



# The Elevator

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

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

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### The Editor.

A few months ago cliff was talking to me about a newsletter for the Lancashire Aero club and that you have not had one for quite some time because he could not find anybody to take it on well see the caption above.

In order to produce a newsletter for you I have to have some input from the members, so if you want to this news letter to continue please let your Chairman have articles you wish to see in the newsletter.

Not being a member at the moment I do not know what you would like to see in it.

Here are the first Reports from first The Chairman,  
Second one is from the Committee  
Third entitled Tempelhof in G-BUZN, a Cessna 172. How an aircraft can write an article amazes me but it has done well.  
Fourth Dangerous Practice?  
Five Announcements.

## **Chairmans Chatter**

It has been quite some time since we had a newsletter published because we could not find an Editor – and now we have found one. This came about quite by chance as I was talking to the author of the book about all the airfields in Greater Manchester. I just happened to mention the club newsletter and he said he would do it, so here we are. We shall try for 4 issues this year and increase it as time goes on till we get to a monthly copy.

Following a mixed year for flying we are approaching a winter which appears to be forecasting a colder winter than last year. This may not be a bad thing as when we get winds from the east we can expect clear skies and good flying. Still that is only a forecast and we all know how forecasts go.

However I am still looking to get a good bit of flying in this winter. In October we held the AGM for the club and a relatively quiet affair it was despite me getting the running order wrong. The following general discussion was again fairly quiet and the general feeling was for a lack of a pilots lounge. Whilst we appreciate the café (R26) it has to be self-supporting and that means lots of customers which the pilot numbers cannot meet. We all refer to the good old days of long ago when the clubhouse was heaving with activity all through a weekend, but those days have gone. There are several reasons for this and not the least is the rise in the web where we can check out the weather in the luxury of our home and don't have to bother turning out to Barton to find out if it's suitable to fly.

That "Club" spirit seems to have gone. We often compare the UK to the USA and there is one aspect that the states has that we seem to decry – the need to belong. Clubs in the US, like the EAA Chapters, always seem to be thriving and working on projects for their club. The same does not seem to be as prevalent in the UK and we only have to look at the talks that the LAC put on in the winter months to see how few of our members actually make the effort to attend.

With the onset of a wet autumn our operations at Kenyon Hall Farm Strip have been closed but we are getting ready to open as a full time airstrip. I call it an airstrip rather than an airfield to define the way we shall be using it. It is too easy for people who do not know anything about aviation to call the facility an airport which implies an major operation rather than the quiet one we are used to. I would still like to see more of our members coming and enjoying the benefits of our airstrip.

May I wish you a Merry Christmas and Happy New Year with a good flying season to come.  
Cliff Mort

## **From the committee**

The winter season is the time for tidying up after the summer flying season and preparing for the next.

The Kenyon Hall Farm site has had a major refurbishment in the last two weeks, with path and parking area reinforcements, improvements to the cabin facilities and general trimming here and there. Planning permission for the road works required by the Council has been granted and work should start there soon, When that is completed then year-round operation at the strip will become a reality.

Our season of winter talks is under way with the next one, by Martin Rushbrooke, being held on Thursday 21st December. Martin's expertise in the meteorological influences on aviation is well known and it should be a fascinating evening.

Further ahead, the committee is researching ways to improve the facilities for members at Barton, with one avenue in particular looking very promising. Several tweaks to the landing card scheme are being considered and we'll have more to say about those soon.

Finally, if you have a strong opinion about where the Club should be going, come along to any committee meeting and spell it out. You may even agree to join us and help keep our Club going from strength to strength!

## TEMPELHOF IN G-BUZN

Joan was persuaded by me that a flight to Tempelhof in G-BUZN was a good idea as it is closing this year. A map for Belgium/Netherlands + 2 for Germany were obtained from AFE near Manchester airport .

We decided to go on the 14th, June so put some waypoints into the Garmin 100 and the Skymap 111C. We flew some years ago to visit friends to the north of Cologne and flew into Leverkusen (Bayer chemicals sports field) on the side of the Rhine with no Customs or charges. A call to Leverkusen and it was suggested that we first go to Monchengladbach for a "Customs/Passport check", more "elf" and safety.

14th, June.- We arrived at Barton around 8.30 and loaded BUZN when signing out a pilot asked where we were going, when told via Lydd he warned us of the Queens birthday fly past, Notams showed that the all G.A would be grounded in the south east from 11.00 to 14.00 zulu. We got airborne at 9.15 local time and routed via the low level LIC. DAV. HEN. BNN. LAM. DET. LYD.—NDB and VORs to Lydd airport arriving At 11.25. We used Birmingham radar and the new Farnborough Lars on the way down for Flight Information Service, the system worked very well as there was a large amount of traffic in the south east, some going to Wycombe airpark for the exhibition.

At Lydd we fuelled ourselves as well as BUZN, they do the duty drawback for you as you are taking fuel off shore, this makes the fuel a bit cheaper. 12.50 take off and lovely clear viz. along coast to Dover and across the channel, found a stiff breeze at Calais and due to language or my stupidity we were set up on base leg for a down wind landing, in approx 15 Kts.+ this was soon sorted and we landed at 13.35 English time, add 1 – hour for French time.

Calais has gone downhill a little now, no restaurant and only one man to take the modest landing fee and coffee from a machine. We climbed up the tower to file our flight plan and met two pleasant young men and one young lady who were very helpful. Take off at 15.35 French time 1-hour ahead of us but 2-ahead of zulu, soon transferred to Lille information then on to Brussels information. The weather now got a bit difficult and we had poor viz. in rain and drizzle, we tried to maintain 1000ft. but were bumping the cloud base. Flying between the Brussels and Antwerp zones via BUN Vor we routed to an inserted way point south of the Eindhoven zone. We were briefly transferred to Dutch Military as we crossed into Dutch air space on then to Monchengladbach who were very casual and gave us a left base join to land at 17.30 and pull on to the pumps to tank BUZN. They accepted a credit card which we found out later to be a lucky break. BUZN refused to start after tanking and

we started to push him to a stand when one of the staff came up with a small diesel driven truck, pulled out a tow bar and pushed BUZN on to a parking stand.

Taking our overnight bags we went to Control, "no problem settle landing and parking fee tomorrow, the guy who was not customs, took a casual look at passports. The chap who parked us then took us by car to a hotel approx. 200yds from the airport gate where we checked in and had a beer. Showered and a good dinner with a bottle of wine all we needed was a quiet walk and watch the rabbits in the field then bed.

15th, June. - Up around 9.00 have breakfast settle our bill and walk to the airport, the bags have wheels so no problem, as we left the hotel we heard an aircraft taking off sounded like big radials but we could not see it for the motor way which passed in front of the hotel. When we got to the field we found the source of the noise to be a Junkers Tri -Motor with the corrugated fuselage, like Hitler used to fly in, it was giving pleasure flights.

After paying our landing and parking fees we walked through a couple of hangers to look at the aircraft, there was a huge collection of aeroplanes the biggest collection of G.A. aircraft I have seen LAA types Cessna`s, Pipers, Socata`s twins plus quite big Biz Jets. There were also training schools and maintenance organisations.

At 12.05 we took off for Berlin, no flight plan, had some confusion with the lady controller, she cleared me to exit the zone at a VRP. I did not know and as we headed south she came back to me and asked why, she accepted that we were routing south towards Cologne to clear the Düsseldorf zone and passed us to Langen Information who gave us Flight Information Service. We had no further problems and found ourselves flying over beautiful country with lots of forested areas. Heading east toward GMH (Germinhausen) VOR. Transferred to Bremen information on 119.825 routing to WRB.(Warburgh)Vor. flying around 3000ft most of way but up to 4000ft. for some high ground before Magdeburg. With good viz we only had to deviate to avoid the odd rain shower as we tracked towards the MAG (Magdaburg) Vor transferring to the next Bremen Information 132.650 very good English and pleasant changing "squarks" as we left one zone and transferred to the next. The controller informed us that the two restricted zones on our track were not active and passed us straight through to Tempelhof approach who directed us to the Whiskey 1. and Whiskey 2 VRPs route to runway 27 LH with a down wind join.

Some confusion in the cockpit as it was difficult for me anyway to locate the canal we were supposed to follow because parts looked like lakes. God bless the GPS which came to our rescue. Very good views over Berlin as you join the downwind circuit and you are close to the city centre which is probably why they want to close it and build on the runways. Touching down at 14.55 we taxied onto the huge apron, the massive crescent shaped terminal building has sliding doors that can close to put the aircraft under cover, a Bae 146 taxied in behind us and they could have shut the doors behind it. We asked for fuel and this massive BP tanker came over and a massive fueller got out, we took 100 litres of avgas and offered Visa or Master Card. "Nein" only BP or Shell fuel cards or cash, so 100 litres cost 240 Euros which took most of our cash.

A car ferried us to the terminal but you climb steps to get into the terminal building, for a 1930s design it is impressive, cleared through in no time we will pay on our way out. A ten minute taxi drive got us to the hotel Angleterre on the Fredrichstrasse which I picked because two English guys stayed there who wrote an article in the Pilot Magazine. We booked in for two nights which we understood was cheaper for the two but found out was much more expensive because the rate goes up from Sunday night to Monday night. We complained when we checked out and got 50 Euros off but it was still too expensive.

The stay in Berlin was very interesting and the hotel was only about 100yards from the old "Check Point Charlie" crossing point into east Berlin, very much a tourist attraction now, we could

recommend the tourist bus which has a hop on hop off facility. An interesting feature of the trip was that the World Cup football matches were on and Germany played some matches, this meant that the TVs in the hotels and bars were on and we saw some very excited Germans and Turks. 17th, June – Chec 15 Euros each was a bit rich when we both ate for around 6 Euros 50 yards away. Taking a taxi to the airport got us dropped off at the main entrance not the place we came in at, this was quite an imposing entrance and concourse for an old airport and though not busy now I was impressed by the display of old radial and Jet engines on the concourse, this must have been the “Bees Knees” in its day.

The parking for the two nights + landing fee and handling came to approx. 90 Euros which compared to some British airports is not so expensive. a flight plan was not required but we had to go through the security and x-ray. They took us to the plane in a car and we checked out over the radio with a pleasant lady controller who gave us a squawk and a 27 RH runway LH turn out to depart via VRPs. W2 and W1. for Leverkusen.

Cleared to taxi to the hold for 27RH we took approx. 15 minutes to get to the hold and do checks because of the distance and circular taxiway, the taxiway takes you round a wooded area where you lose sight of the runway, take off 12-15.

No problems getting off such a long runway and good views of the city and with the very good viz. we had no trouble finding the VRPs. Transferred to Bremen information for Flight Information Service and they did their job again giving information on “Pop Ups” also telling us the two zones that were inactive on our way in were now active, these involved dog legs in the track but with the moving map they presented no problem. Passing on to the other Bremen information service went smoothly and we enjoyed the scenery which the near perfect viz. allowed. The trouble free flight continued as we transferred to Langen information and with Leverkusen just in view we called them up for joining information and were told, one in the circuit, made a LH downwind join for runway 15, which is 700metres of smooth grass, touching down at 15.20.

The first stop was the toilets second the bar for a beer, the restaurant had just stopped serving and we had not eaten since breakfast. We fuelled BUZN and drained our Euro cash reserves again, after getting our bags out of BUZN we rang our friends but they were out in Cologne so left message. We had not told our friends we were coming as the weather was uncertain and they would have insisted we stay with them which we did not think was fair as Heinz has a severe hip and spine condition, since relieved by an operation.

A hotel and taxi was quickly arranged by the receptionist at the airfield, our friends met us at the hotel for dinner after getting the message we left on the telephone and calling the airfield to find the name of the hotel. The following day we were picked up at the hotel and we had day out relaxing and sight seeing followed by a barbeque at the home of our friends son and his wife plus his sister and her son plus her partner, it was very relaxing with good food and drink, we have known them for 40 years.

17<sup>th</sup>, June – Alarm clock woke us at 7.45, our friends collected us after breakfast and we arrive at the airport for 9.00 am to find it does not open mid-week until 10.00 am. I had planned a direct flight to Lydd the night before so when they opened we filed a flight plan by fax and after saying goodbye took off at 10.40.

After take-off we went on to Langen information, flying west you pass over some large power stations built on a massive opencast coal field with huge excavators feeding the coal to the stations by conveyor belts probably up to a mile or more long. Langen information took us up to the Dutch border where we were passed to Dutch Military then to Brussels Information. By now we had quite a head wind and our 100Kt. Indicated air speed gave us a GPS ground speed of around 80 to 85Kts. The viz. was now starting to deteriorate and the cloud base to lower, we were following the track we used on the way out by reversing the plan put into the Skymap 111C. The

viz got worse and we were down to below 800ft. at times going through the bottom of the cloud base just maintaining sight of the ground and working hard to remain on track between controlled airspace in rain and drizzle. We were “squarking” with” for Brussels information and there appeared to be nothing else flying the radio was so quiet what must mode “Charlie have been 30min, suddenly Brussels info called “G-BUZN how do you read me?” I replied “reading you fives” and all went quiet again.

The viz. started to improve and Brussels got concerned that we were getting close to the Matz attached to Koksijde, we change to the frequency requested and were given another squark, we continued on track up to the French border where we left them and went to Lille information changing frequency to Calais as we entered their ATZ. By now the viz. was as good as it gets but the head wind had increased becoming gusty.

We coasted out at Calais changing mid-channel to Manston Radar, track the coast from Dover to land straight in on runway 03 at Lydd with a strong gusting wind more or less down the runway at 13.50 French time. We refuelled BUZN paid the landing fee and filled in the landing form had a meal because we had not eaten since our early breakfast. Took off for Barton at 14.00 English time to retrace our outbound route, again we got good Flight Information service from Farnborough Lars. and Stapleford as we passed through their overhead.

Landing at Barton at 16.40 very tired as we had flown nearly six hours and the trip up from Lydd had been one of the most uncomfortable Joan and I had experienced due to the gusting wind creating very turbulent conditions.

The trip was interesting and informative and so nice to relax in Cologne with our friends.

PS. August, I got the German navigation fee 10.35 Euros, worth every cent.!

PPS. July 12th, To San Sebastian and Bilbao, another story.

## **Dangerous Practice?**

Featuring Bob Martens

Subscriber question:

*“I read a report where a CFI and student were both killed when their aircraft struck a power line while the CFI was demonstrating a forced landing. My CFI has me take simulated forced landings uncomfortably low as well. Is this really necessary?”*

– Andrew S.

Bob:

"I'm a big believer in realistic training, but clearly the risk versus reward in this case just doesn't add up. If you want to effectively demonstrate a forced landing, do it to a runway. I've heard of way too many accidents resulting from a Certified Flight Instructor taking a student too low on a forced landing demonstration. There's just no downside to practicing to a runway and completing the landing. Use a grass strip if you want to really add some realism.

This also brings up another important item to me. Many folks think roads are good forced landing sites. I strongly discourage roads, first of all, because they can certainly endanger folks in cars, but also because most roads offer power lines as an additional hazard.

Consider the distractions facing the CFI as he demonstrates this manoeuvre. There is a lot going on during a forced landing, and maybe the CFI gave up a little bit of scanning outside in the interest of the lesson. Focus is very important, but never lose sight of the big picture.

Where am I? And what outside the airplane just might hurt me?

Clearly this is an avoidable mishap. From my perspective, planning is the key to eliminating this type of accident. Choosing your (practice) forced landing site wisely will help you to maximize the benefit derived, while minimizing unnecessary risks."

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## **Lancashire Aero Club**

**Welcome everyone to the LAC winter talks  
Thursday 21<sup>st</sup> December**

**R26 at 19.30hrs**

**By our own**

**Martin Rushbrooke**

**An illustrated talk on**

**Clouds and Weather  
Systems**

**Watch out for further talks on a variety of  
subjects.**

**See the Lancs Aero Club web site**

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