



## April 2009 Newsletter

### Startup - James Mason

In this first newsletter of 2009, we have a full issue with several reports of flying trips from our members. Since we are a diverse club scattered around the country, and beyond!, please let us know about your flying through reports for the newsletter. It does not take much time to write a few paragraphs and include a photo or two and I know that members enjoy reading these articles and finding out what others are up to.

The membership renewal process is complete for this year and the charts and Pooleys have been distributed, it's always nice to get this completed by Easter, my thanks to Duncan Barlow for his work in managing this process. Our membership has reduced slightly and we would ideally like to reverse this trend, which has affected many other subsections, so if you know of any IBMers with an interest in flying who might like to join then point them our way! We have also completed the maintenance of the safety kits for this year so please feel free to make the most of these, together with the other equipment in club, more details are at <http://www.flyibm.com/Safety.htm>.

I am sorry to report that Dave Thomas and Clare Grange have stood down from the committee after many years of hard work for the club. They will be a hard to replace and I would like to thank them for all their efforts over recent years. Consequently we would like to find replacement co-opted members of the committee to help us with events and running the club, please feel free to contact myself, Nigel Waters or Duncan Barlow if you would like more information.

The autumn talk by John Farley was very popular amongst club members and friends with a packed clubhouse listening to John's account of VSTOL development in the UK. For those that missed it, Jon Butts has kindly extended an invitation to hear John speak at the Lee Flying association, more details are at the end of this newsletter.

James S Mason  
Email: [jsbmason@yahoo.co.uk](mailto:jsbmason@yahoo.co.uk)

## ZeroBoys and ZERO Re-Union – Jon Butts

The *ZeroBoys* flew down memory lane with what was once our Grumman Tiger *G-ZERO*. Having flown around 1600 hours, re-engined, re-painted and re-trimmed her before selling to Neville Duke, for most of us it was the first time we had seen ZERO in several years. We made it an excuse to invite fellow IBM FC members and friends to join us for lunch and a lazy afternoon watching the coming and goings at the beautiful Compton Abbas airfield. Our re-acquiance flights were arranged through Abbas Air as "trial flights" with instructor Mosaab, who had not yet flown a Tiger! After asking Phil what the speeds were Mosaab went for a quick check-flight with the CFI - while Phil (who hadn't flown for five years, conferred to be sure he had remembered them correctly! )

Phil introducing another generation to the Captains seat.



Phil was first up with Mosaab. ***"Brilliant day - I certainly really enjoyed it and was very pleased to discover that I could still fly although a bit rusty around the edges with height control and correct trimming. I am sure that if I went up again now, I could crack that one easily. I was also very pleased with my landing :-) If felt good..."***



My turn next. Mosaab was enjoying the Tiger. "You have lots of hours on Tigers?" he asked. "About 300 - *on this one*". Mosaab liked that and we had a ball - slow flight, stall, PFL, EFATO, practice diversion, normal and glide approaches with and without flap - sometimes too high and fast requiring, erm, full slipping turns :-), and an aborted take-off to finish off.



Nigel had flown in by Grob to join us and bagged a backseat on James' flight.



I think they enjoyed themselves as I hope did all who joined us - by whatever was their choice of transport. Many thanks to everyone who came along and made an afternoon of it with us, to Abbas Air for hosting us, and to Denis for his additional photos. And Mosaab should have fully recovered by the now - thanks Mosaab!

( Jon has more photos from this day on his weblog at

<http://iintotheblueagain.blogspot.com/2008/09/zeroboys-and-zero-re-united.html> )

## **ATSOCAS – Dave Thomas and Clare Grange**

A couple of weeks ago, Clare and I decided to fly down to Plymouth for some lunch on the Barbican. As it was post the introduction of the new ATSOCAS we thought it would be interesting to see how ATSOCAS was progressing from a real user point of view.

So, we booked out from Bournemouth having planned our route along the south coast via Lyme Regis, Exmouth, Start Point and the mouth of the River Avon to Plymouth. Our first radio call was to Bournemouth Tower, who shortly after take off passed us over to Bournemouth Radar. Having reported overhead Sandbanks we asked for a Basic Service and sure enough we were given a positive response – ‘G-RK, Basic Service’. Listening over the airwaves, it was clear that the ATOSCAS message had been heard and initially we heard no-one asking for FIS, RIS, or RAS. I think our one comment initially was that a higher proportion of pilots were asking for a Traffic Service than we would have expected, but certainly Bournemouth were able and willing to respond.

Just to the west of Lyme Regis we asked for a transfer to Exeter and were told to contact Exeter Radar rather than use the traditional Exeter Approach frequency. Again, we were given a Basic service with no complications. The service was excellent, and the same comment applies as above – more Traffic than either of us would have expected. Our next call was to Plymouth Approach who provided us with a Basic service again followed by joining instructions.

Lunch was not the best we have had – both the food and service leaving something to be desired, but the taxi ride back was very informative in terms of the life and times of a taxi driver as the young lady was very chatty indeed. If anyone wants to move to the Plymouth area, there appear to be plenty of opportunities for taxi drivers and the terms seem both very flexible and profitable. Plymouth airport proved yet again to be full of friendly people who have a very realistic attitude to security and allowed us to sign a security waiver form because PORK was not a commercial airliner. Something that Southampton would never ever have considered!!!

On the way back we followed the same route, but as there was reduced visibility due to haze we asked for a Traffic Service from Exeter. No problem, and we were impressed with the quality of the service that we were given; we were even passed over to Exeter directly who promptly continued to provide us with a ‘Traffic’ service. During our time with Exeter, they were contacted by a foreign pilot asking for a ‘Flight Information Service’ – it was very politely explained to him that we no longer support FIS in the UK, but that ATC were very happy to provide him with a ‘Basic’ service

which he promptly accepted. No doubt he went home that evening wondering what was happening in the UK.

At the end of the day, I have to say that we were very positively impressed with the level of service that we received from Bournemouth, Yeovilton, Exeter, and Plymouth; perhaps changing the names of the services has served to focus more people on using ATC properly and setting expectations correctly on both sides of the radio. It was also clear that all those pilots using radios (!) that day were familiar with ATSOCAS ( bar our foreign friend ) which certainly surprised me; I had expected a lot more interesting discussions between pilots and ATC.

I still have some reservations about the new services – was the upheaval really necessary? Why has the UK gone this way unilaterally ( why couldn't they do the same with the IMC rating )? And, I'm still confused about what to ask for when requesting an ATC 'service' whilst flying through class D airspace; it isn't ATSOCAS so should I be asking for a good old fashioned FIS? Apparently NATS and the CAA are looking into this – a bit late in my opinion! But, having said that, the new services do appear to be working.

### **Flying the AN2 – Paul Eathorne**



I guess we all have a first flying memory. Mine happens to be a trip around the Longships Lighthouse from Lands End airport in a De Haviland Rapide at the age of 6 (sadly some time ago now) at a cost of something like seven shillings if memory serves correctly. I was reminded of it at the end of March when Chris Thompson arranged a flight for local club members in the AN-2 that lives at Popham.

The trip was open to both non-flyers and PPLs, who, for a bit of extra cash, could get some time in the right hand seat. From memory, it's about the biggest single engined type a normal PPL can legally fly. I tried this some time ago and thoroughly recommend it, an experience you'll enjoy, whether pilot or passenger. On this occasion, we were just going along for a relaxing scenic flight.

We found Chris already there, sorting out the cockpit and were invited up for a chat. For those who have never seen the Ant, the panel looks pretty much as it was built and apart from a transponder, all dials and gauges appear to be East European manufacture, making flying a challenge for the British pilots. The cockpit itself is superb in terms of visibility and I recall on a previous flight thinking how odd it was to look down and see the wheels touching the grass as we landed. Gets very hot in there though! Chris and Bill, Big Birds chief pilot, flew her to Hungary for maintenance not so long ago, which at a 90kts cruise must have been tiring. What might be a test of bladder capacity in a PA-28 is not so in the Ant though, which has a rare luxury - there can't be many single engined aircraft with of a toilet on board! When I say toilet I may exaggerate a little...still, it didn't see a coin slot so I guess it was free to use. ( Which reminds me, do any of the IBM flyers who went on the trip to Russia some years back recall the 'packing crate' facilities at Podolsk....mind how you go )

Chris, who has built up over a 100 hrs on type now, had reminded me that a vital pre-flight action is to pull the big radial through 36 rotations, 4 per cylinder. Participation is mandatory for all passengers, gloves supplied! Once fired up and warmed through, we didn't hang about - she's a girl with a thirst - and set off for a very pleasant tour of South Hants. Which is when, looking out at struts and wires through hazy perspex I was reminded of that first Rapide trip many years ago. Felt like a very pleasant way to travel, almost Edwardian in fact!

The charges on this trip were £90 for 10 minutes stick time, £40 for passengers on a roughly 45 minute flight. Should anyone fancy a trip, either as passenger or pilot, I'm sure it would be possible to arrange an outing - as Chris said, it only takes some dosh - and fine weather!



## **Ferry trip: Mooney Ovation, N712ND, Fort Lauderdale Exec to Paris – Brian Mellor**

When I was asked to accompany the owner of a Mooney Ovation on a ferry trip from Fort Lauderdale Exec to Paris, I had no hesitation in accepting, since the Mooney has always been one of my favourite aircraft. I was particularly interested in discovering the differences between the Ovation and the previous Mooney that I flew, the 252, back in England in the last century.

I was met at Miami Airport by Francois, the owner, and whilst driving up to Fort Lauderdale, we soon got down to the business of discussing the aircraft, the proposed route, weather, flight plans, and other factors, before turning in to bed.

### **Monday, March 17th**

We completed the checks on the aircraft, the flight planning, and the ceremonial handing over the keys, from Jeff Owen to Francois. I chose a destination of Charlottesville, West Virginia, because it was within easy range, open 24 hours, had instrument approaches, and was conveniently situated outside the Washington restricted area. Imagine having a radio failure while transiting that sensitive area – best to stay clear. Our departure was later than originally intended, but that alone justified the choice of a 24 hour airport, since we landed quite late, after a flight that was both enjoyable and uneventful. The FBO quickly arranged for a taxi to a nearby hotel.

### **Tuesday, March 18th**

The next morning we got a taxi back to the airport, arranged for fuel, and filed an IFR flight plan to Bangor. I remember Francois being impressed by the sight of his aircraft being towed right up to the front door, as we waited. The quality of service in the USA is far higher than that in most of Europe, and the charges are generally far less. I kept thinking “Enjoy it while you can, Francois!”



During the flight to Bangor, I was able to introduce Francois to the system that I use to record the various parameters throughout the flight. Every half hour, the fuel selector is changed to the opposite tank, and the following parameters are recorded.

1. Time, heading, altitude, outside temperature.
2. Indicated airspeed, true airspeed, groundspeed.
3. Fuel tank contents - left, right and ferry (not appropriate in this case).
4. ETA to destination, ETA to dry tanks.
5. Manifold pressure, RPM, fuel flow
6. EGT, CHT, oil temperature/pressure

Item 4 is vitally important. When conditions are marginal, you need all the early warning you can get, if your reserves start to dwindle. (Two months after this trip, a Seneca flying from Goose Bay to Narsarsuaq ran out of fuel, and made a forced landing, shortly before reaching the destination. No-one was hurt, fortunately.)

Likewise, item 6 gives clear indications if the engine starts to misbehave, and this will allow an early decision to change one's plan. With digital representation of these parameters, recording them in a log is the only way. However, with the older mechanical dials, a good trick is to use a grease pencil to mark on the glass of the instrument, the exact position of the needle under stable conditions. Any change more than a few millimetres will be immediately detectable.

At 7000 feet, with a power setting of 24/24, we sailed along nicely, with a ground speed of around 180kt. After 3 hours 30 minutes airborne, we landed in Bangor, to complete the necessary export paperwork, and prepare the aircraft for its next leg. The required call to Canpass (0888 CANPASS) allowed us to give the Canadian authorities the required advance notice, with details of aircraft, crew, and goods on board. "Any dangerous goods?" Negative. However, this is not such a strange question, since it is permissible (recommended?) to carry such things as distress flares, even a rifle, for such journeys. Any pilot unfortunate enough to make an emergency landing in the frozen north should be able to attract attention, and defend himself against the odd hungry bear.

Departing KBGR on a VFR flight plan, we were soon into Canadian airspace, after which communications became less regular, due to large tracts of barren, frozen land, with very few human inhabitants along our path. Boston, Moncton, Montreal, Gander Radio, and large periods with no 2 way contact at all. One radio relay via another aircraft "upstairs". Thank you, Air India 102.



It was particularly enjoyable crossing the St. Lawrence River as sunset approached, causing Francois to take many photos of the ice-covered surface. We worked out way northeastwards at 7500 feet, the temperature naturally dropped as we went into the night, from -6C in northern Maine, to -12C, just before letting down to Goose Bay. ATIS told us the surface temperature was -18, dewpoint -26. Unless someone's thermometer needed calibrating, that was a massive inversion, that I still find hard to believe.

Four hours after we departed Bangor, we were on the ground in Goose Bay (also known as "Happy Valley"). The handling agent was waiting for us, and once we were parked and chocked, we went inside to phone the Canadian customs people, and report in. On this occasion no officer was there to meet us, so we were now free from further formalities. The FBO took us to the hotel to check in, then on to the only restaurant that was still open – meaning we would have quite a long walk in the bitter cold, when we finished our meal. A beer would have been nice with the dinner, but – it was a dry restaurant. The meal was nothing unusual, but my God, the walk back to the hotel was! The conversation dwindled to zero, for the last half mile, as the severely sub-zero temperatures encouraged us to use our energy only for walking, and not waste it on idle chatter.

### **Wednesday March 18<sup>th</sup>**

Francois is not big on breakfasts, but I am. My policy is – you never know when you will next get a meal in this game – never go without breakfast. So, after our 0600 meal, we were taken to the airport, passing the little memento that the Brits left their Canadian cousins – the Avro Vulcan, a "V" bomber from the cold war period, and last used operationally in the Falklands war, in the early 80s.



Weather was checked, flight plan filed, immersion suits were collected, along with liferaft, and we were on our way to one of the most awesome sights you could wish to see. Greenland!



With no wind, clear blue, cloudless skies, and a ground temperature of -25, it was a perfect day for flying the first part of the Atlantic crossing. At 11,000 feet, the outside air temperature was only -18, so – still an inversion?? As we left the American continent, VHF communications gradually became impossible, but it was still possible to pass regular “Operations Normal” reports via other aircraft, every hour, on the hour, as requested by Gander Radio.

The in-flight log showed a consistent 3.5 hours reserve, the engine was behaving perfectly, so we had a very pleasant run to one of my favourite sights – the approach to Greenland. We started to see more icebergs down there, and with at least 100 miles to go, we could see the fabulous mountains of Greenland. You may see some wonderful pictures of these in magazines, such as National Geographic, but they cannot compare with the awesome sights that we were privileged to see. Sondrestrom Radio came within range, and after flying along the fiord, we were transferred to Narsarsuaq, who gave us the airport information. There is no proper ATC, so the AFIS controller could only tell us that the runway was clear – our decision to land, not his.



In World War 2, this airport had a vitally important role to play, in supplying military aircraft from the USA to Europe. In those days, it was known by the codename “Bluie West One”. Its ICAO code is derived from that – BGBW. One day it would be wonderful to look at the museum there, and see the photos of that period, but time is always at a premium, so it hasn’t happened so far.

After refuelling (expensive - \$863 for 52 gallons - the avgas is brought in by ship, in barrels), paying the airport charges, and checking the weather, we were off again. We were SO lucky with the weather and the wind – 250kt groundspeed was a sight to behold. I have done the trip in a Kingair, and not managed that – thanks to adverse winds, on that occasion.



It was dark by the time we approached Iceland, and IFR, 1000 foot cloudbase with a 15 – 20 knot crosswind. Francois did not object to me taking the controls for the instrument approach, although I confess I was not successful at getting the ident for the ILS, even though the GPS showed that we were on the correct approach path, and really should have been picking it up. I called Approach, told them I would like to switch to radar vectors, unable to pick up the ILS. They gave me vectors for another intercept, and by this time I had found my problem – I had dialled in the frequency of the DME – which was not co-located with the ILS. No problem thereafter, and I can confirm the Ovation lands beautifully even in strong crosswind conditions. We were fortunate to arrive in sufficient time to get a proper meal at our hotel, the Loftleidir, which overlooks the ramp where our aircraft was parked.

### **Thursday March 19<sup>th</sup>**

This could be our last day, if we can fly 3 legs, and are lucky with the weather, and don't get any untoward delays. The forecast for our 637 nm trip to Wick, in Scotland, was quite good, although we knew that the clouds were broken at 4000 feet, and with a surface temperature of only +1C, icing was almost inevitable during our climb to 11,000 feet. When it came, we were prepared for it, and the TKS system coped with it until we got above the tops, after which the ice sublimated away, over the next hour.

The gods were with us, and we were able to keep a good ground speed of around 240 knots, and the fuel reserve showed a continuous, healthy 4 hours or more. Arrival into Wick was painless, although a bit wet, due to the odd CBs, and rain showers. This was an old WW 2 base, and must have seen many interesting aircraft over the years. The old, standard RAF control tower building is still there, and occupied by the handling agent for our flight. A few commercial flights also use the airport, but there are few facilities, so we were not able to have a meal of any kind.

Because the next leg to Roskilde, Denmark, was less than 3 hours, it was not necessary to take on fuel – a double bonus, because the fuel here was on the expensive side, but more importantly, the deal that had been arranged with the handling agent in Denmark was that they would fill the tanks, free, for using their services. We all like to take advantage of a good deal!

No problems with the flight, as usual, and we were met on arrival by the agent. I should explain that a certain loophole is being (legally) exploited here. All the countries (except Denmark) in the European Union require that import VAT (value added tax) is payable, on entry. Once paid, the aircraft is then in “free circulation”, and can go between any other state without problems. The

amount may be between 10 and 20 percent, in general, so for a private individual, who cannot reclaim this, it is a very large amount.

However, Denmark has a policy that such aircraft are not subject to this, so many customers of new aircraft choose to enter via here, get the official paperwork supplied, and then they are free to travel to the other countries, who can do nothing about it. There are several agencies who provide the “import” service, for a fee, and the “free tank” is an incentive offered by the one that we used.

Quite tired by now, our thoughts were tending towards staying in a hotel in Denmark, and continuing to France the next day. Until we checked the weather information.

- Met man. “If I were you, I would get out right now. There is a forecast of severe snow storms for tomorrow, the schools are likely to be closed, and there is little chance you will be able to fly out.”

- Me. “Is there anywhere we could get a quick meal here? Anything? No? Oh dear, never mind”

### **The Final Leg – Denmark to Paris**

It would have been a perfect finish to the day, to have good weather en route. But, the law of averages still applies, and we had already had more than our share of fair winds and weather, so now we were faced with 30 knots of headwind, and a rough ride, and good chance of icing and turbulence. We got all of the above, during the 4 hour flight.

Continuous updates on airports near our destination showed that it was going to be cold, very wet, and very windy. The home base of the Mooney was going to be Toussus le Noble, Paris. The problem was, it would be closed, at the time we would arrive. Therefore Francois had chosen Pontoise, quite some distance away, but at least it would be permissible to land there, even though it would be deserted.

I did most of the radio work, since Francois was not too familiar with the IFR environment. However, as we got closer to Paris, one of the Charles de Gaulle approach controllers informed me that the rules were such that only French must be spoken on the radio when operating at such airports – did I speak French?! Fortunately, I had the trump card - he was sat in the front left seat. When we heard this, I gestured to Francois to take over the radio conversation, and put the controller’s mind at ease. With that little detail resolved, we were soon very close to our destination, and I told Francois that I would really need his services, very soon.

The last report for Pontoise – now expired - was wind 240/17, rain, overcast 1700 feet. The only runway with an instrument approach was runway 05. The problem, I told Francois, was that I needed to fight my way into the wind, to start a procedure turn, after which, we would be going down the glideslope at a ridiculous rate. He would need to look out for the lights on the ground, and tell me when we broke cloud; after that, I should be able to look up for the runway lights (pilot operated), and make a circle to land for 23.

Well, it worked, we landed, we found somewhere to park the aircraft, and chocked it. It would stay there until the next day, when hopefully it could be flown to its new nest. My job was done, and it was very satisfying to know that Francois had experienced and enjoyed some things that very few of us are able to do.

Happy memories, Francois!

## **On the Trail of the Lonesome Vulcan - James Mason**

In preparing for a recent visit to Northern California, I did some research on aviation museums located in that part of the world and found out about the Castle Air Museum at Atwater, California. Just looking at their aircraft list on their website at <http://www.castleairmuseum.org> makes exciting reading and includes not only a B36 but also a Vulcan! What better reason could there be for arranging an excursion to Atwater which is 2-3 hours from San Francisco.

Arriving at Atwater on a Friday morning, it was eerily quiet and I counted only about half a dozen people in the grounds which are extensive as they need to be when you are housing B36 Peacemaker and KC135 Stratotanker aircraft! They certainly have an incredible collection of aeroplanes and they are thoughtfully laid out in an open grassed area which really makes them accessible. A particular favourite was the Avro Canada CF-100 Canuck which is a surprisingly large fighter which had quite a lot of British involvement through the parent Avro company. The CF-100 was the first straight wing fighter to break the sound barrier when it was flown by the legendary Janusz Zurkowski who was formerly with Gloster. The CF-100 became the first military jet aircraft produced outside England to perform at the Farnborough Air show in 1955. I have read that the close spacing of the jet engines to the fuselage caused problems with the aerodynamics of the aeroplane with one leading British engineer at Avro helpfully suggesting that they were best off scrapping the design!



The Vulcan at Atwater is B2 XM605 which was ferried out to the museum via the Castle Air Force Base on 8th September 1981 by a No 44 squadron crew. Interestingly when the RAF was looking for in-flight refuelling probes during the Falklands Conflict, this aircraft was revisited and had its probe removed for the 'Black Buck' raids on the Falklands. A couple of years ago, I read 'Vulcan 607' by Rowland White which describes the preparation and operation of these raids and it is a great read and really makes you aware of the huge logistical exercise in getting the Vulcan to the Falklands from Ascension Island. Anyway it did not take long to locate the old girl:



The B36 Peacemaker is a truly awesome aeroplane and there are not many left remaining which is perhaps unsurprising due to its huge size being the largest mass-produced piston engine aircraft ever produced. The design of the B36 began during World War II and was originally intended to allow America to bomb Germany from bases inside America, should England fall into enemy occupation. The B-36 had a range of over 7,500 miles and has six propeller engines and four turbojet engines. This led to the phrase "six turning and four burning " used by the aircrews who

flew the aircraft which had a crew of 16. Wing Commander Ken Wallis of autogyro fame flew the B36 as part of a joint exchange team between the US and Great Britain.



There are many amazing exhibits in this collection but perhaps I'll finish with another aeroplane which I believe also has a connection with Ken Wallis according to [http://www.gyroplanepassion.com/Ken\\_Wallis.html](http://www.gyroplanepassion.com/Ken_Wallis.html) , the Martin B-57 which is a license built version of the English Electric Canberra. Martin used a fighter style canopy on this aircraft which makes it look prettier than the standard Canberra. I also believed that they changed the bomb bay doors to a revolving design rather than 'barn' doors which helped a lot with handling as they were operated.



The Castle Air Museum is well worth a visit if you find yourself in that part of the world, the San Joaquin valley area is an interesting place to visit and I found the local people particularly friendly. I met an ex B24 pilot at Atwater who had flown many missions in Italy during the war and it's meetings like these which really bring history to life.



## Letter from NATS about LTMA incursions - Clare Grange

Clare has received the following letter from NATS which she has forwarded for information:

***Dear Sir/Madam,***

***As you know, NATS has been working hard over the last few years with the General Aviation Community to jointly address the risk of aircraft infringing controlled airspace without a clearance. As General Manager of Swanwick (London) Air Traffic Control Centre, I am becoming increasingly concerned about this safety risk. Recently there was a serious airspace incursion in the Heathrow Control Zone. A light aircraft entered the climb out area of the zone and as a result, there were several losses of separation with aircraft departing Heathrow. The problem was further compounded by the fact that aircraft was not transponding and so several safety nets (a system that helps detection of transponding infringers, and that of TCAS), were both rendered ineffective).***

***It is the time of the year when we see an increase in the number of unauthorised penetrations of controlled airspace, as the weather improves and seasons change. Our investigations have shown that the majority of infringements are as a result of private pilots who become uncertain of their position.***

***NATS has spent considerable time and effort in trying to mitigate the severity of infringements. We have developed warning systems for controllers so that early action may be taken to reduce the risk to aircraft infringing controlled airspace, but all of our safety systems and those of commercial aircraft rely on transponders and Secondary Surveillance Radar (SSR).***

***A major cause for concern to us is that the number of non-squawking aircraft infringing CAS appears to be increasing and these events do bring a significant risk to the operation. Our investigations show the large majority of such infringements are locally based pilots who are familiar with the London area.***

***I am sure you share my concern around this risk and would want to work with me to help reduce the risk of an accident caused by an infringement. Because I am so concerned about the risk to the safety of aircraft operating under and in the London TMA this summer, I am requesting that your operation consider the following actions that I believe will reduce the risk of a serious incident:***

- <sup>2</sup> If your aircraft are equipped with transponders ensure that they are used on every flight, including mode C height information – even if you are not requiring a service from ATC.***
- <sup>2</sup> For all flights operating under the LTMA area, please contact Farnborough LARS for a service.***
- <sup>2</sup> Please remind all pilots of the requirements to conduct a thorough briefing before all flights. A lot of infringements are caused by pilots operating in their***

**local area. When booking pilots out, you may wish to consider asking them about their pre flight planning. All safe flights start with thorough pre-flight planning to take account of the boundaries of CAS.**

- <sup>2</sup> Even if a club aircraft is operating locally, pilots should be mindful of the risk of infringing controlled airspace and ensure they are aware of the lateral and vertical boundaries of controlled airspace, even when flying in an area that they consider to be familiar to them. Controlled airspace around London is complex and flying around it safely, requires significant extra attention to charts, to aircraft position and to navigation in general.**
- <sup>2</sup> Consider making your pilots aware of the service that is available to pilots unsure of their position from the Distress and diversion cell (that is based at Swanwick) on 121.5 . If they are in at all doubtful of their position, call 121.5 .**
- <sup>2</sup> NATS is producing a DVD presentation that is intended to raise awareness of the risks of infringements of controlled airspace, along with techniques by which infringements can be reduced. We envisage distributing the DVD to you in July 09 - Swanwick ATC Staff are keen to offer their services to present the video at your club - I would encourage you to contact NATS (names below) if you would like this service.**
- <sup>2</sup> Swanwick is very happy to host a liaison visit for your club to the centre and to meet with our controllers, flight information service officers and to visit the distress and diversion cell.**

**NATS is keen to work in partnership with airspace users to create a safe operating environment for all airspace users. If there is anything that you feel that we can do to help achieve this, please do not hesitate to contact myself or a member of my team. The contact details are as follows:**

**The "Team"**

**[Jonathan.smith@nats.co.uk](mailto:Jonathan.smith@nats.co.uk) \_\_\_\_\_ Infringement lead, Swanwick Centre**

**[Anthony.smoker@nats.co.uk](mailto:Anthony.smoker@nats.co.uk) \_\_\_\_\_ Manager      Safety      Performance      and  
Improvement, Swanwick**

**[William.leipnik@nats.co.uk](mailto:William.leipnik@nats.co.uk) \_\_\_\_\_ Head of ATC Investigations, Swanwick**

**Yours sincerely**

**Simon Hocquard  
General Manager  
Swanwick**

## Forthcoming Events

Jon Butts has invited members of the IBMFC to the following event:

***Aviation Speaker Evening - Portsmouth - Thursday  
30<sup>th</sup> April 2009 19:00 for 19:30 Start***

***"The Story of Jet VSTOL  
Development in the UK"***

**John Farley OBE AFC CEng**

Come and meet one of Britains' best known test pilots. John Farley spent 19 years contributing to the development of the Harrier, retiring as Chief Test Pilot BAe Dunsfold.

John spent five years as Manager of Dunsfold, a further two as Special Operations Manager at BAe Kingston and in 1990 became the first Western test pilot to fly the MiG-29.

John will also be available to sign copies of his book "A View from the Hover". Some copies will also be available for purchase.

**Venue is the BAE Systems, Broad Oak Social Club in Portsmouth** (the old Portsmouth airport site). See link for map. **PO3 5PQ, UK**  
<http://maps.live.com/?v=2&where1=PO3%205PQ%2C%20UK&encType=1>

Approaching from the M27/A27 south down the Eastern Road, turn right at 1st set of lights in to Anchorage Road, 2<sup>nd</sup> exit off the first roundabout (effectively straight on), 1st exit off the 2<sup>nd</sup> roundabout (left turn in to Williams Road), 3<sup>rd</sup> exit of the 3<sup>rd</sup> roundabout (right turn in to the Airport Service Road). Follow road round to the right and just past Hilsea Railway station you will see a car park on the left. Use this. The BAe Social Club is on the opposite side of the road.

The Social Club is 30 seconds walk from Hilsea Railway Station where most trains in and out of Portsmouth stop. Hint: The Social Club Bar will be open!

**£5 entry will be charged to cover cost of the venue and a donation to a local children's charity. [LeeFlyingAssociation@googlemail.com](mailto:LeeFlyingAssociation@googlemail.com)**