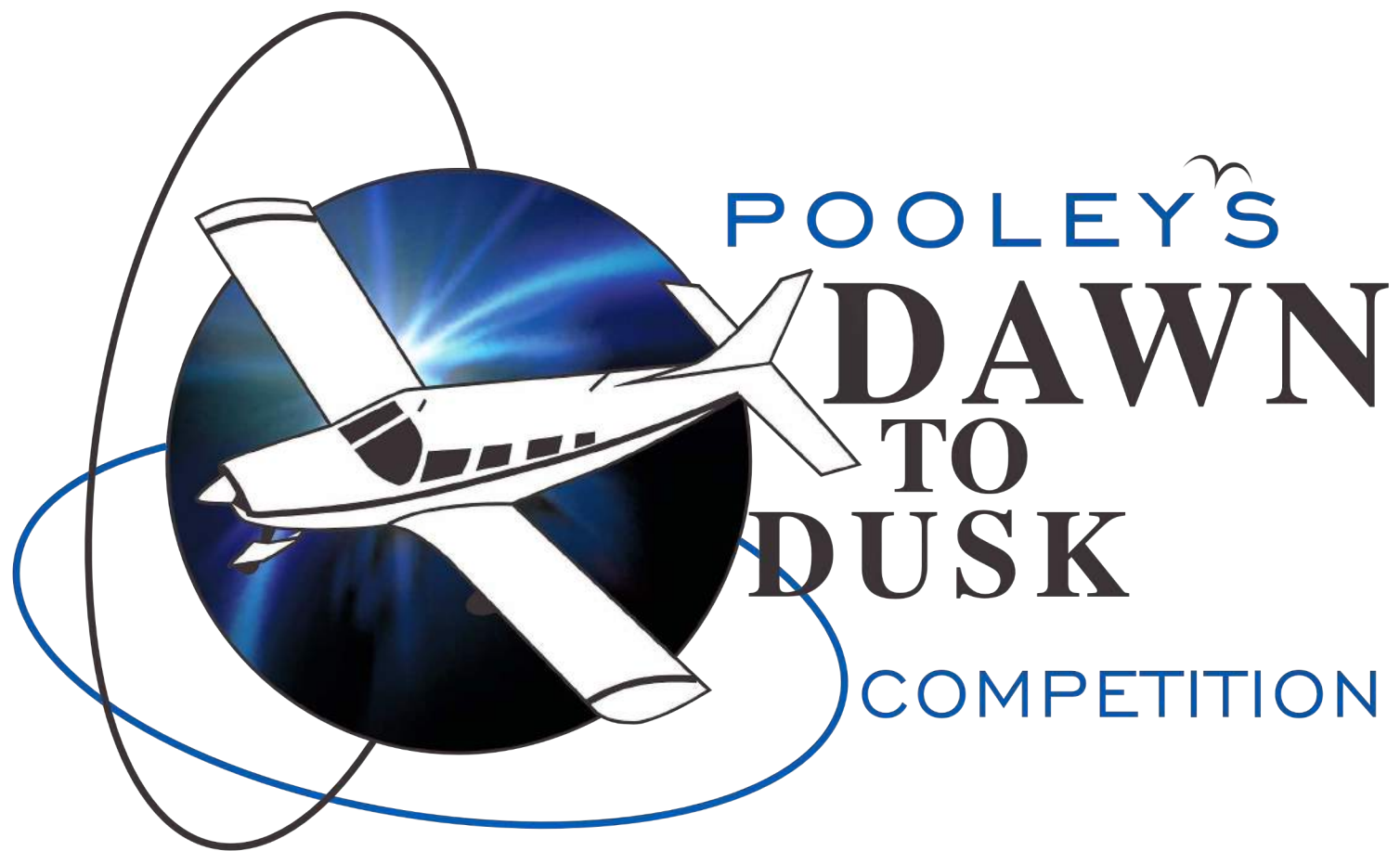




POOLEY'S
DAWN
TO
DUSK
COMPETITION



Flight Log

David Monks and Russell "Rusty" Waughman

Flight Date: 15th July 2016

Foreword

As a young pilot, the Pooleys Dawn to Dusk Challenge appealed to my sense of adventure, I had wanted to enter since qualifying as a pilot 1995. The hardest part was finding an inspiring theme to make sure your challenge flight stands head and shoulders above the rest. Any pilots ego will tell you that "you are in it to win it"!

Some 21 years later, I had the pleasure of meeting a remarkable man, Lancaster pilot Flight Lieutenant Russell "Rusty" Reay Waughman AFC, DFC, Legion D'Honneur RAF (rtd). A sprightly then 93 year old, he gave me the inspiration and the unique story to finally enter the challenge. The theme was very personal to Rusty as it retraced his war-time footsteps round the RAF camps he served at whilst serving with 101 (Special Duties) Squadron, many of them he hadn't seen since the 1940s, he hadn't seen his base, Ludford Magna, from the air since the night before D-Day.

After just over eight hours of flying with Rusty, the privilege afforded to me that day outweighed the importance of my pilot ego hoping to win. I couldn't say the same for Rusty.

I'm fortunate to count Rusty as a friend.



Introduction

David Monks bought his first helicopter when he was 27 years of age, a Robinson R22 purchased as he completed his PPL(H). He clearly recalls his first trip after passing, he went to see his mum. This doesn't sound like an ordeal but his mum lives on the other side of Stanstead zone and with David flying from Wellesbourne that nicely placed him to transit both Luton and Stanstead control zones. This appeared to have set the tone for David's flying as little puts him off getting in to his helicopter and setting himself challenges both at home and abroad. The furthest he has flown was to the 14th World Helicopter Championship in Moscow, Russia. With a taste for aviation challenges he has been long inspired by the Pooley's Dawn to Dusk tag line:

"To encourage the most interesting employment of a Flying Machine within the limits of competent airmanship and to demonstrate the capabilities of pilot and machine in a day's flying during the hours between Dawn to Dusk in terms of furthering some original and praiseworthy objective."

Many ideas have been fielded over the years but none of them have made the cut and actually progressed on to a Dawn to Dusk entry form until this year.

Whilst looking for a speaker for the Helicopter Club AGM last March, a friend of David's suggested he ask his father-in-law if he would like to speak. It transpired that his father-in-law, Rusty, was a Lancaster bomber pilot and at a sprightly 93 years of age has a *joie de vivre* that would be envied by many. The pair - who turned out to be neighbours in Kenilworth, hit it off immediately. At the AGM Rusty had his audience captivated by his tales of war. After the AGM David went to see Rusty. He has a enormous stash of memorabilia of his time in the RAF. One piece of Rusty's collection caught David's imagination. It was a long list of camps Rusty served at during his time with 101 Special Duties) Squadron. Some of the camps on this list are merely ploughed fields with little acknowledgement apparent of the contribution to the war effort - so without further ado, the challenge was laid bare . David and Rusty would fly to all of Rusty's old camps, flying as far south as Bristol Lulsgate to ex RAF Dishforth. The only further inspiration required was for Rusty to agree to spend eight hours airborne in an R22. He agreed in the blink of an eye - can you believe he has never been in a helicopter before??

So the challenge was on for Dawn to Dusk 2016.

Declaration of objectives to the Co-ordinator.

***Mens agitat molem* - Mind over matter.**

(the motto of 101 (Special Duties) Squadron.

Objective of the challenge: to overfly the camps Rusty Waughman served at whilst he was attached to 101 Squadron during WWII.

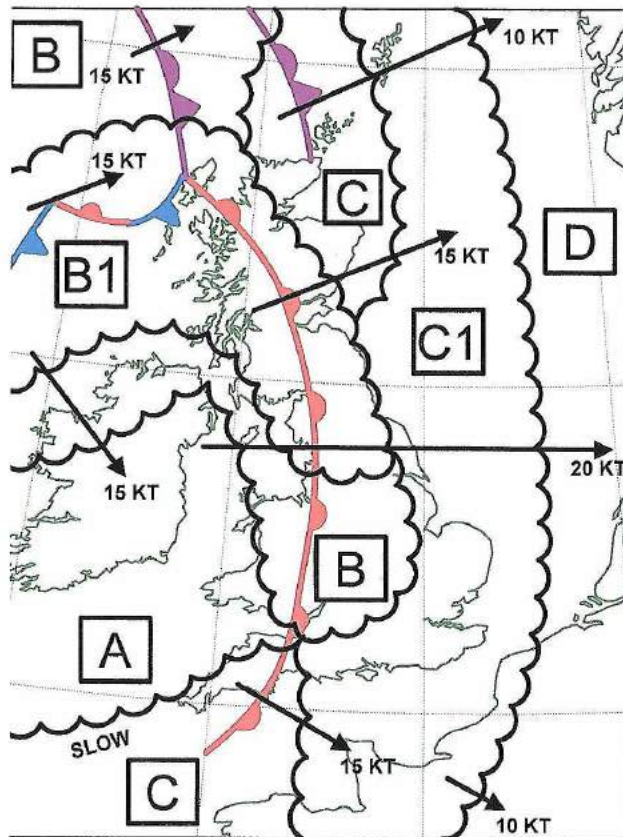
Lancaster pilot bomber, Flt Lt Russell "Rusty" Waughman DFC, AFC, Legion D'Honneur, of 101 (Special Duties) Squadron and helicopter pilot David Monks, Chairman of the Helicopter Club of Great Britain, former British Open Helicopter Champion and manager of the medal winning British Helicopter Team are under taking a peace time mission in David's Robinson R22 helicopter, G-ZAPY, to overfly the RAF camps and retrace Rusty's steps whilst attached to 101 (Special Duties) Squadron during World War II. The flight is in the spirit of mind over matter - the motto of Squadron 101 - *Mens agitat molem*.

The flight will track from Brize Norton, the current home of 101 Squadron, to Lulsgate, Netheravon, Biggin Hill, Debden, Cambridge, Oakington, Desborough, Bramcote, Abingdon, Nuneaton, Hixon, Church Broughton, Gamston, Ludford Magna, Ossington, Snaith and RAF Dishforth. A journey of some 495 miles between turning points with Rusty navigating and David at the helm.

The level of difficulty in this challenge is identifying the location as many of the camps show little or no sign of their previous existence, many are long consigned to the history books with just a ploughed field denoting their former whereabouts. Some of the camps can only be identified from historical wartime co-ordinates increasing the requirement for accurate navigation.

Notams and weather will be the only data collected by modern means. A telephone and PLB will be included in the safety equipment on board.

The challenges include crossing controlled air space, MATZ & CMATZ, military ATZ, restricted areas, danger zones and international airports.



All heights in 100s of feet above mean sea level

XXX means above chart upper limit
 Speed of movement in KT
 Hill FG implies VIS <200 M

MOD / SEV ICE Ψ/Ψ
 MOD / SEV TURB \wedge/\wedge
 TS / CB implies GR $\wedge/\wedge/\wedge$
 FZ precipitation implies Ψ

Cloud amount (Oktas)
 FEW: 1-2 SCT: 3-4
 BKN: 5-7 OVC: 8

This forecast may be amended at any time.

Issued by Met Office Exeter at 150300 Z
 Contact telephone 0370 900 0100 F215
 Forecaster: Duty Forecaster © Crown copyright 2016



Forecast Weather below 10000 FT

Met Office Valid 150800 to 151700 Z JUL 16 Fronts/zones valid at 151200 Z

AREA	SURFACE VIS AND WX	CLOUD	0 C
A	15 KM NIL WDSR 5000 M -DZ AREAS 2000 M DZ/BR MAINLY SEA COT ISOL 200 M DZ/FG SEA WINDWARD COT MTW MAX VSP 600 FPM AT 080 OCNL \wedge NW WDSR HILL FG	AREAS SCT/BKN SC \wedge 020 / 050-070 BKN/OVC (LCA SCT LEE MON) ST SC 004-008 / 020 (AREAS BASE 002 SEA WINDWARD COT) (BASE 000 FG)	XXX
B	20 KM NIL/-RA WDSR 6 KM RA/-RADZ AREAS 3000 M RADZ/BR ISOL 2000 M +RA B1 ISOL 800 M FG SEA COT MTW MAX VSP 600 FPM AT 080 OCNL \wedge WARM SECTOR AND FAR NE AREAS (WDSR W) HILL FG	BKN/OVC (LCA SCT LEE MON) SC AC AS (Ψ N) \wedge 015 / XXX WDSR SCT/BKN (LCA NIL/FEW LEE MON) ST 005-010 / 015 (LCA BASE 000-004 SEA COT W)	080-XXX N XXX S
C	25 KM NIL ISOL HILL FG	BKN/OVC AC AS (Ψ N) \wedge 070 / XXX C1 AREAS BKN/OVC SC \wedge 020-040 / 050-070 ISOL SCT/BKN ST 010 / 015 SEA COT	070-XXX N XXX S
D	30 KM NIL ISOL HILL FG	OCNL SCT/BKN CU SC Ψ \wedge 020-040 / 050-080 ISOL SCT/BKN ST 010 / 015 SEA COT NE	070-090 XXX FAR SW

Outlook Until 152400 Z: NEW AREA WITH CLEARER CONDITIONS WILL MOVE INTO THE NORTHWEST OF THE CHART, BEHIND THE WESTWARD COLD FRONT. OTHERWISE SIMILAR.

Dawn to Dusk

Mens agitat molem - Mind over matter.

(the motto of 101 (Special Duties) Squadron)

by

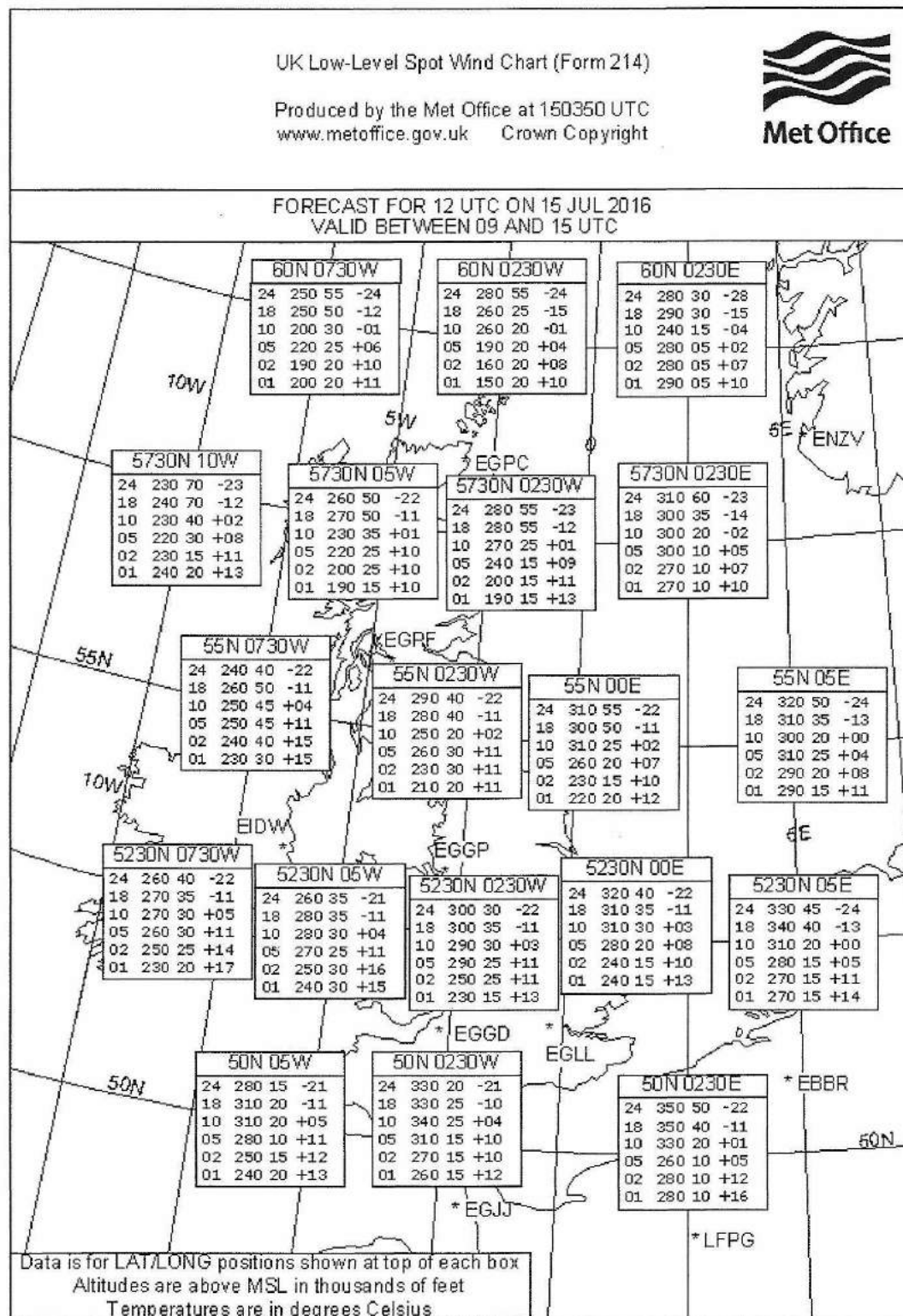
David Monks

Pilot Log 15th July 2016

With great anticipation, the weather watch for the challenge flight started during the week commencing 10th July 2016. The pre-planning telephone calls were made to tentatively ask if we would be allowed access to the Salisbury Danger area and the Netheravon Drop Zone. Several numbers just rang out or were fax lines but eventually I spoke to some very helpful people and particularly a lady by the name of Lisa who could not have been more helpful in my plight. Salisbury Operations advised with the exception of Thursday 21st of July the ranges were inactive and so crossing could be accommodated, the suggestion was made to confirm 24 hours before the flight was due to take place as changes to the schedule could happen. With this in mind and watching the weather, I saw a window of opportunity approaching for the flight to commence on the Friday 15th July. Mid Atlantic was dominated by high pressure with a couple of warm fronts in waiting to slowly approach the British Isles. (I'm pleased I don't forecast the weather for a living).

The call on the weather was made at 8pm Thursday, 14th of July. I had asked my navigator Russell, or "Rusty" to his friends, what time he would be available until that evening to conclude our decision on whether to fly or not and his response was typically in the style I have come to expect from him. He replied "I'm here all night, midnight if you like." Well midnight may have been good for him but I needed some sleep as an early start would be needed to complete the flight planning. Whilst all the waypoints and distances were known and compiled, the wind forecast was due at 0530 local and there were twenty legs to work out.

Nervous energy woke me, trust me not much else would at 4am in the morning. Soon I was armed with the Met Office weather and low level wind charts. I put my trusty mechanical flight computer to good use and with planning finished, maps folded and Notams read I headed to Wellesbourne to "A check" my helicopter, an R22 Beta model, which has just undergone a 12 years inspection and was sporting a fresh coat of paint. G-ZAPY was ready and glistening on the pad and ready to depart by 0820 local.



Valid only at the time of production: 15-07-2016 05:57 UTC

My navigator for the flight, Rusty, was chauffeured independently of me and informed me this would be his first trip in a helicopter. I was quite surprised but then again when he was flying there were no helicopters available for him to ply his trade, and from the stories he has shared me, a helicopter would not have lasted very long. With the tech log signed and fuel level recorded at 25 US gallons, we climbed aboard, turned the key and enjoyed the moment all Robinson pilots do - observing the small delicate but very functional helicopter come to life.

The weather was as forecast with a south westerly wind, good visibility and a good cloud base and with no fuss we lifted and departed on track towards our first turning point Brize Norton, the now home of 101 Squadron, Rusty's old operational wartime squadron. Our drift needing correcting as Rusty informed me and with track made good we had started the challenge - 8 hours and 600 miles.

Our first of many radio calls that day was to Brize Radar who facilitated our crossing of their zone with an overhead crossing routing around a Boeing Osprey, the American tilt rotor troop carrier, in the circuit. We were soon onward to Abingdon. No one to talk to here but Rusty pointed out where his office was amongst the hive of activity on the field. Rusty instructed at Abingdon in 1947. His Squadron had the VIP flight. He was the Squadron Training Officer flying Dakotas and the Valetta. Whilst based at Abingdon Rusty was awarded the Air Force Cross.

We then turned west toward Bristol Lulsgate. Back in 1945 it was known as Lulsgate Bottom and was the Bomber Command Flying Instructors School. Rusty flew the Airspeed Oxford here. As attrition rates were generally becoming lower by then there was a surplus of pilots and Rusty was sent to become an instructor. Weather wise, all was good but in the distance it was becoming clear the warm front had moved a little faster than we had hoped for and with a head wind Bristol was the most westerly point we had to visit. Quietly, I was concerned we may have to go direct to Netheravon but fortunately there was no need for the concern. The cloud base was lowering and the light rain started but the route was clear and a clearance was received to enter their class D airspace and fly our course. We took full advantage of a gap in their inbound commercial traffic and headed for the overhead, took a quick picture and an easterly turn saw us with a large tail wind heading for Netheravon.



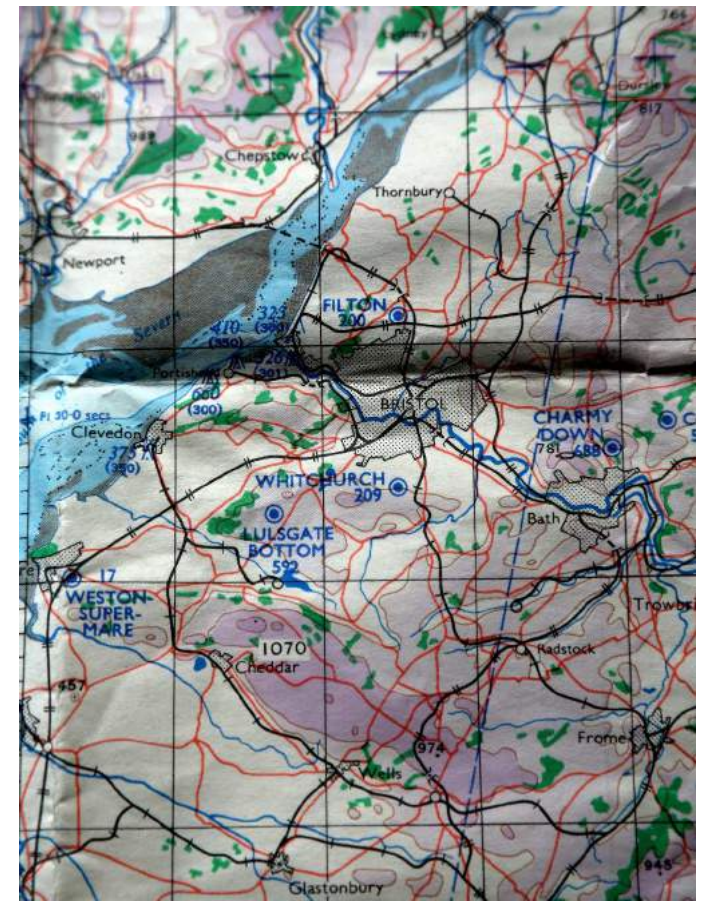


Brize Norton Turning Point 1



Abingdon Turning Point 2





Bristol Lulsgate Turning Point 3



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 Thruxton Airport
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*** AVGAS ***
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Vatable 20% £106.60
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CARD £127.92

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Email: westernair@thruxtonairport.com
 Admin 01264 772171
 Flying School 01264 773900
 Control Tower 01264 772352



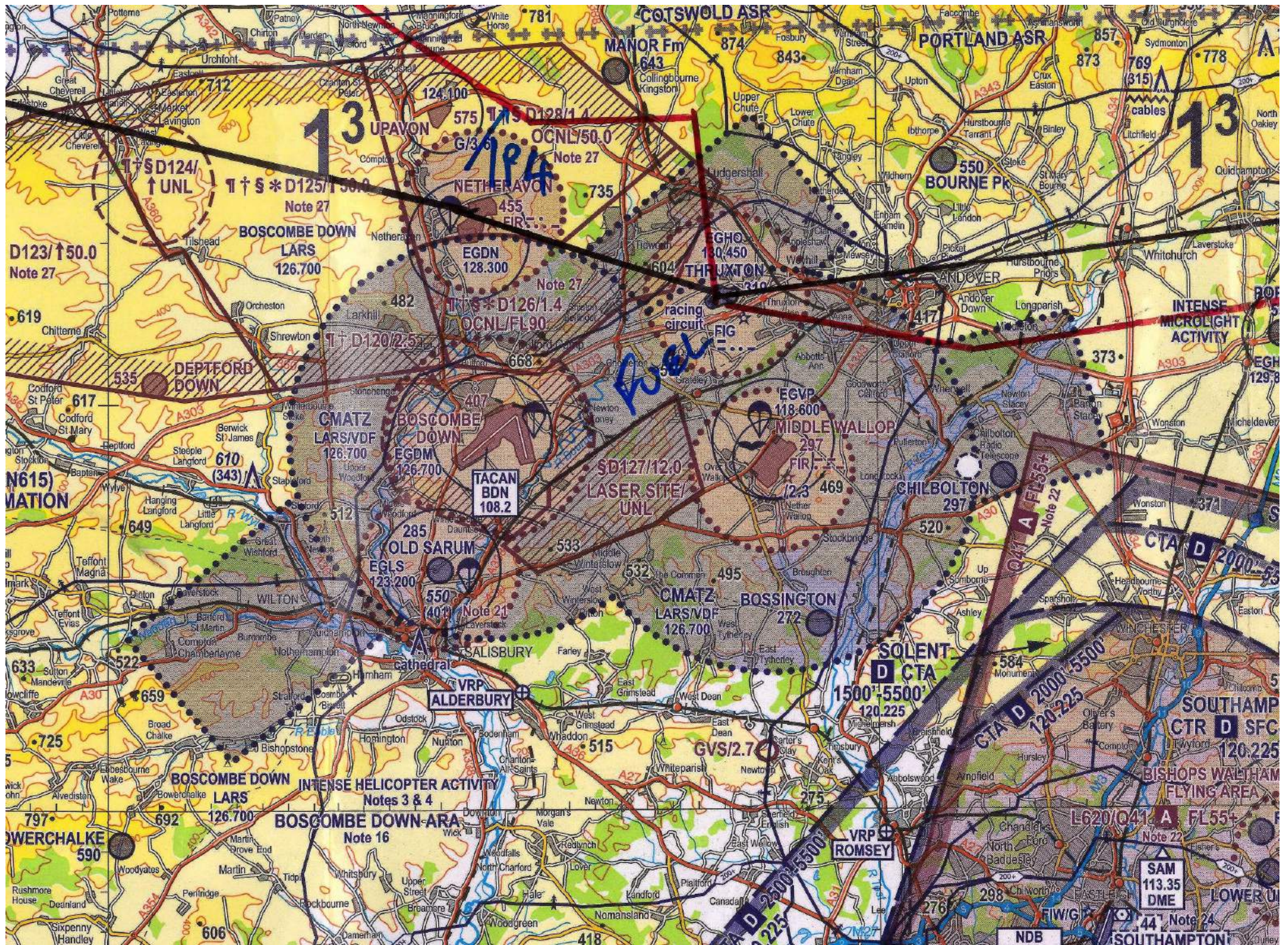
Netheravon Turning Point 4



Netheravon was the one way point that could have been denied to us because it is located within a danger area on Salisbury plain and is often active with parachuting. Now, anyone will tell you helicopters and parachutists do not mix. In fact, at Netheravon there is a special procedure for helicopter operations which prevents the pilot shutting down a landed helicopter until all parachutists dropping are accounted for. The reason for this is that if a parachutist is heading for a parked helicopter with rotors running it can easily be relocated, but without a running engine it cannot. In 1947, Netheravon was the Transport Command Practice Camp and demonstrated Dakotas, para trooping and glider towing.

A call to Boscombe Radar suggested we fly over the danger area at 1400ft and we would be assured a routing along side of Netheravon. With a listening watch on their DZ frequency, we could hear if there were any canopies in the air. From there we headed to Thruxton as it was only a stones throw away and was a good place for our first fuel stop. Thruxton is a very accommodating airfield particularly if you are familiar with it. However, I found returning to the helicopter departure point from the fuel placed our small helicopter downwind. The technique I had been shown to address this situation by my former competition crewmen, Jonathan Penny, left the tower a little confused. The tower was convinced I was making a downwind departure but I was actually flying to avoid the "Deadman's Curve" before turning in to wind. I thanked him for his advice and took the opportunity to turn into wind for our departure.

Heading east the sky was clearing, cloud base rising and visibility significantly increasing. With a good tail wind our routing took us over Farnborough and Odiham. Farnborough gave us a clearance to transit overhead as the airshow was not due to start for a couple of hours but we decided to route south of Odiham due to the height restriction of the London TMA and the area underneath classified as built up. This added very little to our flight time and allowed for greater safety margins in the event of a problem and the opportunity for Rusty to tell the history of his time at Biggin Hill before we crossed overhead at 2000ft and onward to Debden. Rusty was sent to Biggin Hill in 1946 for an assessment but he was never told what for and never had the thought to ask!





Biggin Hill Turning Point 6



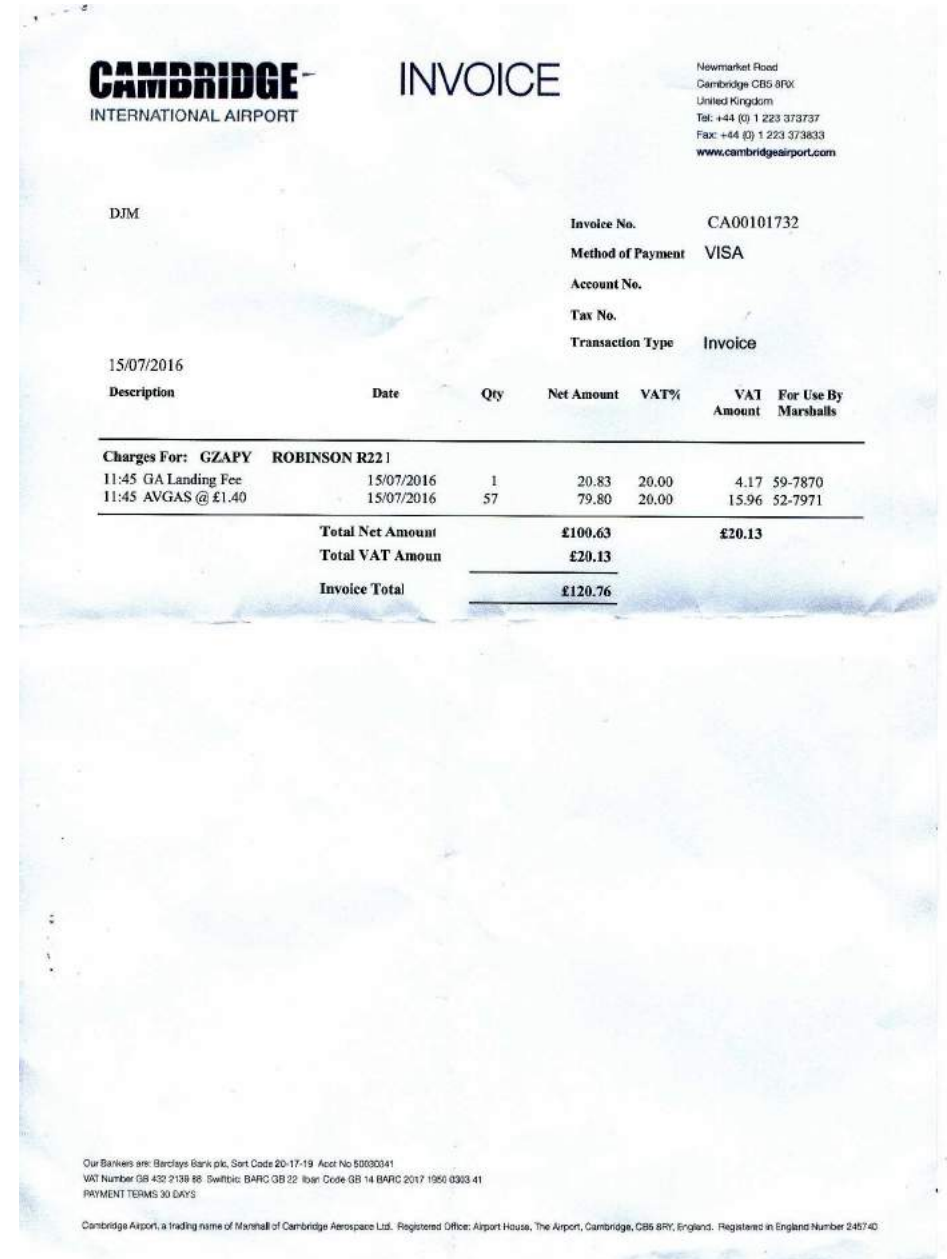


Debden Turning Point 8





Top Marshall's Cambridge 1953 Overhead
Bottom Chipmunk



Above
 Fuel & landing fees Cambridge

For me, this was possibly a more nostalgic part of the flight than it may have been for Rusty. Whilst Rusty spent time at Debden, it was home territory for me when I was a young adult, notice I didn't refer to myself as a young man because I see myself as that now.

I always smile inwardly flying within the Stanstead ATZ as it was the first zone I applied to cross and gained clearance some twenty odd years ago. It was the routing of my first flight away from my then home base at Wellesbourne Mountford after I had passed my PPL (H). I smile because it was suggested by the helicopter company owners' wife, Mary Smith, that I might wish to find a little less challenging flight for my first flight out - a moment I will always remember.

Whilst I was reminiscing on my youth, Rusty informed me that in 1946 Debden was the home of the Empire Radio School and his time was there because of his special duties in 101 Squadron. We nearly never got the chance to return because when asked to squawk by Essex Radar, they were unable to see a conspicuity code for us and only a primary contact. A small amount of negotiation ensued and we were cleared to route over Debden via Audley End before we routed north to Marshall's Cambridge, now named with the much grander title of Cambridge International Airport, incidentally the home of the air ambulance flown by the Duke of Cambridge and Marshall's of Cambridge who maintain the C130 fleet. Cambridge saw a mixed bag of emotions for Rusty as he resigned his commission to look after his terminally ill wife. He had to renew his qualifications here every year on the Chipmunk until 1960 as he was still in the Reserve of Officers.

Time for lunch! "What would you like Rusty?" "Anything" came the reply. I inspected the contents of the fridge within the Pilots administration area. On the desk was a very help lady who was charmed by Rusty after she had given a firm telling off to the crew of a helicopter who had flown out to meet Rusty and I en route with the hope of taking pictures and video on our way. I acknowledged it must a military thing that permission needed to be granted to take pictures on the airfield but I was reminded, several times, it had something to do with the air ambulance, it took several attempts for this to register with me but needless to say anyone who may be a little publicity shy needn't worry. Rusty received nothing but attention, admiration and three very large chocolate cookies! I suggested that he may use a little restrain as such a small helicopter is not over blessed with capacity for cookies.





Oakington Turning Point 10



Desborough Turning Point 11



Returning to the helicopter with a camera-less camera crew, Rusty and I prepared for the second half of our journey; it would see us tracking east and then north towards Lincolnshire and Yorkshire.

Departure was as instructed climbing to 2000ft before crossing the city and onto a north-westerly heading to the first turning point. From this point onwards things were getting a little harder with the exception of Gamston, Nuneaton and Dishforth, the next turning points were disused airfields, some of which offered next to nothing of their illustrious past other than coordinates on an internet site or were either just ploughed fields yielding the odd remnant of a parking dispersal. During our planning stages we downloaded pictures from Google Earth which we carried on board. These proved invaluable in helping to identify the locations.

We headed for Oakington; Rusty was the Flying Wing Training Officer from 1947 to 1949. He was responsible for four squadrons on base here. It was during his time at Oakington that he spent a couple of weeks on the Berlin Air Lift flying Dakotas. This base was eventually disbanded and moved to Abingdon where Rusty was the Training Officer. Desborough was up next and in 1946 Rusty met his first wife here. He also did some proper work at the same time converting crews on to flying the Dakota. With Oakington and Desborough in the bag our routing took us west to Bramcote and Nuneaton and what appeared to be more frontal weather, lowering cloud, rain and all that you would expect but not where you would have expected it to be at that time. Bramcote and Nuneaton saw Rusty continuing to convert crews on to Dakotas with the main work at Bramcote being to instruct Bomber Command crews to fly Wellington Bombers.

Fortunately, the weather change could not have been in a better place. Not only was I flying in familiar territory but as a helicopter club member there are several options to choose from as to whom to drop in on if needed. That particular area is blessed with at least 3 members with landing sites and I know I would be most welcome (especially with Rusty on board) to land and seek refuge as well as a cup of tea or something stiffer had the weather closed in. Our plan for the outset was to get as far as we possibly could and if we had to find a nice hotel on the way then we would. Rusty had his jim-jams on board - just in case!

As with all frontal weather there was a route through with good horizon and it just happened to be over Bramcote. I felt we were quite lucky, at this point the camera crew following in the R44 peeled south to Wellesbourne leaving Rusty and I to head north. Rusty told me he thought I had done very well in the weather and it reminded him of the many times he flew under the cover of cloud at night to deliver his gifts to Germany. He went on to explain all bomber pilots flew missions in cloud at night for up to 10 hours at a time. I felt my little excursion around some light rain was not worthy of a mention.



Bramcote Turning Point 12



Nuneaton Turning Point 13





Above

Departing from Nuneaton a "cooks tour" taking ground staff to see the battle areas of Germany and Holland. Photo taken at Eindhoven where they were forced to land after an engine failure.

Tracking the Birmingham Zone to the North West saw the weather improving all the time. A good clear-cut dark line under the cloud offered some , there was light at the end of the tunnel. With the wind picking up a little from the forecast, I increased our indicated airspeed to 95 knots to compensate as we wanted to fly for eight hours not ten! This leg of the journey took in Hixon, Church Broughton and Ossington. These three camps covered a time from 1944 to 1945 mainly instructing on Wellington Bombers. Ossington was a stand out moment for Rusty as he was still instructing on Wellingtons but had been assigned to an all Australian unit who didn't welcome the "Pommie Bastard". This was one camp he wasn't sorry to see the back of.

In 1945, despite the obvious pressures of war, Rusty was based at Gamston and it holds a special place in his heart as he met his first fiancée there. The more serious stuff saw him continue instructing on Wellington Bombers. Gamston soon appeared and the fuellers were fascinated by Rusty, my 93 year navigator, who was quite clearly holding his own whilst I decided on the fuel strategy due to the increased winds that had now been issued as a weather warning. My original choice had been to drop back in to Gamston for fuel en route for home but the wind was such we could not make it back on the fuel we were carrying. Doncaster was our alternate but had a broken fuel pump. Now we had a dilemma. Initially, we had a couple of choices - do we just fly to Ludford Magna and Snaith missing out Dishforth, the furthest most outpost, and return to Gamston, or take fuel at Sherburn-in-Elmet on our return from Dishforth as they indicated they would be open later than published because they planned to fly later. However, the weather could change that and they would just go home! With Doncaster having a broken fuel pump and with Leeds International not appearing to understand my request and gave me a phone number to call that didn't ring out any more. We were running out of options. Neither of the scenarios available were seen as viable as we had set out to complete a task and we were determined to complete it, not forsaking safety! Turning to my mobile phone, I made some calls to my base. The pilots at HeliAir at Wellesbourne and the Airfield Manager all put their heads together and came up with Brighton, it has a credit card machine for fuel. We were back in the game!



Hixon Turning Point 14



Church Broughton Turning Point 15



Ossington Turning Point 16



Gamston Turning Point 17





Flying control staff at Gamston. Rusty's first fiancée Audrey sitting on the grass on the right.



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Above
 Fuel receipt at Gamston.

Departing Gamston heading Ludford Magna, the home of 101 (Special Duties) Squadron. Rusty was stationed here in 1943 and 1944 flying the then very secret Radio Countermeasure called ABC (Airborne Cigar); it was operated by an extra, German speaking crew member called and SDO (Special Duties Operator). Ludford was built by Wimpy in 90 days and was a temporary base. Rusty flew a tour of thirty operations here; his Squadron had the highest rate of attrition of any in the war. He was awarded the Distinguished Flying Cross. Rusty decided we didn't need a map as his memory could tell me every river, road junction, village, and the hall where the pretty girls used to be all those years ago and as expected he was on the money with his navigation. Looking at the rising ground in the distance Rusty knew exactly where he was and how long it was going to take to get there. The clouds were dark but for Rusty a light shone on a patch of ground 3 miles north of a very large transmitter aerial on the higher ground. In the first break in the reflective silence Rusty informed me Ludford Magna was the highest airfield in Lincolnshire, and proceeded to tell me its elevation, and how he became involved with 101 (Special Duties) Squadron. Once passing over head, pictures were taken and a quick respectful nod to the 101 Squadron Memorial and to the public house. I then got the nose down and headed to Snaith, just north of Doncaster, we nearly took a picture of the wrong patch of ground; it's now a vast solar farm and not so much was on view under the darkening sky. Snaith was the home of the Pilot Distribution Centre and Rusty was posted to the Far East Air Force for VIP Duties RAF Far East Command Squadron.



Above

Rusty in the cockpit and his flight engineer 'Curly' pictured at Ludford Magna.

Opposite Left

Rusty and his crew outside their corrugated iron Nissen hut. The SDO is missing as he was billeted separately just in case he gave away secrets in this sleep.

Opposite right

Rusty is in the cockpit. The very secrecy of their operations meant photography was not allowed - this is a rare photograph taken from the crew hut. Two of the three 7ft transmitter aerials are visible, the third in under the nose.





Ludford Magna Turning Point 18





Snaith Turning Point 19



Dishforth Turning Point 20



Once we both agreed we had found Snaith - and yes we did eventually referred to Sky Demon for this one! We cracked on to Dishforth which until recently had been the home to Army Air Corps Lynx which I understand is now redundant. It was easy to see, a large runway with big numbers just calling out. Rusty was stationed at Dishforth in 1946/7 with the (Heavy) Transport Conversion Unit and was flying Dakotas.

We had reached the furthest turning point of our journey!!

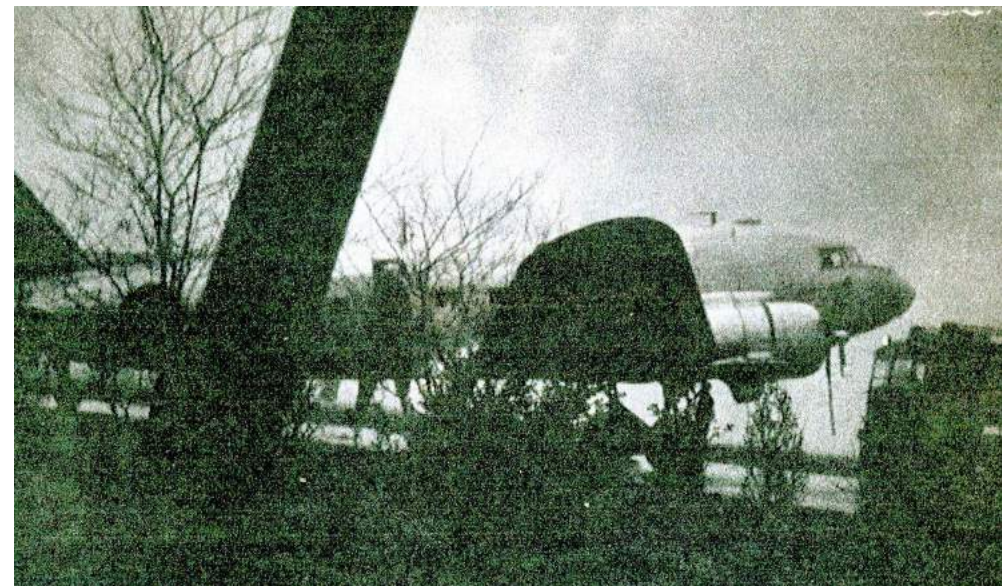
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Card Processed via chip
Authorisation On-line
PIN code verified
STAN 026087
Merchant id. 6054845
Author. code 025361
Approved
Number plate GZAPY



Above

Fuel Docket from Brighton

Top

Dishforth in the snow dropping off hay to farms

Bottom

Dishforth

All we had to do now was fly past York for a little sightseeing as Rusty put it, drop in to Brighton for fuel and get back to Wellesbourne. Brighton airfield typifies the enthusiasm the British have toward aviation, it's a club with vast array of old aircraft just waiting to be flown, the people are friendly and have time for you, they want to hear news and share their stories - wouldn't it be nice if the rest of life was just like that?

As we approached Brighton, there were 2 Austers holding to allow us to transit to the fuel. We were welcomed by a friendly face, not only was he the son of a fellow helicopter club member but a Facebook friend too. Michael gave me a lesson on how to use the pumps and in no time we were ready to depart whilst Rusty was in mid story. Guys, I promise I will bring him back!

The final leg weather was good with a planned flight time of about one and a half hours. Doncaster International cleared us to cross straight through their zone eventhough our transponder had appeared to have not worked for the whole journey. Generally, the skies were quiet, East Midlands Radar was not busy and it afforded us the time to take a selfie around Nottingham and post it via social media to Rusty's grandson Ed. Not only is Rusty very happy in his 7th hour in the air but he is natural selfie taker. Coventry Radar was the next call, we were cleared direct to Wellesbourne, the sun was shining although not so high in the sky but it summed up the day. After eight hours and two minutes airborne, we landed at 2006 hrs and whilst I shut down the helicopter and fell out of it, Rusty jumped out with the same vigour that jumped in. We had achieved our goal and I will have many memories of my day out with Rusty, the 93 year old Lancaster Bomber pilot.

PILOT Monks AIRCRAFT Robinson R22 DATE 15th July 2016

ALTITUDE	W/V	TEMP/DEW POINT	TAS	AREA	QNH
2000	235/15	12/11	80	COTSWOLDS	1026
2000	250/20	12/11	80	NETHERLAND	1027

AIRFIELD	EGBW	EGHO
R/W	18R	25L
QFE	1021	1015
QNH	1026	1027
APP	INF 124.02 Radio 130-45	
TWR		

FROM	TO	MSA	ALTITUDE	TRK (T)	TAS	HDG (T)	VAR	HDG(M)	G/S	DIST	TIME	FUEL
EGBW	EGVN		1500	177	80	186	V+1	187	72	27	22	14L
EGVN	ABBINGDON		1500	111	80	119	V+1	120	88	11	8	6L
ABBINGDON	EGGD		1500	251	80	250	V+1	251	65	56	52	33L
EGGD	EGDN		1500	103	80	111	V+1	112	97	37	23	15L
EGDN	EGHO		1500	111	80	120	V+1	121	94	6.2	4	3L
									TOTALS	137.2	109	71L

Start Time 08-42 OFF Checks 08-50 ON Checks 10-32 Shutdown 10-38

FACILITY	FREQUENCY	R/T	Notes: Danger Areas, Notams, Royal Flights	POSITION	FEATURES	HDG. CO	DIST	TIME	ETA	ATA
WELLS INFO	124-02	Callsign								
BRIZE ZONE	119.9	Type								
BRIZE RADAR	124-27	From								
ABBINGDON GND	122-10	To								
BRISTOL RADAR	125-65	Position								
BRISTOL ATIS	126-02	Heading								
BRISTOL TWR	133-85	Altitude								
SALISBURY APP	122-75	VMC								
NETHERLAND DZ	128-30	Estimate								
THUXTON RADIO	130-45	Request								
EMERGENCY	121.50	MAYDAY 7700 • COM FAIL 7600 HIJACK 7500 • CONSPICUITY 7000								

PILOT Monks AIRCRAFT Robinson R22 DATE 15th July 2016

ALTITUDE	W/V	TEMP/DEW POINT	TAS	AREA	QNH	AIRFIELD		
2000	250/20	12/11	80	Portland	1027	EGHO	EGSC	
	255/15	12/11	80	Chatham	1026	R/W	256	236
						QFE	1015	1024
						QNH	1027	1026
						APP	Radio 130.45	123.6
						TWR		125.9

FROM	TO	MSA	ALTITUDE	TRK (T)	TAS	HDG (T)	VAR	HDG(M)	G/S	DIST	TIME	FUEL
EGHO	EGKB		1500	083	80	087	V+1	088	100	62	37	24L
EGKB	SWANLEY		1500	064	80	062	V+1	063	94	9.6	6	4L
SWANLEY	DEBDEN		1500	001	80	351	V+1	352	84	36	26	17L
DEBDEN	EGSC		1500	344	80	334	V+1	335	80	13	10	7L
									TOTALS	120.6	79	52L

Start Time 11-05 OFF Chocks 11-13 ON Chocks 12-46 Shutdown 12-51

FACILITY	FREQUENCY	R/T	Notes: Danger Areas, Notams, Royal Flights	POSITION	FEATURES	HDG. CO	DIST	TIME	ETA	ATA
THRUXTON Radio	130.45	Callsign								
FARNBOROUGH Radio	134.35	Type								
FARNBOROUGH RADAR	125.25	From								
Biggin APP	129.4	To								
Biggin TWR	134.8	Position								
Biggin ATIS	135.67	Heading								
ESSEX RADAR	120.62	Altitude								
Stansted DIR	136.20	VMC								
Cambridge Radio	123.6	Estimate								
Cambridge App	123.6	Request								
Cambridge TWR	125.9									
EMERGENCY	121.50									

MAYDAY 7700 • COM FAIL 7600
HIJACK 7500 • CONSPICUITY 7000

PILOT Monks AIRCRAFT Robinson R22 DATE 15th July 2016

ALTITUDE	W/V	TEMP/DEW POINT	TAS	AREA	QNH
2000	252/15	12/11	80	Chatham	1026
2000	245/22	12/11	80	Barnsley	1026

AIRFIELD	EGSC	EGNE
R/W	23L	21R
QFE	1024	1023
QNH	1026	1026
APP	123.6	Radio 130.47
TWR	125.9	

FROM	TO	MSA	ALTITUDE	TRK (T)	TAS	HDG (T)	VAR	HDG (M)	G/S	DIST	TIME	FUEL
EGSC	OAKington		1500	312	80	302	V+1	303	70	5.4	5	3 L
OAKington	Desborough		1500	291	80	286	V+1	287	68	34	30	19 L
Desborough	Bramcote		1500	274	80	270	V+1	271	66	23	21	13 L
Bramcote	Nuneaton		1500	343	80	333	V+1	334	78	4.5	3	2 L
Nuneaton	Hixon		1500	309	80	293	V+1	294	66	26	24	15 L
Hixon	E Broughton		1500	075	80	78	V+1	79	102	12	7	5 L
E Broughton	Ossington		1500	060	80	58	V+1	59	102	34	20	13 L
TOTALS												

Start Time _____ OFF Chocks _____ ON Chocks _____ Shutdown _____

FACILITY	FREQUENCY	R/T	Notes: Danger Areas, Notams, Royal Flights	POSITION	FEATURES	HDG. CO	DIST	TIME	ETA	ATA
Cambridge Tower	125.9	Call sign								
Cambridge Radio	123.6	Type								
Birmingham Rn. In	118.05	From								
EAST MID Radio	134.17	To								
Garnston Radio	130.47	Position								
		Heading								
		Altitude								
		VMC								
		Estimate								
		Request								
EMERGENCY		MAYDAY 7700 • COM FAIL 7600 HIJACK 7500 • CONSPICUITY 7000								

PILOT		AIRCRAFT			DATE		AIRFIELD		
ALTITUDE	W/V	TEMP/DEW POINT	TAS	AREA	QNH	R/W	EGNIE		
2000	245/22	12/11	80	Barnsley	1026	QFE	212		
						QNH	1023		
						APP	1026		
						TWR	Radio 130-47		

FROM	TO	MSA	ALTITUDE	TRK (T)	TAS	HDG (T)	VAR	HDG(M)	G/S	DIST	TIME	FUEL
Ossington	EGNIE		1500	339	8	321	V+1	322	79	7	5	3.2

Start Time 13:48 OFF Chocks 14:00 ON Chocks 15:53 Shutdown 16:00

TOTALS	145.9	115	73.8
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FACILITY	FREQUENCY	R/T	Notes: Danger Areas, Notams, Royal Flights	POSITION	FEATURES	HDG. CO	DIST	TIME	ETA	ATA
		Callsign								
		Type								
		From								
		To								
		Position								
		Heading								
		Altitude								
		VMC								
		Estimate								
		Request								
EMERGENCY	121.50	MAYDAY 7700 • COM FAIL 7600 HIJACK 7500 • CONSPICUITY 7000								

PILOT Monks AIRCRAFT Robinson R22 DATE 15th July 2016

ALTITUDE	W/V	TEMP/DEW POINT	TAS	AREA	QNH
2000	245/22	12/11	80	Burnsley	1026

AIRFIELD	R/W	QFE	QNH	APP	TWR
EGNE Brighton	21R 28R	1023 1025	1026 1026		130.47 Radio 129.80

FROM	TO	MSA	ALTITUDE	TRK (T)	TAS	HDG (T)	VAR	HDG(M)	G/S	DIST	TIME	FUEL
EGNE	L MAGNA		1500	079	80	083	V+1	084	102	28	17	11L
L MAGNA	Snaith		1500	300	80	285	V+1	286	63	36	35	22
Snaith	Dishforth		1500	336	80	318	V+1	319	76	30	26	4
Dishforth	Brighton		1500	138	80	182	V+1	183	82	27	20	13

Start Time 16:37 OFF Chocks 16:43 ON Chocks 18:13 Shutdown 18:20

TOTALS	121	98	50
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FACILITY	FREQUENCY	R/T	Notes: Danger Areas, Notams, Royal Flights	POSITION	FEATURES	HDG. CO	DIST	TIME	ETA	ATA
Ganston Radio	130.47	Callsign								
Humber Radar	119.12	Type								
Dunstable Radar	126.22	From								
Linton LARS	118.55	To								
LEEDS RADAR	133.12	Position								
Brighton Radio	129.80	Heading								
		Altitude								
		VMC								
		Estimate								
		Request								
EMERGENCY	121.50	MAYDAY 7700 • COM FAIL 7600 HIJACK 7500 • CONSPICUITY 7000								

Flight Summary

Date15...../JULY 2016.



From	To	Distance (NM)	Time Elapsed	Ground Speed (KTS)
EQBW WELLESBOURNE MOUNTFORD	EQVN BRIZE NORTON	27	25	65
EQVN BRIZE NORTON	ABINGDON	11	7	94
ABINGDON	EQGD BRISTOL LULSGATE	56	45	75
EQGD BRISTOL LULSGATE	EQDN NETHERAVON	37	21	105
EQDN NETHERAVON	EQHO THRUXTON	6.2	4	93
EQHO THRUXTON	EQKB BIGGIN HILL	61	47	78
EQKB BIGGIN HILL	SWANLEY TP7	9.6	8	72
SWANLEY TP7	DEBOEN	44	25	106
Overall Totals				

POOLEY'S



Flight Summary

Date15..... / JULY 2016



From	To	Distance (NM)	Time Elapsed	Ground Speed (KTS)
DEBDEN	EGSC CAMBRIDGE	13	13	60
EGSC CAMBRIDGE	OAKINGTON	8.5	8	64
OAKINGTON	DESBOROUGH	34	27	76
DESBOROUGH	BRAMCOTE	23	20	69
BRAMCOTE	NUNEATON (EGBE)	4.4	4	55
NUNEATON (EGBE)	HIXON	26	19	82
HIXON	CHURCH BROUGHTON	12	9	82
CHURCH BROUGHTON	OSSINGTON	34	20	102
Overall Totals				

POOLEY'S



Flight Summary

Date15...../.....July.....2016



From	To	Distance (NM)	Time Elapsed	Ground Speed (KTS)
OSBINGTON	RETFORD CAMSTON (EGNE)	6.9	6	69
RETFORD CAMSTON (EGNE)	LUDFORD MAGNA	28	21	80
LUDFORD MAGNA	SNAITH	36	26	83
SNAITH	DISHFORTH	30	23	78
DISHFORTH	BREIGHTON	27	20	81
BREIGHTON	EQBN WELLESBOURNE MOUNTFORD	100	84	71
	Overall Totals	634.6	8hrs 2mins	79

POOLEY'S



Detailed Report

Date 15 / JULY 2016



Start, Turning Point or Landing	W/V	Altitude	TR(M)	ETA	ETD	Distance (NM)	Time Elapsed	Ground Speed (KTS)	
				ATA	ATD				
EGBJ WELLESBOURNE MOUNTFORD	235/15				0850 0850				
EGVN BRIZE NORTON	235/15	1500	178	0912 0915	0912 0915	27	25	65	
ABINGDON	235/15	1500	112	0919 0922	0919 0922	11	7	94	
EGGD BRISTOL LULSGATE	250/20	1500	252	1004 1007	1004 1007	56	45	75	
EGON NETHERAVON	250/20	1500	104	1025 1028	1025 1028	37	21	105	
EGHO THRUXTON	250/20	1500	112	1029 1032		6.2	4	93	
Totals						137.2	1hr 42	80.7	

POOLEY'S



Detailed Report

Date15...../.....JULY.....2016



Start, Turning Point or Landing	W/V	Altitude	TR(M)	ETA	ETD	Distance (NM)	Time Elapsed	Ground Speed (KTS)	
				ATA	ATD				
EGSC CAMBRIDGE	255/15				1400				
					1400				
OAKINGTON	252/15	1500	313	1405	1405	8.5	8	64	
				1408	1408				
DESBOROUGH	252/15	1500	292	1435	1435	34	27	76	
				1435	1435				
BRAMCOTE	252/15	1500	275	1456	1456	23	20	69	
				1455	1455				
EGBE NUNEATON	252/15	1500	344	1459	1459	4.4	4	55	
				1459	1459				
HIXON	245/22	1500	310	1523	1523	26	19	82	
				1518	1518				
CHURCH BROUGHTON	245/22	1500	076	1530	1530	12	9	82	
				1527	1527				
OESINGTON	245/22	1500	061	1550	1500	34	20	102	
				1547	1547				
Totals									

POOLEY'S



Detailed Report

Date 15 / JULY 2016



Start, Turning Point or Landing	W/V	Altitude	TR(M)	ETA	ETD	Distance (NM)	Time Elapsed	Ground Speed (KTS)	
				ATA	ATD				
GAMSTON	245 / 22				1645				
					1643				
LUDFORD MAGNA	245 / 22	1500	080	1702	1702	28	21	80	
				1704	1704				
SNAITH	245 / 22	1500	301	1737	1737	36	26	83	
				1730	1730				
DISHFORTH	245 / 22	1500	337	1803	1803	30	23	78	
				1753	1753				
BREIGHTON	245 / 22	1500	139	1823		27	20	81	
				1813					
Totals						121	1hr 30	82	

POOLEY'S





Declaration

This form must be completed and handed in with the competition log. If it is not returned the entry may be excluded.

If any infringements of the regulations have been incurred the competitor must qualify his/her declaration below.

I hereby declare that the record of my flight as contained in any log herewith is fair and accurate and that no infringements of the competition regulations have been incurred.

Name (BLOCK CAPITALS) DAVID JAMES MONKS

Signature (PILOT) 

Signature (CREW MEMBER) _____

Date 27/7/16

POOLEYS



Declaration

This form must be completed and handed in with the competition log. If it is not returned the entry may be excluded.

If any infringements of the regulations have been incurred the competitor must qualify his/her declaration below.

I hereby declare that the record of my flight as contained in any log herewith is fair and accurate and that no infringements of the competition regulations have been incurred.

Name (BLOCK CAPITALS) RUSSELL REAY WAUGHMAN

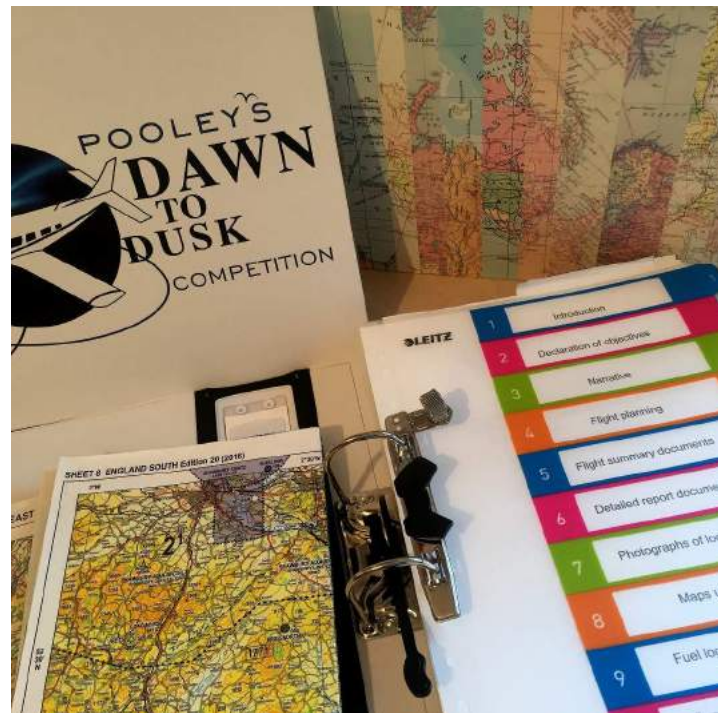
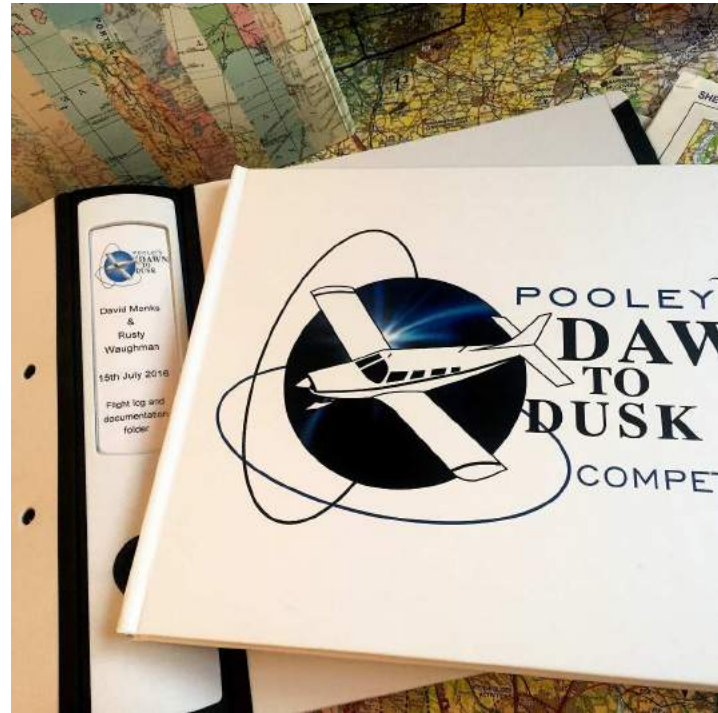
Signature (PILOT) _____

Signature (CREW MEMBER) 

Date 27/7/16

POOLEYS







The challenge is over, the logs have been submitted and a book written to further explain the journey. There's a lot of reading to do so the box contained a nice pack of Curly Wurlys to help the judges on their way.



Dawn to Dusk 2014 - 2016 Awards Dinner, 3rd February 2017,

The Royal Air Force Club, Piccadilly, London,

in the presence of

the Master of The Honourable Company of Air

Pilots,

His Honour Captain Peter Q Benn

After much anticipation, David and Rusty were awarded second place and presented with The Coventry Trophy and The Helicopter Cup. After their historic tribute to Rusty's time with 101 (Special Duties) Squadron designed to draw attention to the debt we owe to the wartime aircrews of Bomber Command, they were runners up to a husband and wife team who flew over 100 paragliding sites in the south of England who were awarded the Duke of Edinburgh Trophy and The Pooley's Sword.





Above

Rusty locates the badge of Squadron 101 in the badge corridor at the RAF Club

Left

Rusty in front of the iconic stained glass window at the RAF Club.



Our flight was also marked with an award from The Royal Aero Club of the United Kingdom. We were presented with a Certificate of Merit from Squadron Leader Andy "Milli" Millikin, Officer Commanding of the Battle of Britain Memorial Flight at the RAF Club on 18th May 2017.

Rusty with Cadets from
46F (Kensington)
Squadron, Air Training
Corps.



Rusty and David





With thanks to all those who assisted our flight!

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