



FROM SEA TO SKY

This month we talk to engineer, former merchant seaman
and Emeraude fan, Adrian Goodwin

Welcome Adrian, could you tell us something about your day job and past career?

I'm currently a consultant engineer to the offshore oil and gas industry. I joined the Merchant Navy as an Engineer Cadet in 1965 and my first trip was from Dunkirk to Norfolk Virginia on a bulk carrier, to pick up coal for Europe at what was the fastest-loading coal pier in the world. A great way to cover a ship with coal dust! It was also my first experience of a hurricane at sea. I rose to Chief Engineer on a variety of vessel types, sailing all over the world and visiting over fifty countries.

Can you give us an idea of the size and complexity of a modern ship?

The ships I served on varied from a 10,000-tonne iron ore carrier with a 2,500hp diesel engine that burned ten tonnes of fuel

(Above) Adrian with his current aircraft, a Piel Super Emeraude CP1315-C3.

(Photo: Neil Wilson)

per day, to a 458,000-tonne, ultra-large crude oil carrier with a 45,000hp steam turbine burning 250 tonnes a day.

The worst ship I was on was a 250,000-tonne, Cypriot-flagged tanker which should've been scrapped. Originally Italian, there was nothing written in English on board.

When did you get involved in offshore oil and gas?

I started in the offshore industry during 1981, on an American oil rig, and later worked in West Africa, Egypt, Spain, the UK and the Norwegian North Sea. One highlight was working on the largest crane

barge in the world, which was capable of lifting 14,000 tonnes. I also spent time in India, as Chief Engineer on a dive support vessel (DSV), which was an interesting insight to commercial saturation diving.

In 2006 I set up as an independent consultant, providing advice to oil companies and banks about floating production, storage and offloading vessels (FPSOs), which are basically a tanker with a crude oil process plant on board that separates water and gas from crude oil. The crude is then offloaded to shuttle tankers for shipment to the refineries. My additional work covers shipyard and project progress audits.

What started your interest in aviation?

My father was a pilot in the RAF, flying Hastings, Britannias and C5A Galaxies with the USAF as part of an exchange posting. I spent my childhood living on



(Above) **Adrian owned a share in a Piper PA-28R based at Bournemouth for seven years, where he'd learned to fly.** (Photo: Adrian Goodwin)



(Above) **Unfortunately, Adrian's first Emerald was destroyed in a crash, following an engine stoppage on take-off.** (Photo: Neil Wilson)

RAF bases, including Lyneham, Benson, Colerne, Upavon and Changi in Singapore.

I learned to fly gliders with the RAF Gliding and Soaring Association, which was a good way to do it as two of the CFIs were British Gliding Champions.

In what, where and when was your first flight?

My first flight was in a De Havilland Rapide from Thorney Island when I was five years old. My first gliding lesson, in a T21 glider, was in April 1965 at RAF Upavon, and I went solo in June 1965 in a Grunau Baby glider – strangely, you went solo in a single-seater with completely different launch characteristics. I managed about thirty hours on gliders before going to sea curtailed my flying.

It wasn't until 1988 that I commenced my PPL at Bournemouth Flying Club in a Cessna C150. I went solo in an ARV Super 2 at Sandown.



(Above) **Adrian flying his Super Emerald over the lovely southwestern landscape.** (Photo: Neil Wilson)

MEET THE MEMBERS

How long have you been a member of the LAA?

I joined the LAA twelve years ago, when I discovered that I could buy and fly my own aircraft far more cost effectively than one on a C of A. At that time, I had a share in a Piper PA-28R at Bournemouth. I'm also a member of the local Wessex Strut. I've learned a lot about owning your own *Permit to Fly* aircraft through my LAA Inspector, Mike Smart, who's been a great help, as have my fellow Strut members, who possess a wealth of experience which they're happy to share with me.

Have you flown many types?

I've flown eight different gliders and quite a few GA types, including the usual Club Cessna's and Pipers plus the ARV, Slingsby Firefly, Beech Bonanza, Super Cub, Citabria, Starduster, Bulldog Tiger Moth and Harvard.

My favourite type flown is the Mudry CAP 10, which I'd own if I could have one on a *Permit*. I do have the next best thing though, a Piel Super Emeraude CP1315-C3, upon which the CAP 10 was based. In all, I have 380hr of flying experience.

Has there been any you didn't particularly like?

Yes, the Tutor Mk1 glider, if you can call it that. I launched to 1,200ft and was back on terra firma in three minutes, from the start of the winch launch to the end of landing roll. It was my fastest return to Earth, other than when I crashed my first Emeraude!

What's been your best aviation experience?

Flying over the 8,500ft Mount Taranaki volcano in New Zealand. It's a fabulous country to fly in – if you ever get the opportunity, just go. On a more local level, any flight in the Emeraude on

a fine summer's day over southwest England is a pleasure. We're very lucky to live where we do.

Do you have any non-aviation hobbies?

I enjoy sailing and I'm a bosun at Christchurch Sailing Club. I also like live music and reading. Now that I'm semi-retired, I am also trying to start painting again.

Who are your aviation heroes?

As a fan of the Emeraude and CAP 10, it has to be Claude Anton Piel, the French light aircraft designer.

Have you had any 'hairy' aviation moments?

As I alluded to earlier, I did have an unfortunate accident in my first Emeraude. The engine stopped at 100ft on take-off and I was very lucky to have survived the crash.

The lessons learnt from the accident are that if you do have an engine failure, the glide angle is very different to the practise forced landings you do with it at idle – it's much steeper. I pushed the nose down to the attitude I was used to when practising engine failures. At 100ft I was busy looking where to dump the aircraft, knowing I was going to be on the ground in seconds. I confess that I never glanced at the ASI and I hit the ground at the entry to an incipient spin. From the engine failing to hitting the ground took under ten seconds.

If you're building an aircraft, I recommend that you fit an audible stall warning device – don't think a similar mishap can't happen to you! If it does, get the nose down, using full-forward stick to get airspeed. Also get some training for off-airfield landings.

What's on your aircraft wish list?

I have already mentioned the CAP 10C, and a Piper Comanche PA-24 would be nice for touring. It's so much better looking than the PA-28 series.

Any advice for fellow pilots?

If you feel that your flying isn't up to scratch, get help from an instructor and sort it out. There's no loss of face in doing that – as one RAF instructor told me, "There are old pilots and bold pilots. There are no old bold pilots." Enjoy your fantastic hobby and stay safe. ■



(Above) Adrian also helped to restore this former British Aerospace-owned Dove, though sadly it no longer flies. (Photo: Adrian Goodwin)

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