



NEWSLETTER

Edited by A. McRae

September 1998

This will be the last newsletter from this address, as we are soon to move into our new home in Northampton. We can take calls and mail up to the end of September, after that any urgent matters will be dealt with by Bob Hope until I get BT to connect me up again. My new address will be 23 Gallery Close, Southfields, Northampton, NN3 5NT. **Please do not send any mail there until after the 9th October 1998**, when we should be back on stream again



Directory.

The reprint of the membership directory has, for a number of reasons been held up, but I hope to get this under way again shortly after we move and this will include my new phone number and details of all new members who have recently joined.

Annual Dinner

The dinner will take place on the evening of Sat 17th October, with current bookings standing at 87. Will all those attending who have yet to send in their final payments please do so **before the end of this month (Sept)** so that I can pay all bills, and confirm the numbers attending, to the Mess before I move.

As with previous dinners Bob will try and arrange transport to and from Whittlesford and Duxford Lodge, so call him and tell him where you are staying and to see if you are on the route, if you do use the transport remember to pay the driver, last year several people jumped off without paying and we (committee) had to foot the bill.

The pay bar will open about 7pm which should give everyone time to assemble for a chat before the 8pm start. Dress is smart casual (suit./jacket & tie) and lapel badges if you have one.

The usual raffle will take place sometime during the course of the evening giving everyone an opportunity to win one of the glittering array? of prizes.

Meeting

On Sunday 18th we hold our last meeting of 1998, if you intend coming please remember to let Bob know the registration of your vehicle and the names of the occupants. Also remember that each occupant has to pay the attendance fee even if they are not members of the association. As before come in through the main gate and not the public entrance and park as directed by the security personnel. Initial gathering will be outside the control tower at 12 noon. Subs may also be paid at the meeting!

These are reputed to be some actual maintenance reports submitted by pilots from an "unnamed US airline" and the replies from the maintenance crews.

Problem - "Left inside main tyre almost needs replacement."
Solution - "Almost replaced left inside main tyre."

Problem - "Test flight OK, except autoland very rough."
Solution - "Autoland not installed on this aircraft."

Problem - "No.2 propeller seeping prop fluid."
Solution - "No.2 propeller seepage normal."
Problem - "No.1, 3 & 4 propellers lack normal seepage!"

Problem - "The autopilot doesn't."
Solution - "It does now."

Problem - "Something loose in cockpit."
Solution - "Something tightened in cockpit."

Problem - "Evidence of hydraulic leak on right main landing gear."
Solution - "Evidence removed."

Problem - "DME volume unbelievably loud."
Solution - "Volume set to more believable level."

Problem - "Dead bugs on windshield."
Solution - "Live bugs on order."

Problem - "Autopilot in altitude hold produces 200 fpm descent."
Solution - "Cannot reproduce problem on ground."

Problem - "IFF inoperative."
Solution - "IFF inoperative in OFF mode."

Problem - "Friction locks cause throttle levers to stick."
Solution - "That's what they're there for."

Problem - "Number three engine missing."
Solution - "After brief search engine found on right wing."

Thanks to Jim Oxberry for this submission.