

# Squadron Buzz



Fleet Air Arm Squadron  
linking former, current and future naval aviators

Issue No 59  
Sep - 2011



Kevin Crumplin flying one of his beautifully restored Tiger Moths

<b>In this Issue:</b>	
2	Airfield Quiz
3	Editorial
4	New Members
4	Forthcoming Events
5	Duxford Visit Report
12	Private Grass Airstrips
14	Book Reviews
15	Paddy the Farmer
16	Lady Display Pilot
18	Web News
20	Powered Flying Support
22	Letters
23	New Bank Account



## Airfield Quiz



Publication day, 11th June rendered three correct identis for this centre of aviation excellence that used to be the home of the PFA rally. Peter Lovegrove was the first to phone in at 0926 which is exactly the time recorded for Ollie Dismore's email. They will therefore be awarded joint first place they were only just ahead of Simon Wilson who texted me at 0950. Two days later Jeremy Cozens also correctly identified

Cranfield so he takes third place. Well done everyone who had a go, and for those who have yet to why not try your luck. The names of those who get it wrong will not be published.

This Buzz has gone very green with an airfield, (well strip really) which I landed once in the Auster on a hot summer evening with no wind. Apparently I only just cleared the trees on departure so said the worried owner. This airfield has definite naval connections and is mentioned in this issue



Buzz 59

Mystery Airfield? Answers to Ed please.

Email [morsuepj@ntlworld.com](mailto:morsuepj@ntlworld.com) or 07703162288 or 01243374681

# From THE Editor

Welcome to a bumper Buzz back up to the full 24 pages thanks to the generous contributions of Squadron Members



and others.

A long but very interesting report by Greg Moor of our visit to Duxford is presented on page 5 followed by an agricultural essay on how to build your own airfield by that aviation DIY expert, Tony Ashmead, on page 12. Roger Richardson Bunbury has produced his very informative book review on page 14. I wish I had more time to read as I am almost always fined by the Emsworth library for keeping books out too long. My current tome, a brilliant book previously reviewed by Roger, is "Alan Bristow, Helicopter Pioneer" surely one of the best biographies ever. One of those books you almost want to re read right away, perhaps I will even have to buy a copy!

Our lady display pilot, Helen Holliday will get a pleasant surprise when she reads the article submitted by Husband Doc on page 16. The copy and pictures were all secretly sent to me hopefully without Helen suspecting anything. Well done Helen we hope you continue to enjoy display flying.

Michael Ryan's daughter Sammy, has worked miracles with the website launching a swept up version on the 8th September which even has the last year's Buzzes on it! The full spec is on page 18, go there or just get surfing at: <http://www.faasquadron.org.uk>.

Our 'man in America' Bruce Bright, has taken space on page 19 to advertise his new venture providing inspired life coaching to the movers and shakers of this world. Page 20 has my report from the Powered Flying Support activity we provided this year at Yeovilton and Lee. Sadly no PFS at Cudrose this year hopefully we will find a way to get over the operational problems in the west country next year as it is without doubt a valuable adjunct much appreciated by the gliding students. Anthony Knight, a non member I met at one of my gliding lectures, relates on page 22 an interesting jape he was involved in back in 1970. The RAF must have really loved being exhorted to "Fly Navy"! The final item in this Buzz is a little note about subscriptions explaining why we have to change bank accounts for 2012. I hope you all enjoy this Buzz and keep your contributions flowing free.

Happy Landings

A stylized, handwritten signature in black ink, appearing to read "Phil". The signature is written in a cursive, flowing style.

## New Members

<b>Gibson</b> Fishacre Bridge Cottage Tony Littlehempston, Totnes Fiona Devon, TQ9 6NF	01803 812772 07860131656 <a href="mailto:tony_gibson1@hotmail.com">tony_gibson1@hotmail.com</a>	PA28 G-KATS Curry Rival
<b>Matthews</b> 4, West Street Duncan Abbotsbury Jackie Dorset DT3 4JT	01305 871832 <a href="mailto:duncanmatthews@mail.com">duncanmatthews@mail.com</a>	Cessna 150 G-BCVG Compton Abbas
<b>Charnaud</b> 10/11 Frilsham Home Fm Adam Yattendon Berkshire RG18 0XT	01635 200724 07765 892981 <a href="mailto:adam@charnauds.co.uk">adam@charnauds.co.uk</a>	
<b>Hayman</b> Higherlands Farm David Branscombe Naomi Devon EX12 3BL	01297 680259 07836 550377 <a href="mailto:dave@ludbro.co.uk">dave@ludbro.co.uk</a>	Cirrus SR22 N542CD Branscombe
<b>Rainbird</b> Hillhouse Farm Peter Brandeston Susan Suffolk IP13 7AR	01728 685339 07949 477566 <a href="mailto:peter@rainbird.co.uk">peter@rainbird.co.uk</a>	
<b>Cook</b> 358A Parkside Avenue Michael Barnehurst Valerie Kent DA7 6NU	01322 558356 07990 784825 <a href="mailto:mikeandval@hotmail.co.uk">mikeandval@hotmail.co.uk</a>	

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## Forthcoming Events

**Shobdon Saturday 8th October:** Organised by Michael Ryan and Andrew Eames this promises to be an exciting FAAS final flying event for 2011. The Boss has thought up a fiendish navigation and reconnaissance exercise to keep us on our toes. Fly to IP, arrive within 3 minute slot, one pass each at 3 targets, note enough to answer 2 questions at each. Return to overhead Shobdon to an engine off landing in target area. There will also be lunch in marquee, prizegiving, visit to Arboretum & Church. Flying competitors will need GPS & camera to record Time & Date on image. OpOrder due out w/c 3rd October. FAOA Friends invited.



**Annual Dinner Saturday 26 November:** In the sumptuous mess at HMS Collingwood once again we are invited to celebrate another year of



squadron fun. Our Guest Speakers are Admiral Tom Cunningham, FAA Boss, and Midshipman Tom Warner, fresh from Flying grading at Yeovilton. Fly or drive to an Osborne View lunch, back to Collingwood for tea and the AGM, then it is flying speed, fun, fabulous food, and catching up with the good friends all rounded off by a brilliant Collingwood breakfast on the Sunday.

## FAA Squadron visit to Duxford, 27 July 2011

### “A sortie into Aladdin’s caves!”

By Gregory Moor

It was a long time since I last visited the Imperial War Museum at Duxford, so I had been looking forward to this treat for some time. An excellent excuse to have a day off work, so I left the house early enough for an 0815 departure from Henstridge (ex HMS Dipper). As I was getting G-MEOW ready I heard another aircraft start up - someone else off somewhere special, maybe? Then a few minutes later another aircraft starts - surely this is a bit busy for this time of day at Henstridge? The day was one of those where the weather looks pretty good at your point of departure. At some early stages of the flight I was up at odd flight levels, trading a reduced ground speed due to the headwind for a significant improvement in the visibility into sun. As I flew further East the cloud thickened and lowered and at one point had me thinking about retracing my steps or looking for an alternate; luckily it didn't get bad enough to require the use of plans 'B' or 'C'. With about 20 miles to run the conditions improved somewhat and when I called Duxford I was given a straight in approach for 06, usefully saving a few miles. Taxiing in I could see one



of our other aircraft already there, but was surprised to be asked by air traffic to park on the grass at the nearest end of what would turn out to be the Squadron line. Later on in the day someone made the comment that Air Traffic obviously had a good sense of humour with their parking plan. What a nice touch! It wasn't long before I was pouring a welcome

coffee and meeting up with smiling faces on the top floor of the control tower building. After a short while most of those expected (about 36) had arrived and we were greeted by Doc Holiday who, with an apology for not being an Admiral, introduced Mick Martin, Head of Airfield, for our welcome to Duxford. The plan for the first part of the day was to be taken to the £25m AirSpace building by our guides David Hall (ex FAA) and Peter Loweth. The size of this building was such that we could happily stay in one group and be taken from exhibit to exhibit, starting with a very impressive looking 2 seat Typhoon which boasts a climb performance of 62,000 ft/min. My problem in writing this is to avoid the crea-





tion of a catalogue of really interesting aircraft which could end up as a huge, huge list. I'll just pick out snippets, but I should point out that David, who was acting as our primary guide at this stage, had made the comment that you could spend a whole day in the AirSpace building alone - it is big (12,000 square metres) and even includes conference centre facilities used by local businesses. Having admired the Eurofighter we went back in time to an exhibit hung from the ceiling - they seem to do that rather a lot at Duxford. This was the Royal Aircraft Factory's R.E.8. David told us that this was probably the most important single exhibit in the whole museum. Designed as a WW 1 reconnaissance biplane it was a very stable platform. Apparently it would go out over enemy lines and pass the information gathered back to our own lines by dropping notes to our troops below. Where its history starts to get more interesting is that the Germans were doing similar things with their aircraft. It wasn't too long before pilots would get out their hand guns and take pot-shots at each other . . . Eventually the R.E. 8



was fitted with mounted machine guns and the mechanical linkages to enable the forward facing one to fire through the propellor. It usually worked, we were told! Another reason that Duxford are justifiably proud of this exhibit is that it is the only complete original R.E.8 in existence. Moving forward several steps (Short Sunderland flying boat, Swordfish,

Mosquito and Avro Lancaster), I was fascinated by the following: This was Barnes Wallis' bouncing bomb which was on display close to the Lancaster bomber. David explained how it was given a back-spin of 500 rpm and dropped from exactly 60 feet.

The raids on the German dams were at night, remember! There were 9 Lancasters lost in those raids. On again, past a Spitfire, and standing under the wing of a Vulcan to look at the TSR2. Only two examples survive: the other is at the RAF's Cosford Museum. During testing the TSR2 achieved Mach 1 on dry power only. When they tried reheat on one engine the Lightning chase aircraft had to use reheat on both engines to catch up! The final specification before it was scrapped included Mach 1.75 at 40,000



ft, Mach 0.9 at sea level and a max take-off weight of 103,500 lbs. The hasty cancellation in 1965 created one of the big 'what if' questions in British Aviation development. The fact that all the tooling and jigs were scrapped within 6 months, apparently demanded by the Americans, suggests that they at least recognized it as potentially a world beating low level bomber and possibly too great a threat to the sales of the F111. The government at the time had opted for the F111 as a cheaper option. The cost of that project escalated substantially over the following 3 years with the result that it would have been much more expensive than the TSR2 programme. The orders for the RAF F111 were cancelled in January 1968. After looking at the TSR2 we were reminded about the Vulcan's ability to get airborne very quickly. It did so by starting all 4 engines simultaneously and as a result could be off the ground in 2 minutes 30 seconds. Close by was the English Electric Lightning. I just want to use the photograph below to try and explain the size of Duxford's AirSpace building. From where I was standing there was the Vulcan behind me. Behind that was the Lancaster. Over my right shoulder and an exhibit or two away was the Sunderland Flying boat. A lot of space when you thought about it.



The Lightning itself was famed for a very fast time to height (3 mins to 36,000 ft) with a ceiling quoted officially as 60,000+ ft.. All variants could achieve Mach 1.7 and some were cleared to Mach 2.0. It was probably less well known that in a 1984 NATO exercise a Lightning successfully intercepted a U2 at 66,000 ft. Up to that stage the Americans had thought that the U2 was immune from aircraft interceptions at that height. The same pilot (Flight Lieutenant Mike Hale) also flew his Lightning F3 up to 88,000ft., and another pilot reported flying up to 87,300 feet over Saudi Arabia. In the following year a Concorde was offered as a target in another NATO exercise. The fighters used included F14s, F15s, F16s, Mirages and Starfighters. One Lightning (XR749) was the only aircraft able to overtake Concorde in that exercise. Our whirlwind tour didn't give us time to look at the Duxford Concorde, but a notice outside said that this particular aircraft (101) was the fastest Concorde ever, reaching Mach 2.23 (1,450 mph) during a test flight from Tangier. We could have spent much, much longer in AirSpace, but the time had reached 1230 and David Hall handed over guide duty to Peter Loweth for Hangar's 2 and 3. Hangar 2 officially houses a number of the flying aircraft in Duxford's collection. One of the first that we looked at with more than a passing inter-



est was their SkyRaider. An aircraft that had a reputation for surviving significant combat damage. This one was involved in a mid-air earlier in the month. You can see the starboard aileron, minus the out-board section of wing! The SkyRaider still managed to land safely, though the Mustang that it hit wasn't so lucky (its pilot para-

chuted down safely). The remainder of Hangar 2 is a delight for those who love aircraft. Spitfires to a Thunderbolt, Chipmunks, Gloster Gladiator, Hawker Nimrod (pictured) and Beaufighter, just to name a few. There was even a very impressive large Beaufighter model that looked suspiciously as if it was airworthy.



To see their collection of Naval aircraft we had to move on. Hangar 3 is next in line. We admired the Seahawk's pretty lines, but then noticed that this hangar didn't hold aircraft only. Over in one corner there was a midget submarine, and on one side an MTB - those yachtsmen among us started to delve more deeply and then found a Coastal Motor Boat. The hull on this just has to be seen, its shape is amazing. All the displays have information boards and on this one we learnt that it had taken part in a raid on Kronstadt in 1919 and been captained by Augustus Agar VC. All the time so much to see and I haven't mentioned the Buccaneer Mk2 and Sea Vixen, but time was marching on judging by pangs of hunger. We retired for our 'Picnic' lunch provided back in the tower building. Actually this was more of a buffet,



ranging from pasta dishes to strawberries - very nice as well as providing a welcome break from the walking. Actually I haven't mentioned that Duxford had very kindly provided transport if we wanted to take advantage of it. Most of our party had chosen the walking option, but it was a great help for some. The lunch break also gave some of us an



opportunity to fill up with fuel. Its price was on the high side, but at least it meant that everyone could get home again! Peter Loweth suggested that after lunch we might like to go 'behind the scenes' to see just some of the aircraft renovation work that goes on here. We didn't need too much encouragement to step out towards building 66, which houses the Aircraft Restoration Company (ARC). On our way we walked across a car park between 2 of Duxford's large hangars that, to the untrained eye appeared to be very well maintained buildings from World War 1. Peter explained that there had been another one in the space that we were walking across. When they made the "Battle of Britain" film here, they needed shots of a hangar being blown up . . . . actually they had to have two goes at it, and apparently the second day's attempt was spectacularly successful. Once in Building 66 we were treated to a closeup view of a Lysander in mid-restoration and a fascinating briefing on it by 'Smudge' Smith. This particular airframe last flew on 30th December 1944 and was recovered from a Canadian farm about 10 years ago: we gathered that Canadian farmers don't tend to throw things away! The wings had been the first part of the project - if they had needed a lot of work then it would not have been worth continuing because the main spars are milled from solid metal. For a design dating from the mid 1930s this is pretty advanced. Before we left 'Smudge' told us that this aircraft should be flying again next year. We had now reached the time in the afternoon where we could split up and head for whichever exhibits we wanted to see.



I joined a small group strolling in the direction of the American Museum's building which boasts the largest collection of American warbirds outside the United States. During our walk towards it we were distracted by something under the trees: I don't think that I had seen a V1 on its launch ramp before and certainly never outside - such a treat! At the Western end of the line of hangars there is a very differently shaped building, The American Air Museum, built to house the American air-



craft at Duxford. It was designed by Sir Norman Foster and had to be big enough to swallow the B52 with its 185 ft wingspan and a tail that is over 50 ft high. The roof was designed to support suspended aircraft of up to 10 tonnes so had to be substantial, yet still look good. Apparently there are 6000 tons of concrete in it, so I think you can get the general idea. As if that wasn't enough the building has a glass front facing diagonally

across the runway so that people inside can see what is happening on the outside. In order to rearrange aircraft this glass front can be demounted, but it wasn't obvious to the casual observer how they do that, especially bearing in mind the size; the building is 300 feet wide and 61 feet high. As you walk in you are slightly above the B52's cockpit and looking straight at its nose. There are ramps curving round the outer walls that lead you gently to ground level. If you go left it takes you past the F111 with its cockpit escape module. The impression is of aircraft everywhere. There is even a U2 hung from the roof! The U2 was apparently difficult to fly. At its operational ceiling of 70,000 ft its stalling speed was only 10kts below its maximum speed. Its flight controls were designed to be very light at that height, but at lower levels required some strength to operate. Of course the U2 was designed to carry highly sophisticated cameras and some of these could

pick out objects on the ground only 2.5 feet across from 70,000 ft.. Walk on a little further and you arrive at the SR71 Blackbird. Designed as the replacement for the U2, it is strange to report that the U2 has outlasted it in operational service. Having said that, everything about





the SR71 is very impressive. The one at Duxford is the only one exhibited outside the USA. It was designed as a very high level, very high speed reconnaissance aircraft. Much of the airframe is made of titanium which was imported from the USSR - you can just imagine the lengths they must have gone to to prevent the Russians from knowing what the titanium was for. It's standard escape manoeuvre was to just accelerate away and outrun whatever missiles were targeting it. This obviously worked because none of the 4,000+ attempts to shoot it down succeeded. Also this aircraft became more economical the faster it went. A quick glance at the figures

gives it a top speed of Mach 3.31, a record height for sustained cruise of 85,069 feet and a range of 2,982 nm at Mach 3. Some of you may remember the one that flew from the USA to London in September, 1974, in 1 hour and 55 minutes! All too soon it was time to make our way back to our own aircraft. Interesting to think that in the time it would take me to fly to Henstridge from Duxford, the SR71 would have been able to get to the United States. So a couple of hours later I called finals at Henstridge and had a go at the dummy deck. For those who don't know this airfield (and possibly some that do) this is a section of concrete in the middle of the main runway that is said to be the length of the flight deck of a WW II carrier. My touch down was a little too far along the deck and so I still had a couple of knots of forward speed by the far end of it. Nothing that a little practice, or a bit of a head wind won't put right!

I would like to thank Doc and Helen Holliday for arranging the visit together with Mick Martin, Head of Airfield, our guides, David Hall and Peter Loweth, as well as 'Smudge' Smith who talked to us about ARC's work in Building 66. I know from experience that a lot goes on behind the scenes to make these events so successful, often involving far more people than we actually get to talk to. All their efforts made this into a very worthwhile visit which will stick in the memories of those of us lucky enough to be there for a long time to come.



## The Joys of Renting Private Grass Airstrips

By Tony Ashmead

My interest in private flying was really rekindled in the late 60s by living in the United States, where flying and ownership of private aeroplanes was relatively easy and affordable. On return to UK with a half-finished American airframe, we lived close to Lee on the Solent and the process was encouraged by one Mr Ian Hammond, (*By Ed: when I first joined PNGC in 1970 he was CFI*), a well known glider person of the day. However, the Prevent Flying Association soon put paid to the American airframe (sold to an airline pilot and eventually finished I believe) by making building your own aeroplane more of a beaucroatic hassle than procuring real ones for the Navy. Offshore racing was more available and much more relaxing and flying was shelved again for another 20 years or so. Several boats later, having become rather too deeply immersed in sailing affairs, the loss of a Lymington River mooring and the discovery of a local established airstrip suggested another u-turn and a Shadow was the result, happily housed on the strip at Warborne. Unfortunately, the strip's supposed owner turned out to be only the tenant farmer and when he retired, a riding school was deemed more profitable than a couple of aeroplanes. On this occasion we were lucky and as a result of an article in a local paper, we were offered the use of another established strip, complete with right of use and a proper hangar. The problem this time was vandalism, the strip having fallen out of use for several years and unfortunately "found" by motorcycle rough riders. The resulting vandal wars and the unbelievable attitude of the Police is a story in its own right. Suffice to say it was finally won by treating the vandals like wayward sailors and the arrival of an excellent headmistress at the next door comprehensive, who took a dim view of the use of drugs. Needless to say, headmistress was not confirmed in post. Replaced by politically correct headmaster, the vandalism returned but by that time money had ended our tenancy anyway when part of the strip was sold to a developer. I wonder what makes me such a grumpy old man? A frantic search eventually came up with a set-aside field of generous proportions relatively in the middle of nowhere, on a private estate. The farm at that time was defunct in favour of collecting EU subsidies but supported a pheasant hatchery and associated shoot, complete with old world, 12 bore toting gamekeeper. No vandals. The field had been used to grow potatoes, potatoes and nothing but potatoes and was bumpy and wavy. The market for tilling and sowing had unfortunately been much inflated by the restoration of Lymington Advanced Landing Ground by the Beaulieu Estate at no expense spared but annoyingly at my suggestion and we fell back, wrongly as it turned out, on topping, mowing and rolling. We ended up with a very useable airstrip, almost as a gift, provided one spent enough time on the roller and was willing to refit

the undercarriage and its mountings every annual inspection. I got ever so good at it. Time moves on in these things and set aside was set aside. Now keeping cattle is the OK EU activity, which has brought two huge benefits to us strip operators. The farm has become a working farm again, complete with farmer, cows and farm machinery. In addition, hay is taken off our field and after only three years of haymaking, wild flowers have reappeared all over the place which is lovely. Hearing that I intended to hire a mega road roller to attack his field again, last autumn Farmer man advanced the opinion that we were wasting our time and the only permanent solution was to plough the strip. Told that we couldn't afford it he said that he would do it when the plough was on the farm for his own fields, which generous offer we accepted with a certain amount of fear and trembling. Anyway, last October, a ginormous plough, mounted on

Before



the back of an equally huge tractor arrived and in three passes our precious strip became a bomb site. Next day a "power harrow" arrived and by tea time our strip was once again flat, muddy and drilled with meadow seed. Aren't some people nice. It did take a long time for the grass to regrow, not helped by the exceptionally dry

spring and when it did grow it was in lines like a veggie patch. We flew ok from the mud except after heavy rain but as the summer has worn on the grass has pretty much spread again. Now the strip is a joy. We are exceptionally lucky in that the Estate Owner is an aeroplane enthusiast. His uncle travelled down from Edinburgh in the late 20s, bought a Cirrus Moth at Stag Lane and flew it back home, just imagine. He repeated the process when he decided to swap it for a Moth Major a few years later. Farmer said we are lucky because the EU subsidy for our bit of field to run cattle far exceeds the rent we pay to the Estate and if they had their way, it would be curtains for aeroplanes. Hopefully it'll see me out be-

cause the Owner has allowed a restoration workshop to be set up in the yard next to the cows, full of lovely old aeroplanes, mostly various Moths, together with almost a production line of DH60 Moth fuselages. Mind you, one of the terms of our tenancy set by the then Estate Manager was that on no account was the Owner to be encouraged to fly!

After







## Book Reviews

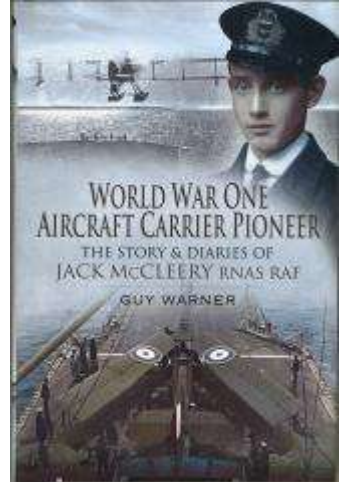
By Roger Richardson Bunbury

Warner Guy **WORLD WAR ONE AIRCRAFT CARRIER PIONEER** ~ The Story & Diaries of Jack McCleery RNAS RAF. Pen & Sword 1st 2011. 293pp ill. ill. apps. bibl. ind. 165x241 £25.

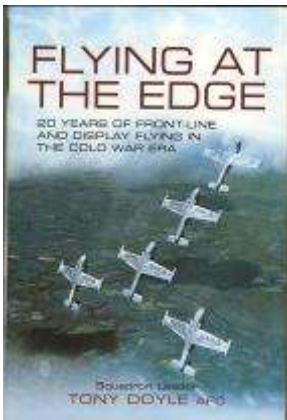
A collection of diary entries and letters. McCleery was born in Belfast in 1898 and joined the RNAS in 1916, training at Eastchurch, Cranwell, Frieston, Calshot and the Isle of Grain, flying landplanes, sea-



planes and flying boats. In 1917 he was appointed to HMS *Furious* based at Scapa Flow & Rosyth. He was present when Dunning made the first successful landing on a carrier and when he was killed making a later attempt. McCleery returned to his family business in 1919



but not before having to don, to his distaste, RAF uniform. The book is well put together with a linking narrative by the author. It is not a racy read but full of interesting information about the early years of naval aviation, and especially about *Furious* and the progress towards the development of the modern aircraft carrier.



Squadron Leader Tony Doyle AFC **FLYING AT THE EDGE** ~ 20 Years of Frontline and Display Flying in the Cold War Era. 390pp ill. app. ind. 164x240 £25.

This memoir lacks naval relevance except in the most general sense; at least some readers of THE BUZZ will have had experience of similar flying training and of display flying. I found discussion of the latter the most interesting part of the book. The author is modest about his abilities during flying training (April 1953 to April 1954 - *Prentice & Harvard*) and says he found difficulty coping with the greatly increased speed when he moved on to *Me-*

teors. He later flew *Vampires* as an instructor, flew with the Red Pelicans (*Jet Provost*) and became a display pilot for the *Gnat*. Notwithstanding his modest assessment of his flying abilities and his claim that "Right from the start, flying had always frightened me, and still did...." he became the RAF display pilot for the *Lightning* - demonstrating it at the 1965 Paris Airshow. He found that display flying induced increasing twitch and while comforting himself that if all else failed he could eject, he came to realise after witnessing a number of fatal accidents that a small mechanical failure could, at low level, make even this option unavailable. [ During a *Lightning* display over Exeter Airport an engine explosion robbed him of elevator control, frustrating his attempt to land back at St Mawgan and forcing him to eject. He landed near a Cornish farmer feeding his pigs who said he would come to Doyle's assistance when he had finished. Doyle had earlier put out a MAYDAY and when he rang ATC was told he couldn't be put through as they were dealing with an emergency. He had the satisfaction of saying "I AM the emergency!"] He recovered his nerve later but became increasingly disillusioned with the RAF. The days of eager young fighter Jocks keen to fly, who gave no thought to promotion, had been superseded by officers anxious above all to cover their backsides as they climbed the ladder. Doyle writes well and most entertainingly whether describing the Queen Mother's visit to his air station, the AOC's inspection in torrential rain, or the various scrapes he managed to get himself into. It is a long book, the typeface is small, but I found it totally engrossing and hard to put down.



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### Paddy the Farmer

Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions, stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them. On the appointed day, the inspector turned up. "Tell me about your staff," he asked Paddy. "Well," said Paddy, "there's the farm hand, I pay him £240 a week, and he has a free cottage. Then there's the housekeeper. She gets £190 a week, along with free board and lodging. There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week, along with a bottle of whisky, and as a special treat occasionally gets to sleep with my wife." "That's disgraceful" said the inspector, "I need to interview the half-wit." "That'll be me then," said Paddy.



## Our Lady Display Pilot

By Doc Holliday

Helen had for many years enjoyed flying around the county of Essex in a Cessna 150 based on a farm strip at Rayne. Being based at North Weald with her job as Duty Manager she found herself involved with a Grumman AA1 G-BEXN. Delighted to be apart of team that encouraged flying and all



things aviation she found herself flying out of the county. Now joining in with the Fleet Air Arm Squadron Helen found that her first flight abroad was about to happen and under the fine tutoring of Phil Moore she flew to Verdun in France. It came as no surprise that for several years I would find my self being encouraged to participate in more trips to France and

indeed visits to places further afield like Sweden. Eventually our little 'Pocket Rocket' was replaced by the mighty Vans RV6 of Vangrunsven fame. G-EDRV is a delightful aircraft which is capable or speeds up to 180 knots. Cruising at 75% power at a respectable 140 knots using 30 litres of fuel per hour; needless to say, aerobatic for good measure. For the past few years



Helen and I have enjoyed many of the monthly visits that have been arranged by members of the Squadron and this of course led to more exciting adventures for Helen and to be involved in. This year at Duxford, the May air show had the theme of 'Ladies in Aviation' and to that end Helen was asked to display our aircraft. Much to do: a display authorisation to get, design a routine and then lots of practice. John Beattie friend and mentor came to the fore and with a little help from the CAA the Display Authorisation was attached to her licence. Helens display routine consists of flying past the crowd at full speed having arrived from the behind all the spectators. Then pulling up and rolling left into a wing over. This was followed by a diving turn towards crowd centre and then rolling right to show the underside of the RV, climbing again this time a wing over to the right followed by another dive towards the crowd. This was repeated until she had

filled her slot time. Helen and I flew to Duxford every night for a week to practice her new found skill. Practice over and now for the big day, the weather was awful. Forty knots of wind and all the assembled ladies who had been briefed started to cancel their displays. I looked at Helen and



with tears in her eyes she said that she too was going to have to cancel. It was too rough; the weather had let her down. The one and only time to be a display pilot had slipped through her fingers- or so she thought! The LAA have a yearly 'Party in the Park' at Shuttleworth. Helen was again asked to display. Having an aircraft with an LAA permit to fly and an RV6 it was what they were looking for to accompany Richard Grace

and Dave Pullison in their Pitts Specials. Helen flew to Old Warden and practiced again, landing and taxiing in to a round of applause for a job well done. The show was a Saturday evening event which meant that we had plenty of time during the afternoon to prepare her mount for the display. Taking off from North Weald Helen suffered an engine failure landing the aircraft on the runway from three hundred feet. After an hour or two fixing the problem we flew to the show in time for the pilots briefing. A very excited Helen was now waiting for the show to start at 1800 local. The heavens opened with rain drops the size of melons, Old Warden was flooded. The show director was now about to cancel the event and hand back the entrance fees to those who had come along to watch. Time was now passing and it was decided that the visiting aircraft should have priority over the residence and display. G-EDRV is planned to be number two with a slot time of 1830.

The rain stopped and Helen is taxiing out to be told she is to open the show as the Turbulent won't start. This time with tears in my eyes I watched a perfectly executed display rounded off by the best landing ever. A very proud husband now waited to see the big smile!

Well done little one.





## FAA Squadron Web Site Goes Live

The Fleet Air Arm Squadron Web Site went live today the 8<sup>th</sup> September 2011. Get surfing at: <http://www.faasquadron.org.uk>  
The purpose of the web site is to inform the Naval Aviation world of our activities and to provide a route for those who would like to join. Obviously there are some small annual running costs and it is proposed that we develop an "Affiliates Section" which we expect to raise a bit of income each year to cover those costs. If members have ideas and/or comments for the web site please contact me in the first instance.

Michael Ryan

[michael.ryan@LRgroup.co.uk](mailto:michael.ryan@LRgroup.co.uk)

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Michael,

I hope this finds you and my FAA friends doing well. We started a new company in January of this year and I feel blessed to report that we are growing already. I have attached an article from Sunday's Business Section of our city newspaper. Please share the article with the FAA and tell everyone the Bright's say hello. We hope to see you and the other Warriors soon!

Fly safe and often,  
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# On The Record: Ex-fighter pilot, exec now coaches people to find direction & energy

Published: Sunday, August 28, 2011, 10:32 AM

By Michael Tomberlin -- The Birmingham News



Bruce Bright uses the compass as a metaphor for helping people get their lives, relationships and businesses pointed in the right direction. (The Birmingham News/Voncille Williams)

As a former Marine fighter pilot and former executive with a successful Birmingham company, Bruce Bright does not lack confidence. He now wants to instill confidence in others through his new company, On Target Leading, which offers life coaching, business consulting and motivational speaking services to individuals and companies. "So many people out there are just shooting in the dark," Bright said. "They're running to make things meet and they're not making ends meet." Bright started the company in January and works with everyone from corporate executives to parents and couples. "I've always wanted to help folks," he said. "Just like I did in the United States Marine Corps, I get joy out of seeing people succeed. The idea is to help them get clear, help them find the direction they want and help them find the energy to get there."

Michael Bell, co-founder and principal with the Modern Brand Co., said Bright has been helpful since he became his coach in January. "I had just gone through a divorce and one of my business partners had just left my company," he said. "I knew I was seeking direction in life, but I didn't know how to find it on my own. Through weekly coaching sessions with Bruce, I found the balance that my life was lacking and I truly defined goals for myself both personally and professionally."

[http://blog.al.com/businessnews/2011/08/on\\_the\\_record\\_ex-fighter\\_pilot.html](http://blog.al.com/businessnews/2011/08/on_the_record_ex-fighter_pilot.html)

## Powered Flying Support for Gliding Courses 2011

By Phil Moore

As in previous years the Fleet Air Arm Squadron provided powered aircraft and pilots to support the FFAOA Scholarship Gliding Courses at Lee and Merrifield during April and August this year. In addition the Air Squadron provided three aircraft and

Air Squadron PFS Aircraft

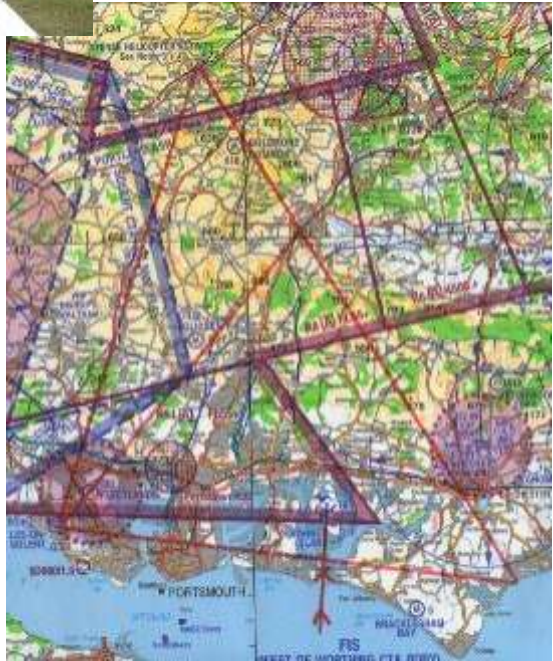


FAAS PFS Aircraft



crew for the summer course at Lee in August. Students are given a navigation brief a day or so before

the event followed up by a brief by their pilot just prior to the flight. At Lee we do a NAVEX : Lee, Fourmarks Station, Petersfield, and back to Lee if in slow aircraft (<85 knots) or down to the coast to Pagham if fast. The back to Lee leg is invariably interrupted by an encrypted message from the SAS advising the exact time of the Enemy Airfield's gunners teabreak from which a time on target and time at the initial point (Hayling/Wittering gap) can be deduced and free nav'ed to. The enemy airfield (Thorney), is overflown at 1000ft as a one pass TAC(R) then free nav back to Lee, which can easily be seen from Emsworth, via Portsmouth Dockyard. The



From	To	Dist NM	Track (T)	Track (M)	Wind Speed	Wind Direction	Heading to Steer	Air speed	Ground Speed Kt	Flight Time	Start Time	ETA	ATA
Lee on Solent	Four Marks Station												
Four Marks Station	Aldwick/Pagham												
Aldwick/Pagham	Lee on Solent												

students make their observations and complete the flight plan which shows how close their ATAs were to their ETAs, usually within one minute. On completion the Squadron pilot fills out an assessment form which at Lee is used to determine the Navigation prize winner. Normally it is just one flight but sometimes a landaway is introduced as at Yeovil recently when Air Traffic in the form of Peter Moorehead invited us in for tea. I



have been involved with this task at all three air stations for a decade or so and am invariably struck by the enthusiasm and delight shown by these young people for this activity. Despite some of them initially having difficulty calculating how many minutes it

takes to fly X miles at 60mph they all enjoy the experience. PFS renders a significant extra to the course which enhances student enjoyment and recruitment potential. Sadly, for the first time, this year it was not possible to provide this facility at Culdrose. We will try and do better in 2012.





## Letters to the Editor

Dear Phil,

I attended the Rotary meeting last night and enjoyed your talk on gliding, and it was interesting to meet someone who had also learned to fly in Singapore and who even knew my instructor! You kindly let me take a copy of "Squadron Buzz" (March 2011) which I have now read and to which I feel I can contribute a

story, if you can accept input from non-members. Incidentally, I too have flown Austers, one in particular which I now know to be the first British production Auster, G-AGTO, now at Duxford. I have 3 hours as P1 at Stapleford Tawney on that aircraft.

In 1970 I was Deputy General Manager for Post Office Telecommunications in Edinburgh. I had been appointed as communications project manager for the 9th British Commonwealth Games, to be held in Edinburgh. At that time there was a Naval recruiting drive and it was common to see cars with "Fly Navy" stickers. A new athletics stadium, Meadowbank, had been constructed. Amongst other technological innovations was the first electronic scoreboard in Britain. This was constructed at the West end of the stadium. At the East end, above the arena, were two control rooms, each with large glass windows overlooking the stadium and facing the scoreboard. On of these rooms was our communications centre, where all communications activity could be monitored and controlled. On a desk in front of the window was a Teletype keyboard which operated the scoreboard. Displays and messages could be prepared on the keyboard, then despatched to the scoreboard in an instant. A glass door linked us to the adjacent "Results" control room where officials sat on tiered seating overlooking the arena. On the day of the dress rehearsal for the opening ceremony, to be performed by the Duke of Edinburgh, we were all in place. The Results control room was filled with military top brass because the military were responsible for all ceremonial activities: large amounts of scrambled egg, shoulder pips and gold braid were visible. The opening ceremony was very carefully timed, not because of sporting or royal requirements but because the doves (pigeons) that were to be released, to fly home to lofts all over Britain, had to be over the Pentland Hills before dusk. Did you know that the homing instinct of pigeons decreases as the square of the time after 6.0pm? The plan was that the Royal Artillery would fire guns in Holyrood Park, some way from Meadowbank. The sound of the guns would arrive at the stadium just as the last notes of the National Anthem were played, by an Army band, and at that moment a flypast of RAF Phantoms would roar overhead. At the same time the

scoreboard displayed the message "Scotland welcomes the Duke of Edinburgh to the 9th British Commonwealth Games". It was a gloomy Scottish Summer afternoon (we had lots of them that year) and the scoreboard shone brightly in the gloom, so much so that the aircraft could see the scoreboard from some distance away and used it as an aiming point. Twice the routine was rehearsed; all seemed well, but the very senior RAF officer was not convinced. "One more time" he said "tell them to go round again". The formation wheeled about to form up over East Dunbar before running in again to the stadium, the guns reloaded and the band played. I had a quick word with the young lady operating the scoreboard.



As the guns boomed, the National Anthem concluded and the Phantoms roared over the stadium, the scoreboard cleared, then flashed "Fly Navy"! You have never seen so much con-

sternation and near apoplexy as there was in the control room! We, of course, looked the other way and pretended that it was nothing to do with us! I am sure that the Duke would have enjoyed the joke but, strangely, we were not encouraged to repeat it the following day!

With best wishes

Anthony Knight

PS you may like to know of my current aviation interest: [www.tect.org.uk](http://www.tect.org.uk)

## Squadron Funds - New Bank Account

By Phil Moore



Sad to relate the bank account we all pay our squadron subscriptions to since last December, which is part of the Nationwide Building Society, does not allow the treasurer to know from whom the payments are from! This is clearly unsatisfactory as we do not know exactly who has paid and who has not. In order to resolve this issue John Marriot, our treasurer and Membership secretary, has set up a new account with Nationwide which allows full exposure of payments made and this will come into effect next year. So be prepared for another bankers order form in the December Buzz which you will need to instruct you bank to pay your sub to the new account and cancel the standing order to the old account.



## Diary of Events 2011

**September Fri 16th**

**Ireland Long Weekend \***

(Denis Woodhams 01789763347)

**October Sat 8th**

**Shobden Rally \***

(Andrew Eames 07768514399)

**November Sat 26th**

**Annual Dinner at HMS Collingwood**

(Michael Ryan 07785294108 & Sue Moorehead 01749672791)

\* Members of the FAAOA living in the area will be invited by the Squadron to join in the asterixed events above



The **Squadron Buzz** is the quarterly "Newsletter" of the Fleet Air Arm Squadron. The editor invites contributions including photographs from all members (e.g. Reports, Letters, News, Anecdotes, Flying Information etc.). Please submit for Buzz No 59 by the deadline date of Friday 25 November 2011 to :

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