



'Observe & Report'

Quarterly Magazine of Sky Watch Civil Air Patrol

Registered as a charity in England and Wales (1113079)
and Scotland (SC042026)

Summer 2013

Providing Air Search and Air Observation to Save Lives



In This Issue:



**Aero Expo 2013
Aerial Photography
CAP in Austria**



Sky Watch Civil Air Patrol

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'Observe & Report'

Official Journal of Sky Watch Civil Air Patrol

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Articles, Photographs, and Letters to the Editor are most welcome from Civil Air Patrol Units and members, the Emergency Services and other professional and voluntary agencies having a civil protection role.

Deadline: for the Autumn 2013 issue is Saturday 5 October 2013.

Editorial Address: 4, Whitehorse Close, Worcester WR2 4EB

Cover Picture: Andrew Lysser, UCP of Cumbria Civil Air Patrol piloting his autogyro at Aero Expo 2013, Sywell Aerodrome.

Editorial

Welcome to the Summer 2013 edition of 'Observe & Report'.

The voluntary sector has long been, and continues to be an indispensable part of the planning, response and recovery process relating to emergencies in the UK. Forged in the maelstrom of World War, it has enabled trained citizens to play an active part in supporting the emergency services as well as other professional local and national agencies charged with the help and succour of victims of disaster.

The Civil Air Patrol makes a unique contribution to these noble endeavours. It is a well established fact that an 'eye in the sky', or in our case - a trained 'eye', is able to provide those charged with managing incidents with, in most cases, a 'real time picture' of an incident as it unfolds and develops. The advent of digital and related imagery, coupled with advances in air to ground communications, has added immeasurably to this capability. The development of the unmanned drone has enhanced the value of, and flexibility of airborne resources. Northern Ireland CAP has lead the way in the utilisation of the latter by trained and competent volunteers.

Make no mistake, Ladies and Gentlemen, the Civil Air Patrol is here to stay!

The Eighth Annual General Meeting is being held at Sywell Aerodrome on Saturday 31 August, which of course ties in nicely with the Light Aircraft Association Rally being held at the same airfield that weekend. We look forward to meeting as many members as possible. Remember, this is your chance to meet with and discuss matters of mutual interest with the national officers. Of course, if circumstances prevent your attendance, you can register your 'proxy vote'. (See pages 12 and 13 for further information).

We will once again be represented at the Emergency Services Show which is being held from 25 to 26 September at the National Exhibition Centre, Birmingham. The Show has grown in importance, and the move to the NEC recognises the tremendous interest being shown by industry, media and the public at large in the work of professional and voluntary bodies. See you there? I do hope so.

Happy and Safe Flying

Graham Whitehead, Journal Editor.

From the Chairman

Dear Members,

It seems like only yesterday that I was writing the Annual Report to the President that featured in the last edition of 'Observe & Report' and here we are half way through the year and enjoying some really decent weather.



Looking back through the first half of 2013 there have been some really good things happening and also a number of setbacks to keep us on our toes, so let's deal with these first. Earlier in the year our general secretary, Neil Smith moved abroad so we faced the possibility of trying to move forward without this key member of the executive team. Fortunately, our former general secretary, Graham Whitehead, who is also the editor of our house magazine, agreed to 'hold the fort' on a temporary basis, but we still need to fill this very important post. Then, if that wasn't enough, our membership secretary, Bryan Harper, who is also member No. 7 (!), decided that it was time for someone else to take over the post of membership secretary, regional coordinator for the south-west and radio officer. Yes, Bryan has been wearing too many hats for far too long. Also, we need a new regional coordinator for Scotland and Northern Ireland so that the current incumbent, Peter Macintosh can concentrate on the development of the Highland Civil Air Patrol. I cannot emphasise enough that these are all key appointments that form the very foundations of the organization. None of these jobs are particularly onerous but we must get away from the dedicated few doing all the top jobs. It would be easy to steal the words of Sir Winston Churchill and to say that, "Never have so many owed so much" However, the bottom line is that without volunteers, with the correct skills, coming forward to run the organization we are, quite frankly, dead in the water!

Whilst we ponder on how we can fill the top jobs in the Civil Air Patrol I'd like to provide a quick round-up of what we've been up to nationally in the first 6 months of 2013 and what lies ahead. First, our colleagues in Northern Ireland hosted a very good meeting with the Secretary of State for Northern Ireland and former Minister at the Department for Transport, Mike Penning MP. Members may recall that it was Mike Penning who agreed that our pilots could be reimbursed for their direct (fuel) costs when engaged in CAP missions. Unfortunately, the weather, low cloud and strong winds, precluded any flying but, nevertheless, it was a very good meeting. Then, later in the year our colleague, Paul Trimble

who runs the Northern Ireland CAP was invited to make a presentation at the annual Police Aviation Conference (PAVCon) on the use of drones (unmanned aerial vehicles) in support of the emergency services when looking for missing persons, dealing with severe flooding and fighting wildfires in rural areas. This was a first for the CAP as it was the first time that we've been invited to speak at PAVCon at an overseas venue which, this year, was in Austria. Further details are in an article in the magazine.

More recently I was joined at Sywell Aerodrome by colleagues Peter Macintosh and Andrew Lysser to run the CAP stand at Aero Expo. As always, aviation events are hostage to the weather but this year this premier event in the UK aviation calendar enjoyed perfect weather and thousands of attendees. For three days the CAP team spoke to the many visitors and handed out leaflets which explain who we are and what we do. Again, like PAVCon, there's more information, together with some photographs, in a separate article. Then, hard on the heels of Aero Expo I was invited to a 'speed training' event on police premises in Durham City. 'Speed training' is an American idea and instead of several speakers addressing a large group of people in a big hall the same audience is broken down into smaller groups of around 6 persons and move between individual speakers for 15 minutes with each presenter. At the event I spoke to 11 individual groups, a total of almost 3 hours and handed out in excess of 60 leaflets and, yes, I was very tired after it had all finished. Then one week later the CAP in Durham took part in a large exercise, Exercise Valencia involving the Durham Constabulary, the Durham & Darlington Civil Contingencies Unit, the Fire & Rescue Service, the RAF SAR helicopter flight at Boulmer in Northumberland, the RAF mountain rescue team from RAF Leeming, the local Teesdale & Weardale Search and Mountain Rescue Team and other members of the voluntary sector including the Red Cross, St John Ambulance, Raynet etc. The exercise scenario involved serious flooding in the village of Lanchester in County Durham and two missing persons, one who was a vulnerable adult and the other a missing canoeist on the River Wear. The results of this major multi-organization exercise are still being analysed but, for the interest of the members, I've asked the editor to publish the Civil Air Patrol exercise instruction.

This year marks the 70th Anniversary of the mountain rescue service in the UK with the formation of the Royal Air Force Mountain Rescue Service in July 1943. The aim was simple enough, to rescue aircrew who had been forced to crash or abandon their aircraft in remote areas and who were dying from their injuries and adverse weather after surviving the crash. As is so often the case, it was down to the determination of one man, Flight Lieutenant George Desmond Graham, ably assisted by medical officer, Flight Lieutenant David Crichton who bombarded the then Air Ministry with requests for specialist equipment and training.

From this admirable initiative we now have numerous voluntary mountain and lowland rescue teams throughout the UK. Although with defence cut-backs and the closure of RAF Leuchars in Scotland the number of RAF teams will soon be reduced to 3 teams at Kinloss in Scotland, Leeming in England and Valley in Wales. Let's follow the example of George Graham and David Crichton and impress on the politicians, the police and others that the UK needs a Civil Air Patrol. A service manned by volunteers to complement the volunteers of the RNLI lifeboat service and the volunteers of the mountain and lowland rescue teams and to supplement the air search capability of the UK helicopter search and rescue service, a service that will soon to be contracted out to the Bristow Group. Also to assist the helicopters of the National Police Air Service in England and Wales, and the one police helicopter in Scotland, based in Glasgow, when people are missing in remote areas. In the meantime, congratulations to the RAF Mountain Rescue Service on their 70th Anniversary and let's all drink a toast to the memory of George Graham and David Crichton.

In the next issue of 'Observe & Report', which may be published electronically and added to the website at www.ukcivilairpatrol.co.uk, I hope to report on our attendance at the LAA Rally and the AGM, both at Sywell Aerodrome, and our attendance at this year's Emergency Services Show at the National Exhibition Centre in Birmingham. However, these are my thoughts and your own ideas are just as important to me and the other members so, please let's have some volunteers for the top jobs and let us all know what's happening is your part of the UK. Moreover, get the date of this year's AGM into your diaries; the Aviator Hotel, Sywell Aerodrome, Saturday, 31 August at 15:00 hours. I look forward to seeing you there.

Yours sincerely,

Tony Cowan

Come and see us at

 **THE EMERGENCY
SERVICES SHOW**

NEC | BIRMINGHAM | 25-26 SEPTEMBER 2013

Aero Expo 2013

Aero Expo, at Sywell aerodrome in Northamptonshire is one of the UK's largest general aviation events and this year it attracted thousands of aviation enthusiasts and members of the general public during three days of exceptionally fine weather.

The range of aircraft included some of the larger executive aircraft as well as the smaller microlights, and everything in between.

This year the Civil Air Patrol had its own chalet with display boards and leaflets on the inside and the autogyro belong to the chief pilot of Cumbria Civil Air Patrol, Andrew Lysser on the outside. As well as Andrew the chalet was manned for the three day event by the CAP chairman, Tony Cowan and the vice chairman and chief pilot of Highland Civil Air Patrol, Peter Macintosh.

Other CAP trustees who were at Aero Expo were Dave Unwin, flight test editor for PILOT magazine and John Cairns from Solent Civil Air Patrol who was at the event with the Royal Institute of Navigation. Also at the event was Chris Borchardt the chief pilot of the new Wessex Civil Air Patrol who had flown to the event with his wife Karen.

The autogyro, which is an excellent air observation platform, proved to be a real 'magnet' and attracted a lot of interest from both the public and members of the emergency services. On the Sunday, the third day of the event, Andrew Lysser was asked, and agreed, to fly a member of the media so that Aero Expo 2013 could be recorded from the air for television and for further publicity.

More pictures of this event on the front and back cover. Editor.



Local police officers with the CAP Chairman Tony Cowan and pilot Andrew Lysser

Civil Air Patrol in Austria

The Police Aviation Conference (PAVCon) is an annual event which attracts law enforcement officers and experts from industry from both sides of the Atlantic and this year was no exception. Representatives from Australia, Belgium, Germany, the Netherlands, Spain, Slovenia, the UK, the USA, Israel, Macedonia, Nigeria and from the host country, Austria gathered at the Flugmuseum Aviaticum (Aviation Museum) at the centre of the Diamond Aviation GmbH factory complex in Wiener Neustadt to the south of Vienna. The annual conference which promotes the exchange of ideas and the development of new equipment is organized by Police Aviation Research which also publishes, on line, the monthly magazine, Police Aviation News.

The Civil Air Patrol in the UK are no strangers to this event and on two previous occasions the Chairman, Tony Cowan and the unit chief pilot of Lowland CAP, Archie Liggat have been guest speakers. This year, Paul Trimble, the unit manager of Northern Ireland CAP was invited to give a presentation on the use of drones, also called unmanned aerial vehicles and unmanned aerial systems, in Northern Ireland. The CAP drones are used to support the Police Service of Northern Ireland (PSNI) when searching for missing persons and the Fire & Rescue Service when combating wildfires, attending industrial accidents and responding to serious flooding.

The Civil Air Patrol in the UK is believed to be the only organization in the voluntary sector which routinely deploys drones to support the emergency services when they are engaged in humanitarian activities. As one of the delegates commented, after the presentation, ***“It’s nice to hear the experiences of someone who is actually using drones to support the emergency services rather than someone from a marketing department telling us how good their drones are and what they may be able to do!”***



Paul Trimble of Northern Ireland Civil Air Patrol presenting at PAVCon



Ollie Dismore, Operations Director of UK National Police Air Service, updates delegates regarding the new service for England & Wales

Sky Watch Civil Air Patrol

*Registered as a Charity in England & Wales (113079) and Scotland
(SCO42026)*

NOTICE OF ANNUAL GENERAL MEETING

The Eighth Annual General Meeting of Sky Watch Civil Air Patrol will be held on Saturday 31 August 2013 at the Aviator Hotel, Sywell Aerodrome, Northamptonshire commencing at 1500hrs.

The meeting is being held to:

- Approve the Annual Report & Accounts for the year ended 31 March 2013.
- Elect National Officers and Trustees for the period 2013/14.
- Approve Trustees recommendation to increase subscriptions from 2014.
- Hold an Open Forum between Members and Trustees.

The final Agenda of the meeting will be available in the 'members area' of the web site (www.ukcivilairpatrol.co.uk) from the first week of August 2013. In addition, copies of the Annual Report and Accounts, will be available at the AGM.

Graham Whitehead
General Secretary
Tel: 01905 429694
E-mail: grahamwhitehead@ukcivilairpatrol.org.uk

Note1 - If it is your **intention to attend**, please advise the General Secretary **as soon as possible**.

Note2 - If you are **NOT** able to attend, please advise the General Secretary within 14 days of the date of the AGM. Members who have renewed their 2013 subscription are entitled to 'vote by proxy' (Rule 6.3 of the Constitution, Rules & Bye-Laws of the charity refers).

AGM — Proxy Voting

If you wish to vote by proxy, then this can be accomplished by **one** of the following methods:

- complete and return the proxy voting form below to General Secretary, Sky Watch Civil Air Patrol, 4, Whitehorse Close, Worcester WR2 4EB.
- send an E-mail to the General Secretary at grahamwhitehead@ukcivilairpatrol.co.uk
- cast your vote in the 'members area' of the web site.

Graham Whitehead
General Secretary
Tel: 01905 429694
E-mail: grahamwhitehead@ukcivilairpatrol.org.uk

2013 AGM—Proxy Voting Form

I, the under named, hereby appoint the Chairman as my proxy, to attend and, on a poll, to vote in my name and on my behalf at the Eighth Annual General Meeting (AGM) of Sky Watch Civil Air Patrol to be held on Saturday 31 August 2013 and at any adjournment thereof, in connection with the resolutions of which notice has been given.

Signed Print Name

Membership No Date

Address

.....

.....

Exercise Valencia

CIVIL AIR PATROL – EXERCISE INSTRUCTION

TIME ZONE: BST (Local time).

Reference:

OSGB Sheet 88 – Newcastle.

Philip's Street Atlas – County Durham.

SITUATION

1. Civil Air Patrol (CAP) aircraft will provide aerial observation and air to ground imagery for the Durham & Darlington Civil Contingencies Unit (CCU) during Exercise Valencia to test the response to a vulnerable missing person and serious flooding in Lanchester, County Durham. The CCU exercise will be centred on Lanchester OSGB Grid Reference NZ 166 474.

2. The Civil Air Patrol aircraft will be on 5 minutes standby at Shotton/Peterlee airfield from 09:00 hrs, Thursday, 13 June 2013. Unless instructions are received to the contrary the first aircraft will depart Shotton airfield at 09:30 hrs to arrive in the search area at 09:40 hrs and leave at 10:00 hrs. Each of the 3 CAP aircraft will spend 20 minutes in the search area. The second aircraft will arrive in the search area at 10:05 hrs and leave at 10:25 hrs. The third aircraft will enter the search area at 10:30 hrs and leave at 10:50 hrs. The transit time, each way, between Shotton and Lanchester is 10 minutes.

CIVIL AIR PATROL AIRCRAFT

Robin DR400 G-CCWM

Ikarus C-42 G-MRSS

RotorSport MT-03 G-CHLD

COMMUNICATIONS

3. **RADIO.** In the vicinity of Shotton airfield the all aircraft are to use 129.9 MHz and then call Newcastle Radar on 124.375 MHz and request a 'Traffic Service'. In the search area the radio will be tuned to 132.65 MHz with 123.1 MHz as a back-up. In the absence of direct radio communication the aircraft will request a 'link call' to the incident commander's marine band radio which will be tuned to Ch62A by calling 'Humber Coastguard' on frequency 132.65 MHz and using the Coastguard Integrated Communications System to call the 'Lanchester Incident Commander' on marine channel 62A. The incident commander's mobile telephone number 07721 976670 will be used as a back-up using the 'link call' protocol.

4. **TRANSPONDER.** The aircraft transponder will be set to 7000 + Alt, or as directed by Newcastle ATC.

5. MOBILE TELEPHONE. When on the ground at Shotton airfield the CAP 'Air Boss' may be contacted on **07931 446344**.

CALLSIGN

6. When communicating with Newcastle Radar the CAP aircraft will use the aircraft registration as its callsign. When using other frequencies the callsign will be abbreviated to 'Sky Watch + the last 2 letters of the aircraft registration. For example, 'Sky Watch Whisky Mike'.

REPORTS TO EXERCISE CONTROL

7. All reports referring to locations on the ground are to use the OSGB Grid with a six figure grid reference. For example the Burnope Radio Mast is at NZ 184 475. As a back-up to the OSGB the CAP participants may also use the Philip's Street Atlas for County Durham. For example, St Bede's RC Comprehensive School at Lanchester is on page 20 grid reference E5. Do not confuse the Philip's Street Atlas with the A-Z Atlas. CAP pilots will be provided with OSGB and Philip's map sections.

ALTIMETER SETTING

8. In the search area the aircraft altimeter will be set to the QNH at Newcastle Airport.

CONTROLLED AIRSPACE

9. The CAP aircraft will remain clear of controlled airspace. Pilots are to note the Class D airspace controlled by Newcastle Radar to the west of Durham City and overhead Lanchester.

WEATHER LIMITS

10. Strictly visual flight rules (VFR) with a minimum visibility of 5 km and a minimum cloud base of 1,500 ft in the search area.

CONFLICTION

11. In addition to the aircraft of the Civil Air Patrol an RAF Sea King SAR helicopter is expected to take part in the exercise. Unless frequency 132.65 MHz is in use it is anticipated that the crew of the RAF aircraft will listen out on 123.1 MHz (VHF scene of search).

SEARCH ALTITUDE

12. The minimum search height for CAP aircraft during the exercise will be 1,000 ft msd over built-up areas and 500 ft msd over open countryside. The optimum search altitude is around 1,000 ft msd.

TRAINING

13. The crews of the CAP aircraft are to use the most expeditious means to report by radio the location of the missing person, using an OSGB 6 figure grid reference, to the

incident commander on the ground at Lanchester. Also, a digital photograph of any object of interest should be taken in the search area, or in transit to or from the search area, and on return to the airfield sent to the incident commander's e-mail address as an attachment to an e-mail. To speed up the delivery of the photograph the camera should be set to a low definition.

OBSTRUCTION

14. The most significant obstruction in the search area is the Burnhope radio mast at OSGB NZ 184 475. This mast is 765 ft in elevation and 1,552 ft amsl. There is also a power line in between Lanchester and Burnhope village and several wind turbines to the north east of Lanchester.

TRANSIT ROUTE

15. The transit routes into and out of the search area for CAP aircraft are:

Outbound: From Shotton airfield to Junction 62 on the A1(M) and then to Lanchester keeping the A691 on the port side of the aircraft (Rules of the Air).

Return: From the search area at Lanchester to the south of Durham City keeping the A691 on the port side of the aircraft (Rules of the Air).

16. Due to parachute activity returning aircraft are NOT to join overhead Shotton airfield. Remain well clear to the west of the airfield and call for approach clearance on 129.9 MHz. For Runway 12 anticipate a straight in approach. For Runway 30 anticipate joining downwind.

James A Cowan MBE

Regional Coordinator (North)

UK Civil air Patrol

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www.ukcivilairpatrol.co.uk

6 June 2013

Distribution:

Action:

All CAP participants.

Information:

Durham & Darlington CCU. Durham Constabulary. RAFRLO. OC A Flt 202 Sqn. TWSMRT.RAF Leeming MRT. Newcastle ATC – Watch Supervisor. Humber Coastguard – Watch Supervisor.

Emergency Services Show 2013

The organisers of The Emergency Services Show are pleased to announce that the event will be moving to The NEC, Birmingham. In addition, the show is moving from its traditional November dates and will be held this year from 25 to 26 September to take advantage of longer daylight hours for outdoor exhibitors.

David Brown, Joint Managing Director, Broden Media, said, "We are excited to be bringing the country's foremost emergency services event to such a fantastic and iconic venue. The NEC has a great location that really adds value for our exhibitors and visitors, with superb transport links and facilities. I'm confident that visitors to this year's show will see the positive difference in our new home, and will continue to be delighted with the content and the calibre of our exhibitors, demonstrations and additional show features."

The annual Emergency Services Show is aimed at anybody involved in emergency response and recovery, including all blue light services, voluntary workers and service providers. Now in its eighth year, this annual event attracts buyers and specifiers of relevant emergency kit and solutions. It is acutely aware of promoting multi-agency working between the key emergency responders and their partner agencies.

The Civil Air Patrol will once again have a presence at the Show.

Registration to attend is free. Visit www.emergencyuk.com/p1

We look forward to seeing you there.

Come and see us at

 **THE EMERGENCY
SERVICES SHOW**

NEC | BIRMINGHAM | 25-26 SEPTEMBER 2013

Aerial Photography

by Archie Liggatt

A simple function of the CAP that is often overlooked but which can provide useful training opportunities and a very useful outcome, is aerial photography. For whom? Well, local authorities may be on the lookout for up to date images of infrastructure – reservoirs, parks, road junctions etc - as well as a host of other ‘customers’. Publicly available imaging such as Google Earth can be very historic, is provided in pure plan view and is usually poorly detailed. Many users may require photographs in oblique view to make detail stand out with perhaps trees denuded of leaves or tides fully out, instances not necessarily provided by internet satellite imaging. At Lowland Unit, we have provided imaging for our local authorities, police, RNLI (recording shifting sandbars so that lifeboats can pre-plan expeditious navigation close inshore), and, most recently, to St Andrews University History Dept to record the slow destruction of historic features all around Scotland arising from the inexorable process of coastal erosion. In this case, images are usually taken at extreme low tide to capture ancient fish traps, harbours, slipways, buildings and other doomed features. Farmers too can benefit from ad hoc crop surveys to highlight patterns of poor crop growth that require attention. The applications are only limited by one’s ingenuity.

In all of these cases it is important that the CAP is not seen to be taking trade from commercial operators. None of our users could afford to commission professional services and so the options are either to ask the CAP for help or do without. Obviously, our imaging is not up to the standard of commercial outfits but in most cases, it is entirely adequate. We have responded to a local government request for photographs by providing the images within 4 hours. Please appreciate that this application is entirely different to the real time imaging useful to the emergency services that is currently being pioneered with WiFi camera SD cards and 3G airborne-connected iPads.

Recently we have been perfecting 360 degree multiple high resolution imaging of historic features. The photographs, usually around 200, are stitched together with sophisticated software to provide a 3D high definition model so detailed that accurate measurements can be taken on screen and which can be ‘walked’ around by a virtual observer. Thus the feature is captured for ever at a particular point in time.

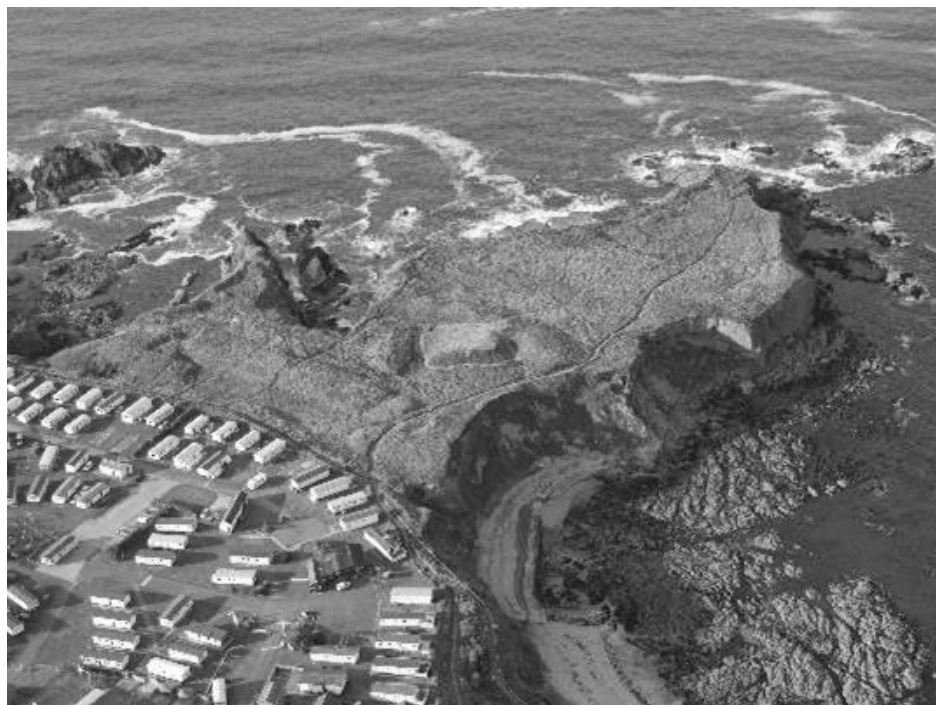
To achieve results like this, you need a good camera. Lowland, in cooperation with St Andrews University, has recently acquired a Canon EOS 5D Mk1 fitted with a very high quality F4 image stabilised 24 -105mm lens. We are just getting to grips with the equipment but the best settings seem to be:

Aperture Priority at F4 and ISO 200 which gives a shutter speed of around 1/1000th to 1/3000th, image stabilisation and autofocus selected on with highest image quality selected and set to RAW. JPEG is normally fine and should be used when images will be viewed on a simple device, however, the purists will find the extra detail available in RAW worth the processing. The camera should be pitched down at about 45 degrees from the horizon and not allowed to touch the aircraft structure. With plenty of light and no depth of field requirements, this set up renders consistently pin sharp and highly detailed images.

Individual image sizes are so large that considerable cropping can be done without compromising detail should bits of the aeroplane occasionally get in the way. The huge file size also means that images are best downloaded direct from the camera card or burned onto disk. We have 3 Skyrangers and one L18C Cub on the unit, all of which are excellent for aerial photography, as all have opening windows whilst also providing a very comfortable environment for the observer. Shooting through canopies generally degrades image quality considerably. Although the entire starboard cabin side of the Cub opens for observation, photography is actually easiest for a right handed shooter from the rear port opening window. Bending round to the left to aim the camera aft and clear of the wing strut is comfortable and relatively free from icy blasts and comms-disrupting buffet. Obviously, crew cooperation needs to be top notch and the pilot has a demanding role positioning the aircraft accurately in response to the observer's demands whilst monitoring systems and maintaining lookout. 800ft is a good compromise height - close enough to the target to minimize zoom whilst providing options in the event of an engine failure, reducing noise nuisance and remaining clearly legal.

The degree of agency liaison, pre-planning and in-flight crew cooperation required for successful aerial photography provides excellent training for more demanding types of sortie. The results are highly rewarding and usually attract praise, press coverage and, eventually, perhaps even the odd charitable donation! In these rather austere times as far as ops with the uniformed services are concerned, there is no reason that we cannot still provide many useful services such as this.

The pictures shown on pages 20 and 21 illustrate (i) 2 samples of the type of photographs to which the author refers (ii) the L18C Cub of Lowland Civil Air Patrol. Editor.





Membership Matters

The membership total took a further downturn at the end of June 2013 when the three month period of grace (from 01 April) expired.

Altogether some 32 members did not renew their membership subscription, this was offset to some degree by new members joining the Cambridge unit under UCP Graham Broom. A total of eight members with a further two pending completion of applications.

The total membership as at 01 July 2013 stands at 187, better than the forecast of 165 but well down on the 2012 total of 215.

Reasons for discontinued membership ranged from “retirement from flying” to loss of interest through lack of involvement in any unit activity. No doubt the high cost of flying and weather were also factors.

Once again members are reminded to update their personal and flying details to ensure that the membership database contains the latest information. Just go to the website and complete the Membership Application form, leaving out the last two boxes.

Bryan J Harper

Radio Officer News

Highland unit has been carrying out a trial using Marine band in conjunction with the Aeronautical Rescue and Coordination Centre (ARCC) and local Mountain Rescue Teams (MRT). In addition Highland have had use of police provided Airwave digital radio equipment.

UCP Solent has completed negotiations with OFCOM and is the first Sky Watch unit to be allocated a unit radio frequency –for local training and operations only.

All unit UCP should note that SWCAP units/individuals are not authorised to use Marine Band (M band) channels under the Sky Watch/MCA MOU. Use of M band in an emergency situation, i.e relaying a Mayday or reporting of a serious marine situation would need to be justified at a later time.

The MCA VHF frequency 132.650, authorised for SWCAP use on exercises and operations, may possibly be withdrawn from use due to MCA proposed economies. At present all MRCC are still so equipped.

Bryan J Harper

Come and see us at

 **THE EMERGENCY
SERVICES SHOW**

NEC | BIRMINGHAM | 25-26 SEPTEMBER 2013

Civil Air Patrol at Aero Expo 2013

