

The TrimTab

Editor's Bit

This is the first publication of a regular newsletter to you from the Lancashire Aero Club. "What's this", I hear you say, "I thought The Elevator was our club magazine?" And so it is, **and it will remain so**. The quality of the last two issues of The Elevator were outstandingly high, and we look forward to the next copy.

Publisher's Note:

Mike Edwards was editor of this issue.

Unfortunately, The Elevator's regularity cannot be guaranteed at the moment, so we are taking the step of publishing a brief, informal but regular (monthly) newsletter to keep you up to date with:

- Important changes you need to know about
- Dates for Social Gatherings/ Flying Events
- The relatively mundane stuff which needs to go out on a regular and more timely basis.

We have decided to call this newsletter '**The TrimTab**', in recognition of its role in relation to The Elevator. The trim tab on an aircraft elevator is, in a way, a sub-unit of the elevator itself. The trim tab plays its part in diminishing the pilot's workload, by assisting the elevator to maintain stable flight.

In just the same way, our 'TrimTab' newsletter should be looked on as a means of assisting you, the membership to know what is going on, leaving The Elevator to give a high quality presentation of major events and items of interest. We aim to publish The TrimTab every month, and will accept compromises on layout, spelling and grammar in the interests of keeping **you**, the membership, up-to-date with LAC.

We are sending out Issue 1 with the membership renewals, but thereafter, we propose to put out copies for you in the Tower and the Clubhouse. We will post out copies with other essential correspondence, but we must try to keep our costs down, and therefore will not be posting TrimTab out every month.

What The TrimTab will **not** do is to publish:

- Photographs
- Entertaining diatribes on 'our trip to Nether Wallop last Sunday week'
- Technical articles and letters or attempt to get too professional.

What the TrimTab **will** do is to publish:

- A brief review of events gone by
 - A diary of forthcoming events
 - Significant committee decisions and actions
 - Important safety/airfield information notes
- and will do it in an informal, friendly and regular way.

The sooner we can get information, decisions and actions out in the open, discussed, aired and settled, the better chance we have of regaining the club spirit which we seem to have lost over the last few years. **So** - no more preaching, here goes - get out the champagne bottle, bash it on the side of the cowling, and let's get on with it!

themes, etc. Dates to be announced.

24th January 1994 - First Airshow Helpers Meeting

26/27th March 1994 - Barton Visitor Centre opening.

22nd May 1994 - Manchester Air Show at Barton.

Events Review

The 27 Threshold Benefit Party took place on 9th October, and was a great success, raising money to assist one of our neighbours, who is disabled. Thanks to everyone involved. Sorry if you didn't hear about it (this is why we need the TrimTab!), as it had to be arranged within two weeks.

Significant Committee Decisions and Actions

Membership rates for the next 10 months have been decided; your renewal form is enclosed, with details.

Forthcoming events:

November 6th - Annual Wings Dance at The Moat House, Wilmslow. 200 tickets available from the Tower at £23.50 each. See your Bank Manager, get a loan and treat yourself and your loved one to the big formal occasion of the year. **Note:** To book a table, you must have paid for your tickets!

New Years Eve - 5 Star carvery with wine, coffee, glass of whisky at midnight, cabaret disco, fireworks and a free party bag! £20 per ticket.

LAC evenings - Soon to be arranged along the lines of PFA meetings - socialise, meet the members, topical

The Lease negotiations have almost concluded and the lease is due for signing as we go to press. Further negotiations are ongoing with Mcr City Council aiming at getting longer security of tenure than the current lease conditions. In return, we may see buildings disappearing from the south side of the airfield in years to come (including the Tower).

Mike Edwards co-opted onto the committee on September 13th 1993 (unlucky for who?). Mike will take responsibility for the 'Barton Visitor Centre' project, about which you should find an article enclosed, and will also edit the TrimTab.

Airshow 1994 is ON - on May 22nd 1994, so book it in the diary now & start thinking how **YOU** can help **US** to make it an Airshow to beat even the last one. Committee members will take responsibility for particular aspects of organisation, and will liaise with volunteers to ensure good co-operation. First date for volunteer helpers meeting - **Monday 24th January 1994, 7.30pm**, with *free hot pot supper* for volunteers.

The Clubhouse is long overdue for refurbishment. The committee are reviewing quotes for revamping the main clubhouse room (Rollo Room to be unchanged). Work may start before Xmas if a decent quote is received, and if the lease is signed. This may mean some inconvenience for a few weeks, but this will be minimised as much as possible. After we've spent your money, you will be pleased to know that we will plan to recoup it by having many more events taking place next year. We know we must make each LAC facility pay for itself !

Airfield and Safety Information

Remember (it's probably difficult not to, after the summer we've had) that around this time of year the airfield starts to resemble a bowl of sticky cold porridge. If anyone is considering getting a seaplane rating - fine - otherwise, take great care taxiing around the place. And if you do bend propellers, nosewheels, airframes etc., please donate them to the Visitors Centre project as trophies!

Public Safety - We are attempting to put more security in place, but in the meantime, please be very alert to Joe Publics & children on the Aerodrome, and the dangers they represent to you and themselves!

Parking - I know you have difficulty leaving your car more than 3ft from your person, but please, please, in the interests of safety, fire access, the CFI's (in)sanity and ***our operating licence***, **DO NOT PARK ON OR NEAR THE APRONS/HANGARS**. Persistent offenders will be warned by letter, pending decapitation by the instructors, who stand to lose their livelihood (seriously).

Non-radio aircraft are reminded that 'PPR' is the Rule of The Day. This enables our steely-eyed Air Traffic Confuser to let all the aviators with transistors know that you are around. If you haven't got a radio/loud hailer, please let him know before you fly - then he can enjoy dazzling you with

pretty coloured lights while you figure out just what he means (of course you all know the signals, don't you?).

Flight Plans can now be opened and closed with a 'Speed-Dial' service from the Tower to Mcr ATC.

Did You Know we have our own Pilot's shop - selling maps, kneeboards, and all the bits that make you a pukka pilot ? If we haven't got it, we'll order it. Just ask the Tower Staff, and they'll show you their wares.

And Finally, A Hint From Peter Harris:

"Always close your flight plans - 1 hr Sea-King trips from Valley cost £1500 plus drinks for the crew...."

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 2, 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)