decided to do a detailed analysis of the 402 paperwork. We would have done this anyway before going even if the plane had been perfect. There turned out to be a couple of anomalies with this but we were not taking the plane anyway.

In the interim we investigated if there was anything else we could do while we had time to spare in Oakland. It turned out that there was another ferry possibility to take a PA46 Mirage to Brisbane. This failed due to the fact it was "VH" registered and our licences were not certified to fly into Australia.



A further opportunity then arose in that there was a C310 in Charleston, South Carolina that needed to be positioned to Hayward or Tracy for tanking and onward flight to Brisbane. We spent a happy day looking into getting from SFO to Charleston but this was then thwarted by the hurricane that wiped out the entire eastern Seaboard of the US. It then turned out that the C310 did not have the required paperwork but would be ready at the end of the month.



Meanwhile, still investigating things to do while waiting for the return flight to the UK, we found that there were two G58 Baron's in Oakland that needed to be moved to Tracy for tanking pending ferry to Japan. With the time difference to Japan it took another whole day to find out that the Japanese could not arrange the insurance for this so another plan went out of the window.

Aircraft were now accumulating at Oakland and Tracy and we were told that at the end of September there would be an additional two G58 Baron's to Japan, making 4 x G58 Barons, the C310 and the PA46 Mirage waiting to go across the Pacific. We had booked return flights to SFO because they were cheaper than singles, so at this stage it looked as though we would come back at the end of the month and get at least one of these to ferry across.

Returning home, there was one further opportunity in that if the aged, leaking, C402 was fixed it might be able to be ferried eastbound to Kuala Lumpur as it would have the range for the relatively shorter legs. At the time of writing this, nothing further has happened. Returning home, things settled down and my next scheduled task was to get our Popham based AN2 back to Hungary for the winter as it would require a big Annual in April 2012 and also needed the wings recovering. This turned out to be very straightforward two-day ferry trip. The route was Popham to Koblenz (4hrs), Koblenz to Weiden (2hrs) in East Germany for a night stop, then Weiden to Gyor (3hrs) to clear Hungarian customs, then on to Nyiregyhaza (another 2hrs). The weather was fine but the Brussels TMA Controllers were their usual unhelpful selves ("remain clear of controlled airspace etc..." - must have been trained at Southampton!). However, we can recommend Weiden as being a very friendly small GA airfield as they made us most welcome. We spent a day in Nyiregyhaza with the Hungarian engineers discussing the future work plans then the next day took the three hour train ride from eastern Hungary back to Budapest. The bonus here was that the "over sixty-fives" go free! The EasyJet flight was cramped but on time and the worst part of the journey was getting from Gatwick to Popham in the rush hour to pick up our cars.

After the brief Hungary trip and, as expected at the end of September, the previously mentioned C310 had finally been moved from Charleston to Tracy and tanked to go to Brisbane. The company that fitted the ferry tanks had put a small additional one on the P2 seat so I could not go. The plane had an autopilot so Brian elected to take it on his own as there was nowhere for me to sit. I therefore will leave him to conclude this tale at a later date.

## **IFFR Germany's Leipzig Event August 25 -28 2011 - Jim Hull**

A little about myself: I have been flying a Cherokee 140 for over 10 years. We were a syndicate of 6, 5 flying members and one sleeping partner. I cruised with my wife Janette to various places over the years, Alderney, Guernsey, Scilly Isles, Ireland, Scotland Aberdeen Glenforsa, France, Avignon, Carcassonne, Bergerac, Quimper Cannes, Germany Koblenz, Mannheim, Essen Mulheim, Speyer, Italy Albenga and Venice Lido. My main club is the IBM Flying Club. We had many outings as recorded in the web site [www.flyibm.com](http://www.flyibm.com) newsletters. (My Ireland trip Aug 2006, My first IFFR trip to I of W July 2008). Feroz should find the May 2009 newsletter interesting as John Akerman has been exploring smaller airfields.

I am also a member of the AFA Army Flying Association where I met Graham Browning. Not that I was in the Army, I served with the RAF on national service way back in 1954-6. Currently I am grounded for two reasons. The syndicate was disbanded in March this year so I lost my aircraft use. This coincided with me getting a frozen shoulder, limiting my right arm movement, painful until I got an injection into it in May 2011. I am told it can take 2 years for this to clear. Graham asked me to accompany him to Leipzig as his current partner was ill. I jumped at the chance to fly again, right hand seat, that's fine, I'm not pilot in charge and Leipzig was an interesting place to go, the program looked interesting. I am also learning the German language, another chance to practice. Graham had a GPS which he said he didn't use much so I borrowed it, a GPS96C. It turned out to be a very useful tool although it was an old model. Being used to a GPS295 I wanted to prepare a route to Leipzig if possible. I upgraded the database to the latest level. Graham supplied the route he planned to fly and I programmed it in.

Weather forecasts were bad it was doubtful that we could fly. We agreed to go a day early and stop overnight at Antwerp.



At Antwerp Airport

Next morning the weather didn't look good with the probability of CB and thunderstorms. Flying back home was not an option as that looked even worse. Discussion with Brussels Met people resulted in the decision to go to Leipzig as early as possible before the build up of thunderstorms. That proved to be a god decision as we never encountered any CB or thunderstorms.



Graham in control



Jim navigating

We arrived in Leipzig on 26L in time for the lunch meeting. We renewed friendships and met new members. A bus took us to the Marriott Hotel. An hour to settle in then off on a walking tour with a young guide. We heard about the people's uprising in the Opera Square and city centre.



We ended up in an outdoor restaurant. Charles and Feroz joined the group there.



Gasthof Barthels Hof

On Friday we had another walking tour around the city centre. We started beside a wall painting depicting the time of the Wall.



This time we went into the Nikoli church that centred on the revolution, then to St Thomas Church where tradition has had Boys Choirs singing since 1200. Outside a statue of Bach reminded us of his links with Leipzig, the Church and the Choirs.

A visit to a cafe had Alisma jump as she was asked to look into a large mirror, to say all hell let loose would be a good description as the devil appeared in the mirror, smoke, noise and swinging pictures added to the atmosphere.



Alisma look into this mirror

Then we made a more sinister visit to the Stasi headquarters. Now a museum it records the awful system of repression and spying that East Germany suffered over the years. We saw tools of the trade, hidden cameras, spying tools, records systems uniforms and medals for the regime. I am really glad that has now ended for these people.

We had lunch in the skyscraper, top floor restaurant, all owned by the University. In the afternoon we went on a bus tour round Leipzig suburbs. Old surface coal mines were being transformed into lakes for recreation. We drove to a Battle Memorial to the war against Napoleon by the Allies, 600 thousand involved and over 100 thousand killed. We were given an hour and half to explore this and we needed all of that time. Most of us climbed to the very top.



Battle of the Nations memorial

Back to the bus to return to St Thomas Church to attend the service with the organ playing and the boys choir singing. We participated in some of the service and singing (in German). That evening we had the Gala Dinner. Then followed speeches from Ulrich Starke German IFFR President and then Peter Moore, current IFFR World President (Charles Strasser translating).



Saturday proved to be the highlight of the week end. Another bus took us to Naumburg to see the Cathedral there. A Google search on Naumburg Cathedral will show you lots of the views we saw. It was amazing that it had survived the war and Communist rule. Artefacts were laid out to present the Christian message. Some of these were models of that we would see in the Cathedral. We were given receivers and our guide could address us all. We had good quality information. Load bearing stones were carved with statue figures depicting human feelings. The Cathedral layout depicted moving from one state to another life, purgatory, judgement, heaven or hell. Figure depicting all of these states were well carved and very expressive. To realise this has been in existence since the 12<sup>th</sup> Century and is in such good condition was an inspiring and thought provoking experience. Next we went to Freyburg to visit wine cellars. We had a guided tour and several tastings. It was amazing to see so many barrels and stainless steel containers holding 20 or 40 thousand litres each.





Winzervereinigung

We had buffet lunch there, with wine of course. Back to the Hotel, free time, used to good effect. Graham and I planned the route back home. We revised the GPS route to include EBKT airfield that Angus had recommended. Then we had a Flight Plan session with Feroz who showed us a website where we could file flight plans directly from the computer. Much easier than the UK Avpex that I have yet to master. Evening meal was a walk away. We went to the cellar in the Town Hall. Afterwards a session in the Hotel hall on their computers swapping aviation web sites, useful stuff!



Three computers in use in hotel foyer

[www.airports.de](http://www.airports.de) [www.aviatorjoe.net](http://www.aviatorjoe.net) [www.euro.wx.pilot.net](http://www.euro.wx.pilot.net) (choosing either Bracknell 120 hrs or USAF 120 hrs in colour), [www.eurofpl.eu](http://www.eurofpl.eu) This is Feroz's site we used to file our flight plans. [www.Accuweather.com](http://www.Accuweather.com) [www.metoffice.gov](http://www.metoffice.gov), [www.avbrief.com](http://www.avbrief.com) [www.orbitfly.com](http://www.orbitfly.com)

Departure photos:



Swiss departing



Our Cessna, one from Dusseldorf ,Mooney from Austria



Charles Strasser's Seneca departing to Prague



Angus Clark's Robin DR 400



James Alexander's Piper P28R



New Rotary fellowship, departure farewell

The flight home was rougher than we expected. We bounced along into a 30 knot headwind. Ground speed was down to 66 knots at times. We didn't make EBKT airfield but diverted into

EBZR who could supply avgas for cash. We resumed our course, cancelling landing at EBKT and choosing to land at Calais LFAC for more fuel and to file another Flight Plan to the UK, to Middle Wallop EGVP. Landed back at Middle Wallop and closed the Flight Plan by telephone. This was an interesting trip for me, lots of new experiences, new friends and a very successful IFFR event.

### **Scenes from Duxford – James Mason**

The club sponsored attendance at this year's Duxford Autumn Airshow, unfortunately several members had hoped to fly in but could not get a slot. I am not sure why this was, apparently Duxford were not very forthcoming but attending by zero feet I did notice that there were much fewer light aircraft parked on the south side of the runway than in previous years. I have flown in several times to this airshow which is held just before the clocks go back and offers one of the last opportunities of the season for flying to an airshow. It may also be my imagination but this airshow does seem to get its fair share of nice weather and this year was no exception with clear weather for much of the day. In browsing around the museum before the display flying started, I came across this Victor which was parked outside and offered a rare opportunity to get a great, close up view of a now rare aeroplane:



The display had some superb flying from a diverse range of aeroplanes, here are a few photos from a memorable event:







