



CLUB AND AIRPORT NEWS

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## APRIL FOOLS'S DAY TODAY!

Spare a thought for the following catastrophic heading errors leading to a forced landing at night in the jungle of Brazil with 13 passengers killed and 54 survived,

This was a *Varig Flight from 1989 over Brazil*. This report and findings are quite alarming for such a simple but disastrous orientation, error leading to this report

Consider this thought for a 'simple mind set' and knowledge of your directional heading, plus a good geographical expectation of the route. Bearing in mind there is no such Heading as North or South

All headings are East or West only, e.g. 290 is West, whereas 029 is East, with a touch of momentary dyslexia they become the same number.

How many pilots have steered 330 instead 030 or vice versa.

Before planning a long journey, study your charts and assess what heading you can expect to see on the magnetic compass, and also the visual scenery to be expected, whether it be day or night, especially if you have previous departures or landings, under these quite normal conditions of flight.

## Study Air Safety Report & Disaster that followed.



**Study flight reversal tracks of this report on Wikipedia with better map detail, every 5 minutes is another 38 miles of being lost and radio contact was also fading.**



This Gyrosopic Compass can be set manually before flight and then monitored for compass alignment during flight, it can of

course can be during the flight thereafter.

*Look-up Look up Varig Flight 254 Boeing 737-200 forced landing in the Amazon Jungle and study these headings:*

**Introduction**

**Initial Error**

**Latent Error**

**Failure to Cross Check**

**Lack of Situational Awareness**

**Weak VHF Signal**

**Attempt to Rectify Situation**

**Confirmation Bias**

**Tuning Incorrect Radio Frequency**

**Crash Landing**

Study the Internet article on this incident carefully which was a normal regular flight for many people over the remote jungles of Brazil which ended dramatically on this day and a long way from destination by 600 miles.

Even the passengers began to realise there was something going wrong and time was running out as they were not seeing some usual scenes from previous flights to their destination at Belém.

## BRAZIL'S RIVERS FOREVER



The many rivers of Brazil are hidden beneath the canopy of the jungle and therefore of little use on becoming lost, being unable to pinpoint your position by a winding stream. It is far better to have a good estimate of the current position and maintain a good heading and time en-route will begin to produce some security as to your actual flight plan and a good mental plot at all times. However, most Airlines have duplicated Nav-Aids fitted and regular routes. Complacency is not a Navigation Aid.

This flight departed on a westerly heading towards the setting sun, when in fact they should have been turning onto a northerly heading after take-off, hdg 027 the known track toward Belém, on the north coast of Brazil.



The final features being quite unique, but this crew never got anywhere near it, so what chance did they have of any form of recovery as to the future of their flight. If this crew had realised the moment they turned back, all they had to do was take up the 027 hdg, this track would have taken them almost directly to Belém on the north coast of Brazil...simple!

## HALCYON DAYS OF BRANDS



Hailwood Suite at Brands Hatch was opened by John Surtees and Pauline Hailwood during the Motor Cycle Festival weekend 15<sup>th</sup> / 16<sup>th</sup> of August 1989.. John Webb MD of Brands looks on.

John Surtees died recently aged 83. John was a regular visitor as far back as Dillow's Café, Biggin Hill.

He was Motor Cycle World Champion several years running and finally he was able to claim the World Championship Title for Cars being the only person able to hold these Multi Championship Titles and finally the BBC title for Sportsman of the year.

It was decided to have a Festival of Motorcycles at Brands Hatch in August 1989. A lot of racing bikes were driven around the short circuit with the crowd being able to stand on the edge of the track to be able to get some memorable photographs.

The spectators were well behaved and the weather was brilliant, it was great to see the motor cycles up close at a sensible speed.



Gordon Franks, with John Surtees.

## VIEWS FROM THE PIT LANE



These bikers enjoyed their weekend and were polite, being able to access machines close up as well as trackside.



Gordon Franks, Derek Minter, known as 'The King of Brands' and John Surtees JB was the photographer during the two day event – a very good event for a non race meeting.

## PRESENTING THE LAURALS



Pauline Hailwood and Gordon Franks presented the winner of a festive race with the Laurel Wreath.

## SIGNING AUTOGRAPHS



The 'King of Brands' Derek Minter signs his autograph for a fan.

John Surtees was also pleased to sign for his fans



## HISTORIC RACING BIKES



John Surtees exhibited part of his collection of classic MV Augusta 4 cylinder racing machines.

## MORE CLASSIC RACING BIKES



This rare machine was an AJS V2, water cooled Super Charged machine. It looks as though it may have been a handful on the track. But an interesting design.



The Manx Nortons were the standard racing bike of the day. A stepping stone for many a forthcoming race champion. Several of these were tuned by Joe Craig who was the top man at the Norton factory.

## THE CLASSIC 500cc BMW's



## SURTEES ON HIS AUGUSTA



## FINALLY, F1 CHAMPION

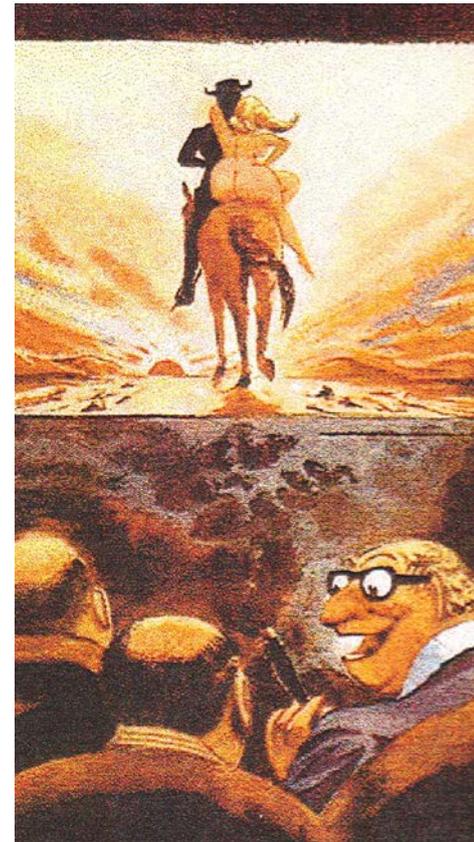


Following multiple World titles on two wheels Surtees switches to F1 and gains the 1964 World Title on cars as well as motorcycles.

## 1970 HE BUILT HIS OWN F1



Which he built in his factory at Edenbridge, making Lola Cars.



*I like this JB fellow, the way he just strolls off into the sunset with his passenger riding side-saddle, knowing that tomorrow is just beyond the sunset. What say we come back tomorrow, we could get lucky....!!*



**IN THE WAKE OF THE 87 HURRICANE WE REMEMBER THE EXCITEMENT & DAMAGE**  
21 aircraft were severely damaged at Biggin Hill. The next morning the wind was still blowing at 55 knots as Mark Palmer, Richard Chippendale, Gary Duncan and Mich Parsons looking wind swept as they survey the damage. Photo: JB

