



February 2004

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Last month

In January we invited David Willmott to our meeting, to give an illustrated talk titled "A Life in Aviation". David is an accomplished speaker as well as an aviator with vast experience, so his talk was doubly fascinating. Illustrated by overhead projector, David re-lived his career in aviation recounting the highlights with stories of aircraft that most of us could only dream about flying. He always seemed to be in the right place at the right time, and took full advantage of each opportunity as it came along. At nearly 70, he still flies a Piper PA28 locally as a member of the Bravo Golf syndicate. After the talk, it was agreed that a donation be made to the Royal British Legion which David supports, and our thanks were extended to him for coming along.

This month – 12th February 2004 – Chasing the morning Sun

Prior to his departure, we will have the opportunity to meet Manuel Queiroz who is planning to fly around the world in his Vans RV6 G-GDRV in aid of Cancer Research UK.

In the same pioneering spirit that inspired the Wright brothers to take to the skies from a windswept beach in Kitty Hawk 100 years ago, Manuel is planning to undertake the longest journey possible on Earth - all the way around, over 24,000 miles in 16 stages. In order to beat the current record, he must complete the flight in less than 23 days. If you can, look up the website: www.chasingthemorningsun.com for the big picture.

Manuel Jardim de Queiroz was born in Lisbon, Portugal in 1946, but has lived in England for over 30 years and has certainly done all his flying from here! His home is situated in the Worcestershire countryside and he currently flies from a nearby airstrip at Defford. He is a motor engineer by profession and runs his own successful business restoring and servicing classic, luxury and sports cars based in Halesowen in the West Midlands. What he doesn't know about engines (whether in cars or aeroplanes) isn't worth knowing! And his competitive streak has always been with him - for many years, before the flying, he was a rally driver, successfully competing in stage rallies all over the UK.



This amazing adventure will produce many great media opportunities for sponsors - the circumnavigation, the world record, the visit to Kitty Hawk to celebrate the centenary... In addition, Manuel, a cancer survivor, will use this opportunity to raise both awareness and funds for Cancer Research UK.

Places to go to in February

Free landings in Pilot Magazine: Fenland, Laddingford (Nr. Maidstone), Leicester, Old Sarum, Stapleford and Weston (Eire).

Free landings in Flyer Magazine: February's issue will give one free landing at Beccles, Fishburn, Old Buckenham and Stapleford.

Next month's meeting – 11th March

We are having a slide show! An open invitation is extended to any member to bring along any interesting slides or digital photos (of an aeronautical nature!), as we have secured the loan of a laptop/projector and slide projector for the evening. If a few words of explanation can be given as well it would be even more interesting.

Brian Osley has offered a set of 'Pilot' Magazine, dating 1998 to 2002 almost concurrent, and also the complete set of Popular Flying from 1995 to 2002. He also has several assorted issues of 'Aeroplane Monthly' to give away. If you would like to take advantage of this fantastic offer, please phone Brian on **01291 622123** before the meeting next Thursday, and he will bring along the required magazines.

For sale

Jodel D9 Bebe (single seat, tailskid)
Based at English Bicknor
VW 1600 conversion
Permit until Nov. 2004
Asking £6000
Call Tony Liddiard for details – **01594 860477**

Save Concorde Group

Following the announcement last year that all Concorde aircraft currently in service were to be retired, this support group was formed in an effort initially to persuade both British Airways and Air France to re-consider the decision. Since the last Concorde finally set down at Filton, their aims have been re-defined somewhat, and the group are steadily recruiting more and more support from people determined to get at least one aircraft back in the air. A petition has been drawn up and you are invited to visit the website below and add your name to the ever growing list. By way of an introduction, the following paragraphs describe the Group's activities:

"We represent a growing number of people who feel saddened and cheated by the decision to retire Concorde early, and there is a lot of bitterness over the lack of Government intervention and the dismissal of Richard Branson's and other proposals.

Our main aim is to create a voice that will be recognised.

We already have the backing of the British Air Line Pilots' Association (BALPA) and other key people, please visit our website for more information and to pledge your support".

Our website address is: <http://www.save-concorde.co.uk>

Many thanks and best regards – The Team:

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Dan Haycocks – danhaycocks@save-concorde.co.uk

Simon Church – simonchurch@save-concorde.co.uk



British Airways Flight Training Centre Visit
Cranebank, Heathrow
Monday 10th November 2003
2:30pm – 7:30pm

by Andrew Ferrington

As a member of the [AIRLEAGUE](#) I found out about a planned visit for twelve young members to visit BA's training centre at Cranebank and to fly the 767 / 757 simulators! I jumped at the opportunity, the task simply to write a 100-word report on "what beneficial use would I gain from such an experience?" I sent off my letter and held very few hopes because there were only twelve places and I was sure that the competition would be very high. I had been talking to many people, all of whom were applying, during my visit to RAF Cranwell at the 'Officers and Aircrew Selection Centre' for selection for an Air league flying scholarship towards my NPPL. Craig (who I since have kept in touch with) had previously flown the Emirates Sim in South Africa, however he got reserve only for the BA visit. Two weeks later I received a formal letter from Airleague stating that I had secured a place! Also included was a letter from Captain Mark Ambrose, BA 737 fleet (former 767 FO (First Officer), who was the organiser of the event. Mark was in fact paying for the sim use himself as a repayment to the Airleague, as he had begun his career with an Air league 15 hour flying scholarship!
Two weeks later I found myself in Heathrow...



I arrived at the security gates to the training centre, Heathrow, at 2:30pm where I needed my passport and

student ID for a security check; I was then left to find my way to the pilot training complex where I was to report to Andy Clubb, the co-organiser of the visit. Here I met with the other 5 members (two visits each with 6 students), all students my age (17 and above) and one girl, Vicky, who I had done my pilot aptitude with at Cranwell. We had our introduction and briefing with Andy and Captain Mark Ambrose (the pilot) and a general informal discussion on ourselves, careers ambitions and advice. We were seen as and treated as future BA pilots, which we quickly discovered. From here it was off to the simulator complex and a general tour of the training establishment.



We went directly to the sims. BA have 17 sims; all except one (the BAC 1-11 which is a FBS (Fixed Base Sim) are full-motion and cost around £10. Mill each! Just from the outside they are extremely impressive, almost every sim is in use all the time. We were talked through the workings of them and how they simulate the feel of flight; for instance the takeoff thrust is simulated by tilting backwards, however the view does not pitch backwards so your body is tricked into feeling as if you are being thrust forwards! The opposite of course occurs on landing to simulate the effect of deceleration.

Walking through the sim buildings we were able to get in the 767-300, ours for the afternoon, 757, and 777, the latter being a very impressive flight deck. We all then returned to "our" (!) 767-300 sim where we all gathered on the flight deck (I managed to grab the right hand seat) and posed for a photo for the Airleague newsletter. We were then split into two groups of three, (only 3 would fly at a time). I was in the second group and we would be off touring the rest of the complex with Andy whilst the others had an

hour and a half flying with Mark.

We headed off to the canteen where Andy introduced us to Tony, BA A320 Captain, (former 767 FO) who would be flying with our group. We (3 students, Andy and Tony) moved onto the BA ground-school before moving into the SEP Hall:

SEP (Safety Equipment and Emergency Training Procedures)

BA trains all its cabin crew and flight attendants in safety procedures on site at Cranbank, as well as training many other world airlines. This includes emergency evacuation training, abusive passengers, extreme turbulence and now terrorism attacks. The SEP hall is full of aircraft mock ups and emergency equipment, such as the life rafts and door slides. Andy used to be posted in SEP and so had a little surprise for us...



We all got into a 737 fuselage simulator as if we were passengers. I didn't realise it but it was actually a full-motion sim! Vicky had the job of "flying"- a simple joystick could move the fuse around as if in flight. Andy sat us all down then told us he was going to simulate a "Crash!!" The fuse pitched forwards and engine noises filled the cabin, suddenly a large CRASH and lights go out... seconds later smoke starts to fill the cabin and we have to evacuate! Calm is returned (and the smoke cleared) and we are shown how, and each try, to open the cabin doors to the 737 (which are apparently one of the trickiest and heaviest doors to open on current airliners.)

Walking away (perfectly fine but full of adrenaline) from our "737 crash", we move onto a full size mock up of a 747-400 forward fuse. Andy gives us a guided tour of economy, BA world traveler, then first class of course! Vicky models the electric seat/beds and I check the new CCTV installed on the flight deck pedestal (used to monitor the cabin post 9/11). Everything works even though it is a mock up; the fuse is used for emergency evacuation training. Due to the security measures post 9/11 the cockpit is fully sealed off on the 747-400 and the pilot's means of escape is out of the window with a rope ladder...scary.

BA's cabin Sims are more famous than you may think, they are in fact regularly used in films and TV shoots; "Dirty Den" from 'Eastenders' was seen returning on a 737 (economy class) which was the exact one that we had crashed earlier! 'Auf Wiedersehen Pet' also featured an aircraft interior for which they used BA's A320 cabin sim. BA's SEP is regularly used for filming planes crashes - and BA do considerably well financially out of it too!



Also in SEP is what is now a piece of history and will not be used again... unfortunately... that being the Concorde door used by BA for SEP training. It is allegedly doing very well on "e-bay" on the internet currently! Also in the SEP complex is a 747-200 (classic) fuse, an A320 sim as well as working escape slides (that inflate from the doors) and life rafts. Anyway, our time had come, it was away from SEP and off to the sim building where our 767-300 awaited!





We had an hour and a half flying between three of us, Tony wanted two of us flying at a time as he would take the jump seat, so we got even more flying! Vicky was first up and I took right hand seat, the plan was simply touch and goes at Heathrow Rwy 27L (at night - graphics are much better/realistic and runway lights make it a bit easier landing!). Vicky took control and I handled the throttles, flaps and gear. Tony would be calling out commands as we were off down the runway, each with a huge grin across our faces! Within seconds you are no longer aware that you are in a sim and you really are there - flying! You really get the sense of power and the sheer size of the aircraft attached behind you that

you can never feel on flight sim on the home PC. (Even though, many hours of Microsoft Flight Sim and 767-PIC (Pilot In Command) helped endlessly.) I wasn't quite so lost surrounded by controls, dials and buttons! Anyway, we were airborne and climbing to 3000ft, flaps up and steady at 250kts we went for some steep turns - as in REALLY STEEP!! Tony then repositioned us at the touch of a button 5 miles out on the approach for 27L, for Vickie's go at a landing (fully visual). It was really quite scary until the adrenaline kicked in, I controlled her airspeed and extended the flaps on Tony's command, then prepared to cut thrust and engage reversers as she brought it down (on the grass!).

Tony re-set us and we swapped roles, this time my turn! After taking off I soon got used to the control column, rudder pedals and the constant use of elevator trim, so Tony got me controlling my own throttles. We repeated the same steep turns before going straight in to a landing (by my request). I had full control of thrust as well as flying and brought it right down straight on the runway... but bounced! We rolled out and applied full power for a go-around, Vicky flew a circuit before I took jump-seat for the next guy's go.

Twenty minutes later I was back in. This time I had command in the left hand seat; I flew another circuit and this time with a pretty good landing! We had to suspend it there as BA's Senior Chief Flight Operations Manager, Lloyd, arrives to complete his sim check ride due to a month's non-flying. We had been pre-warned, as Lloyd is about three down from the top of BA (literally third after Rod Eddington!), the most senior guy at Cranebank. We met him in the sim and he was an extremely nice guy. And what's more he agreed to let us all stay in the sim and watch his check ride! (Each sim has four seats plus the flight deck). Anyway, it was soon time for us to see how it is really done.



Lloyd began where we had left off, EGLL 27L, and completed a standard circuit, with a full visual approach back into 27L. I was able to monitor the aircraft's track on the control screen behind the pilots; he had used no autopilot or flight director but had completed a perfect circuit on the map! Touchdown (perfect of course) was followed by a touch and go. This time he used the missed approach procedure for EGLL 27L (which was changed several years ago due to a near miss with a 747 on go-around from 27L and an aircraft on approach to 27R). He flew another circuit then began laughing at his co-pilot (a senior BA767 captain who's job was to certify his boss's boss safe to fly!), and who had just come back from a week training the Russians - in his spare time - which Lloyd continually joked about. When he told Lloyd that the 767-300 could perform a BARREL ROLL at 3000 ft and 250kts (not too sure if I should be telling this bit!) So here we are, sitting in a multi-million pound airline simulator with one of BA's most senior training captains and performing a Barrel Roll - unbelievable!



And now for his final landing... whilst they discussed the footy scores of the weekend they were intentionally trying everything they possibly could to make Lloyd's approach wrong! By the time he was 5 miles out on finals he had **no** engines, **no** power (APU later came on line), **no** gear (which he remembered at

the last second), **no** flaps and no primary instruments (the flight deck actually was completely dark) yet he was approaching at 250 kts (767 approach speed = 160kts!) He had to use his spoilers (airbrakes) on finals, but he still pulled off a PERFECT LANDING! The captain could easily say that Lloyd was perfectly fine to fly in command.

So, after a personnel talk with Lloyd offering his advice for our futures; BA should be recruiting Direct Entry Pilots (DEP's) early 2004 then beginning a cadet scheme some months after that, however the days of BA paying the full cost for pilot training is over, it is now thought to be a half and half cost agreement, even so it is still looking pretty good. Anyway, we had half an hour left free flying in the sim. We each had one more circuit each, Tony was very impressed with my approach and I managed to pull off a good landing. I was really getting the hang of it!



I had now decided where I want to be in five years time - in the seat that I was in at that moment! The visit had

finalised my career choice - **Airline Pilot.**

Unfortunately the time was up, our visit to Cranebank was nearly over, but as Lloyd had said he expects to see us back in several years time as BA trainee pilots... fingers crossed!

We returned to the canteen where we had a de-brief and a chance to thank Mark, Andy and Tony for such an incredible experience. Whilst we had been flying around virtual Heathrow, one of the last remaining Concordes had left for New York from the real Heathrow.



...And that was it, one very special day that I will always look back on, a truly priceless experience.

Andy

At the Sharp End



*Above: At the sharp end. Young Air League Members at Cranebank.
(From Left): Mr J P Fealey, Ms V Cope, Mr P J Barton, Mr A Ferrington,
Mr D Harrington and Mr A Carr. Photo courtesy of the [Air League](#)
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