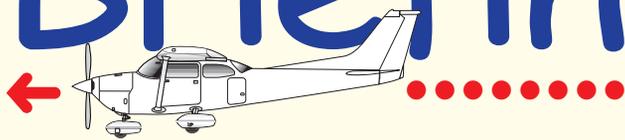


Briefings



Pitching for bizjet business



Oxford Airport' which critics claim is a geographical inexactitude, but the nearby M40 makes it *fairly* accessible by road from the capital, and of course you can always take a helicopter to Battersea if you can afford the £650 landing fee.

The development of the private jet business has caused some upheaval and friction between the airport and its long-time residents lower down the GA food chain, but things are sorting themselves out and at least everybody seems to be on speaking terms again. Head of development James Dillon-Godfray has assured owners and pilots that Oxford will always be friendly to all of general aviation.

Coventry Airport has opened a new dedicated Executive Jet Centre exclusively for the business aviation market, complete with lounge, meeting room and pilots' rest room with shower. Airport Director Brian Cox says the facility will "give Coventry Airport the edge over other nearby airports when catering for the business aviation market."

Coventry plays on its central position in England, with easy access via the M6, M40, M42, M1 and M69 to population centres and venues such as the Ricoh Arena, National Exhibition Centre and National Agricultural Society Showground. ■

Left: Ever-increasing numbers of business jets on the ramp at Oxford

Oxford and Coventry airports continue to attract more bizjet business and to provide more facilities for the top end of the general aviation spectrum. London Executive Aviation has created a new base at Oxford to look after a Legacy 600 under management; Jet Connections is also moving to Oxford from Farnborough, which is severely hampered by a movement cap, while Fair Oaks-based Synergy Aviation is basing a Citation CJ2, newly added to its AOC, at Oxford. More movements are in the pipeline.

Oxford bucked the UK trend in July by recording up to 20 bizjet movements a day compared to ten this time last year, and it sold a record amount of fuel during the month. July was also a milestone month for the airport with the start of regular Saturday flights to Jersey operated by an Air South West Dash 8-300 for Channel Islands Travel Services.

There's been some chattering in the public prints about Oxford styling itself as 'London

Civic dignitaries at Coventry – councillor Norman Pratt, Mayor Jack Harrison and airport director Brian Cox



Speed king



AOPA member Attila Balogh (left) has set two new world speed records ratified by the FAI – from Coventry to Altenrhein in Switzerland, and from there to Tokol in Hungary, in a single-engine aeroplane. Attila, who is MD of Provimi Pet Foods, has a Cirrus SR22 and is already the holder of several official speed records made on business flights around Europe, including Coventry to Frankfurt, Frankfurt to Budapest, and Berlin to Coventry. His latest records were set on August 17th when he took 3 hr 6 mins on the Altenrhein leg, and 2 hr 21 mins on the leg to Tokol, which is outside Budapest. Average groundspeed was 167 kt. He says a special acrylic sealant applied to his Cirrus by Propwash Aircraft Valeting added 5 kt to his speed.

If you'd like to have a go at setting a speed record, your first step should be to check things out with the Royal Aero Club, which represents the FAI in the UK. Man to talk to there is Geoffrey Boot, chairman of AOPA's Instructors Committee – Attila points out that Geoffrey is very supportive and helpful. You need to fill in some documents before your record attempt, and on the day of the flight ATC must sign the documents to verify take off and landing times. Once the FAI ratifies them, you're a record-holder.

World's oldest aero club?

The Aero Club De L'Est, based in Nancy in western France, celebrated its centenary at the beginning of September, which must surely make it one of the oldest flying clubs still in existence.

Roger Kimbell, who runs Sibson Flying School at Peterborough, was invited to fly in for the celebrations because he was the owner of an aircraft which had once been on the French club's flightline. He was tracked down by the club's president Dominique Lorenz, who was determined to gather together as many former club aircraft as possible.



Roger's aircraft, Robin DR300/140 Serial No. 470, now registered G-KIMB, was formerly F-BPXX. Roger bought her from the Robin factory in Darois 20 years ago, but in the 1970s she

had belonged to the Aero Club De L'Est.

Roger says: "It was a grand event – the weather was great and the events on the Sunday 6th were an example to all. Dominique Lorenz is a charming man who has been preparing for this historic event for many years. In the morning a memorial service was held at Nancy Malzeville aerodrome to celebrate the life of a past president Christian Moench, who disappeared in Iraq in January 1938 on a flight back from China in a light aircraft! All the

Left: Roger Kimbell (right) with instructor Jean Paul, who flew many hours in Roger's DR300 and is an Air France 777 captain



Club president Dominique Lorenz signs copies of his history of the Aero Club De L'Est

local dignitaries were there and it was a most impressive affair.

"From about midday Nancy Essey aerodrome was host to a multitude of visitors, many whom had flown in in an eclectic range of aircraft.

Moraine Saulnier models were in abundance. All the club's fleet were on the flightline and there were four aircraft from the UK, including a diesel Jodel, G-RIVE. Our flotilla comprised my Robin together with Vanessa Gray's DR253 and Brian and Sarah Chambers' DR400 Regent G-NBDD."

Incidentally G-KIMB/FBPXX was originally a prototype registered F-WPXX that had been designed as an aerobatic version of the normal DR300 series, designated DR330 as can be seen in the 1969 and 1970 editions of Jane's. Roger says: "Whether it ever flew aerobatically I have no idea, but presumably that the all-wooden design with cranked Jodel wing would have severely limited its capability." ■

TopNav 09

HRH Prince Philip presents the AOPA Trophy to Chris Blythe and Anthony Rose at the Royal Institute of Navigation's TopNav prizegiving in July. The RIN runs the TopNav competition every year, challenging general aviation pilots to navigate a route 'blind', with one clue



building on another, and to test their skills in the art of map reading, dead reckoning and radio navigation. It's traditionally been held in July, but this year it was moved to May and split into two, with TopNav North flying from Sherburn in Elmet and TopNav South from White Waltham. It's a great way to test and polish your navigating skills, so why not enter in 2010? It'll be the 32nd year of the competition – for details on how to enter look at the RIN website www.rin.org.uk and click on 'competitions'.

Wind farm TMZ

The CAA has established a temporary Transponder Mandatory Zone over the Whitelee wind farm south of Glasgow to mitigate its effect on the NATS Lowther Hill radar. The TMZ is in place until December 6th, when NATS' new air traffic control centre at Prestwick comes on line, with a feed from the new radar station at Kincardine in Fife providing improved coverage of the affected area.

The CAA says: "Wind farms can generate unwanted returns on primary radar and degrade the performance of Secondary Surveillance Radar. The temporary TMZ has therefore been put in place to ensure the wind turbines have no adverse effect on the safety of air traffic in the area."

Ditch the slide rule

If you're busy designing the aircraft of the future on your lunch napkin, or even if you're serious, there's a conference for you in London in November – 'Design Methods and Tools for Light Aircraft', organised by the Royal Aeronautical Society. The RAeS recognises that most text-books on aircraft design for the entrepreneur predate the mass-market computer and the sophisticated design software that goes with it. This conference will look at the tools that are now available and will show you how to use them.

Spreadsheets can be used to handle traditional data and formulae to scope out a design and create a performance model of an aircraft. A roster of speakers with first-hand experience of design and analysis will demonstrate and explain a range of CFD tools, starting with 2-D codes for clean airfoil and multi-element design, through to progressively more complex 3-D codes capable of analysing the entire aircraft.

There is a bewildering array of FEA tools on the market, and the conference will look at their strengths and weaknesses to help you choose. There will be an emphasis on composite design and manufacture, and the general focus will be on what's possible, with pointers on what to look for, and where to look. If you're an amateur or a professional designer, a university student or lecturer, make a note for the diary – Tuesday November 24th, Royal Aeronautical Society, 4, Hamilton Place, London W1J 7BQ, with registration at 10:30am. Nearest Tubes, Green Park and Knightsbridge. Cash bar.



Shawbury welcomes Coventry Aero Club

Five aircraft from Coventry Aero Club flew into RAF Shawbury for a familiarisation visit to the Assault Glider Trust and to meet the unit's Air Traffic Control Squadron. The visit allowed members of the club to talk to Air Traffic Controllers about airspace issues and gave them first-hand knowledge of how the Squadron works. The Squadron provides a Lower Airspace Radar Service to transiting aircraft up to 40 miles away from the north Shropshire airbase, and is of course often available to pilots flying from Coventry.

The pilots were shown around the Assault Glider Trust by Tim Jenkins, the trust's Educational Outreach Officer. The trust is currently building a Horsa Glider at the unit (right). The gliders were used on many operations in World War II including Operation Market Garden, the ill-fated aerial assault on Arnhem.



In flight catering



Injured RAF serviceman Corporal Stewart Hefti, 27, has set an unlikely record by completing 14 loops while drinking a cup of tea. Cpl Hefti, who sustained life-threatening leg injuries while serving in Iraq with 1 Squadron, RAF Regiment, flew as a passenger in an Extra 300LP piloted by former RAF Red Arrows team leader Andy Offer, now flying with the spectacular aerobatic team The Blades.

The flight, from RAF Cosford, formed part of the launch of the RAF Association's 2009 'Brew for the Few' fundraising initiative, which will help to bankroll the Association's work on behalf of past and present RAF personnel and their families.

With help from the Regional Rehabilitation Unit at RAF Honington in Suffolk, Stewart Hefti has fought to overcome his injuries and

Corporal Stewart Hefti – at right with mug of tea experiencing 1g straight down – drinks same at 1g straight up going over the top of a loop with The Blades

achieve his goal of rejoining his colleagues on front line operations – he fought alongside his RAF Regiment colleagues in Afghanistan earlier this year. Stewart says: "Drinking the tea was fine at the start of each loop but once we started to fly upside down I decided that I'd better just concentrate on holding on to the mug. When we first took off I was more worried about the tea staying in the cup, but after the first loop I realised it would and I started to enjoy it more. It was only after we landed that I started to feel a bit queasy!"



"I just wanted to give something back to the RAF Association who did so much for me and my family after my injury."

The stunt calls to mind the great Bob Hoover's party trick of pouring an iced tea from a jug to a mug on his coaming while looping his Shrike Commander; he would then shut down both engines, do another loop and an eight-point hesitation slow roll before touching down first on one mainwheel, then the other, and rolling engine-off into his parking spot. But everybody's got to start somewhere, and anyway, Hoover never drank the tea.

The RAF Association does a great deal of good work and deserves your support; you can give them a bung online at www.rafa.org.uk, click on 'fundraising and lotto'. ■

Start as you mean to continue



Siena Whiteside, a cadet pilot at Booker Gliding Club and a Corporal in 966 (Wallingford) Squadron ATC, achieved an unusual double by going solo on both a single-engine aeroplane and a glider within a day of her 16th birthday.

On August 4th, her 16th birthday, Siena soloed in a Grob 109B Vigilant at RAF Abingdon. It was by no means certain at first; the day was typically un-August like, with heavy showers sweeping in on a strong westerly wind. However, a welcome break in the weather provided a perfect window for Siena to complete a circuit and land, to be congratulated by a very happy Squadron

Above: Siena is congratulated by Sqn Ldr Mockeridge after her first powered flight

Leader Peter Mockeridge, Commanding Officer of 612 VGS.

The following day, blessed with bright sunshine, Siena added to her impressive flying start with a 19 minute solo in G-CKLA, a ASK-13 glider on an aero-tow, from Booker Gliding Centre at Wycombe Air Park.

This was the realisation of a life-long ambition in which Siena was assisted by bursaries from the Royal Aeronautical Association, the Caroline Trust and the Air

Training Corps. The Caroline Trust is a fund set up by the British Gliding Association to encourage young female students to enter the exciting aviation arena, particularly in gliders.

Siena's mother Donna says: "Now on to 17 and full PPL!" ■

Siena all alone in the K13 the following day



Jersey hotel break

Planning to visit Jersey? The extraordinarily splendid Hotel de France in St Helier is offering a 20 percent discount to all pilots, which brings a double room down to £120. The Hotel de France is the largest hotel in the Channel Islands and it's a very impressive place to stay – see www.defrance.co.uk. When you're booking, quote "pilot's rate" to get the discount. And of course, as an AOPA member you're entitled to a further five percent discount on the already-less-expensive local avgas, or avtur if that floats your boat.