



The TrimTab

The monthly update of
the Lancashire Aero Club
December 1993 Issue 3

Editor's Bit

Working in his dingy, cobweb-bedecked office, Bob Cratchitt (alias your Editor) sweats blood to get a Festive TrimTab out to you lucky people before Christmas Eve. Scrooge (alias The Committee), ever watchful of the pennies, allows another half-candle for extra warmth in order to complete the Xmas missive. "Please Sir, can I go to the clubhouse for some refreshment?" pleads Bob. "Humbug" replies his master, "keep working you ungrateful wretch, and in any case the clubhouse has closed for the night..look it's 4pm already".....

Publisher's Note:
Mike Edwards was editor of this issue.

No, it's not *quite* that bad, though to the uninitiated it might seem so. The problem is that we've gone into a spiral dive as far as social attendance & participation is concerned, & economics and consideration for our staff safety late at night have forced recent decisions regarding the clubhouse. If you were a fly on the wall at recent Committee meetings you'd know it's a matter of grave concern that our social side has lapsed badly in 1993, and that several of

us are determined to pull out of the dive before we hit the deck.

So, while festivity and goodwill to all men (even Committee members & Instructors) is about, we're making efforts to get 1994 organised and lively. Please can you respond positively, as in the end it's down to you to **be** the social life of LAC. So far, we've decided the following:

We will purchase a replacement TV for the broken one we currently have. We can then use the video as well!

The fruit machines are being set to 78% payout **and will remain so unless decided by the Committee**. This should ground complaints that the machine does not pay out well enough to be worth playing.

A full social calendar is being drawn up and planned by our social sub-committee (and you are welcome to help out, incidentally). A notice has gone up asking for **Your Ideas** as well as ours - we want to stage events that you will come to, so please help us help you.

More flying events will be planned by Alan Luty and myself, with the help from the North West Strut of the Popular Flying Association. For those of you who don't know about PFA, we'll publish an article explaining about it in TrimTab Issue 4. Suffice it to say, they've put us to shame as regards social events in 1993, so we're keen to tap into their enthusiasm and

experience, to the mutual benefit of both them and us.

It struck me when I joined the Committee in September that the main problem was one of communication. I now realise that there is a related and symbiotic word that we need to consider -- Community. If we can get the spirit of communication and community prevailing once more, I guarantee you'll see a few more smiling faces around the club. That's what I want - and I'm sure that's what you want as well. A Peaceful Xmas & a **HAPPY** New Year to you all!

operator (and a few more duties besides)? We'd like to offer the role to a member before advertising in Flight magazine, so here's your chance.....

On Jan. 8th 1994, Geoff Dodd of Mcr. Helicopter Charter will be running a guest flying day. You'll see lots of Joe Publics in the clubhouse on that day; they have been allowed to use our facilities, and this should benefit us. *Could we ask you all to treat them well, and be enthusiastic and cheerful with them?* They could be potential club members if they come away with the right impression of the club, and it's something we've fallen down on in the past.

Barton Visitor Centre (BVC)

The latest news on the BVC is that we have had a slight setback, in the form of planning permission being required to move the Portakabins. On the bright side, this gives us more time to plan and organise. When it comes to the move itself, has anyone out there got a large flat bed truck we can use at cost? This will save us on the crane/truck hire commercial rates being quoted.

The other bright bit is that Salford Council are very keen on the idea, so the permission should go through OK, and they will then assist and liaise with us to bring our PR profile back up where it belongs.

Events Review:

Grant, who has manned our radio operations for quite some time, is leaving to take up duties with Air 2000. We wish him well in his new job, & thank him for his service to us. This leaves a position which we are looking to fill. Do any members want to take up the (paid) position of radio

Forthcoming events:

Membership Renewals must be received by **16:00pm on Friday 31st Dec 1993**, or you will incur the rejoining fee.

16th Dec - PFA Buffet & Band night. Optional buffet, or just come & enjoy the band. £6 incl nosh or cheaper with none!

Kids Xmas Party - Sunday 19th Dec 13:00-17:00 in the clubhouse. **Members please note that only the Rollo Room is available to members on that afternoon.**

New Years Eve - 5 Star carvery with disco & fireworks. £20 per ticket. Only a very few left now.

24th January 1994 - Airshow Helpers Meeting at 7.30pm in the Clubhouse. Free Hot-Pot supper for all volunteers.

February 1994- Valentine's Night Dance to be arranged.

26/27th March 1994 - Barton Visitor Centre opens. PFA are organising a Fly-In on Sunday 27th to support the BVC.

22nd May 1994 - Manchester Air Show at Barton.

17th June 1994 - Microlight Rally - with social evening event for competitors and members to be arranged.

8-9th July 1994- 'Us Girls', a music & drama extravaganza, turning the clock back to 1944. You'll be taken back to WWII & can participate in a unique event, culminating in a Hangar Dance to be remembered. More on this in Issue 4.

September 1994 - Autumn Fair & Schools Model Aircraft Competition, organised by Brian Winstanley & the PFA.

Significant Committee Decisions and Actions

Lease News - It's still held off, this time mainly due to City Estates not having reviewed the lease 'clean copies'! In addition, the Committee are liaising with the Lease sub-committee to get an assurance that they are happy with final details. So, perhaps more news in January.....

Wings Awards - The qualifications for awards have remained static for years. Due to requests, we've set up a sub-committee to review & possibly change/give options of qualifications for the various 'levels'. Anyone can take part. If you want to participate, contact Alan Luty or the CFI.

Fuel/Flying Charges - Unfortunately, due to

Kenneth Clarke's recent whims, we've had to increase fuel & flying charges. Flying charges are up by £1 p.h. & fuel prices are:

	Per Litre (exc. VAT)	(Incl. VAT)
Members:	58p	68p
Non-Members:	62p	73p

Airfield and Safety Information

Xmas/New Year Operations - Full of festive cheer & bonhomie, your generous Committee has given the flying and fuel staff days off on **Dec.25th, 26th 1993 & Jan.1st 1994**. "Bah, Humbug!" comes the shout from all you members out there. On the positive side, you can still fly (unlicensed), but note that **There Are No Fuel Sales on These Days**, & you cannot be guaranteed fire cover or radio facilities. Booking In/Out on January 1st can be done in the Clubhouse, which will open at midday on that day. **Fuel Up if you want Festive Flying Fun.**

Runway 27/09 is NOTAM'd closed & 27/09 North is in operation, due to our yearly battle with Mother Nature. Please ensure you follow procedures, as several pilots seem to be ignoring them (of course we all read NOTAMs don't we?). We're looking at ways to make the closure more obvious, so watch this space....

Overhead Joins - Last month we promised a specifically edited version of the GASIL guide to overhead joins for Barton. Note the bits out of GASIL are in normal type enclosed in quotes. All Barton-additions are in italics (Apologies to ladies for GASIL's sexist attitude).

- 1. "If radio, make joining call 5 minutes

or 15 miles before arrival...”. In the course of receiving your joining information from the radio controller at Barton, you will normally hear the phrase “join overhead not above 1500 feet on the Manchester QNH xxxx”.

- 2. The diagram shows the overhead position as being just off the downwind end of the active runway (i.e. the end you want to touch down on!). Once overhead, you report “G-XXXX overhead the field, descending dead side”. The radio controller will normally acknowledge this and advise you to “Report downwind”.
- 3. “Once the aircraft crosses over the top of the runway to the dead side, only then is the pilot able to commence his descent. For simplicity, he makes all his turns in the same direction as the circuit, this will avoid him having to make S turns later on in the descent.”
- 4. “The pilot should be planning to have the aircraft down to circuit height (Barton 800’ on QFE) then cross close to the upwind end of the runway, effectively on a crosswind leg & able to fit safely in with other circuit traffic.”
- 5. “He can then join the downwind leg & give all the appropriate calls & continue with the circuit to a landing.”

At Barton, it’s particularly important to comply with the procedure because we have so much non-radio traffic & a circuit that’s as busy as the M25. Please do your best folks.

Last Editor’s Bit

If **you** have important information that members need to know, tell me and I’ll try to include it. I can’t promise to print letters or articles, but I’ll do what I can. Please leave items for Mike Edwards in the Tower, or phone on 061-789-4785.

HAPPY CHRISTMAS
- SEE YOU NEXT YEAR !!

To retain historical value, no changes were made to the wording in this old document when publishing on the www.

However, the original was produced using Word 3, in a single column. I have reformatted the text into two columns and used colour to emphasise headings, with a view to making it easier to read on a computer screen.

Signed **Chris Hicks** (Dec 2006)