We wish you all a Merry Christmas and a Happy New Year from The Real Aeroplane Club & Company.
Events 2020

'Meet the Member...' - an article by Mel Moxon

'Planes, Trains and Automobiles' - an article by Ben Hinsley

'Brightness - The Warbird Years continued (2002 - 2004)' - an article by Andy Wood

'Concrete, Grass & History - RAF Bovingdon' - an article by Steve Carr

Sergeant Bob Cartwright - an article by Gordon Kydd

Membership Summary

From the Chair
## What’s going on at Breighton in 2020

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<td>Visiting aircraft are welcome to fly in 365 days a year.</td>
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<td>TBC</td>
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<td>19th March</td>
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<td>TBC</td>
<td>Duty Manager and Fire Training. Open to all members.</td>
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<td>TBC</td>
<td>Mclean Aerobatic Trophy. Organised and run by the BAA.</td>
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<td>8th to 10th May</td>
<td>‘VE75’ VE Day 75th Anniversary; weekend of activity, incorporating the Aero Jumble, live music and dancing. Fly-in. Visitors welcome.</td>
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<td>25th &amp; 26th July</td>
<td>Hangar Bash. Fly-in. food, drink &amp; live music... and lots lots more Visitors welcome.</td>
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<td>30th August 1830</td>
<td>Summer BBQ. Fly-in. With special entertainment on the night – a showing of Top Gun 2. Visitors welcome.</td>
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This list is frequently updated, please keep checking it!
GASCo

Presents...

2019

SAFETY EVENING

BRIGHTON AIRFIELD

MONDAY 27th JANUARY 2020, 1930 hrs

THE REAL AEROPLANE CLUB, BRIGHTON AIRFIELD
SANDS LANE, BRIGHTON, SELBY, N. YORKSHIRE YO8 6DS

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"I thought it was about time I introduced myself, those of you who are regularly at the airfield will have seen me around (though due to a lack of medical I haven’t been there much recently). However, I thought you might like to know a little bit more about me and how I got into aviation”

Aviation has captured my imagination since I was a child, my first air show was a family day at Brough Aerodrome in the 90’s at a Family Day (my Uncle worked at what is now BAE SYSTEMS) and after watching an RAF Harrier do its display I was adamant that that is what I wanted to do, either that or fly the Concorde which I quickly fell in love with after an airshow at Humberside International. I have never seen an aircraft set off most of the car alarms in the car park with such grace. Sadly when I started suffering from migraines as a child the doctor sent me to the optician as the first line of enquiry where I found out that I needed glasses. Putting up with the “four eyes” jibes at school was one thing but the real blow was the fact that I knew I’d never fly in the RAF, at the time 20/20 vision was a requirement. Thankfully wearing glasses (now contacts) meant that migraines disappeared, so I set my sights on commercial aviation as Concorde was still gracing the skies (aim high and all that), so I knuckled down at school to make sure I could get onto the A level courses that would hopefully give me the grades I needed to be eligible for the British Airways scholarship scheme.

In the meantime I joined the Air Training Corps as I still had half a mind on a military career and I knew that as well as some basic preparation for what might be to come should I sign up it provided me with the possibility of AEF and VGS flying opportunities. My first ever flight was on the 11th of October 1997 in a Bulldog T.Mk1, with No.9 AEF, then based out of RAF Church Fenton, 27 minutes of pure magic, I had one more AEF flight out of RAF Church Fenton, 45 minutes this time which included my first taste of Aerobatics where, I managed, just, to avoid being ill. My final AEF flight was with No.11 Squadron based at RAF Leeming, in the aircraft pictured. I also had two VGS flights with No.23 VGS, now 642 VGS I believe, based at RAF Linton-on-Ouse totalling 30 minutes between them, that last VGS flight was the last time I flew as an Air Cadet, again I managed to find a photo of the exact Grob Vigilant I had my first VGS flight in. I left the ATC as the weight of my studies and my first job meant that it was time for me to resign; I still have my rather dog eared record of service book.

I got through my first year of 6th form and had been back for only a week when some rather unpleasant sorts called al Qaeda elected to hijack four airliners to use as weapons, September 11 2001. One of the major things that happened following the aftermath of the tragedy was a slump in the airline industry, passenger numbers dropping as people lost confidence in the safety of air travel. The knock on from this was that the requirement for new pilots dropped and with that went the airline cadet schemes. One could still privately fund of course but that was beyond what I could afford, I needed something to do coming out of college and at the time an engineering apprenticeship at BAE SYSTEMS was available so I applied for it and after the aptitude tests was offered a place, I have now been there for 17 years!
Meet the Member...

An article by Mel Moxon

Working full time and studying left little time for thoughts of learning to fly, though my desktop background was adorned with various aircraft over the years (still is) and my plan was to get my PPL once I had finished my apprenticeship. Aviation ended up taking a back seat as I discovered the comparatively cheaper thrills of motoring and a succession of faster cars culminated in the purchase of a 2006 Mustang GT. A couple of years after buying that Mustang I made my first Run What Ya Brung pass at York Raceway (formerly RAF Melbourne), I became hooked. After several RWYB sessions I entered my first race event and spent two years competing in American Super Stock at York Raceway where I had a few successes and lots of mediocre results. As I was enjoying myself racing I decided I wanted to have a go at racing nationally and began entering events at Santa Pod, where I had been going as a spectator for a number of years. The picture I have included is what the car looked like in race trim.

Though aviation had taken a bit of a back seat in my life, it had been tricking along in the background mostly on Microsoft’s venerable flight simulator. The aviation flame was relit as I decided to go on a glider taster evening at Pocklington that had been put on by a work colleague in the Wolds Gliding Club. It reminded me of what I had been missing and not long after that and during what can only be described as a low period at work when I started looking at career options. My thoughts turned to commercial aviation, British Airways had re-started their scholarship scheme and I thought it might be good idea to apply for it. I decided it would be prudent to get some flying experience in beforehand as it might stand me in better stead when I reached the interview stage. The one hour flight in a C150, out of Humberside International airport cemented my desire to fly once again. I took my time over committing to it mulling it over for a couple of months whilst I weighed up the financial side of things. In the end I decided to stay with the job that I had and get my PPL.

The next few months would be spent in the somewhat cosy cockpit of the Humber Flying Clubs C150 learning the basics of flying, I progressed fairly well, soloing at 13.5 hours and having my QXC and exams under my belt in 10 months from starting. The post QXC training and consolidation seemed to pass quickly; I needed an hour of extra training following a few mistakes during my practice for my skills test. Finally the day dawned and other than my landings being somewhat firm, I was awarded a pass.

My first flight post PPL was a simple affair to Bridlington and back, I did a few out and backs in the C150 just building up more solo time whilst I was waiting for the bit of paper from the CAA. I continued to fly under the authority of the CFI on my own, once that arrived I began taking friends and family flying. I also did some additional training with the CFI at North Coates practicing short field landings on a narrow grass strip, something that would be repeated in the HFC’s Cessna 172. I did a total of 37 hours in the C172; I visited several airfields including Brighten.

One of the things that I got to do was fly into the airfield that I had first flown from, RAF Church Fenton, it had closed as a military base several years earlier and re-opened as Leeds East. It was rather fun to fly myself into the place where I had flown for the first time more than two decades prior; it was a bit whistle stop as the cafe was closed and it looked a weather front was moving in but it was nice to visit. I gained my night rating in the C172 as well, though soon after that John, the CFI and club owner decided it was time to retire so I started looking for aircraft options.
Shares seemed few and far between at airfields within a sensible driving distance of Hull and though at the time I could just afford to buy and run something like a Jodel 120 I decided it would be better to go into a syndicate and learn the ropes of ownership that way and as luck would have it a share in T67M Firefly became available at Full Sutton.

After a test flight I decided that I rather liked it so I bought the share and have been flying G-BKTZ ever since, at the time of writing 80 of my 168 total hours have been at the controls of G-BKTZ. The Syndicate moved to Breighton from Full Sutton in 2018 into one of the newly constructed hangars.

Sadly my time flying G-BKTZ will be coming to an end soon as she is up for sale, I don’t know what I will be doing next, it comes down to money and availability of aircraft, I really fancy something with a tail wheel aircraft though as I think learning to fly a tail wheel will make me a better pilot and it is also a new challenge and something a little different to what I am used to. At some point in the future I would love to be able to take the controls of a high performance warbird such as a Corsair, P-51D, Spitfire etc. a girl can dream can’t she?

You will notice that until now I haven’t mentioned being trans, it is something that I spent far too long running from and it is something that I have to deal with and get on with. However, I don’t want it to define my existence.

Mel
For me it all started March 2016 sat in one of York Flying Schools finest Cessna 150’s. Working my way down a typical 150 checklist pressing the PTT with the usual first lesson; Golf Bravo Bravo Juliet Xray: Request, Pause, err... Radio Check and Airfield Information, followed by a bigger pause when the lightening fast reply went straight over my head (some things haven’t changed much!!!). My laid back instructor Lewis Kennington laughed and said “don’t worry, soon enough you will just get in and go - just like driving your car!”. I shook my head in disbelief at this stage, but it turns out he was right. Three years on, on one blustery March day I find myself midway through an entirely new chapter of my flying story, this time sat half way across the channel piloting an amazing German registered CASA 1.131E Jungmann biplane...

came with it. The first leg of our journey was the overnight ferry from Hull to Zeebrugge, we had a meal on board and spent the night in the bar planning the return flight and generally having a laugh at several elderly rock and roll enthusiasts expense. In theory we would sleep and be well rested for the drive to Germany the next day. In reality I have no idea how you’re expected to sleep on what felt at times like climbing inside a washing machine on spin dry!

Once we disembarked we had an easy run on the far superior European roads and were soon at our first stop the quaint little German hotel we would stay the night in. Overnight bags unloaded we met the previous owner a large German Doctor called Gunter and headed to the German airfield Borkenerge to collect a number of the Jungman spares and have a nosey around Gunters other aircraft a rather nice Klemm. Back in the car it was off to Gunters house for the remaining spares and to exchange papers for a large bag of cash Les had spent the last couple of days nervously guarding!! Gunter welcomed us inside his quite sizable home, one step through the door any guest came face to face with an arsenal of swords, knives and a variety of presumably decommissioned guns. It was also apparent due the enormous amount of trophies and rugs that Gunter had shot and killed every animal he’d ever come across. Rachael and myself joked what has Les got us into, Gunter took us down into his pantry, luckily we were met with a pile of Jungman spares rather than the pointy end of a rifle!!

Jungmann was registered and hanged in Western Germany. Half-jokingly I remarked “if you need a volunteer to fly it back with you I will make myself available”
Planes, Trains & Automobiles...

With the spares loaded up it was off to our 2nd German airfield Stadion-Vreden to check over the aircraft in readiness for the planned flight the next day. The aircraft thoroughly checked and deemed fit for the crossing it was time to retire to the pub. Several beers later the route was double checked and the weather looked possible.

Oostende and we coasted out south of Calais, we spoke to only Lille and London before our stop at Headcorn. This was my first time flying a Jungmann and my first Channel crossing and I could not believe how straightforward the flight was! It took me five minutes or so to get used to the water and poor horizon and within another ten minutes I could see, and was approaching the other side. We flew straight over Folkestone and the Eurotunnel port some 2.5 hours ahead of the car and landed at Headcorn closing our flight plan. We had a sandwich and drink whilst we warmed up post winter crossing, giving the Border Force chance to show up.

Satisfied they weren’t interested we contacted the car and found they were just approaching the train port. Confident in our victory we climbed aboard and battled the moderate headwind for the two and a half hour flight North to Brighton. We made it back to God’s country approximately three hours before the car, even managing to clean the aircraft and defrost our hands before their arrival, a clear victory for the light aircraft (even if it was a few weeks late!!). It goes to show that there is some truth in the old saying “time to spare go by air”.

One things for sure - flying in Europe is far easier than I expected and the water crossing once planned is a doddle. I will certainly and in fact, in the time it’s taken me to write this have been back across the channel. Four of us took two aircraft a Jodel and a Cessna 120 to Le Touquet for the day, had lunch, fell off a bike (that’s another story!), and returned in time for tea.

Thanks to Les for letting me fly his excellent aircraft and for pushing me further afield to try something new.
Breighton - The Warbird Years (2002 - 2004)...

An article by Andy Wood

Moving in to 2002 we managed to assemble The Ward Collection together outside for the last time before hanging them from the roof of the Superhangar.

In June significant new arrivals were the Arrow Active and Mew Gull from Old Warden where they had previously been based, in the custodianship of Desmond Penrose.

Rolled out, following rebuild, was yet another Jungmann G-CBCE / A-50 wearing a different Swiss Air Force training colour scheme to the norm.

The July Fly-in was another warbird extravaganza with 2 x Mustangs, Yak 11, 2 x Harvards plus our own fleet, this coinciding with the completion of work on the runway extension.

During the Summer Taff imported Pitts S.1S N18FW following a shopping trip to the States, but other than that the rest of the year passed quietly by!
In the Spring of 2003 and lot of tidying up work took place on the runway and thresholds in preparation for another warbird invasion on the July Hangar Bash weekend. Then in August the Mew Gull was disassembled in readiness for shipping out to the USA to take part in the National Championship Air Races at Reno, Nevada in September.

Also in September we held a Buchon Open Day to allow members to view progress on this long term rebuild project. Visiting on the day was one of Brightons larger visitors, and a regular at the time, Gerald Cooper bringing in one of his companies Rockwell Commander 690’s which Cooper Aerial Surveys used throughout the world at that time on survey work.

Arriving at the end of the year was Chipmunk N458BG / WG458 which was to become a long term “hangar queen” and has still not flown since arrival!

I will leave it at that for now.....the warbird theme will continue next time with the Buchon taking to the air and the arrival of the Mustang.

Andy

Early 2004 and the Buchon was painted as it neared completion and at the first Fly-in of the season in April the Beech Staggerwing was an interesting visitor.

An article by Andy Wood
Concrete, Grass and a Little History

Bovingdon, USAAF Station 112
51°43' 38.00"N, 0°32' 45.00"W

Bovingdon airfield lies a couple of miles South of Berkhamstead in Hertfordshire. It was built during 1941–42 as a bomber airfield, but was never upgraded to Class ‘A’ standard. It is another airfield that people are probably familiar with, without realising.

The 92nd Bomb Group were the first U.S. unit to move in to Bovingdon forming a Combat Crew Replacement Centre. They brought B-17E’s, but moved out to Alconbury in January 1943 to re-form as a combat group.

The 11th CCRC used the Boeing B-17.

A proportion of the 92nd remained and became the 11th Combat Crew Replacement Centre, training crews recently arrived in the UK on the combat practices of the 8th Air Force.

In June 1942, the RAF’s No.7 Group Bomber Command, took control of the airfield. Operations began almost straight away and continued into July. By August, the U.S. Army Air Corps arrived but the airfield remained under RAF control until April 1943 when it was officially handed over to the Americans.

Bovingdon was the closest airfield to 8th Air Force and other command Headquarters and so was also the home to several other units such as the HQ Squadron and the Air Technical Section. As a result, there were a number of aircraft types based there including General Eisenhower’s personal transport B-17.

The dispersals were mostly to the North of the field.

The control tower seen in the early 1990’s.
The Air Technical Section were responsible for technical innovations. One of their most important inventions for the war effort was the development of drop tanks to extend the range of Allied fighter cover. They were led by Lt. Colonel Cass Hough, who as their trouble shooter, was perhaps more responsible than any other officer for the technical superiority of the 8th Air Force.

In September 1944, the 11th CCRC was disbanded and the European Air Transport Service made Bovingdon their home. Thousands of GI’s returned to the United States via Bovingdon.

The East-West secondary runway.

The airfield remained under US control until April 1946, when it was handed back to the RAF. The following year, the airfield was used by the new Ministry of Civil Aviation for civil airliners. Due to Bovingdon being over 500 feet above sea level, it was found that the weather was often clear there when Heathrow and Northolt were fogged in.

Looking towards the former technical site.

In the Winter months, British European Airways used Bovingdon for diversions and BOAC used it as a maintenance base. Many independent airlines also used the airfield.

There was a bad crash there in May 1948, when a Dakota on a charter flight from France, crashed in bad weather. It was circling the airfield with a very low cloud ceiling and crashed into Bourne Grove Wood about half a mile from the airfield. Three of the four crew were killed in the crash.

Unknown building seen in the 1990’s.

The close proximity of the U.S. 3rd Air Division HQ and RAF Fighter Command HQ at Bentley Priory made
Bovingdon an ideal location for service communication aircraft, and the U.S. returned in 1951. During the period of maximum use in the 1950’s, civil and military, prop and jet, WW2 and modern aircraft, could all be found together.

Two thirds of this secondary runway were removed. Circuit restrictions and built up areas at nearby airfields limited some flying at these locations and this resulted in an increase in traffic at Bovingdon. The short runways did limit some of the more advanced jets of the time however.

There’s a karting track on this end of the runway. The two PB-1’s were scrapped after the filming to avoid paying import duty. The B-17G went on to become a fire bomber, appeared in “Tora Tora Tora” and went in to airworthy preservation with the Lyon Air Museum, CA.

In 1961, the clock was turned back to World War two with Hollywood moving in to shoot a film about B-17’s. The film named “The War Lover” would star Steve McQueen, Robert Wagner and Shirley Anne Field. Three B-17’s came to the airfield for filming, one a B-17G and two Coast Guard PB-1W’s. They were painted in 91st Bomb Group markings to match other film footage. John Crewdson did the stunt flying including several very low beat ups of the airfield, though the belly landing scene was taken from the 1949 Twelve O’Clock High film.

Just three years later, World War 2 would return to Bovingdon yet again with another film unit. This time dH Mosquitos were the stars for the film based on the book by Frederick E. Smith. That film was “633 Squadron”.

The 633 Squadron movie poster.
The Americans had left Bovingdon in 1962 and while the RAF continued to use the airfield for a few more years, the MOD announced that Bovingdon was one of several airfields due for closure.

The film crews and Mosquitos returned in 1969 for “Mosquito Squadron”. Four Mosquitos were brought together for filming, RR299 was amongst them. This aircraft retained its film colours and was operated by British Aerospace until it was lost in a crash at Barton in 1996.

Despite the fact that the hangars had recently been renovated, the airfield closed in 1972 with the hangars being demolished within a few months. The technical site buildings were demolished, and in 1987, a young offenders prison was built on the site.

One more aviation film was to be made at Bovingdon in 1978, starring Harrison Ford. Five B-25 Mitchells were brought together for “Hanover Street”. Four of the five B-25’s survived the filming to the present day. “Marvellous Miriam” ended up on display at RAF Hendon.

The control tower stood derelict for many years but was eventually demolished in 2010. Most of the runways survive and are used for parking and the Saturday market.

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“The Mighty Eighth in Colour” - Roger A. Freeman
“British Military Airfield Architecture” – Paul Francis and Wikipedia.
Hi Rachel,  
Enclosed is info on Sergeant Bob Cartwright which may be of interest for the Gate Guardian. Bob was 22 years old and a Lancastrian. He had his first training flight as a wireless operator on the 27th August 1942 at Yatesbury. In May 1943 he was posted to Marston Moor, Yorkshire to convert onto Halifaxes. When about to do circuits and bumps one day, Wireless Operators and Navigators were called to a briefing, so the Halifax took off without him. On take-off, the planes wingtip struck a house near the runway end and crashed, killing both pilots and engineer. Bob and the Navigator were sent by Leonard Cheshire on 7 days leave. On return from leave he was crewed with pilot Warrant Officer Mac’ McKinley.  

Their training ended in July 1943 and the crew were given 7 days leave before posting to Opps. Whilst on leave Bob married Ada Gibson. Bob and Ada spent one night together at his Aunt Margaret’s in Wigan before intending to go to Blackpool for a few days. Alas, this wasn’t to be. Bob received a telegraph the day after his wedding on the 26th of July 1943 to report immediately on the 27th July 1943 to 78 Squadron at Breighton, Yorkshire. Ada then declared that the RAF wouldn’t spoil their honeymoon, and ‘I am coming with you’. This she did, booking in for bed and breakfast at Selby and Bob went straight to Breighton.  

On the 29th July 1943 Bob took off on his first opp to Hamburg (Germany’s largest port) at 2217pm. Bob was terrified at what he saw that evening when 370 people died on the ground and 28 aircraft were lost. When cycling the 6 miles back to Ada in Selby, he had time to reflect on events on the quiet early morning road. Next day on the 30th July 1943 Bob took off at 22:03pm in the Halifax heading for Reimschiscel in the Ruhr. Not being bombed before, the town was 83% destroyed. 1120 people were killed and 15 bombers were lost. Bob’s aircraft was showered with flak from an exploding shell but no crew members were hit. Bob cycled back to the hotel in Selby and there being no opps next day, spent the day with Ada beside the River Ouse in Selby and having a few drinks.  

Next day Bob flew that night again to Hamburg, through a thunderstorm, flak and fighters. 740 bombers sent over the North Sea lost 30 that night, some hit by lightening. Bob being aware of the dangers and how Ada worried about him persuaded her to go back to her parents in Platt Bridge. Life at Breighton became a routine and within a fortnight Bob had been to Nuremberg and Milan. Mc McKinley and his crew were still alive and expected to survive the war.  

On the 17th August 1943, the target for their 6th mission was Peenmunde, the V2 rocket base. The bombing height was 10,000 ft. Taking off at 2220pm the Halifax loaded with 1000lb of bombs left Breighton. 15 minutes later the port outer engine failed and was milling. It couldn’t be feathered. Breighton control told them to return, but to ditch the bombs at sea. But losing control of the aircraft - this was not possible because of the drag from the port outer milling.
Circling York at 8000ft it was decided it wasn’t good to hit York Minster. Passing the confluence of the Foss and Ouse rivers McKinley searched for a landing place finding 3 fields on the outskirts of York. On leveling the plane he shouted “CRASH POSITIONS!” The plane hit the ground and bounced 200ft into the air leaving the bomb bay, wheels and some bombs behind. The Halifax broke it’s back, leaving the nose and rear turret in the air. All the crew escaped but McKinley broke a bone in his neck on leaping from the cockpit and was taken off bombers, going then back home to Canada.

Bob and the crew were given 10 days survivors leave, then sent from Breighton to Marston Moor to crew up again. The port outer constant speed unit was thought to be the cause of the accident.

Bob completed his tour with 640 and 10 Squadrons at Leconfield, North of Beverley, and survived the war. He flew with 65 different pilots from 1942 to 1946.

The book ‘Hell on Earth’ by Mel Rolfe gives full details of his experiences in the first chapter.

Rachel. I hope enclosed is of interest as part of Breighton history. Bob was one of many of whom Breighton was an important part of their wartime memories.

Best wishes
Gordon Kydd

B - I can’t believe the plane G-BSYG I was given a flight in by Ray Newall is one day younger than myself! What a shock that it first flew on 14th February 1947. Grateful thanks again to Ray for the experience.
MEMBERSHIP SUMMARY

The Club membership as of mid December is a very healthy 466.

This is made up of :-

Full Flying & Family  142
Associate Flying    97
Museum            205
Honorary           22

By the time you read this the membership renewal notice will have been sent out, it would greatly assist me if you could renew promptly please, so that the job is not spread out over several months!

Many thanks for your continued support of
The Real Aeroplane Club

Andy
Treasurer and Membership Secretary

*PLEASE NOTE: MEMBERSHIP CARDS WILL BE SENT OUT AT YEAR END, THANK YOU*
From the Chair...

Well what a full year! We’ve had some 26 events consisting of: training, fly-ins, visiting aircraft clubs, visiting classic car clubs and in-house music/party nights. 2020 is already shaping up well as you will see from the event list contained in this newsletter.

The 2020 event list isn’t exhaustive and will be updated from time to time with additional events. So, please keep an eye on the Club noticeboard and the Facebook page.

If you have any events ideas please do let me know.

It is of course time to renew your membership which we hope you perceive as being of value. It does help Andy tremendously if you renew swiftly. Sending reminders out not only takes time which distracts from the ability to address other Club matters it also costs the Club money.

In the last couple of years, the Club has put several members only events on without charging a ticket price. Such events rely on your assistance by not only renewing but doing so without our having to send reminders. Please help us to keep you entertained.

The Club membership as of mid-December is a very healthy 466! I believe the highest it has ever been (although I have probably just left myself open for correction).

Looking forward, I am very excited about 2020, to working alongside an excellent team to develop and deliver informative, fun, interesting and exciting events for our members - you our friends.

All that remains is for me thank Rachael, Andy, all helpers (too numerous to name) for all your assistance and hard work throughout 2019, and all our members. You all make the Real Aeroplane Club the very special organisation that it is.

With my very best wishes for Christmas and the New Year.

Charles