



Issue 13 : Jun11 - Sep11

Contrails

Newsletter of the Christchurch Aviation Society

AGM 4th May at the Regent Centre Christchurch

The meeting was attended by 27 members and officers. Prue Ingall opened with the sad news that the Society's Treasurer, John Head, had passed away in hospital following an accident at home. John had taken over at a difficult time and Prue expressed the Society's condolences to Shirley, also a founder member. Owain Owen had audited accounts and Stephen Bishop gave the figures. Steve Bishop said the website receives hit from around the world as well as locally by people who cannot attend the meetings. A Newsletter subscription service (free) is being worked on. The existing committee was re-elected, with Owain Owen replacing John Head as Treasurer. Date of the next AGM will be the 2nd May 2012.

May Talk - Dorset Police Air Support Unit-

Our May talk was given by Philip Cottrell of the Dorset Police Air Support Unit. Phil started with a film to show the nature of the Unit's work. Tasks include searches for criminals or missing persons, managing or helping to contain an incident, transport of specialist personnel or providing a video link for commanders and support of officers on the ground or other emergency services. A key use is the ability to focus effort by strategic observation and guiding ground based personnel to a suspect.



Dorset Police Helicopter on search duty

Meetings List

07Sep 11, From Eagle to Raptor by John Batchelor, a cutaway artist (including drawings for the Eagle).

02Nov11, Guns of the Spitfire, by David Warhurst, the story of the Poole Royal Ordnance Factory

04Jan12, Social and Quiz

07 March - Operating the Sea Vixen - Paul Kingsbury

Web site www.christchurchavsoc.co.uk

Red Arrows

The tragedy of Flt Lt Jon Egging on 20th August has been extensively reported by the media and we would wish to add our condolences to those expressed elsewhere. Watching them leave on the 27th after being grounded for several days was a very moving experience - reflected by the double clenched return wave of the last pilot seemingly vowing we'll be back. Sooner than expected we have seen them again albeit as an 8 ship.



The operational area extends out to sea within a range set by the safe recovery of the aircraft in the event of an engine failure and operates for 18 hours a day in two shifts. Whilst Pilots are often ex-service, the Sergeant, a training officer and 8 observers are all experienced police officers familiar with Dorset. The unit liaises closely with neighbouring counties and can cover for down time on their aircraft.

The helicopter used is the McDonnell Douglas (MD902) helicopter which does not have a tail rotor but uses a ducted fan to provide the necessary thrust. This system has a number of technical and operational features: without the spinning rotor the helicopter is safer for people to work around and is less liable to mechanical failure from long transmission shafts. The aircraft started operations in 1999 and cost over £2m to buy and fit out. Annual costs are around £800,000.

Equipment on board includes FLIR (Forward Looking Infra Red) which provides a thermal picture invaluable for identifying a missing person or suspect in difficult ground or sea conditions. A normal high performance optical system is available for daylight use or in league with the Nitesun searchlight. A comprehensive suite of comms ensures the ability to provide inter service coordination. *(It is good news that despite the recent cuts in budgets the Unit has been able to continue Ed)*

Other Events

13 Sep, visit to Rolls-Royce at Bristol Limited to 12 people. Names to Steve Robson

Visit to the Dorset Air Support Unit, date to be decided.

If you are interested in a visit to the JETS hangar at Hurn on a Saturday give your name to Steve Robson.

Newsletter Editor Steve Robson 01202 300763