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EVENTS UPDATE 2018 / PHOTO COMP 2018

'MEET A MEMBER: FLYING IN THE FAMILY - BROTHER & SISTER TAKE TO THE SKIES

FROM THE CHAIR

 AIRCRAFT RECOGNITION QUIZ

ADVENTURES OF SDN LDR GINGER BISCUIT

8.33kHz NEW FREQUENCY
129.805kHz

On the 1st May 2018 Breighton Air/Ground Communications transitioned to 8.33KHz. The new frequency allocation is:
BREIGHTON RADIO 129.805
Breighton Events 2018

The Real Aeroplane Club's first fly-in of 2018 takes place on 6th May and, as usual, is open to all aircraft types, with pride-of-place given to those with radial engines. Our café will be open with a selection of meals and refreshments on offer. 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

06 May - Radial Fly-in
23 May - GASCo Safety Evening 19:00 (food is provided)
10 Jun - Fly-In & Aerojumble
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
23 Sep - Helicopter Fly-In
01 Dec - Christmas Party at York Marriott

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@hotmail.com
'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 at this point will be displayed at the fly-in and Aerojumble on Sunday 10th June and then in the club conservatory. 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 if you want or email the photos to rachelrealareo@outlook.com

All entries to be received no later than 6th July, thank you
I started having flying lessons in 1987 after getting hooked following a trial flight and two years later after much scrimping and saving, gained my PPL, flying a C152.

After about a year, I did my tail wheel conversion, and bought a share in a Chipmunk. I also tried aerobatics for the first time and won some small, local competitions. Always keen for a new challenge, I spotted a share for sale in a resident Tipsy Nipper, locally known as the Bumble Bee, and parted with £500 for a share in 2000. Having never flown a single seat aircraft before, the memory of that first flight is still with me. Flying the Bee brings me as much joy now as it did that first time 18 years ago, despite a couple of hairy moments!!

Wishing to get more types in my log book, I flew a friend’s open cockpit Taylor Monoplane, delighting in the new experience of being in the open air. I have also flown a Steen Skybolt and owned and flown Breighton’s resident Dart Kitten.

Whilst I don't possess the extraordinary skills of my brother, I am pleased to say that he is making a welcome return to GA and I hope to see him fly up to Breighton soon!!

Flying in the Family: brother and sister take to the skies...

by Kate Howe
As a trainee RAF pilot I first thought about the speed of the Jet Provost and then whether the Hawk would be too fast for me – when I flew the Lightning I was to discover what raw speed really meant. After 5 trips in the 2-seater (very cramped as it is only 11 inches wider than the single-seater) – solo in a Lightning F3 – my instructor’s final words were not to use reheat. He then trotted off to the tower to supervise me and ask that the fire crews were put on alert – normal practise for Lightning first solos. The Lightning was the first single-seat fighter I was to fly and sitting in the cockpit was a rather intimidating experience. The whole flight was characterised by me being somewhat behind the aircraft – especially as I immediately used reheat in the climb – it was not until the next day when the Grimsby Evening Telegraph reported the supersonic bang that I realised how far behind the aircraft I was!

Squadron life in the Cold War revolved around practise intercepts, combat, low level operations and practise firing the twin Aden cannons or the missiles. Additionally, Quick Reaction Alert was held with 2 fully-armed aircraft on 15 minutes alert night and day. I was to discover the Lightning was a delight to fly – well-harmonized flight controls, bags of excess power, excellent performance and very good low and high altitude capabilities. There was a large buffet margin, it span like a straight wing aircraft with very benign characteristics, and considering when the aircraft was designed, the single-seat cockpit was fairly well organised. On the other hand, the cockpit was cramped and you had to work hard to maintain a good lookout, the radar performance was limited (especially at low level), defensive counter-measures were non-existent and the weapons were dated. However, every last pilot who flew the Lightning was immensely proud and the spirit of those pilots was reflected in what you would expect of a single-seat fighter station.
At low level the Lightning was a delight – although the fuel consumption was eye watering. The F3 variant held roughly 7000lbs of fuel – including 264lbs in each flap I recall - and in reheat you could burn nearly 1000lbs/minute! The rumour that the Lightning was a short-range fighter was based on fact - and best fuel economy was achieved by shutting one engine down! I was fortunate to fly a F3 with no ventral tank – only 5000 lbs of fuel and the choice of trip was your own. In my case a quick dash (a truly amazing rate of climb) to the tanker for gas then combat with two F4 Phantoms. To give you an indication of performance, in this fit the aircraft could ‘super cruise’ – maintain supersonic flight without the use of reheat and it easily maintained 6 G at 320 knots.

Low-level day intercepts relied on visual pick-ups and usually ended up in a ‘Furball’ – a large dogfight – the more the better. With the first generation of missiles, stern only shots were possible with the fight then usually degenerating into guns range – 350 yards.

Night low level intercepts were very demanding. Over the sea the minimum height was 1500 feet – not low by today’s standards but in the early days there was no radar altimeter – so you relied on the pressure altimeter. The acceleration was phenomenal which often led to the somatogravic illusion of the pilot perceiving an upward pitching of the aircraft – which would cause a disorientated pilot to push nose down. The Lightning would tend to climb when accelerating hard and so you had to push slightly forward to hold a level altitude – which was not easy as the altimeter over read as it suffered from pressure error — so you had to watch the altimeter reducing as you accelerated to stay level! At 650 knots it over-read by 1700 ft so you had to fly with minus 200 feet on the altimeter to be level at 1500 feet! A very high workload and you also had to operate the radar, which was a skill in itself. Night Visual Identification procedures were also practised – close to 300 yards on the radar then join into close formation – often ‘lights out’ using only natural light.

QRA scramble - 2 Russian Bear 'Deltas' - rear gunner giving a friendly wave too! XR752 21 Feb 82
The Lightning excelled at high altitude – the climb rate was fantastic and the ‘Saturn’ profile where, from low level, you climbed to intercept high-flying targets was great fun. You could cruise level at FL 550 at mach 1.3 and some pilots have been ‘VFR on top’ above FL660 – albeit not for long!

Tanking was nearly a weekly occurrence but usually 4 trips in a day was the norm – my logbook shows 4 trips doing local airfield defence and a total of 55 minutes flying!

Combat was the ‘sport of kings’ – whilst 1v1 Lightning versus Lightning was a matter of handling skills, the multi-aircraft fights relied on close co-ordination between aircraft, large formation tactics and the ground radar stations would also provide valued input too. Dissimilar combat was practised against all types including the American Aggressor Squadron flying the F-5E. When pitted against the new generation of fighters, tactics had to be employed to confuse the other aircraft’s radar so you could sneak in for a lucky quick shot and then disappear.

In the circuit it was a bit of a handful – 180 knots approach, 175 knots threshold and 170 knots touchdown- if the brake shoot did not deploy the landing roll was significant!

In all, the Lightning was a fabulous aircraft that endeared itself to the pilots who flew it; however, it was antiquated in many ways, an engineering nightmare and the new generation of Air Superiority fighters were better in every respect.

Whilst it could be forgiving it was also an aircraft that demanded great respect, and unfortunately it claimed the lives of several pilots whilst I served at RAF Binbrook.

Photo 1: The Vulcan was converted to the refuelling role during the Falklands War. Myself in XP701 and Pete Boothroyd along side. 6 June 82

Photo 2: Taken from the back of a USAFE Hercules over the North Sea. XR720 21 Nov 85
As we roll down the runway of life gradually applying power with a steady count of 1, 2, 3 Mother Nature has clearly forgotten to apply a little rudder to keep us on the right track, and our course looks more like winter than spring. Not to worry though; we’ll carry on doing our thing to be ready for when spring finally arrives.

So, without further ado let me apply a little rudder to get my article back on track and bring you up to speed with airfield and Club matters.

8.33kHz
The beginning of May brings with it the airfield frequency changing to 8.33kHz, the new frequency being 129.805. Do not transmit on the old frequency. If you do not have an 8.33kHz channel radio I urge you to make the change as swiftly as possible.

General Data Protection Regulation
As the GDPR deadline approaches you will have no doubt received communications from varies organisations telling you of updates to their data protection processes. Well the RAC is no different and we are in the final stages of a systems and process review. Once completed, we will be sending out a standalone email explaining how we will look after and use the information we have about you.

Shower Block
The shower block is now open and available for use. We have organised for this to be cleaned on a weekly basis, however I ask that you respect that someone will use it after you and that you leave it in a clean and tidy condition.
Club Night
Historically Club night has been early evening on a Wednesday during the flying season, which isn’t necessarily convenient for many people. Whilst the mid-week get together on a Wednesday evening has recommenced and will continue, I wished to take the term ‘Club Night’ and use it for a different purpose. Club Night will now be used to denote something we are doing as a Club, late afternoon/ evening to come together to Fly and/ or socialise and will be a Club focussed evening social activity. For instance, this Sunday the 6th of May is the Radial Fly-in and provided the weather is suitable we will be bringing the BBQ out of hibernation, cranking up the gas burners and having a bring your own DIY BBQ. At the end of a what we hope will be a busy day what better way to relax, unwind and enjoy the tranquil side of the airfield. As always, all members are welcome to come along. There is no need to let us know in advance, just bring your food and refreshments.

If you have any ideas for a Club Night please do let me know. Other ideas being considered include:
• A meal laid on by the café
• A fly out for food
• A fly out for a night stay over
• A nau-exercise/ treasure hunt
• A movie in the club house
• Training: aircraft handling, prop swinging...
• Wine, Gin, Rum........ tasting laid on by the Jug & Bottle
• Swap a ride

Hangar Update
Many of you will have seen the progress with your own eyes. Suffice to say the build of the new hangars is on target for a July completion.

Chairman’s BBQ
Finally, some of you may remember that we had a very successful Summer BBQ a couple of years ago, which was a little more organised than the DIY style BBQ mention above. Due to the success of this I am starting to consolidate thoughts for a similar event. Watch this space for updates!

Blue Skies (come on Mother Nature, get your act together)
Aircraft Recognition Quiz...

by Cliff Whitwell
'Adventures of Sdn Ldr Ginger Biscuit...'

By Charlie Whiskey

Mayday, Mayday, Mayday, we are under a terrorist attack

Er, cancel that last request, I think we’ve shaken ‘em off

What the f....!!

I thought that landing took longer than usual!!