

UK-SA RAF COSFORD FLY-IN FRIDAY 18th JULY

Captain
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(SAPPL)

First Officer
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(SAPPL)



TEAM PHOTO

This was a first for us in many ways : My first time as FO (Navigator & Radio Operator), Marks First land away as PIC and the first UK-SA event for both of us !

All planning completed and weather/notams checked, G-ARVU departed Manchester Barton at approx. 11.30BST. Lined up 27, Barton Radio 122.70 gave the 'Take off your discretion' and take-off performance with four on board was excellent. Initial heading took us direct to the northern entrance of the low level route. This 'alley' can and does get very busy and traffic is limited to no more than 1250ft on Manchester QNH so a good lookout is required. Although not strictly necessary, I changed Frequency to Manchester APP 119.52 (always busy) and an initial 'standby' was eventually followed by a Standard 'G-ARVU pass your message' but only by the time we were half way through the gap! A FIS was rec'd and heading continued whilst looking hard for Ashcroft or Oulton Park as our next VRP.



WHERE THE F*%* ARE WE ?

Fortunately, we passed directly overhead Ashcroft and a new heading was set direct Seighford (just to avoid Shawbury MATZ as well as add an extra turning point for the Navex). Now free to climb 2,500ft I said goodbye to Manchester and made contact with Shawbury 120.775 for another FIS. Navigation here was pretty easy as we were flying IFR (I Fly Railroads) the west-coast mainline passing through Crewe on our port side and then on in the direction of Stafford. Eventually Seighford was spotted and we were right on top (must have done good job with that wind correction angle!) Now was the time to change to Cosford Approach 135.87, but some technical problems with Radio operation led to no reply and so by the time we were overhead Wheaton Ashton, Cosford TWR was my next choice on 121.95. They gave us 27 R/H and a standard overhead join - No problems at all as Captain Laverty did another one of his trade-mark smoothie's on the concrete. Parking in front of the tower, Mark lined us up nicely next to the two previous arrivals. After checking in all four POB headed for the Restaurant.



BA TRIDENT PREPARING TO DEPART

There are three large hangars at RAF Cosford containing all manner of Aircraft, engines, rockets and Vehicles. Also outside there are numerous other exhibits such as the VC10, Trident, Viscount, 'V'Bombers and B707 etc etc. Whilst walking around you occasionally hear a fast jet pass overhead while students continue to train in the circuit in their smart new Grob Tutors complete with RAF flying suits and helmets !



BRISTOL BRITANNIA



NICE CHAP FROM DOWN SOUTH

After lunch we only had about two and a half hours to explore the site As the RAF close for the day at 16.30 and so we tried to cram in as much as possible. To take in everything fully you could easily make this a full day out. G-ARVU was last to depart just after 16.30 and even before changing to on-route frequency ATC advised us that there service was terminated.



MARK TAKES IRV UNDER HIS WING !

The return journey was a back-track of the same route and went entirely to plan. Joining the circuit at Barton is bit hairy though, as there are planes everywhere plus the odd helicopter. Standard Overhead Join and we were No 3 by the time we were downwind for 27 and yet another smooth landing by Mark.



STANDARD O/H JOIN FOR 27 R/H BARTON

All in all, a good day out and for little money (thanks to Irv's negotiating skills). Also thanks to Irv for arranging this trip and to Mark for offering a seat. I'm already looking forward to the next UK-SA fly-in.

Charlie Treasure.