



June 2003 Newsletter

Startup - James Mason

Welcome to the June newsletter which I am composing from a appropriate place, on board a B777 at an altitude 37000 feet overhead Goose Bay flying at a paltry 588mph. I have been fortunate enough to have had some variety in my flying recently which has also included hanging upside down in a Bulldog practicing recovery from unusual attitudes with Dave Sawdon.

It's always a pleasure putting these newsletters together and this is especially so this month for me as John Akerman has written a fascinating article on the restoration of a Cirrus Moth. Quite a few of the club members saw this aircraft after it had been restored and I remember seeing it flying at Bourne Park which was quite an experience. John cheerfully succumbed to my nagging and wrote this article for us, I hope that you enjoy reading about this as much as I did.

The flying season is now well upon us, unfortunately the weather is not always fully co-operative. The fly in to Cosford had to be postponed again and hopefully it will be third time lucky, please register with Irv if your would like to participate. Similarly the Newark visit has been postponed until later in the summer and I will advise on the new date for this. This museum is growing all the time, as you may have seen it recently received a lottery award for a new building.

As you will have seen the BBQ in its original form needed to be cancelled, however it did metamorphise into a 'Bring and Burn'. My thanks to Denis Howe for his infectious enthusiasm and also of course to Anne Howe and Jim and Jeanette Hull. In the end, quite a few members did come along to this and enjoyed an excellent evening.

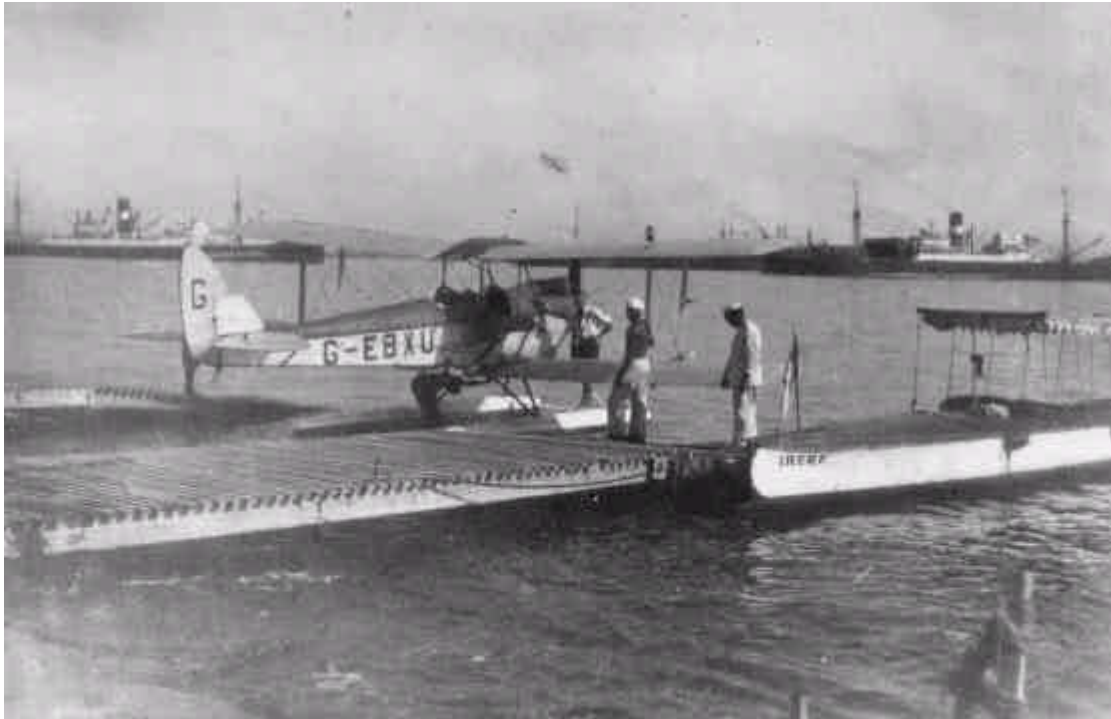
Finally, the club flyin to Brize Norton is imminent and promises to be our major flying event of the year, let's try and better Irv's excellent turn out at Odiham but remember to contact Dave Thomas if you plan to attend.

James S Mason
Email: jsbmason@iee.org
(including newsletter articles)

The Restoration of DH60X Moth G-EBXU - John Akerman

Background

G-EBXU, constructor's number 627, was built by de Havilland in 1928 as a Cirrus II-powered float-plane for The Aircraft Operating Company Ltd. She was first registered on May 2nd 1928 and her C of A issued on June 14th. She was then shipped to Rio de Janeiro for photographic survey purposes. Shown here are some of the original photographs of her operating there from the water, with pilot Reginald Halliwell and local helpers.



After a relatively uneventful working period covering late 1928 through early 1930, 'XU was flown down to Sao Paulo to continue survey work. Just a few days afterwards revolution broke out and Halliwell flew the Moth the short journey downriver to Santos. Unfortunately he was arrested there for espionage and 'XU was impounded. He was released soon afterwards and taken back to Rio.

'XU was not so lucky. Not long after Halliwell's release and in the hands of a Brazilian Army pilot, she crash-landed. Details of the accident itself are hard to come by and even more difficult to prove. As far as we can establish she ran out of fuel and was set down on a beach. One float caught on something, dug in, and was torn away, causing the mother of all ground loops and substantially damaging a lower mainplane.

The assemblies and parts that we received excluded engine, instruments and floats. There was little sign of damage to the engine mounts, and certainly no sign of fire. However there was extensive damage to the starboard lower mainplane and fuselage, which seems to tie in with the otherwise vague accident reports.

After the accident XU was taken away for temporary storage. No attempt was made to repair her. Eventually reports of her demise reached England and the CAA cancelled her registration late in 1931.

The Aircraft Operating Company Ltd (AOC) itself has an interesting history. Between the First and Second World Wars London-based AOC carried out photo survey work for what we had originally taken to be purely commercial purposes. Within weeks of the start of World War II it was known to have been processing and analysing film taken by Wing Commander Sidney Cotton (famed for designing the Sidcot flying suit) and fellow RAF officers.

Cotton had commenced clandestine photo reconnaissance activities before the start of WWII, in a modified Lockheed 12A. Contracted to fly as part of an Anglo-French intelligence operation he photographed areas of Germany and Italian bases in North Africa. When war actually started Cotton's unit became rather more "official" and in October 1939 they obtained three lightened and camera-equipped Spitfire Mk I's. AOC continued to process and analyse the rapidly increasing volume of films.

Early in 1940 Cotton's team became the Photographic Development Unit and in June 1940 was named Photographic Reconnaissance Unit, a title it was to keep for the rest of the war. AOC became the Photo Interpretation Unit and effectively ceased to operate as a commercial company in the UK. The South African subsidiary is however still in business to this day and have been delighted to receive details of G-EBXU's more recent history.

During the early 1990's co-owner and fellow IBMer David Cooper-Maguire and I were in the late stages of research and planning for a Fokker DVII replica project. The DVII was arguably the best fighter of WW1, and not an altogether difficult replica project since it has a steel tube fuselage. Concerned about possible C of G problems with the more obvious engine options (Ranger, Gipsy Six), we were making contact with a growing number of people all over the world for information and advice. It was during this research that the remains of 'XU came to light.

The aircraft had been acquired from the Brazilian military, eventually ended up in Europe, and had been sold on at least once. No attempt had been made to rebuild her, and much of the woodwork was in a very poor state, particularly the fuselage. And what little remained of the **wing** fabric was in such bad shape that we could not even determine the original colour scheme. However most of the metal parts were present and restorable. We felt we had enough to form the basis for a restoration, so rather than pursue the DVII route and associated handling concerns we decided to bring 'XU back to life.



Fortunately the CAA agreed with us and were happy to re-issue the original registration, and the 6 year restoration commenced in 1992.

Restoring G-EBXU

David supplied original instruments from his copious stock. David is an excellent engineer and was able to take on restoration and re-manufacturing of nearly all the metal parts. He also built a complete set of period wheels for the now float-less 'XU.

Cowlings were designed by David and built by sheet metal artist Steve Moon.

My own (tiny) contributions were the manufacture of about 50 wing ribs and the fitting of the radio and intercom system.

All the rest of the work was done by the world's greatest de Havilland aircraft restorer, Ron Souch.

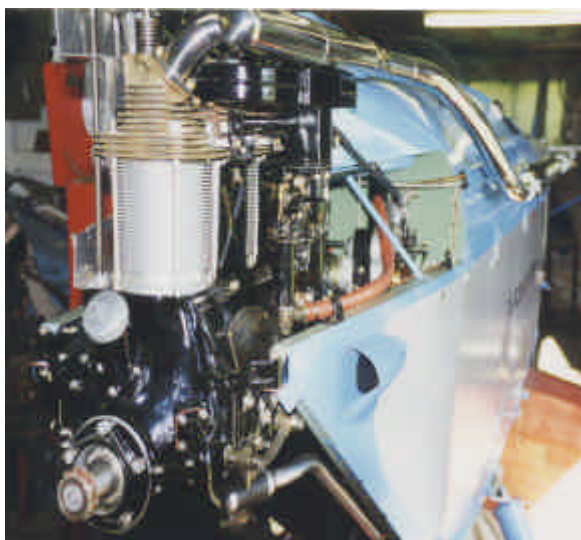




Taking a closer look at wing-rib manufacture provides a small insight into the complexities of restoring an antique wooden aeroplane. Each rib assembly contains 23 individual wooden parts, 21 of which are aircraft-grade spruce. Overall weight is less than 4.5 oz (about 120 gm). Each part has to be cut to an accuracy of 5 thou, and to get the angles and dimensions right I built 7 jigs. Once a set of piece parts was cut, it would be trial-fitted to a wing rib jig supplied by Ron. If any gaps were too slack or tight, alternative pieces would be substituted. Once satisfactorily dry-assembled, the parts would have Aerolite adhesive applied and be re-fitted to the jig to set. The originals used a rather less reliable adhesive and were pinned with tiny steel nails. These rust, expand, and crack the wood. We agreed that it was wisest to use modern adhesive and leave the pins out. Anyway, completed ribs would be re-checked for quality and good ones set on one side for later use. I ended up rejecting upwards of 30 piece parts and 3 complete ribs, all of which I have retained for old times' sake. Indeed one of the ribs now graces our lounge wall.



We decided early on to retain the float fittings and to adhere as closely as possible to the original markings. We decided against re-fitting a Cirrus engine, however, because of spares availability problems. Instead 'XU now has a Gipsy II, overhauled for us by UK de Havilland engine specialists Del-tair. She is also fitted with complete sets of original instruments in both front and rear cockpits, and a long range tank. The latter is located just behind the firewall and the contents have to be hand-pumped by the rear-seater to the gravity tank between the upper mainplanes. As originally built, 'XU was fitted with automatic leading edge slats which in theory deploy before the stall and lower the stalling speed. In practice they add weight and complexity, and rarely deploy at the same time and rate. So 'XU was rebuilt without them.



Restoration was completed in September 1998. After an absence from the skies for 68 years, 'XU was ready to take to the air again. She would be the oldest airworthy Moth in private hands in the UK and one of only a very few aircraft left that fly the early British "E" registration prefix. G-EBXU flies again!

'XU's first post-restoration flight, in the capable hands of Ron Souch, took place on October 15th 1998. It was virtually problem-free, the only attention required being minor rigging adjustments.

The second and third flights were to and from Popham Airfield on October 18th. David Cooper-Maguire flew in formation with 'XU in our J3 Cub G-BPVH, from which I took a number of air-to-air shots.



Due to poor weather all we were able to achieve during the winter of 1998 – 1999 was tax practice, quite important for an aircraft with no brakes and no direct steering.

We finally began flying 'XU regularly on March 13th, 1999. I shall not forget my first flight. David ferried her over to Goodwood (3 big runways, and a fire truck) from our strip north of Worthing. This was a courageous act. David had some experience of flying Tiger Moths and an hour or so in 'XU with Ron but this was his first solo and it was a very chilly day. After a neat arrival, he thawed and briefed me. Back to the aeroplane. I strapped into the P1 (rear) seat, David swung the prop, and (in his second and even more courageous act of the day) climbed into the front seat. And off we went. Fortunately I was used to having little forward visibility, since our Cub is also flown from the back seat. So the total lack of forward view from 'XU was not much of a problem, whilst the upward and rearward view was total luxury. I practiced slow flight, stalls and turns before the cold really got to me and it was time to return to the airfield. After flying final initially to the left of the centreline (to see where the runway was) I was surprised and pleased to achieve a very smooth landing.

Shortly afterwards there followed a two-month grounding whilst a somewhat intractable idling problem was resolved. After that we flew her whenever work and weather permitted, mostly from Goodwood but occasionally from the strip in the Downs.

Initially she flew with a borrowed 73.92" x 61.44" Dragon prop. A few months later she was fitted with her own 75.6" x 66" prop. This, together with the 130 hp on tap from the bronze-head 130hp Gipsy II, gave a solo cruise of 90 mph at 1700 rpm (95 at 1900 rpm). On two carefully-measured flights totalling 2.3 hours engine time she consumed fuel at the rate of 4.88 Imperial gph.

The climb rate was about 1000 fpm. It was difficult to obtain a precise result because although we had temporarily fitted a modern ASI calibrated to within 2 mph across the range, the non-sensitive altimeter was not really up to the job of test-flying. What is in no doubt is the startling (for a Moth) angle of climb, which approaches 40 degrees. Indeed, immediately after rotating off the runway you could pull hard back for an impressive zoom, reaching about 500 feet before gently lowering the nose to hold the 60 mph best rate of climb speed

We were advised that this was in all respects an exceptional Moth. In addition to the excellent performance, she was apparently unusually well-balanced and the engine ran particularly smoothly. I cannot comment personally on this, having operated the C90-engined J3 Cub for the preceding 10 years and 'XU being my first Moth experience. I did find her most intolerant of cross-winds, compared to the J3. On the other hand I was very surprised to discover that I was able to make the transition from the one to the other with no problems whatsoever. I also found that it was surprisingly easy to make good landings, regardless of whether I chose short-field three-pointers, wheelers, or anything else in between.

Our best flying year was 1999. In July we took her to Old Warden, where the photo of her parked next to the Shuttleworth Spitfire shows that a Moth can make even a Spitfire look chunky. There was to be an air display that day and crowds were already gathering, so I requested and was granted, a low pass.



In August '99 we flew her to the International Moth Club's annual rally at Woburn Abbey. It was something of a dream come true to float in over Woburn's lakes, touch down lightly on the temporary parkland strip, and tax to the end of a line of 5 other DH60's. Later we learned that 'XU had won "Best Biplane Restoration". The Woburn visit was also the subject for a painting by The Guild of Aviation Artists member C. E. Coote and shown in their 2000 Exhibition in London in July. This painting was chosen for the Guild's 2000 Christmas Card. The original hangs above our lounge fireplace.

1999's sunny season was rounded off with a visit by 'XU and 'VH to the IBM Fly-in/BBQ at Bourne Park. It was a glorious day, made all the better by us being awarded two bottles of wine on arrival (and carrying-out a rather shamefully exuberant low pass on departure).

The year 2000 very nearly topped 1999, when the Moth Club asked me if I would join a formation of 16 de Havilland aircraft for a flypast at that year's Farnborough Air Show, to commemorate the first Moth flight 75 years earlier. Later I was asked to lead the formation since no other DH60 Moths were available. In the end it came to nothing since there was no chance of getting the Display Authorisation through in time. As things turned out there were no DH60 Moths in the formation at all. Ah well.....

All good things must come to an end, and owning two 85mph machines, one of which was very uncomfortable in cold weather, wasn't working out that well. Plus by 2001 we both had other projects planned – an RV6 for me and an Avro 504 for David. 'XU had cost us about £82,000 to bring back to life, so we had a lot of capital tied up in her. Reluctantly we made the decision to sell.

She was bought by Dr Gilbert Pugh of London late in 2001. On December 23rd I started her up for the last time, for the ferry trip to her new base at Stapleford. With great sadness I watched her disappear into the distance in the company of a lovingly restored Auster.

'XU was no fun at all on cold winter days, being very hard work to start and a one minute per degree aeroplane (i.e. if the OAT was 20 degrees C you could fly for 20 minutes without getting too cold. At 1 degree, one minute was quite enough). But she was a truly delightful summer's evening aeroplane and wonderful antique to have owned and experienced. No, no regrets.

Technical Details

Span: 30ft wings unfolded, 10ft wings folded. Wing area: 243 sq ft.

Length: 24ft 7.5in. Height: 8ft 9.5in.

Weight: 1068 lbs empty, MAUW 1650 lbs

Engine: Zeroed de Havilland Gipsy II to Gipsy Major spec. 4 cylinder inline, 6.124 litres capacity, bronze heads, machined cylinder finning, open rocker gear (1 x grease nipple per rocker). Max continuous power 130 bhp @ 2300 rpm.

Propeller: 75.6" diameter x 66" pitch

Fuel:

Unleaded Mogas. Capacity: 19 imperial galls main tank (18 galls max for aerobatics), 10 galls aux.

Consumption: 4.9 igph average at 1700 rpm cruise

VNE: 108 mph

Cruise: 85-90 mph at 1700 rpm.

Stall: 45 mph

Solo Climb: 1000 ft per minute (est.)

Equipment: Original instruments in both cockpits

Front: Oil Pressure, ASI, Altimeter, Slip Ball, Tacho, Watch
Stick, rudder and throttle.

Map tray; 4-point harness (Chipmunk type)..

Rear: Compass, ASI (temp. modern), Oil Pressure, Altimeter, Slip Ball, Tacho, Watch,

Elevator trim, fuel cock and hand pump for auxiliary tank, stick, rudder and throttle. Mixture permanently locked rich.

Map box and tray; 4-point harness as Front.

Other:

Large main luggage locker with extended bag for fishing rods or golf clubs

Tool locker immediately aft of engine

Wind-driven ASI on port interplane strut

Tiger Moth-type steerable tailskid (indirect, via spring)

Original twin magneto switches

Sigtronics intercom unit and internally-mounted Comant antenna

Note: G-EBXU has also been the subject of articles and/or photographs in several magazines including *The Moth* (International Moth Club), *Popular Flying* (PFA magazine), the EAA's *Sport Aviation*, *Australian Aviation*, *Aeroplane*, and *Pilot* (full flight test by Nick Bloom).

Trip to Quimper, Brittany - Jim and Janette Hull

We planned to cross to France and fly overland as far as possible. This was to avoid the exposed over sea crossing. I had not flown PIC through Jersey air space before. I thought I'd leave that experience for the return journey.

We set off from Thruxton at 11 40 Zulu in good weather and were soon talking to Southampton. We asked for passage to France by the recommended route. Southampton telephoned the military and yes it was allowed. We flew overhead Southampton to D0036 changed to the military frequency, they had our details. All went well and they signed us off at the FIR boundary.



Our route was to the Cherbourg beacon, to Granville, to St. Brieuc to the ARE beacon and hence to Quimper. The trip took 4 hours 5 minutes. The view was superb as the photo shows, just east of St. Brieac.

Although we had pre arranged customs clearance in pre flight planning they were not there. However when we asked for help the Airport Supervisor phoned them for us and it was OK. Just go ahead with our holiday.

We drove to Manoir Hilguy in the hired car to take up our apartment, the Monet. Settled in walked round the grounds and had a super meal in the Bistro. The fish was excellent. The week's weather did not allow us to visit the local airfields as I had planned. We started with a visit to Botanical gardens with a mineralogy display on the Wednesday. That was the only suitable flying day, but having flown over on the Tuesday we chose to look around. the area

On the Thursday we called at the Airport, checked that G-BHXX was fine then called at the Flying Club to introduce ourselves. We were the only IBM Flying Club visitors on the weekend. They had previously agreed to support my request for an IBM Fly In. There were to have been some local pilots to meet us but I cancelled the weekend, as there were no other club aircraft coming. However the people I met were all visiting pilots and the lady I made the arrangements with was not available. The club web site is aeroclub.quimper@wannadoo.fr

We went into Quimper to sightseeing and do some shopping. On the way home on the D786 we came across a Constellation in a car park. This was unusual as it had a normal tail, not the multiple rudders that we are used to. The restaurant was closed so I did not get any details on how the aircraft arrived at this destination.

The weather was heavy rain for the next few days. I used some of the time to plan the route home. Decided on a direct track over Guernsey, to Southampton then Thruxton.

On the Monday we went to the airfield to check the weather forecast. The meteo there is excellent. We had a weather window just where we needed it on the Tuesday morning. But we must not delay as a front was moving in. I went to the tower with the flight plan. The discussion was in French and I was pleased I was not so rusty that we had a very enjoyable dialogue.



I phoned UK Customs to give the four-hour advance notice of our return. On Tuesday morning we called at the Meteo, checked the weather again: Still the same, got to be off soon to miss the next front. We took off at 7 25 Zulu in gusty conditions on RW 22 with gray overcast clouds.

I got permission to enter Jersey airspace, the controller was really helpful and everything went fine. We had a super view overhead Guernsey. The controller offered to keep us a FL 50 and he would confirm/keep us clear of N866 airway and all went well till we were approaching the FIR boundary... Then we lost radio contact.

I tried to raise London Info but there was no reply from them. Called Solent and they received us strength 3 so we stayed with them. They would not let us fly overhead Southampton but passed us to Bournemouth who routed us via Stoney Cross. Then we changed over to Boscombe and Thruxton to land safely with a bit of crosswind. The trip home took two hours twelve minutes.

So what was wrong with the radio? We had a refit, a new FM immune set up. Surely it was not giving up already? It was not till at Borne Park in discussion with the Instrument professionals that I learned that there was nothing wrong with our radios. We just went out of range at FL 50 from Jersey. I was also told there was a problem with London Info, they were not transmitting that day. The distance we were from Southampton resulted in the strength 3. A lesson learned. Practical experience of the square root law governing transmission distances.

Chucks Away - Passed on by Dave Thomas

If I hadn't seen it with my own eyes I might not have believed it, but yes, customs DOES exist at Calais! After countless visits without the slightest evidence of officialdom, I was accosted at Calais airport on Sunday by two "douaniers" who wished to inspect the airplane. To give them their due, they were very courteous about it. They accompanied me to the airplane, and asked me to bring the documents and my baggage (which was a backpack containing the Grumpy rubber chicken and some other bits, or so I thought) to the customs office for inspection.

It all went very smoothly until the theme of the chicken was broached. The conversation went as follows:

(DA = Douanier A, DB = Douanier B, GC = Grumpy Cow)

DA: - Vous avez quelque chose a declarer?
GC: - Non
DA: - Qu'est-ce qu'il y a dans vos baggages?
GC: - Un poulet en caoutchouc
DB: - Un poulet?
GC: - Oui, en caoutchouc

(Later, after having searched my backpack, and not found the chicken - I had left it in the plane after all)

DA: - Mais vous avez d'autres baggages
GC: - Non, c'est tout
DA: - Si, vous avez dit que vous avez un poulet
GC: - Ah, oui, il est dans l'avion
DA (in an aside to DB): - On va voir le poulet?
DB (to DA): - Oui, bien sur
DA: - Alors nous allons vous accompagner a l'avion pour voir le poulet

(At the plane, when they see the chicken rather the worse for wear and sagging restfully across the passenger seat)

DA (surprised): - Ah! mais c'est un poulet en caoutchouc! Je croyais que c'etait ... (unfinished)
GC (flourishing the Grumpy Gang sticker and pointing at the chicken): -
DA Nous avons tous des poulets, c'est pour l'antenne
DB (knowingly): - Ah, ouais...

(As you will no doubt have surmised if you did not already know, certain Grumman flyers have a useful accessory which is a rubber chicken which fits over the antenna, every aircraft should have one - Ed)

Here's an opportunity to support the local aviation-minded youth - Dave Sawdon

I'm Chairman of Winchester Air Training Corps, the Squadron wants to develop a website but doesn't have the skills. We're therefore looking for someone who would be prepared to spend some time teaching a group of Cadets the basics and then acting as project leader and mentor whilst the website is developed.

The Squadron meets on Tuesday and Thursday evenings in Winchester.

Do you have the skills? Could you spend a small amount of time supporting the Cadets? If so, please get in touch with me.

Regards,
Dave Sawdon
Tel/Fax: +44-1962-816120. eMail: dave_sawdon@uk.ibm.com

For Sale: Share in G-ZERO - Phil Russell



G-ZERO is a Grumman Tiger AA5B,

180 bhp, 125kts cruise, 4.5 hours range and a useful load of 900 lbs.

Based: Southampton

Built: 1975

Engine: 400 hours since complete overhaul (January 2001)

Airframe: 4450 hours, 400 hours since complete strip and respray

C of A: Public Transport, due January 2005

Equipment: 2 VORs, 1 with glideslope, 2 Comms, ADF,
Transponder (mode C), 4 place intercom,
Autopilot, EGT & Carb Heat gauges

G-ZERO is operated by a well organised and highly active syndicate of 6 people - the "Zero Boys". All fixed costs (eg insurance, parking, annual inspection) are shared equally and paid by standing order. Hourly costs cover all usage-based costs (ie 50 hour maintenance, fuel, engine fund etc), so there should be no surprises! A flying rota allocates days fairly and it is generally easy to arrange swaps to suit individual needs.

If you are interested, please contact Phil Russell:

Email: philrussell@zen.co.uk

Tel: 01962 733127

ANY TAKERS - Danny Elliott

In conjunction with John Bond, my Plessey Flying Club member friend, remember the Perranporth trip? I am looking into the possible setting up of a syndicate for 6 based on a Super 2 (ARV). Having inquired of the PFA if there were any around going for sale, I was advised of one that had been out of use for a while and is owned by a PFA member. He had bought 2 of them from the Shoreham Flying school when the problems with the engine and prop bearing/shaft occurred. obviously as an investment? One was sold on fairly soon, the other, which last flew in 1990, he kept, intending to fly it himself but just hasn't got round to yet and it is still in storage. This aircraft has flown a total of 476 hours

prior to storage, there is a choice of 2 engines one at 376 hours the other at 289 i.e. Mid life for a Hewland.

Our present thoughts are 6 equal shares at £3K apiece i.e., £18K with a purchase price of £8--£10K leaving funds for a years insurance, maintenance. hangarage (possibly) etc . That is as far we have got so far and would like to see what interest there is for such a syndicate. We are looking at basing at Goodwood but if the majority of members were near Eastleigh then that could be the base unless anyone has another option (strip). These aircraft are fun to fly and reputedly cheaper to operate. If you or anyone you know are interested contact me on **023 92 799148**.or Email now on arthur.elliott@ntlworld.com

Job Vacancies at Old Sarum -Dave Sawdon

1. Operations staff.

Dealing with customers, invoicing, administration, etc.
Full time, will include some weekend working.

2. Engineering records assistant

Working in aircraft engineering dept., maintaining aircraft records, ordering parts, invoicing, administration, etc. Negotiable hours.

Call Old Sarum on 01722-322525.

Pioneers of Flight Exhibition Royal Aeronautical Society Headquarters 4 Hamilton Place London W1 5-9 August 2003 10:00 am - 4:00 pm To celebrate 100 years of powered flight the Royal Aeronautical Society is opening its doors to you. Come and enjoy an exhibition of aviation images, historic artefacts and texts, all of which trace the story of the pioneer aviators who made such a momentous contribution to our industry. Within the general exhibition, 'Flying Temples' is a special art show celebrating man's achievements in aerospace. The works, by artist Paul Stevenson, range in subject matter from Icarus to Apollo 7 astronauts and are based on a cubist-collage style. Tickets : £5.00 per adult (available on the door) Information : +44 (0)20 7670 4300 www.aerosociety.com www.100yearsofflight.com

Forthcoming Events

RAF Brize Norton 12th July - Dave Thomas

To remind people of the nature of the event, we have received an invitation to their Family and Friends Open Day on 12/July. As with RAF Odiham, they have very few GA aircraft on the base. They are looking for some GA visitors on the airfield so that the range of aircraft on view is greater that they could otherwise have achieved.

They expect crowds measured in the thousands, and are organising an air display as well as other attractions. The following is the current list of flying display aircraft that I have received from Brize:

Pair of Extra 300 – Ultimate High

Gyro 232 – Diana Britten

Battle of Britain Memorial Flight (Spitfire, Hurricane, Dakota)

Spitfire – Carolyn Grace
Tutor – RAF Cranwell
Sukhoi M26 – Gold Air Int
Utterly Butterly Team
Red Arrows Fly Past
Flypast by VC10, TriStar, C17
Hunter – Delta Jets
Hawk Parachute Display Team
Swift Glider from RAF GSA
Stampe – Tiger Club

The overall plan is for us to fly in during the morning, and then leave en masse towards the end of the day. My intention is to beat the excellent turnout that Irv Lee managed to muster last year for RAF Odiham, which was either 12 or 13 aircraft. As an inducement, I have managed to gain agreement from the RAF that there will be no landing fee, and no requirement for Crown Indemnity Insurance. Given that Brize is an operational RAF base, there will be various formalities which will necessitate people making commitments in advance. For some people this does appear to be a problem! But, we will be the guests of the RAF so we do need to fit in with their requirements.

For information on this event please contact me **using either my Notes id (Dave Thomas1) or e-mail at Dave_Thomas@uk.ibm.com**

RAF Cosford July 18th - Irv lee

The THIRD attempt at a 'UK-SA' fly-in to RAF Cosford (NW of Birmingham) will be FRIDAY JULY 18th. Basically, it is an excuse to:

- 1- Meet up
- 2- Have an interesting VFR Navex which due to the recognisable size of Birmingham nearby surely can't go wrong... can it(?)
- 3- Get an experience of arriving and landing at a military airfield
- 4- See the large Air Museum there
- 5 - ?

As before, we have to be out of there by 16:30pm local, and there will be no fuel for us there. Choose your arrival time, I'm hoping to arrive sometime 11:30 to noon, have lunch etc, and generally have a relaxing day wandering around.

I do however need to give details in advance such as:

Registration, aircraft type, Pilot's name, numbers on board (can be amended), airfield coming from, expected time of arrival (approx).

There is a NEW web page for registration (the last one has gone) - <http://www.thehangar.co.uk/flyin/main.php?find=64> -please add your latest details via the 'join the fly-in' button - and EMAIL me the same details so I have a backup. Please advertise any spare seats too.

As I have arranged it with the RAF along the general lines of 'training navex experience', we are getting 'training' landing fees, which are cheaper than normal landing fees. I've been told to expect about £30 per aircraft (for normal light aircraft) which includes MOD insurance of £15. If you (or your club

aircraft) has MOD insurance cover, this will save you the £15 if you bring the right documents (don't ask me what they are). However, despite perhaps an apparent high landing fee compared to a small GA airfield, remember the Museum entry will be free, so when you split the landing/insurance cost around your crew on a per head basis and explore the museum, it's not quite as bad as it might seem.

You'll get a brief a couple of days before, and if the weather is at all dodgy, it will be postponed yet again! I'm expecting to announce an UKSA fly in to France later in the summer.

Irv Lee

CAA / JAA / SA-CAA Approved Flight Training / Tests

PPL Masterclasses: <http://www.higherplane.flyer.co.uk/seminars>