

Chilbolton Flying Club

NEWSLETTER

AUGUST 1990

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NEWS

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Don't forget - Leckford Hutt , Thursday August 9th, Club get together.

BENT WINGS TO BERNAY

Jim Atkinson

I'd been to France a few times but always in the company of a more experienced person to assist with radio, form filling and navigation, but for this trip I was to be the more experienced so I spent two weeks just doing the planning! (Almost as long as it's taken to write this story.) Dave Wise led me through the maze of customs, the old LAC and speaking clearly for French controllers in his booklet 'Crossing the Channel'. Myself and Charlotte, co-owner of Jodel G-ATWA, took off from Old Sarum on Saturday May 19th bound for Bernay via Lydd and Calais.

The leg to Lydd was uneventful - the only really exciting bit was using the radio because I normally fly with it switched off. Not too bad.

We met up with Mike Peare in a formation of two, bound for France but not Bernay. We also met Dick and Bill who confessed to taking a Cub to the Jodel Fly Out. I said "Well perhaps you could bend the wings." "Don't even think it !!!" was the reply.

So we got to mid Channel and the next psychological hurdle - I called Calais - they were VERY busy. Mike and his friends had taken off in front of us and I still had them in sight though they were quite a way ahead, I could hear them calling too. Eventually Mike took it upon himself to call us a formation of three, thereby releasing some of the workload on the controller. Although this had not been solicited I thought that since we were being called part of a formation then perhaps if we were given any instructions we had better BE part of the formation! So never mind all the careful flight planning and timing - bend the throttle and catch up! The next bit of fun was when, having been cleared 1,2 and 3 to left base, we could hear numbers 4 and 5 being cleared to right base, novel circuits - very French.

At Calais we met Ernie Horsfall of PFA fame and Peter Cawkwell of Fibreflow with Eric Ellis. Ernie very kindly offered to lead us to Bernay but I declined, thanks Ernie but this is OUR adventure!

So we and G-ATWA pottered on South over large fields with no fences or hedges between them - over tree covered ridges and valleys, down to Abbeville then on down past the sprawl of Rouen and the sinuous bends of the Seine untill at last Bernay was in sight.

One psychological hurdle I had not jumped was to telephone a French Hotel in advance to book accomodation, so we made inquiries at the club. At this point M. Pierre Bernard, an official of the Bernay Flying Club, took us under his wing and insisted we stayed with him - There were nudges and winks and lots of French haw hawing going on but the general merriment and bonhomie implied that M. Bernard was OK so off we went. Chez Pierre we were introduced to his wife Loisetette as les petites anglaises and since neither of them spoke English it was quite a challenge to the two of us to communicate. We were shown our room and the small double bed (or was it a large single!) that we were to share - Charlotte commented " it can't be any more cosy than a Jodel 1050".

We were whisked into town to have a look round and spent the first 15 minutes enjoying the French habit of sitting outside a cafe with a drink, watching the world go by. We got into conversation with an Irishman on a cycling holiday with his 6 year old son and later we were joined by two of our compatriots from the airfield - in fact the town was swarming with Brits! Bernay is a charming place full of ancient timber frame houses sagging and lopsided but very picturesque. We bought wine, cheese and pastries before being whisked back for le lavé au chat (quick wash), change and back to the airfield restauraunt for the Jodel dinner.

We were sat opposite Dick and Bill, the Cub Duo and next to Brian with the rest of the Barton Crowd. Brian kept us all laughing with his 'Northern lad in a foreign country' comments. They were all good company through the 6 course meal - smoked salmon, scallops, ice cream in calvados, duck, more ice cream , coffee and brandy. M. Jacques said a speech of welcome and Peter Underhill, our esteemed Chairman managed to say a few words despite severe heckling from the floor.

On Sunday morning we ate breakfast with Pierre, Loisetette and Brian and learnt more about each others family and lifestyle - it was all a bit difficult in French but with lots of encouragement and enthousiasm we got it all vaguely translated. Back at the airfield Brian gave Charlotte and myself a flight in his Emeraude G-BHEK and we gave Brian and Bill a whizz round in G-AIWA, then we said our farewells.

The leg to Calais went fairly smoothly until I realised that we were almost there but had not heard anything on their frequency - it helps if you turn the volume up! Then it was mad panic to get a message in 'cos they were very busy again. The Cub Duo joined us as we finished our flight planning and I went off to file the flight plan. Have you ever had the pleasure of filing a flight plan on the Minitel Computer at Calais?! An excellent set of instructions lead you through the plan and should you make an error as I did - pas de probleme - there are cancel and alter keys, these however did not seem to work quite as I wished and by the time I gave up and phoned air traffic it was past my planned take off time. ATC invited me upstairs where I filled in the form (it took 35 seconds) and they wished me Bon Voyage. Downstairs I found Dick at the Minitel - between the two of us we got further than I had but I had to dash so left him to it. Later it transpired that he had also ended up in ATC filling in the form to which the Controller had said, with a Gallic shrug of the shoulders "The Minitel, it is bad for pilots, it is bad also for the controllers."

At Lydd a very mean crosswind was waiting for us and we laughed as we went this way and that on the approach but G-AIWA landed herself prettily and taxied in.

Last leg to Old Sarum - eating French pastries in a French aeroplane 2000' over the green English countryside. Final comment from Charlotte, " That weekend will take some beating!"

FLYING LIGHT AEROPLANES IN THE USA

For some reason I don't quite understand, flying is incredibly cheap in the USA. For example, in California you can rent a Cessna 172 for as little as 38 dollars an hour wet which is about 28 pounds! You can also rent a Cessna 150 for 28 dollars an hour or about 18 pounds!! These rates get you basically equipped airplanes, mode C transponder and a Nav/Com. You pay a bit more if the airplane is equipped for full airways - would you believe 42 dollars an hour for the C172!!!

Not only is flying cheaper but the weather is much nicer in California where the sun is virtually guaranteed 7 days a week. There are no landing fees no matter where you land and there are superb services available to the VFR pilot. All this was the carrot before me when I recently visited the west coast on business. It was quite an experience and this report summarises my impressions and the key aspects of flying there.

Before you can rent an aeroplane and fly solo in the USA you need to have a licence issued by the Federal Aviation Authority (FAA). Fortunately, this is easier to obtain than you might expect. The FAA and the CAA have reciprocal agreements that allow each to issue a licence that piggy-backs onto the other. In practice this means you simply make an appointment to see the FAA and present them with your CAA license, medical certificate and passport. You fill out a form, they photocopy your documents and issue you with a temporary license and a promise to post you the real licence within 120 days.

As soon as I arrived on the West coast I started to phone around the local flying clubs or fixed base operators (FBO's) as they are called there. The best one I found was Amelia Reid at Reid-Hillview. They required a 4 hour checkout but no membership fee and their rates were incredibly cheap as I have already mentioned. A four hour checkout may seem a lot to somebody already used to flying in the US but to me it proved to be just right giving plenty of time to get used to the C172, the local area and the RT which all comes at one speed - fast!

The main impression one gets is how easy it is to fly there. You can land anywhere and you don't have to pay any landing fee! This includes international airports like San Jose which lie in their own Controlled airspace called an ARSA (Airport Radar Service Area) which is similar to our SRA.

There is also much more on offer to the private pilot than in the UK. For example there is an excellent weather-briefing and flight plan filing service which is available by dialing an 800 number and is therefore free. After dialing the main number you are given the opportunity to dial further codes to obtain the recorded weather reports for the areas of interest or your own personal weather briefer who will tell you what to expect along the route you give him. He will also tell you any relevant NOTAMS - what a service! Another code allows you to dictate your flight plan which is then entered into the flight plan computer and can be activated after takeoff by calling a local Flight Service Station (FSS). One must be very vigilant to remember to cancel the flight plan at the termination of the journey as they will start to wonder where you are - I found this out the first time I used the service!

Another nice aspect is the set of fixed frequencies that cover key services such as Airport Ground (121.7, 121.8, 121.9), Flight Watch Weather (122.0), FSS (121.5 - emergency, 122.2), Unicom (122.7) for fuel, food and lodgings and Unicom (122.8, 123.0) at uncontrolled fields. These frequencies are always available throughout the whole US. Thus for example when the tower tells you to "contact .8 off the active" they mean contact ground on 121.8 after vacating the runway. The Unicom frequency allows you to call up and inquire about fuel, food and lodgings. Imagine calling up Southampton asking the best place to eat!

To be continued

Phil Russell

TECHNICAL

TECHNICAL

C of Gs Do'nt Matter on Microlights !

When you did your exams you knew as a matter of theory that the C of G should lie within limits. Too far back and you stall and spin easily, too far forward and you cannot get the nose up to land cleanly, every one a "wheelbarrow" nose wheel first. Then you forget all about it "That is Big aeroplane stuff". 'T'aint so!

I was flying with Derek Piggott in the Chevron, G-MVIP, on a hot, flat, calm day, my landings were worse than ever. Even Derek couldn't get a clean landing. Then he had a thought; we are both average size 5 ft 10 and 14 stone, both sit well forward with cushions behind us. Where is the C of G? He was dead right, we were flying with the aircraft out of C of G limits! A rough calculation, using the original aircraft weight, which can't have changed much, shows that with an average of 4" of cushions behind us the aircraft was 1.2" in front of it's forward C of G limit. No wonder we couldn't hold the nose up on landing as we lost speed.

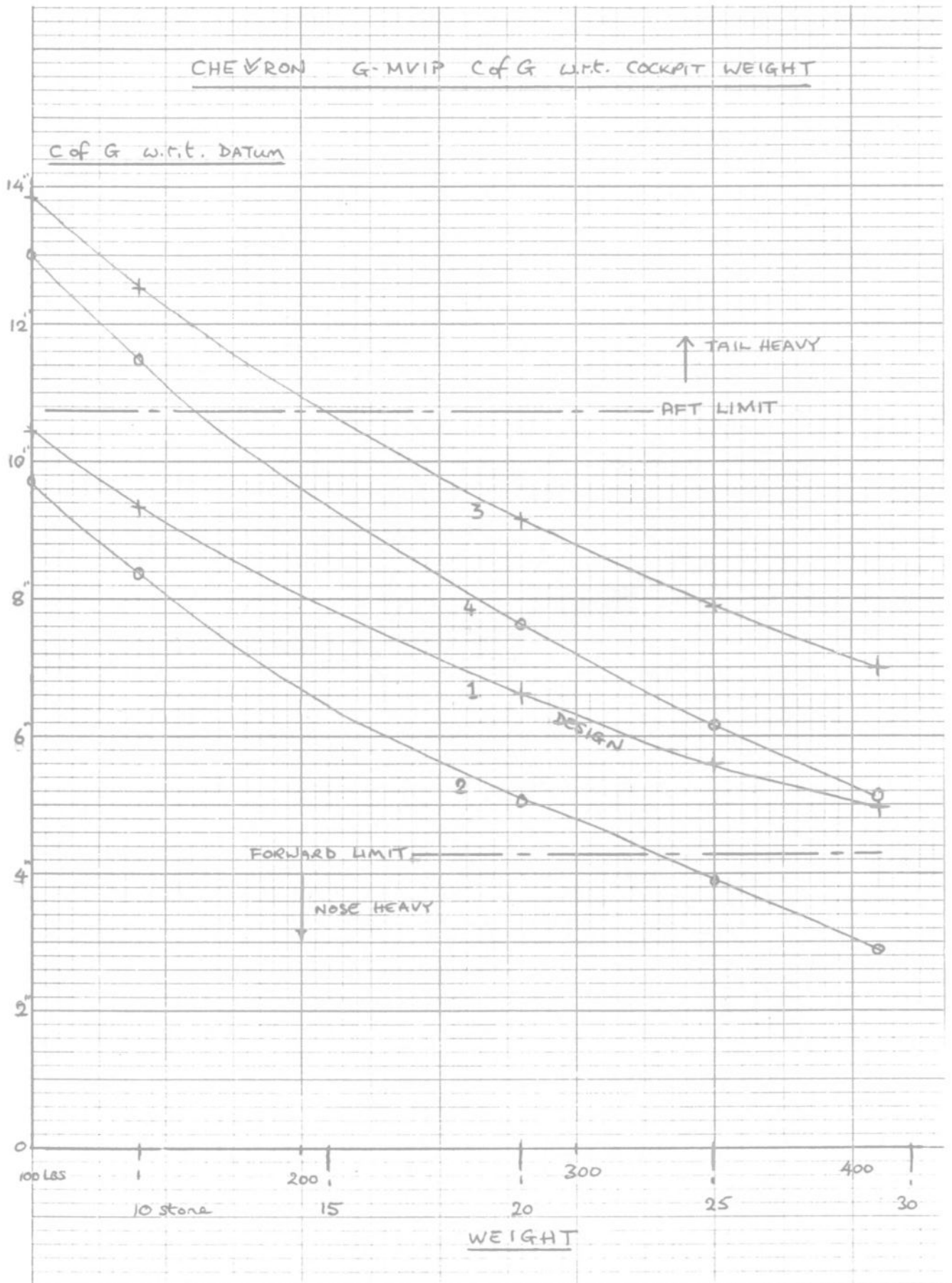
It looks as if we needed about 10 lbs (two house bricks) in the tail to get the C of G back an inch within limits.

The diagram is a plot of In cockpit weight against C of G and shows

1. The Design condition , Pilots sitting with their backs to the bulkhead.
2. Both pilots sitting 4" forward.
3. Trim weight of 10 lbs and condition 1.
4. Trim weight of 10 lbs and condition 2.

It looks as if the Chevron needs for us to carry trim weight and removable ballast for lightweight solo pilots.

I.Arkieson



Chilbolton Flying Club

CHAIRMANS BIT.

At the July meeting we discussed at quite great length applying for an amendment to the flying hours that have been restricting us since the end of last year. For those who were not present I will set out the points discussed.

A letter has been received back from Tecplan who are the Planning Consultants that were successful in appeal for the Cheshire Club. The letter is quite lengthy and is included separately but the big problem is that it would cost £2000 to proceed with them. Mark Henson suggested a fighting fund to raise the money. After discussion it was decided that it would be better to try for ourselves as this would cost only £38.00 for the Application and then if we were not successful we could think of raising the money for an appeal.

The fighting fund would be arranged so that differing amounts of money could be donated and the size of the donation would determine the future benefits to be gained. We have not looked at the detail but perhaps a donation of say £50.00 would give the benefit of 3 years free membership. Only 40 such donations would be required to achieve £2000.

Since the Club Graham Langdon and myself have been to see Peter Boitel-Gill and he is quite positive about the idea although he feels that he must resign as President as this venture must not be seen to be a means of Chilbolton Properties (his company) gaining advantage by the back door. This is understandable as outsiders would think the worst. The application that we put forward will be strictly for club members only.

Any member of the Committee would like to hear if you are willing to participate in a donation in the future as we need gauge the way in which we proceed. Also any means of raising money suggestions are all welcome.

It was also suggested that all past members receive this News Letter so that they can be aware of the efforts that

are now being directed towards having the same Flying that we enjoyed previously.

Due to the Sunday restriction in particular the membership has been decreasing over the last year and as a consequence it will be necessary to seriously consider raising the Subs. Our policy has been to keep Fees as low as possible always aware of our tenuous existence at Chilbolton. However the time has come to fight or die and we are going to fight and every ones help will be needed. If this means increased fees they will be kept to a minimum but there is a lot to be gained from this Application and if successful we will look after our existing members so your support is desperately needed now and for the next few months.

Again I would like to ask everyone if there is any way in which they are able to contribute, maybe you have had experience with Planners or have a tame Solicitor who could give some advise. Or do you know any of the local Councillors. The committee names are included in this News Letter so that you can contact them.

Brian Baker reported that a Cessna had landed at about 18.45 on the previous day. I took the point up with Peter and apparently the Pilot had express permission to land late. He had taken the machine away for maintenance and due to an unforeseen delay could not get back before 18.00.

Lesley Maynard.
Chairman.

Committee Members.

Lesley Maynard Chairman.
Old Post Office Cottages
Hamptworth
Salisbury
SP5 2DT (0794 390638)

A. Dobson
Chimney Pot Cottage
Lovedon Lane
Kingsworthy
Winchester (0962 882553)

G. Langdon
Wolversdene
Whitenap Lane
Romsey
Hants (0794 512072)

Jill Atkinson
77 Winchester Road
Whitchurch
Hants
RG28 7HW

R. Davis
6 Cranbourne Road
Muswell Hill
London N10 2BT (081 883 8638)

C. Thompson
Woodside
Sutton Wood Lane
Brighton
Alresford Hants.

M. Hinge
Old Post Office Cottages
Hamptworth
Salisbury
SP5 2DT (0794 390638)

14th June 1990

Lesley Maynard.
Chairman.
Chilbolton Flying Club,
Martins Lane,
Chilbolton,
Hampshire.
SO20 6BL

Our ref : KSS/C186/90

Dear Ms Maynard,

Chilbolton Flying Club.

We refer to our letter of 23rd May 1990 and your telephone conversation with our Partner, Kay Sheffield on 6th June 1990. We regret that we have been unable to respond in detail any sooner.

We have studied the information you have sent us and in considering the questions you have raised, we understand that :

- 1) The planning application submitted in 1988 was for the use of the site and facilities by aircraft in general, and did not exclude recreational flying, and further that no specific reference to microlights was made as part of the application detail ;
- 2) The planning permission granted relates to the use of the site and facilities by 'aircraft', and does not define the category or categories of 'aircraft' to which the planning permission relates ;
- 3) The CAA definition of microlights includes them in the general category of aircraft ;
- 4) In spite of the somewhat ambiguous reference in the minutes you sent us of the Planning Sub-Committee's consideration of the application, it would appear that it was for the committee to consider the question of the use of the site by microlights and to advise thereon. (We presume that 'advise' in this case means advise the applicant). As far as you are aware there has been no approach from the District Planning Authority in this respect;
- 5) On behalf of your Club, you have made several attempts to discuss the situation with the District Planning Officer, and have been unsuccessful in doing so.

In response to your first question as to the legality of the use of the site and facilities by your Club, and on the basis of the above information, we are of the opinion that the planning permission authorises the use of the site and facilities by microlights. The authorised use of the site

PARTNERS:

SUE GLOVER, B.A., M.C.D., M.R.T.P.I. 64 Penfold Way, Dodleston, Chester CH4 9NL. Tel. Chester (0244) 660337

KAY SHEFFIELD, B.A., Dip.T.P., M.R.T.P.I. 10 Highfield Villas, Mold, Clwyd CH7 1PW. Tel. Mold (0352) 55025

and facilities is governed by the conditions of the planning permission and these must be observed by all users of the site and facilities to avoid any justifiable allegations of breaches of planning control.

Your second question related to the chances of a successful outcome to any application for increased hours of usage of the site by your club. It is difficult to predict the outcome of any planning application and you will appreciate that, irrespective of the objective merits, if any, of an application of this nature, there is a considerable subjective element relating to the weight likely to be given to local objectors by the Officers and Members of the District Planning Authority. Without considerable local research and discussion we cannot properly assess this element. Without first hand knowledge of the site and its locality we cannot give you an adequate assessment of the amenity and traffic aspects of such an application, and it seems to us that these would be the two key factors involved.

However, it appears to us that it would be preferable simply to submit a planning application for the variation of the relevant condition of the planning permission. The fee for such an application is £38.00 and the procedures for submission are uncomplicated. Our advice therefore is that you should not undertake the lengthy and expensive process of assessing the chances of gaining planning permission and that you should submit an application on the basis indicated above. If the District Council were to refuse the application you have the option of appeal and you would then have the advantage of being able to assess and to attempt to refute the reasons given by the District Council for refusal.

If the District Council were to grant planning permission it would necessarily be subject to conditions and this aspect leads us on to consideration of your third question, which was whether an application would jeopardise the rights you currently have for the use of the site and its facilities.

This question essentially is one of planning law and for a definitive answer it would be necessary to consult a solicitor or barrister specialising in this legislation. However, our opinion is that if your application is solely for a specific variation of the relevant condition of the original planning permission, then the powers of the Local Planning Authority are limited to consideration of the proposed variation. The District Council may, if permission for the variation is granted, impose conditions which would restrict the exercise of the variation proposed. The District Council cannot, by means of conditions imposed on such a permission, remove rights conferred by the original planning permission of which variation is sought. If the District Council should seek to do so, such conditions are subject to the normal appeal procedures.

In addition, conditions imposed upon a planning permission are of no effect until the permission is implemented. In other words, if you do not carry out or start to carry out the operations authorised thereby, the permission will not come into force and, after a certain period of time, will lapse. A potential difficulty here is that a single action, for example, a late flight within the hours authorised by the permission for variation, could be taken by the District Council to constitute implementation of the permission and the conditions would thus come into force. If you found the conditions unacceptable and if the appeal procedures had not been successful you would then have a problem. It would minimise the risk and, incidentally make the proposal more acceptable to the District Council, if you were to seek permission for a temporary period of say 12 months. It would then be your option to decide whether or not to seek renewal upon expiry of the permission. Any conditions imposed would expire with the permission.

Chilbolton Flying Club Continuation 2

We must emphasise that the above are our preliminary opinions, based on the information you have sent us. If you wish us to confirm these opinions it is essential that we have a full copy of the planning application as submitted, together with any post-submission modifications which may have been made, and a copy of the Decision Certificate.

We can, if you so instruct, submit an application on your behalf on the basis of the advice given earlier in this letter. Our fee for making such an application would be £2000.00, inclusive of expenses but exclusive of VAT, of which 75% would fall due upon submission of the application and 25% upon receipt of the Decision Certificate.

This fee provides for our visit to the site, discussions with the appropriate officers of the District Council, the preparation of the application documents including an explanatory statement, the submission of the application and for dealing with any queries or requests for further information during the course of the application.

You will appreciate that we have spent some considerable time in considering your case and preparing this preliminary response. Should you decide to instruct us to submit a planning application on your behalf, our fee of £2000.00 will include our charge for this response. If you decide not to instruct us further in this matter, our charge for this response is £140.00 plus VAT, and our invoice in this respect will be forwarded to you at the end of June, for payment by the end of July.

We trust that the information contained in this letter is of benefit to you. Should you require any further information, or clarification of any point, please do not hesitate to contact Kay Sheffield.

We look forward to hearing from you.

Yours sincerely,

Kay Sheffield

TECPLAN

- IMPORTANT ANNOUNCEMENT -
THE CHILBOLTON FLYING CLUB ANNUAL GENERAL MEETING WILL BE HELD AT
THE LECKFORD HUTT ON THE A30 ON THURSDAY SEPTEMBER 13TH. AT 7.30 PM.

DIARY DATES
AUGUST 4-5TH

Round 6 of the Nationals at Hinton-in- the
Hedges. Contact Malcolm Mc Bride.
0295 811939.

AUGUST 19TH.

Devon and Somerset Fly-in. In aid of the
RAFA. Venue Taunton Agricultural Show
Ground. (0836 640681) or radio 129.825.

SEPTEMBER 2ND.

Battle of Britain Memorial Rally. Contact
Caroline Hoy. (0295 76650 0295 76472)

EVENTS DIARY

Do remember to check before you set out.

Aug 3-5	Aberdeen	Granite City Rally	04676-654
Aug 3-5	Fenland	Aerobatics — Fenl'd & Falling Leaf T'phy	021-554-2117/021-233-3880
Aug 3-10	Clumber Park, Worksop	Hot-Air Airship world championships	
Aug 4	Bexhill	RAFA Display	
Aug 4-5	Lakenheath	USAF Open Days	0638-523000
Aug 4-5	Hinton in the Hedges	Microflight Competition	0295-811939
Aug 4-5	Blisworth (farm-strip)	Beagle Pup Club fly-in — PPR	0604-858112
Aug 4-5	Hayrish Farm, Okehampton	Int. Auster Pilots Club fly-in — PPR	0603-738279
Aug 4-12	Sibson	Parachute British Nationals — Relative work	0533-785271
Aug 5	North Weald	Jodel Club fly-in — PPR	037882-4510/0604-890512
Aug 5	Old Warden	Shuttleworth Battle over Britain Display — PPR	076727-288
Aug 5	Baginton	Wings & Wheels Display	0203-301033
Aug 5	Whitburn, Sunderland	River Wear Display	0959-72277
Aug 5	Swinderby	RAF Open Day	0522-86421
Aug 8	St Mawgan	RAF Display	0637-87201
Aug 10-12	Ashton Court, Bristol	Balloon meet	0272-637216
Aug 10-12	Tamworth	Balloon meet	0827-281796/590073
Aug 10-12	Schaffen-Diest	(OO) Belgian Vintage fly-in	01032-133-11496/35405/35581
Aug 10-12	Birrfeld	(HB) RSA Swiss national homebuild fly-in	01041-37361352
Aug 11-19	Dunstable	Gliding Competition — Junior Nationals	0582-663419
Aug 11-19	Enstone	Gliding Competition	060872-461
Aug 12	Wroughton	Sci. Mus. fly-in	0793-814466
Aug 12	Jurby, IoM	RAFA Display	0624-878605
Aug 17-19	Arbury Hall, W Midlands	Balloon meet	0203-382838
Aug 17-19	Northampton	Balloon Meet	0933-57755
Aug 18	Hucknall	PFA East Midlands Strut Robin Hood fly-in (prov.)	0283-42280
Aug 18-19	Headcorn	Precision Flying Competition	081-946-6950/0237-471529
Aug 18-19	Woburn Abbey	DH Moth Club fly-in — PPR members only by air	0442-862077
Aug 18-19	Shobdon	Handicap air race	0273-461182/0903-40629
Aug 20-30	Netheravon	Parachute Competition — Army championships	- 0533-785271
Aug 25-27	Exeter	Display	
Aug 25-27	Brighton	Fly-in & display	0757-289065
Aug 25-27	Portsmouth	RN Dockyard open days	0702-822351
Aug 25-27	Campsea Ashe, Suffolk	Balloon meet	0728-747095
Aug 25-Sep 1	Ludlow	Balloon British national ch'ships	
Aug 26	Leicester	Display	053759-3484/2360
Aug 26	Texel	(PH) Historic fly-in	01031-2220-11267
Aug 26-27	Burton Constable	Burton Constable Hall fly-in	0964-562400
Aug 27	Lands End	PFA Cornwall Strut fly-in	0579-20487
Aug 27	Compton Abbas	Bank Holiday fly-in	0747-811767
Aug 27	West Malling	Warbirds Display	0293-883213
Aug 27	Staverton	Display	0664-65036
Aug 27	Eye, Chelmsford	Balloon meet	0728-747095
Sep 1-2	Crosland Moor	Fly-in & camp	0484-654473
Sep 1-2	Leicester	H cap air races — Kings Cup & Stewards Cup	0273-461182/0903-40629
Sep 1-2	Aachen	(D) Vintage Piper fly-in	
Sep 2	Old Warden	Shuttleworth Display — PPR	076727-288
Sep 2	North Weald	Historic & Vintage a/c fly-in — PPR	037882-4510
Sep 2-9	Farnborough	SBAC Air Show	071-839-3231
Sep 8-9	Wroughton	Sci. Mus. festival of transport (a/c collection open)	0793-814466
Sep 8-9	Seething	Aerobatics — Roy Legg & Tiger Trophies	021-554-2117/021-233-3880

Please send all articles for inclusion in the newsletter to
myself, *Tue Atkinson* at 77 Winchester Road, Whitehock,
Hants, RG28 7HW. ANYTHING! gratefully received.

Jill