Welcome to Issue 2

In this issue...

Events Update 2018 / Photo Competition 2018

'Meet the Member' - an article by Mick Ives

'I got into flying...' - an article by Tom Hope

Flying the F3 Tornado - an article by Ian Howe

Strip Flying - an article by Cliff Whitwell

'A Time to Fly' by Sir Alan Cobham - a book review by Cliff Whitwell

The Club Quiz

From the Chair (Including changes to airside access)

A Note by Alan Marsland - Chief Pilot

THE NEWSLETTER NEEDS A NAME!!

We are looking to give the Breighton Newsletter a fun, catchy name! Please send any suggestions to rachelrealaero@outlook.com

The winning name will be announced on the cover of the July Edition of the Newsletter
Real Aeroplane Club

'Submit your Best Photos' Competition 2018

All members / photographers are invited to submit their best photos for Breighton’s photo competition 2018. All entries received by the 6th July will be displayed in the club conservatory in the weeks leading up to the summer event. The winner will be announced on the evening of the Classic Wings & Wheels event held on Saturday 21st July. Photos must have been taken at Breighton and can be of anything and any year!

The basic rules are as follows:

(1) Maximum print size A4.
(2) Maximum number of prints 10.
(3) Basic photoshop adjustments are allowed.
(4) Provide your own prints should you prefer or email photos to: rachelreaero@outlook.com for printing

All entries to be received no later than 6th July, thank you.

www.realaero.com
Events 2018

The Real Aeroplane Club’s next fly-in for 2018 takes place on Saturday 21st July and Sunday 22nd July – our annual Wings & Wheels Event with the hangar bash and, as usual, is open to all aircraft types.

Our café will be open with a selection of meals and refreshments on offer during the day and we will have a gourmet BBQ on the Saturday evening. The aerodrome itself is 5.5 nm north-east of Selby, North Yorkshire. It has a single grass runway 10/28 which is 850 metres (2,790’) long. Further details here – http://realaero.com/air.htm

21 Jul – Classic Wings & Wheels/Hangar Bash
22 Jul – Classic Wings & Wheels/Hangar Bash
02 Sep – Car Club Visit (Morris Minor Club)
16 Sep – Wingwalking (Wingwalk Displays) – also the North of England Classic & Pre-War Automobiles Motoring Classic Car Rally
22 / 23 Sep – Helicopter Fly-In (featuring a presentation on the 22nd by Jon Stanley, Search And Rescue S-92 pilot, for Bristow Helicopters Ltd)
01 Dec – Christmas Party at York Marriott (the booking list is now up on the club events board, if you would like the hotel booking link sending please email: rachelrealaero@outlook.com)

All of our members and family are most welcome and encouraged at all of our events – including the Christmas Party! (Please note the wingwalking days and helicopter flight days are listed on the website – http://www.realaero.com/bugle.htm). We’d love to see you there and hope you are able to join us – thank you for your continued support

Any enquiries regarding any of the events please email: rachelrealaero@outlook.com
Meet the Member...
An article by Mick Ives

Mick pictured above centre with Andy Wood & Charles Sunter

My first introduction to aviation was a visit to Yeaton Aerodrome when I was around 8 years old with a friend who was an avid ‘spotter’. The large Municipal hangar at Yeaton seemed cavernous and the engineers were a friendly bunch who were happy to escort a wide eyed youngster around. There were aircraft tucked away that are well known to club members today such as the Aerocna 100 ‘EVS, Arrow Active ‘BVE’, the Percival Mew Gull ‘EXF’, Messenger ‘KBO’ and lots of other goodies. It would have been astonishing to think then, that many of these aircraft would be still flying today!

Visits to the aerodrome increased until it seemed I was there most of the time! My first flight was in the DH Heron Mk1 operated by North-South Airlines on one of the pleasure flights they did at weekends.

My interest and enthusiasm never waned although as the years progressed the focus changed somewhat to more technical aspects of aircraft rather than recording registrations!

Some years after taking up my first employment, I was lucky enough to be able to learn to fly and earn my PPL at the Yorkshire Aeroplane Club on Cessna 150s most of the hours done on ‘SYP and ‘TMK.

The Company bought a Reims Rocket – a powerful ship which was used widely, but it was clear that less dependence on VFR conditions was required to enable more reliable use. Thus, I obtained an IR at Oxford and discovered the obvious – a single engine aircraft and with no de-icing equipment is not the ideal mount in IFR conditions!

We progressed onto a Cessna 310Q which was a much better proposition for the type of flying we were doing. It was a really good aeroplane to fly although approach had to be carefully monitored as even with everything hanging down it tended to be reluctant to slow up! Finding a ‘smooth’ level between cloud layers was not always accomplished and bouncing along for four hours down to Munich, which was a regular destination, was not always fun for those sitting in the back!

A Cessna 340 was next up which, apart from being somewhat under-powered, enabled a much more comfortable cruise – usually! The aircraft was happy cruising between FL160 and FL190 when eventually it got there, depending upon the wind direction and velocity and at those levels there wasn’t much else about so rarely was there any ATC restriction. The 340 was not as clean as the 310 and it was easier to bleed off the speed much more quickly if required. On occasions I flew the 340A with the 310hp engines which was a totally different aircraft in terms of field performance and climb. It would go up at 1,000 ft /minute with a full load and keep going up!

Nothing is forever and after around 800 enjoyable hours in the 340 flying the length and breadth of Europe and Scandinavia it was sold as business priorities changed. I decided that I didn’t really want to go back to a few hours VFR flying especially as my wife Alison did not share the same passion for aviation as I did and with the cost and hassle of frequent medicals (as it was then) and pressures of a growing family there seemed other priorities.

Now the children are grown and gone, Alison can be seen helping out on the airfield on occasions and these days a few hours VFR ‘pottering’ becomes a more attractive proposition!

I have been fortunate to have flown on three Broussard sorties to date and am very happy to be involved with the Club and to be around some of the wonderful old machines that are kept flying here – as is my very enthusiastic young Spaniel ‘Buddy’ who loves to come to the airfield with me and who you may have seen patrolling the flight line and sniffing out the sausage rolls in the club house!
When I was asked if I’d be prepared to write an article on why I fly for this months’ newsletter my natural reaction was surprise. There’s plenty of qualified, experienced and worthy folks who love flying every bit as much as I do. But then, experience isn’t really what this questions about, and neither is ability. It’s about motivation, and this comes from our values — and as most of you know, my values are very dear to me.

For some, the love of aviation starts with a particular catalyst – being taken to an airshow as a child for example or being bought a flying lesson for a birthday present; for others it’s a deeper connection, family heritage maybe.

As for me, I honestly can’t tell you. My love of flying wasn’t inherited, it wasn’t some romanticised dawning, a realisation that ‘this was my destiny’. It wasn’t to impress anyone or to continue a lineage: it’s just always kind of been there, quietly running like an engine in the background and for no good reason. It’s as much a part of my build– up as my razer sharp wit, chiselled looks and muscular frame. It just pushes me along – earning money and turning it into Avgas.

One of my very first words was ‘Concorde’ – which is actually quite a mouthful for an infant. Though I don’t remember it obviously, apparently I’d shout it at literally everything in the sky while my embarrassed mum pushed my pram around the park. Don’t ask me why I felt the urge to do this, I just did. Every 6th November on my walk to school, I collected used rockets – a dangerous hobby for a four year old, built up quite an arsenal too – which the teacher later discovered. But the point was, they’d flown the night before and this just fascinated me.

So I became obsessed with aeroplanes, flying machines, gliders – anything that flew. They were the vehicle to achieve the goal, the means to the end. I built Fokker Triplane after Sopwith Camel all through my early years. Hellcats, Lysanders, SE5a’s, Flying Fortresses, Hurricanes, Spads and Neuports all littered my room from age four onwards. To quench my obsession (and to shut me up), occasionally dad would come home with a balsawood chuck glider for me to sand down, glue, balance, paint up like a Mustang and launch into the wind on the moors behind our house. Sometimes they flew, sometimes they didn’t, and they always they came back in bits.

Making models of aeroplanes is one thing – but the love of aeroplanes is not the love of flying, that’s something entirely different: it’s the symptom, not the subject. And when dad found me standing at age five on the edge of our roof with two flat pieces of hardboard gaffa–taped to my arms having crawled out of my bedroom window, it became abundantly clear this wasn’t just a fad. Eventually I was persuaded down, the hardboard removed and gaffa–tape put somewhere safe.

I needed to get airborne and while my family and I had no money, this just wasn’t going to happen. I was told it was a rich mans’ game, a luxury and pipe–dream. I was told to push it out of my head and concentrate on more ‘real’ and ‘practical’ things.

Continued on next page...
So, being young and impressionable, I began to believe it. Eventually, my weird young mind engaged gears and I set about designing flying machines – all the while saving everything I could get. By the age of fifteen, I’d designed all sorts in the hope that even if I never earned enough money to take flying lessons, I wouldn’t be stopped from achieving my goal. In the days before internet, I read books on ornithology, drew up full and detailed working plans (using a real draughtsman’s board and on large paper) and stored them in rolls for the future when I would have the space and skills to build them. I was an odd kid. Not many friends, surrounded by models of aeroplanes and an unhealthy obsession for flying. It was all I thought and talked about (and it still is).

In reality – without getting the violins out – those days weren’t very enjoyable for me, genuinely believing it'd never come together without some hair-brained, childish scheme involving throwing myself off a cliff in a homemade glider. I had no knowledge of aviation circles, contacts, no money to fly and no means to get anywhere other than Leeds and Bradford Airport and that’s the reality of it.

Time went by and I left school, following the same well-trodden footsteps as everyone else. At this point, something gave way in my head. I thought bollocks to it – I'd saved up enough from my work at a nursing home and various paper-rounds to cover a substantial amount of flying while I persuaded the bank to loan me the money to cover the rest. My peers were all at university, spending ridiculous amounts on pointless degrees with little idea of career paths – so why shouldn’t I borrow to achieve something I can use for the rest of my life? I knew this was my direction, my own degree, but I had no guidance. This would crack the ice and make it possible.

I began looking for work as an apprentice, something that would give me a solid career path with a future and help fund my training. I landed a good job, practical job in engineering and started flying. Without a car or even a drivers’ licence, I walked the ten mile round-trip every day to the airport for my lessons and flew. To me, it was like opening a tap – all this pent-up, stored compulsion was suddenly released – and it was bloody wonderful.

The day I qualified as a private pilot at Leeds and Bradford Airport was just a soup of ecstatic memories. I couldn’t afford to fly or stay current, no more money in the pot, no car or drivers licence, I was twenty and still living with mummy and daddy – they couldn’t afford to keep me much longer and I’d soon have to move out. All this money gone and I’d still not learned the cost of living.

But I could fly – and now no-one could take that away.

On point, this is why I value my flying more than any material possession or object: I’ve worked for it, earned it and paid it off. Every time I fly, I’m grateful for those lessons – they’ve given me fifteen years of deep satisfaction and now my passion for flying is stronger than ever. For me, flying’s all about widened perspective and maintaining that perspective is key to a very healthy angle on life.
I will be honest – the Tornado was not my favourite aircraft; but on the other hand my time on the Tornado was very rewarding.

The Tornado F3 is the air defence variant of the Tornado bomber, which is still a very good low-level bomber with a variety of advanced weapons. When the F3 was introduced to service the radar was not fully operational, the cockpit ergonomics were complicated (appalling in some cases) and the performance was limited at medium and high altitudes. However, the aircraft was continually updated and the final version was a much better all round air defence aircraft.

The Tornado was also my introduction to Navigators, although the Americans call them weapons system operators and this is a more apt name in my opinion. The navigator in the Tornado was responsible for operating the radar, counter-measures, radios and many other functions. Whilst a 2-man crew should have more flexibility and more spare capacity than a single pilot, the Tornado inter-cockpit communication sometimes complicated matters, and this was particularly so in the early days of the aircraft. However, I came to understand how much navigators brought to the fight and came to rely on them heavily.

On my return to the UK from the Eagle, I joined 25 Squadron that was reforming at RAF Leeming. It was an exciting time with new aircraft arriving, the squadron accommodation being built and continuation training to work the Squadron up to operational status. It was during this time that Kuwait was invaded and we deployed to Dhahran in Saudi Arabia in preparation for what turned out to be the first Gulf War. The aircraft were heavily modified and we spent our time patrolling the border between Saudi and Kuwait. The aircraft were flown with very large long-range external tanks, missiles and chaff and flares – making them rather a handful in the very hot desert conditions. The take-off roll used most of the runway and after air-to-air refuelling, operations were conducted at medium altitude, with the tanks being jettisoned if the need arose.

On one mission, just after refuelling, we had to shut an engine down due to an oil problem – with the aircraft so heavy we started a gradual descent with the remaining engine in reheat as we jettisoned fuel (which was a slow process). It was a close call as to whether we would need to drop the external tanks – we eventually levelled at 3000 feet. The Tornado did not enjoy an excess of power.
Flying the F3 Tornado...

The daily routine of squadron life revolved around training new pilots and maintaining the overall operational readiness of the Squadron. Two aircraft close formation flying was a part of that, but it usually only involved take off and landing as a method of marshalling large numbers of aircraft. Larger formations – usually diamond 9 ships – were occasionally flown for commemorative reasons. The front ‘vic’ would form and then the ‘box 4’ would join from behind – with the outside wingmen looking through the closest aircraft at the leader to line up and smooth any untoward movement. As the leader you had to be very aware of your responsibility to all the aircraft and plan for the unwieldy nature of such a large formation. Finally, to arrive exactly on time (to the nearest second) took some degree of skill.

Air-to-air refuelling was made a lot easier with a navigator. With all types of refuelling, keeping formation on the tanker was the key, taking the odd peep at the basket, and then manoeuvre into position – the navigator had a much better view and could talk you in. With drogue refuelling you then ‘pushed’ the hose in to the drum until the green light indicated fuel flow. All sounds very simple, but with turbulence the basket could be swinging up and down by 15ft – at night and in cloud it was exciting and taxing. The USAF used a boom – the aircraft formatted below the tanker (a series of lights controlled by the boom operator were used to guide you into the correct position) and then the boom operator flew the boom over the refuelling hatch and extended it and made contact. Obviously aircraft fitted for drogue refuelling could not use a boom – however, booms could have a short hose and drogue fitted. This was in my experience the most difficult refuelling – after contact you had to move forward and outwards and put a ninety degrees kink in the hose to allow fuel flow. The short hose then had a nasty habit of whipping around and taking your probe tip off!

Night Vision Goggles (NVGs) made night flying far more exciting and improved the capability of the Tornado immensely. The NVGs were fairly heavy and it became tiring operating at night for extended periods. The NVGs had a very narrow field of view, and so you had to continually move your head as there was no peripheral vision. Also for the NVGs to operate there had to be some background light and a full moon meant you could see with great clarity. Low-level operations at 250 feet were now possible but depth perception was non-existent, and if you looked at an aircraft dropping flares, you could be easily blinded momentarily. Finally, an ejection with NVGs was not possible – the weight would snap your neck and so a system using a .22 blank ‘blew’ the NVGs off your helmet in an ejection. They would of course end up in your lap and that would be equally painful!
Flying the F3 Tornado...

My second tour on the Tornado was in command of 111 Squadron at RAF Leuchars, and I think it is fair to say that this is the pinnacle of any pilot’s career in the RAF. Responsibilities ranged from the safe operation of the aircraft, to engineering standards and the welfare of all who worked on the Squadron. The day-to-day operational flying was the responsibility of the Flight Commanders and I was fortunate to have an excellent team. Tremblers (as it was informally known) is steeped in history and Frank Whittle served on the Squadron before turning to engineering full time.

Tremblers flew over Westminster Abbey at the end of the thanksgiving service to celebrate his life – four Tornados leading 2 Meteors – a fitting tribute to someone who made all of the aircraft I flew in the RAF possible.

And finally, a photograph of the 25 Squadron commemorative paint scheme in 1990, which was designed by our late father, Hank Howe.


**Pre-flight Preparation**

Flying from your home base can become familiar and routine, but strip flying is rewarding and challenging. With a well thought out attitude to strip flying it can be safe, satisfying and rewarding. There are additional mental pressures in landing somewhere where there is no radio control or distinguishing airfield marks, but with some planning it can be overcome. One other benefit of regular strip flying is that you are practising an actual precautionary forced landing and building confidence in preparation for any future event.

As with any land away from our familiar site we need to obtain PPR. In strip flying this is more important as they may not have radio communication or control of aircraft landing at the field.

Make sure you understand the wind direction and strength of the runway in use. Sounds obvious but a cross wind can cause additional stress when landing if you are not familiar with the site. The state of the grass [long or soft field] is another consideration as it may hamper you getting out of the field. At a well prepared site this is not a problem such as at Kenyon Hall Farm strip.

Knowing the circuit direction is important to avoid flying over sensitive areas and upsetting the locals. Also ask about go around procedures again to avoid up setting their neighbours.

![Image](image.png)

**Approach and landing**

The first considerations are the state, length and direction [into wind] of the strip. Is your aircraft capable of landing and taking off in the published metres? Speak to the operator who will advise what aircraft types have made it into their strip before. Are there any obstacles on the approach or up wind of the field? What about the slope and surface of the strip?

What about live stock? Some farmers use their fields for cattle or sheep: but if pigs are in the field avoid it like the plague as they tend to dig up the ground looking for food making for a rough landing. Another consideration regards live stock is they are inquisitive beasts and once your have shut down may come over and have a look at your aircraft causing damage, usually by eating any fabric or rubbing up against your pride and joy. No such problems at Kenyon Hall Farm.

Where is the windsock? Sometimes they are not displayed or difficult to see. So a close look before you attempt to approach will help here. Where no windsock is evident then look for other signs such a smoke or the way the crops are blowing to help determine wind direction, or wind turbines: be careful here as some don’t necessary point the blades into wind. What are the under shoot and over shoot options? In the...

*Continued over the page*...
I always find once below 500’ ignore the altimeter, but judge the height above the ground as sometimes you don’t have the luxury of a QFE or QNH. I would avoid long approaches as this could up set the locals or that another aircraft may not see you on long finals.

Your aiming point is not the same as on a longer runway and may even be the hedge on the downwind end of the field. You need to “round out” point approximately 1/3rd into the strip allowing room to go around if need be. Don’t rush it.......get your speed on the “numbers” and use the throttle to control your decent towards the aiming point.

Prepare for an early go round if it does not look or feel right. There is no shame in doing that, there is in becoming an accident statistic.

Beware taxiing too fast as most strips are not bowling greens and may have stones or small holes left by the local wildlife such as rabbits to snag your wheels.

Watch out for local footpaths, so be prepared to abort your landing or take off if someone steps out from the regular route – it is your responsibility as pilot in charge! Humans being humans they are unpredictable and dogs are another story.

**Aircraft Parking**

The thing about strip flying is that there is usually limited space for parking, so pack’em in tight. Beware of damaging yours and other aircraft as you manoeuvre yours into place. The other consideration is propeller wash as you park up, it’s always better to manhandle the aircraft into place than blow one over. Conversely starting up should be away from other aircraft or people to avoid potential propeller accidents.

Long grass will extend your acceleration and ground run considerably. The “CAA Safety Sense Leaflet 12” advises if the grass is taller than 30% of your wheels don’t try to take off.

Fix a “point of no return” in your mind somewhere on the strip that if the aircraft does not accelerate to take off speed and you have not reached that reference point you must be able to effectively shut down and brake in time to stop before the up wind hedge/wall/etc.

**Take off consideration**

So you have had your cuppa or bacon butty its time to set off back to home. Most strips have their grass mowed regularly, but some strips don’t have that lux-

*Continued over the page...*
Consider the swing of the aircraft if a cross wind component is evident. Remember the aircraft will naturally try to swing into wind which may be towards the trees or hedge. This is especially true in a tail wheel aircraft; once the tail is up you will have more directional control.

Always consider where you will go if the engine stops [remember your self brief earlier on the over-shoot area]. Always follow the departure procedures as laid down by the strip owners, again this stops upsetting their neighbours.

De-brief

- Obtain PPR and get a briefing especially if a first timer.
- Be considerate to the locals and land owner.
- Free call on the safety comms frequency 135.475 to let others know where you are.
- If unsure, get a safety pilot or instructor with you on your first strip flight.
- Or alternatively try short field landings at your home base until you are confident.
- Understand the strips little nuisances as you fly around the area.
- Select the aiming and touch down points early – they are not the same.
- If it does not feel or look right, power on and go round for a second go or head back home.

I highly recommend reading the CAA safety sense leaflet 12 for more valuable information and Nick Blooms article on http://www.pilotweb.aero/content/articles/view_article.aspx?id=2808 has some useful tips.
It is incredible how one thing leads to another! Talking to my late Father it turns out he had his first flight at the age of 6 in 1935. It got me thinking “how a 6 year old would get to fly in 1935”, so I searched the internet by Googling “barnstorming Yorkshire 1935”. It turns out that Sir Alan Cobham toured Britain from 1931 to 1935 giving rides to the masses to promote aviation as the “National Aviation Day” displays. So this begs the question “was my Father flown by the great man”? Overall it is a fascinating book that keeps you riveted. Having heard of Alan Cobham I never realised how influential he was to aviation in the early days of flying.

Looking for this answer I had to purchase Sir Alan’s book “A Time to Fly” the subject of my review.

The book is autobiographical written at the end of his life in the 1970’s, but published after his death. Not only was he a great aviator but an accomplished engineer. It charts his early years of long distant flying to his later life where he developed the in-flight re-fuelling. He was knighted for his pioneering flight to South Africa and back, though modestly he never saw himself as a hero.

He established what was called National Aviation Day, travelling around Britain stopping off at various towns to give rides to local people for a few shillings at a time. His intention was to popularise aviation at a time when it was the transport for the privileged few. My Father and his friend flew together in an aircraft for 1 Shilling [5 pence in today’s money] and paid for by his Uncle.
1. Who wrote the Biggles stories? (EASY!!)
2. Who was the first person to fly solo across the Atlantic?
3. BONUS QUESTION - EXTRA POINT - What was the first pressurised single engine light aircraft to enter production?
4. Which Greek figure flew too close to the sun and fell from the sky?
5. The risk of carb-icing with the throttle closed is greatest when the outside air temperature is between: (a) −10°C and 0°C, or (b) −7°C and +25°C, or (c) −15°C and +30°C.
6. What is the altitude record for a hot air balloon?
   - 49,000 ft
   - 59,000 ft
   - 69,000 ft
7. BONUS QUESTION: EXTRA POINT 7. Arriving overhead your destination airfield, you observe in the signal square that at the head of the T there is a white disc. What does this indicate?
8. The METAR for an airfield shows, NOSIG. This means:
   - (a) No significant weather, eg CB etc.
   - (b) No significant change expected in two hours after observation time.
   - (c) No signal from the equipment providing data.
   - (d) No significant change from the previous METAR indicating stable trend.
9. Approximately how many Spitfires in total were built? To the nearest five thousand.
10. Where do the distress calls MAYDAY and PAN PAN originate from? A point for each.
11. While taxiing at an aerodrome with which you are unfamiliar, you see a marshaller ahead crossing both arms above his head. This means:
    - I am your marshaller
    - Speed up – another aircraft behind you needs to pass.
    - Do not enter this taxiway/area.
    - Stop.
12. Light aircraft manufacturer Beagle usually named its aircraft after dogs. There was the terrier, basset, pup, husky, bulldog and one other. Can you name it?
13. What does a flashing red light from the tower to an aircraft in flight mean?
14. Which cloud formation is shaped like a lens and is formed by strong winds over high and rugged terrain.
15. An aircraft suction pump failure would typically give an incorrect display on which instruments?
16. Your flight guide shows your destination airfield runway to be 09/27. The latest approach charts show the current runway to be 08/26. What is the reason for this?
17. Give me up to 6 aircraft named after birds. A point for each one.
18. In which year did Concorde enter commercial service?
    - 1976
    - 1978
    - 1980
19. Give me 3 aircraft named after severe weather conditions. A point for each one.
20. In what year was Real Aeroplane Club established?
A Wonderful Weekend of Flying: Sat 9th & Sun 10th June...

What a wonderful weekend we all had and with so much happening! It was great to see the Beech 18 at Breighton and I must say it looked stunning.

The formation team practiced on both days getting ready for their trip to Denmark in August. It was a superb spectacle to watch four Buckers snaking down the taxi way.

In addition, watching Ben, Conner and Jack wing-walking down to 10 in the Luton, Aeronca and Kitten was fantastic.

It was certainly quite an eventful weekend for the trio who on Saturday had a sortie to Sherburn. They showed good airmanship and great teamwork. Well done boys!

Very importantly, a special thanks to all those how helped to make Sunday such a success. So many members helped to move the aircraft and put up the ropes etc.

It is greatly appreciated. Thank you.
Crickey; here we are in June already!

May was another good month and a busy one behind the scenes. It was a month mainly focussed on safety.

I stood in for Ray at the Regional Airspace User Working Group (RAUWG) which was held at RAF Leeming. It is a full day of presentations and tours and, proved a very interesting. The day was a useful insight into Flying Ops at Leeming and I came away with a really appreciation for just how busy they are.

Worthy points for all pilots to be aware of are;

- 100 SQN’s black Hawks are now working toward a 4-ship formation display for the RAF 100 celebrations and will be operating as such in airspace near to us.
- Typically, the Hawks route out to the North East of the Leeming Matz and operate over the North Sea.
- However, they do route low level to and from the west.
- They will also use the airspace above the Matz when practicing PFLs (up to 4,500 feet), which they do frequently to retain currency.

Mil and GA traffic combined means the airspace around RAF Leeming is very busy. Having seen the radar screens tracking both aircraft and clutter from the ground, I encourage anyone routing north to talk to Leeming or squawk (which you should now be doing anyway if equipped). Leeming are very conscious that GA traffic might not want to be worked and even if you do not want a service they would still much prefer you checked in. It helps them immensely to know your intentions and ensure you don’t meet a Hawk T1 coming the other way. No matter how good your look out, you are most unlikely to spot a T1 coming toward you.

Remember when routing north; talk or squawk (both if you can).

This month we have also had a GASCo Safety Evening. The number of member of attendees was respectable but I was surprised when some members told me they had no ides it was being held. This highlighted that not everyone takes time to look at the noticeboard or review other mediums we use; such as Facebook and this newsletter. We have therefore decluttered the noticeboard in the Club House and hope this help you spot changes on it.

Continued over the page...
Talking of the noticeboard I have started to put a list on it of ground stations that have converted to 8.33khz and will keep this updated on a regular basis throughout the year. However, if you haven’t yet upgraded your aircraft radio the onus is still on you to ensure that the ground stations you need to talk to have not converted.

Hopefully you saw my notice in the Club House that we are organising a Radio Operators Certificate of Competency training day (for those that don’t speak ‘CAA’ - a ground radio operators licence). I will shortly be in touch with those who put their name on the list to confirm the date.

At the time of typing this we are undergoing a complete change to the webcams. The 28 cam going off line prompted me to review what functionality we should have from the cams. Having explored this with several members and Ian Ross, I set a brief and asked Michael Atherton to review the functionality of the existing arrangement against it. To cut a long story short we have replaced both webcams. The old APP is now discussed and the new cams can be seen on an APP called UniFi Video. Simply download this APP from you APP store and login with the username and password of: Breighton. It really is as simple as that. Both cams will also be viewable via the Club website.

Turning to events; The Radial event saw a good line up of visiting aircraft and a tremendous amount of movements. Whilst the Collection Radials were U/S and we lost some visiting Radials to an event at Abingdon, the day itself was a great success with the primary attractions of the Bristol Hercules and Merlin proving very popular.

The Aero Jumble again proved popular with lots on sale and plenty of visiting aircraft. A big thank you Nick Houghton for bringing the Beech 18 and to all that help make the day such a success.

Rapidly approaching from the distance is the Hangar bash, which this year is on the weekend of 21/22 July. If you haven’t already, please put the date in your diary. I’d hate for this to flyby and for you to miss it.

Some of you will have noted that I have started to ask people to not stand airside. There is a good reason for this and I wish to explain. We allow a tremendous degree of airside access which, for safety reasons is going to change. The usual access will continue whilst the airfield is quiet; however, when it is busy, on event days, or at any other time deemed appropriate, airside access is only for those who require it. Please consider a closed gate or roped off area as boundaries put there for your safety and for the safety of those who are operating in that area. This applies to all areas of the airfield and if you are in doubt or would like airside access please speak to Alan, Andy or myself.

A serious note to end on and I hope you all understand.

Blue Skies

Charles
The Real Aeroplane Club presents

WINGS & WHEELS

FLY/DRIVE-IN BREIGHTON AERODROME
21/22 July 2018

HANGAR BASH:
LIVE MUSIC by Hot Foot Powder
(mix of music from the 1950s through to modern)

Gourmet BBQ
Saturday evening (including veggie)
Tickets: £15.00 (£5.50 u12’s) inclusive

Gin & Prosecco and general bars
provided by the Jug and Bottle
RAFFLE throughout the weekend

All aircraft welcome • Refreshments available • No landing fees
Hangar Party (Saturday Evening) with Meal and Live Entertainment

Further details: www.realaero.com facebook.com/realaero
Images: Andy Wood and David Butler