

Distribution

G.W.Milsom            L. Scott  
J.F. Storrie         R.Neal/K.Povey  
M.G. Huggett  
M.J..Wilkey  
R. Mottershead  
A.Copeland/D.Minter  
K. Eastwood  
R.L. Freeman  
J.E. Tompkins

NIGERIA G39 1974/75

Notes covering Briefing Meeting held Friday  
11th October, 1974

Present:    G.W. Milsom  
              J.F. Storrie  
              M.G. Huggett  
              M.J. Wilkey (part time)  
              R. Mottershead  
              A. Copeland  
              D. Minter  
              K. Eastwood  
              R.L. Freeman  
              J.E. Tompkins

Apologies received from:

S. Fountain  
R. Neal  
K. Povey  
J. Jopling  
N. Ridley-Thomas  
H. Ghosh

AIRCRAFT

G.W. Milsom reported that G-AMCA returned to W/W Friday 11th October following its Check III at Manchester, and MJW expressed confidence that aircraft would be ready to depart for Nigeria Sunday 20th October 1974

CREWING AND RESPONSIBILITIES

It was explained that S. Fountain was presently unwell and F.B.N.A.S. had decided to send G.W. Milsom as a replacement Captain.

Crew Members would therefore be as follows :-

Project Manager/Aircraft Captain	G.W. Milsom (FBNAS)
Pilots /Navigators	K. Povey ( " )
	R.D.T. Neal ( " )
	H. Ghosh ( " )
Aircraft Engineer	J. Jopling (sub contract)
Electronics Engineer	R. Mottershead (FSL )
Navigator/Equipment Operator	K. Eastwood (FSL )
Equipment Operator	N. Ridley-Thomas (sub contract)
Geophysicist	A. Copeland (FSL )
Data Compilers	D. Minter ( " )

Nigeria Briefing Notes cont...

ACTION

It was forcibly pointed out by MGH/JT/AC/DM, that there was need for a third Data Compiler. Reminding the meeting that no provision had been made this time for an extra Compiler and pointing out the need for strict economy, particularly on this season's operations, RLF asked whether there was another Data Compiler available if decision was made to send one. JT explained that there was a candidate, but this had to be cleared at a divisional level. JT was asked to continue and clarify the situation soonest - pending final decision being made.

L.S.

Responsibilities for the main party as described in the draft brief were agreed, but JFS raised the question as to the acceptance of work pending the arrival of Ridley-Thomas, in Nigeria.

It was agreed that A.Copeland should liaise with R.Mottershead and make recommendations to GWM on acceptance or otherwise of lines flown, in the absence of Ridley-Thomas.

A.C.  
R.M.

The crew for positioning will be :

G.W. Milson  
R.D.T. Neal  
H. Ghosh  
A. Copeland  
R. Mottershead

Crew members were asked whether this team would be strong enough to commence operational flying, immediately all clearances had been obtained.

Consensus of opinion was that whilst operational flying could proceed immediately on arrival, it was most desirable that J.Jopling's services be obtained as a matter of some urgency. MJW undertook to make further contact with Jopling and apply what pressure he could to obtain Jopling's services at the latest, by 1st November, earlier if possible.

M.J.W.

It was noted that included in the responsibilities of JJ was that of Doppler and Radio Altimeter. In this connection, it was pointed out that we had no spares for the Doppler equipment. MJW explained that the Doppler had been overhauled, but he would establish the availability and agent, for spares for the Nigerian operation. MJW also reported that the Radio Altimeter would be checked before departure. R. Mottershead undertook to liaise with R & I and gain as much information as possible on the equipment, before departure.

J.J.  
M.J.W.  
R.M.

A.Copeland expressed dissatisfaction at the liaison between Operator and Data Compiler when operating in the field.

Attention is brought to the need for the Operator when passing the day's results to the Data Compiler, to describe flying conditions and offer opinion on results and acceptability of same.

G.W.M.  
A.C.  
J.J.  
N.R-T.  
R.M.

It is abundantly clear that there must be a daily examination and appraisal by the Project Manager, Operator and/or Geophysicist and Data Compiler. This should be done a.s.a.p. after a sortie.

Nigeria Briefing Notes cont...

Test Areas

Lag test area was debated. It was agreed that the result from the W.W. Hangars were not critical enough to determine the time lag from the bird. Motorway and railway offered the best targets and short of more suitable targets being found, these would be used again.

MGH reported that he was not available week-ending 19th October and in consequence A. Copeland would examine with R. Mottershead and J. Tompkins, the results of the test areas to be flown prior to departure of the aircraft and would pass opinion and recommendations as to acceptability, on to RLF.

A.C.

Positioning

Whilst final weights had not yet been computed, GWM was of the opinion that it would be possible to carry five crew, spare engine and all stores and equipment in the aircraft, but this had to be confirmed.

If the aircraft is limited in weight carrying, personnel will travel civil airlines in preference to air freighting equipment and stores.

Geophysical Compilation stores and equipment were presently being packed in the Stores - estimated weight being in the order of 150 lbs. MJW has geophysical equipment and spares in hand and was expecting to have weights available by Wednesday /Thursday 17th October.

M.J.W.

The question of carrying a spare engine with the aircraft was a little in doubt. FBNAS are expected to declare their final intention in this respect by Tuesday 15th October. The problem of floor reinforcement to carry the engine was referred to - MJW would discuss with FBNAS.

G.W.M.

Maps and Mosaics

S. Fountain on recent trip to Nigeria, ordered extra prints for Sheets 315SE - 324NE - 324SE. These were said to be available as from 25th September, but nothing to hand of now. GWM must investigate on arrival.

G.W.M.

A further matter for investigation on arrival in Nigeria is that of map sheets which have apparently been completed but which are not on sale to the Public and it is said not available to FSL. Higher authority must be sought to gain release of any existing material which may be of value to the contract. GWM to note. Letter Director of Surveys to Geodetic and Aero Surveys Nigeria Ltd. dated 28.9.74 refers.

G.W.M.

Priorities

- a) Obtain details of the HSL tieline, onto which we should tie our work, flying from the South. JP to liaise with Huntings on this point.
- b) Fly all tielines soonest.
- c) Complete where known bad weather areas exist, immediately they are open to survey. This will apply to the south and southwest of the contract.

J.T.