

POPULAR FLYING ASSOCIATION  
IPSWICH STRUT

PFA  
1973

NEWSLETTER CHRISTMAS 1973

Chairman Bob Lockwood has for personal reasons resigned as Chairman, but has promised his continued full support for all things PFA. Bob, our first in the chair, has been a real stalwart and was largely responsible for getting us started.

Meetings. December 1st nosh. See Jim Empson's report.  
Jan 7th 8pm, Margaret Catchpole pub, Cliff Lane.  
Ipswich. Film.  
February 4th. 8pm. Maggie Catchcold again.  
Mighty Eighth and Mustangs.  
March & April. Ideas wanted, please.

Fuel. This is the topic of the moment, and what is worse, we don't know how we are likely to be affected. A list of members is attached so that car sharing arrangements can be fixed up. Avgas, so my spies tell me, is very low on the refinery priority list, as most commercial aircraft now use Avtur, and our case has not been helped by prestige executive twins taking the Chairman's wife to Paris for a shopping spree. If you are contemplating using car fuel in a aeroplane, DON'T. It looks and smells the same as Avgas but petrol differs as follows:-

1. Much higher vapour pressure, with an increased tendency to vapour locks and an embarrassing silence.
2. Avgas is a "straight" 100 octane spirit, whilst petrol is a mixture of various octanes and additives, causing pre ignition if used in aircraft engines.
3. Petrol contains corrosive additives and will also form gum deposits on valves etc. (Avgas has a valve seat lubricating component).
4. Petrol has poor storage stability, and petrol kept in fuel tanks/<sup>for any time</sup> will suffer loss of octane rating due to evaporation.

Jim Empson's bit .....

Notes from Juliet Echo -

My thanks first of all, to all those who attended the dinner. <sup>112 attended</sup> The response was most gratifying and made me feel that my efforts had been worthwhile. The intention had been to break even on the seats and make a small profit on the draw. In the event, three people did not attend which meant that most of the profit made was used to cover these lost places. Guest of honour, David Faulkner Bryant and his charming wife Ann, certainly seemed to have enjoyed themselves and was suitably impressed by our solidarity. Lets keep it up.

Chris Crowther, C.F.I. of the Bentwaters and Woodbridge Aero Club 'phoned me recently with an invitation to a social evening at the N.C.O's club, R.A.F. Bentwaters on December 17th. The intention is for a buffet supper which will cost a dollar a head, and to show a film with a flying flavour. However, owing to fire regulations, seats are limited for our party to twenty six only, so it will definitely be those who ring me on Ipswich 58185 first, who will be the lucky ones. I suggest that we meet at the rear of my business premise in Blackhorse Lane, Ipswich where ample car parking is available, and fill about six cars, to save fuel (has anyone got a minibus?)

An idea I had recently was instantly agreed to by Jolly John Wright, that we hold a fly in on his strip on Boxing Day. This should provide a welcome breath of fresh air after the slothfulness of Christmas Day and provide a navigational exercise par excellence to both aviators and motocross exponents, since it is buried deep in the Suffolk countryside. The strip will be P.P.O. to those flying in (Ring John, on Charsfield 223 for this) and no unnecessary beat up's please. We do not want to cause John any trouble. Only three aircraft have operated from there so-far, his

own Jodel, the Bent-throttle Group Nipper (ex property of the President of the P.F.A.) and Rallye G-AWDB flown in by yours truly. The best landmark for aviators is Debach airfield. Fly along the runway which has the Mushroom buildings on, from South to North and John's Strip is about  $1\frac{1}{2}$  miles further on. However, for those who cannot still find it, don't give up too soon, as someone will attempt to get airborne and show you the way! The co-ordinates are approx. Lat.  $52^{\circ} 10'$  E Long  $1^{\circ} 17'$  Runway length 1,500' 05-23. Wires on approach to 23 No fuel. For those attending by road, the navigational task is even more exacting. Best method is to proceed from Ipswich to Tuddenham where you turn left thro' the village onto the Otley Road. Maintain your heading along this road to the Clopton Crown where you take the left hand fork to Monewden. Follow your nose along this road and just as you realise that you are hopelessly lost, you will find Cherrytree Farm on the right. Try and make it by 11 o'clock, as John has promised a ploughman's lunch of (Plough's will be provided so don't bring your own), cold Turkey and bangers. John is one of the most generous men I know but there is a limit I feel, to what one member should do, so why not bring your own hip flask to keep out the cold!

The report in local papers recently regarding that expensive landing strip on Nacton Road was quite illuminating. It would seem that the present lease is for no more than 14 years. Channel Airways had negotiated a lease not long before their collapse until well into the twentyfirst century. Although invited, no local councillors attended the meeting called by the management recently to show them how the alleged £100,000 had been spent on improvements to the premises. Do you remember the days when we used to be as happy as the proverbial pigs in sh\*\* there? It now stands a place totally lacking in atmosphere.....

During his speech, David Faulkner-Bryant presented the strut with a memento comprising a size 9 bowler hat with a pair of MKV goggles on them. It is hoped that the landlord of the Compasses, Jack Easedown (ex Martlesham test pilot) will agree to let us keep them there, together with other souvenirs we may collect, including some salvaged from E.A.F.C. days.

Strut member Tom Connor tells me that some Seething boys have bought themselves a Rogollo hang glider in view of the fuel situation! It came from a fellow who broke his leg on his very first flight. After buying it for £300, he agreed to sell it for less than £100!

I have a 6" circular saw and a bandsaw for sale if anyone is interested.

With the seasons best wishes - Jim

Funnies. If you've heard them before, please give me better ones for next year.

1. The part owner of a Tripacer pushed his bird out of the hangar, did all the things for a cross country, took off, and reported a handling problem as soon as he was airborne. He staggered round the circuit and made a very shaky landing, watched by his partner who had just arrived with the rudder, removed for a fabric repair.
2. The crew of a small Australian airline used to leave the public address system on, as passengers enjoyed ~~anyway~~ listening to the radio patter etc. After a difficult approach, the captain was heard to say "Whew. What I need now is a hot woman and a cold beer". The stewardess rushed forward to remind the crew that the P.A. system was live, and a passenger called after her "Don't forget the beer!"
3. During a type rating examination, the nervous second officer was asked by the very senior check captain "Can the undercarriage of this aircraft be raised whilst it is on the ground?" The N.S.O. thought very carefully, and suggested that if this microswitch relay was isolated that override lock fuse was removed, the undercart could indeed be raised. "No" said the check captain "All you would do is to lower the aircraft."

4. Overheard .....

"Gatwick Tower this is November Hotel, I know you believe you understand what you think I said. But I am not sure you realise that what you heard is not what I mean.....over".

5. Pilots Notes 1911

Back in the old days operating instructions for aircraft were relatively simple. The following is quoted as an excerpt from the operating instructions issued with the 1911 Glenn Curtiss 'Pusher' Airplane.

The aeronaut should seat himself in the apparatus, and secure himself firmly to the chair by means of the strap provided. On the attendant crying 'contact' the aeronaut should close the switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.

Opening the control valve of the motor, the aeronaut should at the same time firmly grasp the vertical stick or control pole which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward, and the aeronaut should govern its direction of motion by use of the rudder bars.

When the mechanism is facing into the wind, the aeronaut should open the control valve of the motor to its fullest extent at the same time pulling the control pole towards his (the aeronaut's) middle anatomy.

When sufficient speed has been attained, the device will leave the ground and assume the position of aeronautical ascent.

Should the aeronaut decide to return to terra firma, he should close the control valve of the motor. This will cause the apparatus to assume what it is known as the 'gliding position', except in the cases of those flying machines which are inherently unstable. These latter will assume the position known as 'involuntary spin and will return to earth without further action on the part of the aeronaut.

On approaching closely to the chosen field or terrain, the aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on terra firma'.

6. "It isn't what you know that counts. It's what you think of ..... in time".

Legal Bumph

Information Circular 115/73 26/11/73 has just been published entitled "Effect of Rule 5 (Low Flying) on taking off and landing at unlicensed aerodromes". The gist of this one is that the low flying exemption (Rule 5 of Rules of the Air and A.T.C. Regs.1972) only applies to licensed airfields, and users of unlicensed fields are required to comply with the whole of Rule 5, except Rule 5(1)(e) - the 500' clear of anything, from which specific exemption is provided by Rule 5(2) (d) (i).

Pilots using unlicensed airfields must not:-

- a) fly over congested areas etc. adjacent to the airfield at a height lower than the rules quoted, or
- b) fly within 3000' of an assembly of more than 1000 persons gathered in the open air, other than at an airshow, without permission from the relevant CAA Divisional Office.

Permission to use an unlicensed airfield does not absolve pilots from compliance with the above.

Subscriptions.

The Strut sub of £1 falls due on 1st January 1974, so if you haven't paid within the last month or two, would you please slip a quid at your earliest convenience. Part of this will pay for one years supply of these witty informative and erudite newsletters.

And a Happy Christmas.

Gerry Stephenson.

Late News

I was very sorry to hear that John Adams broke his leg on Friday 7th December; a compound fracture whilst playing golf. We hope he will soon be up and about again.