March 2010

This month we have a competition for you! All you need to do is correctly identify the aircraft in our recognition quiz and send your answers to lac_answers@hotmail.co.uk. Please include your address. The first person to have the most answers correct will receive a £25 voucher to spend at AFE.

Good luck and be quick!!

We also have the next article from Ian Howe on the F15 with some fantastic photographs and Eric Isaac recalls his daunting first solo experience in this issue.
The one job that the Chairman has is to inspire you, the members, to greater things. Part of this we have in the new strip at Kenyon Hall Farm. Whilst it appears to be just a lump of grass at the moment it will continue to be that until we have the vision to transform it into a real airfield. Primarily we have to create a history of safe and responsible operation. This means we have to be considerate to our neighbours and keep to the way we have set out in the operating instructions. As time passes I am sure we shall revise these instructions so please keep up to date with any changes that are felt necessary.

On a more practical side we shall need a rock picking detail sometime in April, just before we open up for the coming year. Also I want to inspire you to come forward and put your name down for a session of 'duty officer' at the strip this year. Last year it was left to the committee to do all this for you, but surely you can get more out of your Club by putting a bit back in for all the rest of us to enjoy. It is surprising how much the load can be spread if even just a few come forward to help out.

Now to the committee itself. Last month I covered three of the officers, Chairman, Vice Chairman and Secretary. The next one on the list is the Treasurer and we all love to hate this position as we see major work involved to keep us on the straight and narrow. After the AGM I asked Andy Halvorsen to take on this role and he has continued the good work started by Dave Kaberry. As most of the active committee members have jobs to contend with we have a part time book keeper to do the day to day business, but he has to be directed and this is where Andy has kept his finger on the pulse. We have monthly reconciliations giving us the details of where we are going. Without these figures it is very nearly impossible to run the Club efficiently.

I now come to the membership secretary who is Chris Barham. Chris joined the committee just before me and it was after the last AGM that I asked him to look after the membership. As a job it is a once a year function when he will be organising all the necessary paper work to allow you to rejoin the best Club in the country.

However this is not the only job that Chris does for the Club. One of the most important jobs on the committee is to communicate with you. Whilst we do have the newsletter there is the need to let you know what is available on an irregular basis. To this end he keeps the membership records and all the email addresses that go along with this. It is also the contact point for any questions that you ask of the committee.

Safe flying and let’s hope for better weather to come.

CLIFF MORT
The first practical steam powered aircraft was demonstrated by the Besler Brothers on April 12th, 1933 over Oakland, California.

This spectacular development in the field of aeronautics was the result of three years of secret experiment. The inventors began their work in 1930, in a machine shop at Emeryville CA. They brought the product of their researches, a 180-pound engine developing 150 horsepower, to the Oakland Airport and installed it at the nose of a conventional Travel Air biplane.

This blue machine, with William Besler at the controls, sped down the runway and climbed into the air without a sound except the low whine of the propeller and the hum of wind through the wires. Swinging back over the field at 200 feet, the pilot shouted ‘Hello!’ and heard the answering calls from spectators below.

Three times, the blue plane blazed a steam trail into the air, taking off, landing, circling about, remaining aloft for 5 minutes at a time. The constant, wearing vibration of the gas engine was gone; the smooth push and pull of steam power had replaced it.

The engine is a 2-cylinder, compound, double-acting, V-type power plant. Its high-pressure cylinder has a 3-inch bore and a 3-inch stroke; its low-pressure cylinder has 5 and a quarter inch bore and a 3-inch stroke.
Using vaporized fuel oil, the patented burner releases as much as 3 million BTU per cubic foot of firebox space. An electric blower drives this tremendous heat down among the flat spirals of a single 500-foot pipe coiled within the boiler. Three-eighths of an inch thick, inside measurement, at the bottom, the pipe gradually increases in size until it has an inside diameter of five-eighths of an inch at the top. The water supply to the coiled pipe is thermostatically controlled to keep the temperature constant regardless of pressure.

The operation of the power plant, once it is started, is practically automatic. At the start of a flight, William Besler climbed into the cockpit and flipped over a small switch. Instantly the electric blower goes into action, driving air mixed with oil spray through the burner. Here, an electric spark ignites the mixture and sends a blowtorch of flame roaring downward around the coils of pipe. A few minutes later, steam pressure is high enough for the take-off. All the pilot has to do, from then on, is to operate the throttle and reverse lever.

At 800 degrees F, the steam pressure built up within the coils reaches 1500 lbs. With a 1200 lb pressure, the engine will deliver 150 horsepower, whirling the propeller at 1625 rpm. Tests have shown that 10 gallons of water is sufficient for a flight of 400 miles!!!
The best detailed link is the first - note there are four pages to be viewed.


the next two links show the aircraft going into reverse!

http://www.flixyx.com/besler-steam-airplane.htm

http://www.britishpathe.com/record.php?id=3603

If you are aware of any weird and wonderful ways to power aircraft, then please E-Mail me at info@elevator.co.uk
My thanks to LAC Member Bryan Smith for providing these.
MY FIRST SOLO...

By

Eric Isaac

Having discharged my instructor, John Harrison in G-AWPU, C150 at Barton with the usual briefing, I left with a little nervousness to join other aircraft lined up for take off.

This in itself was somewhat nerve wracking, but away I went into the wild blue of the circuit feeling very proud as a rather mature and late student. Into the base leg I came with glee, at my wonderful control, and onto finals, on a most perfect track.

At 100 feet perfectly lined up on 27R, and sinking nicely, the air vent popped out of the wing root and smacked me on my head, having bounced of the dashboard. Blood poured out of my forehead, as it usually does on a head wound, and through the blur of blood and smeared spectacles I made what John and Dave Duckworth (CFI) observed as the most perfect landing ever. I had struggled with landings, but they were also impressed with my dialogue after landing, and taxi to the workshop!

The moral is, if you are having landing problems as a student, give your head a bash on finals, and she will land herself! (joke)

HAPPY LANDINGS!!!
When I arrived at Luke Air Force Base in Arizona I was told I was joining the small elite force of Eagle pilots – this was my first lesson in how the USAF did things differently. The dual carriageway, twin 12000 ft runways, 100 Eagles and 125 F-16s was in stark contrast to the narrow country lane winding to RAF Binbrook with its 30 aircraft.

The Eagle was a massive aircraft in contrast to the Lightning and the nickname ‘Tennis Court’ was justified. The size was the direct result of the radar – the original specification required a radar to pick up a target with a small radar cross section at long ranges – put that information into the ‘radar equation’ and you find you need a radar dish about a yard across!
Now that’s low! F-15s getting airborne and splitting into tactical formation

As I walked up to the aircraft for the first time I was impressed in every sense – large ergonomic cockpit, high seating position with fantastic lookout, 4 Sidewinder Infra Red and 4 Beyond Visual Range (BVR) missiles, full defensive aids system (chaff, flares and Electromagnetic Counter Measures), huge wing, gatling gun, plenty of fuel and, judging by the size of the circuits being flown, a phenomenal performance too. This was a true Air Superiority Fighter that made the Lightning look like a toy.

The cockpit was every pilot’s dream, the weapons system was fantastic and the HOTAS (Hands On Throttle And Stick) allowed the pilot to control radar, weapon selection and counter measures with ease. The head-up display projected all essential flight information and allowed you to track and destroy an enemy aircraft without having to look down at cockpit instruments.

The operational emphasis of the F-15 was day combat – head-on BVR engagements, followed up by a head-on IR missile and then a gun kill as a last resort. The F-15’s radar system was very versatile and allowed ‘look-down/shoot-down’ at low-flying targets. For close-in dog-fights, the radar could automatically lock to enemy aircraft – and on the canopy rail large ‘Lock/Shoot’ lights indicated exactly that – so you could be ‘heads-out’ and out of the corner of your eyes see the lights illuminate and fire a missile knowing you were in parameters for a successful shot. The video system allowed a comprehensive debrief and the local airspace included a range which tracked the aircraft and allowed a real time debrief of all the aircraft involved in the fights.
My Lightning experience did not prepare me for my first taste of the Eagle in 1v1 combat. I had expected the Eagle in front of me to turn slowly as it started to manoeuvre. Instead, the aircraft pivoted on its wing and then flew past me head-to-head – I did not even have time to react.

All my Lightning techniques were quickly forgotten as I came to terms with ‘Canopy Bow’ basic fighter manoeuvres. The Eagle turn rate was such that if you let the other aircraft outside the arc of the canopy bow, you had allowed enough room for the other aircraft to turn inside you and gain the advantage! The G forces were higher (9G) and were sustained for longer – one profile flown against the students emulated a high-speed enemy fighter – this profile was flown at over 5G for the whole time – for over 2 minutes in some cases.

The Squadron was a training unit and we spent our time instructing the student pilots in basic skills. Many of the instructor pilots had a huge amount of Eagle time and during deployment to Red Flag and similar exercises I learnt about how the Eagle was deployed to make best use of its capabilities – large ‘wall’ formations, ‘champagne glass’ splits – all done with a level of co-ordination that was not possible on the Lightning. With practise, the HOTAS allowed for a BVR shot, followed by a Sidewinder shot against another aircraft at the same time. Close combat was also practised and fighting the F-18 Hornet was best described as a ‘knife fight in a telephone box’!

Whilst the acceleration was not as good as the Lightning, the rate of climb was better – over 20,000 ft by the end of the runway, and you could look back between the twin tails and see the whole airfield (search YouTube for ‘F-15 take off PDX’)! To give the student confidence in the aircraft, the Eagle was pulled up into the dead vertical, the tail slide was mundane as the control surfaces worked at keeping the aircraft falling tail first and it never spun.
The gun was a M61 Vulcan gatling with a rate of fire of 6000 rounds per minute (940 rounds were carried). Practise gunnery was against a ‘dart’ air gunnery target towed 2000 ft behind a F-86 Sabre. In the RAF most of the gunnery was practised using academic patterns – not so in the USAF. The F-86 passed head-on and then straight into combat, hard maneuvering to get a gun solution.

With the Eagle weapons system being so much better than the Lightning, the gun sight could calculate firing solutions in far more dynamic situations. I placed the piper on the dart and pulled the trigger – I was not prepared for the ‘buzz’ of the cannon as rounds poured round out as compared to the slow rate of fire of the old Lightning Aden cannons. The dart gunnery target exploded.

The early Eagle was an all-round superb air superiority fighter, which subsequently proved itself in action. The weapons system was continually modified giving it even greater performance and the Eagle set the bench-mark for fighters. As I left Luke, the F-15 Strike Eagle was entering service – bigger engines, large conformal fuel tanks, 8 missiles and 18 500lb bombs was an impressive sight. Finally, to give you an indication of the strength of the aircraft, an Israeli F15 even landed with one wing missing after a mid-air collision (search YouTube for ‘F-15 one wing’).

An exceptional aircraft.
F-15 refueling - the RAF use a drogue but the USAF use booms.

Behind a KC135 ready for tanking

My thanks again to Ian for this fascinating article and photographs; next month the Tornado.
Dear Kate,

I must say that you have excelled yourself this time with a bumper edition (Feb 2010). The article on the Lightning had me feeling dizzy, despite not knowing what “somatogravic” meant! I now believe the cold war just did not exist and that it was conspiracy by the Russian and British governments to allow the build up of military power. Just look at the smile and jolly wave from the back end of the Russian aircraft, friendly or what?

Superb magazine and well done.

Joe Dell

Joe; glad you are still enjoying the Elevator!

Kate

Hello,

I know that you’re looking for feedback re the free landing concessions that have been arranged for LAC members. Well, I’ve recently landed at Caernarfon, Sandtoft, Sleap, Tatenhill and Wellesbourne…no problems; a quick look at my club membership card and there was no charge.

On the subject of landing away, members may be interested in the following web-link. It is to a very simple and quick site which lists avgas prices at various airfields and it is kept updated by those that use it - a very simple process.

http://www.thehangar.co.uk/fuel/fuel.shtml

Cheers

Richard Keech

Richard

Delighted to hear that the landing concessions are working well; always good to get positive feedback from members! Thanks also for this useful web site; much appreciated.

Kate
By Peter Maher

During the time when I was working on *Three Score Years*, I walked into the Clubhouse one day to be greeted by long term, and now late member, Bob Ogden. He was reading his copy of *Aeroplane Monthly* which specialised in aeronautical history and in the latest edition were a couple of interesting photographs taken at Barton. He suggested that these might be good pictures to include in my book and thought that I should write to the editor for permission to publish.

I wrote to Richard Riding at the editorial address and explained the project on which I was working. He wrote back saying how pleased he was that somebody was working on the history of the Lancashire Aero Club because his father had been a very keen aircraft enthusiast during the 1930’s particularly in the Northwest of England. He was now the guardian of his father’s photographic collection and offered to send me the pictures which his father had taken of the Club's aircraft. (He must have had a fantastic filing system because in due course I received a multitude of original black and white photos)

Together with the pictures was a wealth of additional information which I was able to incorporate into the text of my book. One picture was of an Avro Avian, G-AABX which belonged to Peter Eckersley. Appended to the back was the fact that Eckersley was not only the Chairman of the LAC but also that he was Captain of the Lancashire Cricket Club. At a later stage in my investigations I came across an old Minutes book in the Control Tower. Apparently in the Club's early days, whenever a new Committee was elected, at the first meeting all the Committee members were listed together with their occupations. Scanning through the pages I came across numerous names which I recognised but I was particularly amazed when I came across an entry for Peter Eckersley. His entry in the occupations column was shown as ‘Gentleman’.

*(Note - I wonder if these old Minutes books still exist and are in some place of safekeeping?)*

*Peter; yes they do still exist and Eric Isaac our Archivist is their careful custodian. Kate.*

I recall as a child that cricket matches were still arranged between the ‘Gentlemen’ and the ‘Players’ My understanding was that professional cricketers were known as the Players while the amateurs who still played in the same competitions were the Gentlemen. Presumably these were members of the upper class whose finances came from independent means. *(Time for a Google)*

A Website for Leigh Cricket Club has a section for historic profiles of old club members and an entry for our former chairman reads as follows :-

Peter Thorp Eckersley or PT as he was known, was born on 2nd July 1904 at Lowton near Leigh. He was one of Leigh’s most famous players who, at the age of 19 years left the club to join Lancashire CCC for whom he played from 1923 to 1935, the last seven years as captain, which he gained when only 24 years old.

His side was county champions twice during his period of captaincy and included such all time greats as the Tyldesley, Paynter, McDonald, Hopwood and Duckworth. He made 256 appearances for the county team and often played well when his side were badly placed, scoring a total of 4,588 runs in all, including a very good century against Gloucestershire at Bristol. He was a first-rate fielder and always set a good example.
He was a keen amateur pilot and was known as the “cricketing airman” since he often flew his own plane to matches. His keen interest in politics led him to becoming M.P. for Manchester Exchange in 1935, resigning his captaincy of the county to concentrate on his political career. On the outbreak of War he immediately joined the Air Arm of the R.N.V.R. and was unfortunately killed in 1940 at the age of 36 as the result of a flying accident. (I checked Three Score Years and sure enough on Page 40, P.T. Eckersley appears as a member of the Club who was killed in active service.)

Wikipedia records as follows “Peter Thorp Eckersley (2nd July 1904 – 13th August 1940) was the Captain of Lancashire County Cricket Club, who retired for a career as a Conservative Party Politician. He was elected at the 1935 General Election for Manchester Exchange. He died in 1940 in a flying accident near Eastleigh, Hampshire whilst serving in the Fleet Air Arm becoming the fourth M.P. to be killed in World War 2.” (His death was announced in the House of Commons on 14th August 1940 and recorded accordingly in Hansard.)

Footnote: The CAA Website has an interesting Section known as G-INFO. Enter any aircraft registration ever recorded in the UK and the full history is then shown. Although Richard Riding stated that G-AABX belonged to P.T. the entry in GINFO reads as follows :

Type : Avro Avian
1st Owner: Light Planes (Lancs) Ltd
Usual Station : Avro Aerodrome, Woodford
From 10/11/1937 To 23/06/1939

2nd Owner : Herbert Victor Armstrong of Wallasey
Usual Station : Hooton
From 28/07/1939 To 23/06/1940

There are no further entries so presumably the aircraft was commandeered for military service. (Hooton Park Aerodrome stood on the site of the now Vauxhall Car Factory. The Hangars still remain and are Grade 2 Listed buildings, now housing an aircraft museum)

If Richard Riding had not appended the possible incorrect information about the aircraft’s owner on the reverse of the photograph, I might never have known that the Club shared an interest about this man with the Lancashire County Cricket Club.

Finally, I remember that whenever a Test Match was being played at Old Trafford in the 1980s a maroon coloured Cessna 206 would be parked below the Control Tower at Barton. Registered as G-TDAA, this belonged to the former England Cricket Captain named Ted Dexter, who went on to become a member of the BBC TV Commentary Team.

Do you have any interesting and amusing articles or anecdotes about LAC members or instructors from years gone by? If so, please E-mail them to me at info@elevator.co.uk and I will be sure to publish them.

My thanks to Peter Maher for this trip down memory lane...
WEB SITE OF THE MONTH

This is a web site dedicated to local news for all UK airfields. It also gives lat and long for your GPS and provides a satellite image of the field - very useful.

http://www.laasdata.com/ports-of-call/

Make a note in your diary; Kenyon Hall strip opens 1st May!! Everybody welcome for the Start of Season Fly-In.

Tally ho..........we’re off to Kenyon Hall Farm LAC strip. It opens 1st May.

I’ll make a note in my diary.............

......and a club house too...woof woof !!
Eric Isaac needs further information on the following individuals, all of whom are subjects of searches by family members. He has some information on most of them but would welcome further details.

Can you help him?

Maycock (any information on this surname)
John Brown
Bill Pyrah re. Tiger Moth
Donald Hall
Syd Henson
Jules Vedrines
Dan Murray
Fred Harris

Do members know any of these names? If so, please get in touch with Eric on; 

e.isaac@talktalk.net

Eric Isaac  -  Archivist at Large

Do any of you remember David Riley, aka Rooftop Riley? He used to fly a green Taylor Titch, G-BCTR, but was tragically killed in the early 1990s. His cousin, Terry Burnett, is researching his family tree and wants anecdotes and photos of David to put into a biography. If you can help, please E-mail Terry on...

tburnett@dresser-rand.com
TUESDAY 9TH MARCH

At The Brown Cow Hotel, Worsley Road, Eccles starting at 20.00 hrs

The North Western Strut is delighted to announce that their celebrity speaker for the evening is JUDY LEDEN, MBE, who will be giving an illustrated presentation entitled;

"Leonardo da Vinci’s test pilot"

Judy has a world wide reputation for her skill, fearless determination and passion for free flight and she has multiple world records and gold medals. She was awarded the MBE in 1989 for services to hang gliding. Her autobiography, "Flying with Condors", and other publications, will be on sale during the evening.

MAKE IT A DATE IN YOUR DIARY!!

APRIL

3-4 Old Buckenham Piper Cherokee 50th Anniv Fly-in [PPR]
3-4 Thruxton Circuit Race Meeting (airfield closed)
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<td>3-5</td>
<td>East Kirkby</td>
<td>Lincs Museum Large Model Show</td>
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<td>Old Sarum</td>
<td>Vintage Sunday Fly-in [PPR]</td>
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<td>Henstridge</td>
<td>LAA Wessex Strut Fly-in</td>
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<td>Baxterley</td>
<td>Charity Fly-in &amp; BBQ</td>
<td>01827-874572</td>
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<td>10</td>
<td>Aintree</td>
<td>Grand National Horse Race Meeting</td>
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<td>10-11</td>
<td>Sandtoft</td>
<td>BAeA Aerobatics Competition</td>
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<td>11</td>
<td>Popham</td>
<td>Jodel Fly-in</td>
<td>01256-397733</td>
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<td>16-18</td>
<td>Brighton</td>
<td>BAeA Aerobatics Competition</td>
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<td>17</td>
<td>Newark</td>
<td>Museum Aeroboot Sale</td>
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<td>17-18</td>
<td>North Coates</td>
<td>NCFC Spring Fly-in</td>
<td>01472-388850</td>
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<td>17-18</td>
<td>Thruxton</td>
<td>Circuit Race Meeting (airfield closed)</td>
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<td>18</td>
<td>Fenland</td>
<td>VAC Daffodil Fly-in [PPR]</td>
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<td>21-22</td>
<td>Aberdeen Exh &amp; Conf Centre</td>
<td>Search &amp; Rescue Conference</td>
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<td>24</td>
<td>Sofitel Hotel, Heathrow</td>
<td>Flyer Professional Flight Training Exhibition</td>
<td>01225-481440</td>
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<td>24-25</td>
<td>Beccles</td>
<td>BPPA Precision Flying Training &amp; Competition</td>
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<td>24-25</td>
<td>Newark</td>
<td>Museum V-force Tribute Event</td>
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<td>25</td>
<td>K2 Centre, Crawley</td>
<td>Gatwick Air Enthusiasts Fair</td>
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<td>East &amp; Central London</td>
<td>London Marathon Road Race</td>
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<td>26-28</td>
<td>North Weald</td>
<td>Formation Training School [PPR]</td>
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<td>27</td>
<td>RAF Museum, Hendon</td>
<td>RAeC Annual Awards Ceremony</td>
<td>0116-244-0182</td>
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<td>29-My2</td>
<td>Elvington</td>
<td>BAeA Aerobatics Competition</td>
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Aircraft and Shares etc for sale

We have one new aircraft with shares for sale this month!!

CESSNA 172 G-AWVA

1/8th SHARE FOR SALE

In excellent condition, hangared at Barton. Zero timed engine less than 600 hrs. ago (Rolls Royce Continental Six cylinder O-300 145 hp very smooth) Airframe 2800 hrs. Annual Due Oct 2010. Internet booking system, excellent availability. Long established sociable group. Will accept newly qualified PPL. £70.00 per Month £60.00 per Hour Wet

King KX170B & Bendix King KY97 Nav/Comm's Bendix TR8, ADF, DME, Mode C Transponder, New Garmin SL40

Contact :- Geoff on:- Mobile No. 07768 282760 or E-Mail gnogrant@hotmail.

Share price; Offers over £2000.00
**G-LADZ**

*Enstrom 480 turbine. Based at Barton. One of the few heli groups in the country.*

*A share is available if anyone is interested.*

*Please contact;*

**Stephen Halliwell on 07703-531666**
GROUP C 172 Hawk XP £2995 (one-tenth share)

Long-established, friendly and well-run group operating a 1977 C172 Hawk XP out of EGCB. Includes share in financially healthy group and engine replacement fund. Share available due to sad death of one member last year. 195 HP fuel-injected Continental engine, VP prop. Fairly recent respray, looks very smart. Standard panel and avionics, including KNS80, GPS and transponder. £75 per month standing. £102 per hour (wet)(airborne time, equivalent to about £87 per hour by "brakes off to brakes on" time).

Group's and insurers' rule that all pilots have minimum of 100 hours total flying time.

Contact group secretary for more information: Dr Ian Donnan Tel: 01663 766 946
SHARES FOR SALE IN G-BJXB

Slingsby T67A G-BJXB
New Group Shares
£3750/Share

Learn New Skills in this well established Group

- Access to High Quality Instruction & Safety Pilots
- Aerobatics to Competition Level
- Basic IMC Fit - Ideal for Revalidation
- Hangared and Maintained at Manchester Barton
- Excellent Availability

£60/Hour Wet
£70/Month Inclusive

Put the Fun back in your Flying!

Call Steve 07885 390702
g-bjxb@virginmedia.com
**Cessna 150L G-PLAN shares**

Shares for sale in the very friendly 20 member G-PLAN group. Availability is good. The aircraft had a respray and renewed upholstery not too long ago so is in excellent condition. The aircraft has an ADF, VOR, Mode C and a group portable GPS. Regularly maintained at Barton, there are about 1500 hours on the engine. The group finances are in a good state including engine fund. Costs are monthly £40, hourly (wet) £45 and shares are on offer for £1400. An excellent first aircraft but NO hours builders though!

For more information about joining contact Cyril Jones via email: jcjcj@tiscali.co.uk or telephone:

(01625) 876849

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**AIRCRAFT SCALES FOR HIRE**

For hire – an electronic weigh scale for aircraft, presently out of calibration, but will renew if required. Weighs one wheel at a time, whilst other wheels levelled on shims (35mm thick). Range 500kg in 0.2kg steps, so will weigh an aeroplane up to 1000kg.

For availability and price, please contact Martyn Coles, 0771 480 4087, or mail@martyncoles.flyer.co.uk.

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**For Sale. Gardan GY-201 Minicab, G-BEBR. Based at Breighton.**

Total time approx 40 hours airframe and engine. 0-200 engine zero timed. Evra propeller, light weight starter and alternator. 760 channel radio artificial horizon turn and slip plus engine and flight instruments. Price £15,000 or will consider shares. Contact Paul on 07850 771378.

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Do you have an aircraft that you are looking to sell or that has shares available?
If so, then E-mail me at info@elevator.co.uk, with a photo and some words and I’ll publish it here!!
Piper Arrow IV PA28RT-201
1/10th Share for Sale £6,000 ono

Piper Arrow IV PA28RT-201 N2943D, 1/10th share for sale
Variable Pitch Propeller, Retractable Undercarriage
Garmin 430 GPS
Top Engine Overhaul
New Exterior Paint
Transponder + Mode C
2 x Nav Comm-VOR/ILS/ADF
Very Nice and Clean Interior
Auto Pilot Coupled to the Garmin 430
Long Range Tanks - 6 hours endurance
Electric Trim
Can be flown in the UK with JAR/CAA License
Friendly & Efficiently Run Group, Excellent Availability, Online Booking
Hangared at Manchester City Airport (formerly Barton Aerodrome)
£75 per month, £70 per hour wet.

Contact: Bryn Charlton

Tel: 01925 765141
Mobile: 07976 929832
### Aircraft Recognition Quiz

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<td><img src="image5" alt="Photo 5" /></td>
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How many did you get?

Send your answers to;
lac_answers@hotmail.co.uk
before the 13th March 2010. The first entry with the most correct answers will win an AFE voucher worth £25.

Honorary Officers:
Mr Tom Dugdale - President
Mr Mike Bowden - Trustee
Mr Cyril Jones - Trustee
Mr Martin Rushbrooke - Trustee

The Committee:
Mr Cliff Mort - Chairman
Mr Kevin McGuire - Vice Chairman
Miss Kate Howe - Club Secretary, Elevator editor, Social Secretary
Mr Paul Kavanagh - Airfield subcommittee
Mr John Latimer
Mr John Coxon - Airfield subcommittee, airfield Safety Officer
Mr Andy Halvorsen - Treasurer, airfield subcommittee, Company Secretary
Mr Peter Gaskell
Mr Chris Barham - Membership, communications

Mr Eric Isaac - Ex Officio Archivist. For any historical information please contact: Eric Isaac - Club Archivist on e.isaac@talktalk.net

THAT’S ALL FOLKS...

Kate