

# The Elevator



ESTABLISHED 1922

## The Fly by Wire Newsletter of the Lancashire Aero Club

[www.lancaeroclub.co.uk](http://www.lancaeroclub.co.uk)

Contact: - [info@lancaeroclub.co.uk](mailto:info@lancaeroclub.co.uk)

Editorial - [elevator@lancaeroclub.co.uk](mailto:elevator@lancaeroclub.co.uk)

### Chairman's Chat

As we approach the festive season I thought it appropriate that we had a Christmas newsletter for the members. It is difficult to gather enough material to give you a meaningful newsletter to read but this time I think we have achieved it.

As you know we agreed with the Veterans' Lounge that we can use their facility and this is working out very well with quite a few members now going up there for refreshments and somewhere quiet to have a chat. The ambience of the room is very warm and inviting with a décor reminiscent of the Army. You could not get more welcoming help when you go there and the prices are extremely reasonable. If you haven't been there yet, then it is one place to add to the list of things to do.

Kenyon Hall airfield enjoyed a good year, with two Fly-Ins being well attended, and two cookouts helping to keep the visitors well fed. Last year the strip closed down in early September but after this very dry summer we were open well into November. That is something we haven't achieved before. I am looking forward to next year when I hope we can do better all round. All that is needed is your support. Please do not forget that it is a social activity as well as a flying one. We shall continue to make gradual improvements for everyone.

It only leaves me to wish you a very Merry Christmas and an even Happier New Year.

*Cliff Mort*



### Christmas 2018

#### Inside this issue:



KHF Lift Off !	2
First Snow	3
Flight Planning	7
Where to go	8
Laughs!	9
Club benefits	11
Club officials	12

# Kenyon Hall Farm – at last we have lift-off!!

In the last two weeks the Club has finally received confirmation that the planning permission we sought for Kenyon Hall Farm is now active.

This means that, in principle, we can use the strip on any day between 10.00 and sunset although there are limits on the number of movements that can occur on any given day.

Over the closed season until March, we will be finalising the practical arrangements for use of the strip, which will normally be operated on an unattended basis. Consequently we must emphasise that members and other pilots will land there **STRICTLY** at their own risk, and no liability can be assumed by the Club for any untoward happenings at Kenyon Hall Farm.

Requirements and essential information for pilots operating there will be widely publicised nearer the expected opening date.

We all owe a large debt of gratitude to Cliff Mort, John Coxon and others whose tireless efforts have given the Club a permanent base of its own for the first time since we left Barton in 2007.

Chris Barham  
*Secretary*  
*Lancashire Aero Club*



## A seasonal flight on a stunning day

First Snow! By Sigurd Martin

Snow on the hills! And a day off with good weather, so time to try out the camera again – no iPhone pics this time, Canon EOS 1300D with 18-55 lens shooting at 18mm through the canopy at 1/320 in shutter priority. Just pointing and shooting and seeing what comes out...



This is taken from the edge of the hills looking south, with no snow in that direction:

Plenty of snow in the other direction



*Continued on next page*

*Continued from previous page*

Cool cloud formations spilling over the peaks:



*Continued on next page*

*Continued from previous page*



Looking up the A93 towards Glenshee Ski Centre:



Looking north towards the ski centre. The slopes on the east side of the road are called "Sunnyside" for some strange reason...

*Continued on next page*

*Continued from previous page*



Still not enough snow for skiing, but it's early yet. A good season on top of last year's good season would be fantastic and would justify all the investment in new and refurbished lifts that the ski centre has put in over the last few years. It might also give us a bit of trade at work. Don't want anybody to get hurt but it's nice to be able to swoop in and take them to hospital when we can. It turns a 70 minute road journey by ambulance into a 20 minute flight. And the views are great...

Sigurd Martin flies a Sing homebuilt aircraft and has undertaken some quite long distance flights to and from Sweden. The Sting is one of those kits that can be built under the Light Aircraft Association scheme and comes with some impressive characteristics of a modern aircraft.



*Last page*

## **Knock it off! (one RAF officer's take on flight planning)**

In a previous life a young and impressionable Flight Lieutenant Ian Dugmore found himself at Nellis Air Force Base in Nevada to take part in Exercise Red Flag. Red Flag is a training exercise designed to simulate as closely as possible the conditions that might be expected during a war. Our hero (me) was there to fly Tornado GR1s on offensive support missions against realistic air and ground threats provided by Red Force. Each exercise evolution involved some 100-150 aircraft launching from Nellis, flying to their start points at opposite ends of the range complex before turning inbound to their targets and creating a giant mixi-blob or 'furball' of defensive and offensive aircraft (fighters, bombers, defence suppression, electronic warfare et al) of all types – all seeking to complete their part of the mission without being targeted by fighters, SAMs or AAA. It was great fun, sometimes eye-wateringly exciting and always very hard work in terms of maintaining Situational Awareness (SA) and safety.

One of the reasons Red Flag worked with acceptable safety margins was because it was meticulously planned and briefed. I well recall a member of the Red Flag staff, a USAF Colonel – straight from central casting, complete with southern drawl and a cheroot - standing up at the conclusion of one mission briefing to say, "Y'all have a good plan. Go and execute the plan!" Now you may have the impression that such a plan limited tactical flexibility, the ability to respond to threats or to support other Blue Air aircraft. Far from it. The planning took account of airspace constraints and sanctuaries such that the options for adjusting routes, timings, altitudes etc. had been thought through in advance and were available when they were required. Planning included a communication plan, with frequencies to be used and what to do in the event of jamming or equipment failure. Fuel planning was a critical item as the use of afterburner would use up fuel at a rate that could and did catch people out. A good plan takes all these factors into account. But what would happen if, despite all the planning and pre-flight briefings, the situation in the air began to get too difficult or out of hand? Well anyone could call a 'knock it off'. Anyone, from the most senior to the most junior participant in the air or on the ground, anyone who felt uncomfortable with the situation could stop the whole 'war' simply by calling it on the RT. No questions asked at the time and you weren't considered a 'wuss'. All aircraft immediately ceased manoeuvring, recovered to base and all crews attended the debrief, where appropriate lessons were identified and applied the next day.

So what does this have to do with General Aviation in the UK? Well, consider how often incidents reported to CHIRP are related to preflight planning and a breakdown in SA? Quite a few. Thorough planning is vital throughout the year and never more so than in the winter when the weather can be a factor. Does your plan include routing and altitude options with fuel considerations? Which ATC services are available and suitable for the weather conditions and do you have the appropriate RT frequencies? Are you sufficiently familiar with your tablet/smartphone and Apps that you can navigate the menus like a teenager? And if, despite all your planning, things begin to get out of hand, are you mentally prepared to call your own 'knock it off' and go home or divert. It's the professional thing to do and you won't be considered a wuss. It is also entirely professional to use resources such as ATC and the Distress & Diversion (D&D) Cell to assist you – it's what they are there for.

**(Lifted complete from CHIRP November 2018, as a timely note of caution).**



## Where to go

26 <sup>th</sup> Dec	Flour bombing & Spot Landing Competition	Leicester Airport
1 <sup>st</sup> Jan 2019	New Year Fly In	Popham
5-6 <sup>th</sup> Jan	Brass Monkey Fly In	North Coates
14 <sup>th</sup> Feb	GASCo Safety evening	Hangar 8, Blackpool
2-7 <sup>th</sup> April	EAA Sun 'n Fun	Lakeland, Florida, USA
13-15 <sup>th</sup> June	AeroExpo	Wycombe Air Park
30/8 – 1 <sup>st</sup> Sept	LAA Rally	Sywell

***LAC Members are very welcome to North Western Strut Meetings, usually held on the second Tuesday each month  
In the Veterans' Lounge, Barton***

### **North Western Strut PROGRAMME 2019**



***Tuesday January 8<sup>th</sup> – How a gyrocopter flies***



## ***JOKES FOR CHRISTMAS PARTIES!***

### **Husbands Do Remember Anniversaries**

A woman awoke during the night to find that her husband was not in their bed so she put on her dressing gown and went downstairs to look for him.

She found him sitting at the kitchen table with a hot cup of coffee in front of him. He appeared to be in deep thought, just staring at the wall. She watched as he wiped a tear from his eye and took a sip of his coffee.

"What's the matter, dear?" she whispered as she stepped into the room. "Why are you down here at this time of night?"

The husband looked up from his coffee. "I am just remembering when we first met 20 years ago and started dating. You were only 16. Do you remember back then?" he said solemnly.

The wife was touched to tears thinking that her husband is so caring, so sensitive. "Yes, I do," she replied.

The husband paused. The words were not coming easily. "Do you remember when your father caught us in the back seat of my car?"

"Yes, I remember!" said the wife, lowering herself into a chair beside him.

The husband continued. "Do you remember when he shoved the shotgun in my face and said, 'Either you marry my daughter, or I will send you to jail for 20 years?'"

"I remember that too," she replied softly.

He wiped another tear from his cheek and said, "I would have been released today."

***More laughs.....>>>***

# Laughter



## **THE FRY UP**

A wife was making a breakfast of fried eggs for her husband.

Suddenly, her husband burst into the kitchen. "Careful," he said, "CAREFUL! Put in some more butter! Oh my gosh! You are cooking too many at once. TOO MANY! Turn them! TURN THEM NOW! We need more butter. Oh my gosh! WHERE are we going to get MORE BUTTER? They're going to STICK! Careful, CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind? Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!"

The wife stared at him. "What in the world is wrong with you? You think I don't know how to fry a couple of eggs?"

The husband calmly replied, "I just wanted to show you what it feels like when I'm driving."

---



## **THE NEW RECRUIT**

Fifty-one years ago, Herman James, a North Carolina mountain man, was drafted by the Army. On his first day in basic training, the Army issued him a comb; that afternoon the Army barber sheared off all his hair.

On his second day, the Army issued Herman a toothbrush; that afternoon the Army dentist yanked seven of his teeth.

On the third day, the Army issued him a jock strap.  
The Army has been looking for Herman for 51 years.

---



ESTABLISHED 1922

## What can the Club do for me?

Several members have asked what benefits the Club offers besides the landing card scheme so in this issue of The Elevator I've brought together details of all those available.

The landing card scheme has undergone a shakeup, now you are entitled to twelve landings in total during the membership year at participating airfields. Full details are listed on the Club website.

You can get a rebate on one landing fee at Barton per month, provided your aircraft is not based there.

You can claim back two contributions of £5 per month made at unattended sites where there is no set landing fee but donations are accepted.

You can claim back a rebate of £10 per month for hire of an aircraft from a Barton-based flying school.

You can claim back CAA fees for the addition of a rating to your PPL, for instance an IR(R) or night rating.

If you are still in training for your PPL you can claim a grant of £150 when you pass your GFT.

(With the exception of the free landings, other claims must be accompanied by a copy of the relevant logbook page and receipt).

Other non-monetary benefits include:

You get free entry to the Veterans' Garage Lounge at Barton.

Kenyon Hall Farm is provided as a meeting place or fly-in destination, and is soon to be open any day, at pilot's discretion.

We also provide talks and social events both at Barton and Kenyon Hall Farm strip.

I hope you agree that this is an impressive range of benefits offered in exchange for your subscription. Now that you know what the Club can do for you, why not ask yourself "What can I do for the Club?"

*Blue skies,*

*Chris Barham,  
Secretary, Lancashire Aero Club*



ESTABLISHED 1922

### Committee

**Cliff Mort**  
Chairman  
Airfield Sub Chair

**Chris Barham**  
Club Secretary

**John Coxon**  
Treasurer  
KHF co-ordinator

**Peter Ashford**  
Airfield Sub

**Neil Smith**  
Vice Chairman

**John Latimer**  
Airfield Sub

**Zsolt Nagygyorgy**

### Trustees

**Martin Rushbrooke**  
Trustee CFI

**Kim Kynaston**

**Harry Jones**

### Vice Presidents

**Terry Annis**

**Martin Rushbrooke**

**Cliff Mort**

### Administration

**Julian Yates**  
LAC administration

20 Belgrave Road, Sale  
Manchester M33 7UA

The Committee meet on the last Tuesday of the month at Barton  
in the Veterans' Garage Lounge Committee room starting at 19.30 hrs