



## Lancashire Aeroclub Newsletter

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### Editorial

This is the first ever electronic copy of the TrimTab, and is published on the LAC website.

It is about 12 months since the previous TrimTab, and the reason for its non appearance is stated to be the cost of postage. Nigel Maddock who was responsible for its production left LAC a few months ago. For this newsletter to succeed, it needs a driving force behind it; and really that has to be a Committee Member. Peter Smith did this for the past 10 years, and it is notable that his removal from the Committee a year ago coincided with

the end of interest in the TrimTab.

Most members have sympathy for the difficult time the Committee currently faces, and are broadly behind them. But the one area the Committee can fairly be criticised is in failing to communicate with the members. Let's hope for better in 2007.

**Merry Christmas  
and  
Happy New Year  
to you.**

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Well done to Chris Barham for taking over the updating of LAC's website. One of the new features is that you can read back issues of this TrimTab online, from issue 1 in 1993.

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## LAC to leave Barton

Members who attended the Forum on 22nd November were surprised to be told that the Committee have decided not to renew any of LAC's leases due to terms being required by Peel Holdings that the Committee deem unacceptable. As a result LAC must leave Barton when the leases expire in April/May 2007. Anyone with aircraft parked on the field will not be affected. Members with aircraft in a hangar at Barton will have to negotiate hangarage with whoever takes over the hangar leases. The Committee suggested that hangarage costs were likely to rise, maybe to double the current charges. Other sources suggest it may only be a slight rise.

## New details

by Dave Duckworth

Circuit Height is now 1000', with overhead joins at 1800'. Helicopters fly at 500'. Some pilots are still using the old heights and it looks untidy when they are in the circuit with more up-to-date aviators.

Manchester Approach radio frequency is now 135.0

### AFIS freq change

The Barton radio frequency has changed, to **120.25**

This is to reduce the interference experienced on the previous frequency.

## Around The Field

by Chris Hicks

### Jim Madders

Jim was one of the old timers who contributed greatly to LAC over many years. When I first started flying at Barton I was grateful for Jim's friendly advice and spent hours in the Tower drinking coffee and gleaned local knowledge from him -- such activities long since banned on safety grounds. Sadly Jim died early in 2006 following a brief illness.

### Safer Airfield.

The Safety Committee was concerned that the following paragraph was omitted from the last TrimTab. I can only apologise.

**If you have an immediate safety issue, please contact the Control Tower reception and ask for the Airfield Duty Officer. We are committed to ensuring that the aerodrome is operated and managed in a manner which maintains and improves its current safety levels.**

There is also a reminder that anyone airside must be wearing a hi-vis jacket and that strangers should not be allowed to wander around the hangars.

These strict rules have been in operation for a year or two. If any of you should spot a person not wearing a fluorescent jacket airside, please send a brief note (along with the fee of £1) to the Make-Chris-A-Millionaire -By-Next-Xmas-Fund. Thank you.

## No reciprocal landings

We recently had to pay a landing fee at a local grass strip, and asked what happened to the reciprocal arrangement (for free landings) they used to have with Barton. "*Barton management cancelled it, not us!*" was the answer.

## Landing and Parking at Barton

As from December 2006 all LAC members have to pay landing fees and car parking charges at Barton. This was forecast by the Committee at the July Member's Forum, and they state this has been forced upon them by the reduced number of members this year (and the amount that LAC has to pay is based on LAST YEAR's membership numbers).

A 4 month landing and parking contract is available at a price of £55 from BAOL, and the Committee recommend all members take advantage of this.

## Members move away

Bruce Dixon has packed his Vans aircraft into a big box and moved to Australia. Mike Edwards (the person who started this TrimTab back in 1993, and a former Chairman of the LAC Committee) has moved away to Gloucestershire.

## Bomber Command

The new enemy Time is succeeding where the enemy with machine guns failed. Bomber Command survivors from WWII have held their last monthly meeting at Barton. Sadly the number of empty chairs has greatly increased over the past year.

## The Current Situation

I thought it would be a good idea to talk to club members, staff, Committee and ex-Committee, and then write a short summary of the situation here at Barton, regarding leases, Peel, BAOL, etc. Interestingly, everybody I spoke to has a different idea about what's going on (though the one thing they all agree on is that their's is the only correct view).

So the following overview is likely to be criticised by everybody -- but it is MY overall impression.

LAC ruled Barton for 50 years and, starting as a simple Aero Club, the members created a Flying School (so members could learn to fly) and Maintenance Company (so members could get their planes fixed). LAC also ran the airfield and gave discounted fuel, landings, parking, to members. By the year 2000 this had all grown into complicated and substantial businesses, employing many staff. The LAC Committee were in charge (and responsible).

When Peel bought the land, and ended the old leases, effectively the rug was pulled away from under all the above. The previous LAC Committee were "doves" and agreed to work with Peel (accepting that costs would rise, but believing Peel's commitment to retaining Barton's aviation heritage).

The new Committee are more "hawklike" and have fought Peel. As a result, I think basically Peel now wants to be rid of the irritation that is LAC. Terms for renewal of the leases in 2007

contain terms which are unacceptable to the Committee (financially open ended).

The Committee currently has to worry about the following:

- Employees and businesses
- themselves as directors.
- the LAC members.

I do not think they can keep all of these happy, and who knows in what order of importance they place them.

The present Committee have a difficult task, and I am sure most of the Members (like me) would not want the job (and it is unpaid!).

### **What outsiders think**

The situation at Barton has been watched and commented on in several aviation forums on the internet (eg Flyer magazine forum). It may come as a shock to us to find that the most common view is something along the lines of: "*Good News! At last a sensible company has taken over at Barton and will be improving the airfield. Let's hope for concrete runways and lights for night operations.*". References to LAC are usually included in sentences with words like petty squabbles, and internal bickering.

Basically the outside world is only interested in Barton --the City Airport.

### **LAC internet Forum**

A member started up a forum for LAC Members on the Yahoo Groups. Click the link on the LAC website to join. Here you can chat to other members.

## Letter to LAC

Thank you to Jason Cook, Flying Instructor, for a wonderful trial lesson flight today, It was a real thrill and a pleasure. Jason's informative friendly and down to earth approach made me feel very welcome.

A big thank you to all the other staff too. Everyone was friendly and I was met with a smile from start to finish.

*From: Nigel Day.*

## Nigel's (final) Tale

by Nigel Maddocks

We are all sad that Michelle Lowery, she of Maintenance and Finance fame, has departed for pastures new. Michelle felt it was time to move on after seven years in LPL, during which time I calculate she must have met just about every Member at least once a year. She was offered a golden opportunity in McAlpines, funnily enough NOT as a crane driver, so decided to brave the big bad world beyond Barton.

### **Rollo School/Room**

The Flying School has now moved into the Rollo Room in the ClubHouse. It has to be better than the portakabin, believe me, having spent some hours being buffeted by wind, rain and noise. The new location will be darn handy for food though but perhaps not so good for the slim waistline, which has always been a requirement to get behind the desk in that portakabin without taking notices and plants with

you!! Rumour has it that a new member of staff is about to sign up for the Flying School so you will be delighted to hear that my ugly old mug won't be featuring behind the desk any more.

And, yes, the rules about Chip and Pin apply in the Flying School. Apparently there is a severe punishment if you don't have a Pin, something to do with valeting aircraft, but believe me you don't want to find out what it is ..... just get a Pin for your credit/debit card.

### Clubhouse Licence

As most of you will be aware, our licensing authority is now Salford Council, instead of Salford Magistrates.

The Clubhouse has Private Members Club status, which means that only Members of Lancashire Aero Club, or their affiliates, are allowed to buy alcohol on the premises.

Salford, in conjunction with other councils have already recruited employees whose sole aim is to ensure that all aspects of licensing law are upheld.

This includes penalties such as, if members of the public are found to be drunk on the premises, (they might not have even had a drink at the club, but had become drunk elsewhere) the premises will be closed.

Where we will be in the spotlight is if non-members are found to be drinking in the Clubhouse and they have not been signed in by a Full Flying, Associate, Staff, Senior or LPL Flying School Member. A Social Member is not permitted to sign-in guests.

When guests are signed-in, they are still not able to buy alcohol, they can, however, buy non-alcoholic beverages and food. These guests are the responsibility of the person who signed them in. A guest is only allowed to be signed-in four times.

The Committee would request that all Members take responsibility in protecting our Clubhouse licence, and, if you do not recognise someone in the Clubhouse ask if they are a Member.

It is better to be safe than to lose our licence.

### Editor's Note

*Since the above was written, Nigel has left LAC. Other staff changes are that Tracy Shannon (who has done a tremendous amount for LAC over the years) has also gone -- but still returns in her spare time to offer a helping hand.*

## Local PFA Strut

by Cliff Mort

The North West Strut of the PFA (previously based at Barton Aerodrome) held a Fly-In to the local beach on May 7th 2006. Complete with caravan, barbeque, windsock, and radio. An excellent day despite poor weather.

We recently had a visit to the Manchester Air and Space museum with the ability to get into various exhibits, courtesy of the "Friends of the Museum", arranged by one of our strut members. The curator of the Air and Space part of the museum told us that

## Technical Torque

by Martin Rushbrooke

they are going to create a "Flying For Fun" section in the museum and asked if we have any input to make. We talked over a wide range of topics including the building of the Museum's AVRO Model F, and re-covering of the AVRO 504. I think we need consider this carefully and then get the curator down to a Strut Night (currently held at our new venue -- The Brown Cow Pub, Eccles).

I am trying to arrange another visit from the CAA Safety Evening, but doubt they can fit us in before 2007.

Another thing we are working toward is a Scout Camp at Barton later this year. Mike Pedley is heading this up for the Strut.

The Strut played a major role in organising the PFA Flying For Fun Rally at Kemble this year. We had a great time despite the poor weather keeping many visitors away.

PFA Members and all LAC Members are always welcome to our monthly meetings and to lend a hand with any of the above.

All are welcome to join us at the Strut Xmas Party on 19th December. Ticket price £6 includes food.

The reason the PFA Strut left Barton after being here for 30 years, was a dispute between the Strut and the LAC Committee over room charges.

The Flight manual says the Cessna 152 engine type is a Lycoming O-235-L2C.

Have you ever pondered over the significance of the engine designation? Probably not. But if, as here, it's an American product then there's quite a lot of info that can be extracted from the numbers and letters.

In the above example to prefix 'O' simply denotes an opposed cylinder arrangement. The next group of digits gives the engine capacity (or swept volume) in cubic inches. (235, incidentally, converts to 3.8 litres for the automobile minded. Quite why the Jaguar straight-six car engine of similar capacity develops twice the horsepower of the Lycoming is another story). The final suffix of L2C is the manufacturer's in-house way of identifying variations of a basic engine. Without their documentation you cannot easily crack the code, however.

The Lycoming family of aero-engines is based essentially on five different capacities, namely 235, 320, 360, 540 and 720 cubic inches. The four cylinder motors are of the first three capacities, six cylinder are 540 and eight cylinder the 720 cubic inches. The Continental Engine Company has a similar range of engine sizes.

All the current Continental and Lycoming engines are of opposed cylinder arrangement and thus the letter 'O' always appears in the prefix

code. If the letters 'IO' appear then this means fuel injection rather than a carburettor. Here is a list of variations of additions to the prefix block;

L -- Left hand rotation (for twin-engined aircraft)

T -- Turbocharged (note, Continental use 'TS' here)

AE -- Aerobatic engine

G -- Geared propellor (reduction gearbox between crank and prop)

S -- Supercharged (mechanically driven blower)

V -- Cylinders in 'V' formation (e.g. V-1650 was the Packard built Merlin)

R -- Cylinders in radial formation (e.g. R-1830 Twin Wasp in the Dakota)

As an example, let's look at the type of engine fitted to the Cessna 421C Golden Eagle, the Continental GTSIO-520.

Translated, this is a turbocharged, fuel injected, opposed six cylinder engine of 520 cu inch (8.5 litres) capacity, driving a propellor through a reduction gearbox.

Of course, wherever people or organisations are concerned, there will always be those who don't conform. A notable exception to the US engine model code is typified by the Continental C90 designation. It's really an O-200 but the basic engine dates back to before the standardisation code was adopted. In fact, 'C' relates to the maker and '90' is the HP output.

It's an interesting thought that the Lycoming O-235 first appeared in 1942 and, without much change from that time, it will be with us for many years to come. This is partly a reflection of the conservative nature of aircraft engineers and pilots, but mainly the stifling influence of product liability laws.

## WHAT'S ON

### **Meteorological Evening Course**

January 2007, evenings of 16th, 23rd, 30th. Highly recommended for student pilots, but all PPLs are also welcome to come and brush up their knowledge. Run by Martin Rushbrooke, the cost is only £60. Book at Flying School reception.

### **Radio Navigation Evening Class.**

February 2007, evenings of 13th and 20th. Each session lasts two hours from 1930-2130, and cost is £43. Run by Martin Rushbooke. Book your place at Flying School reception.