



SEAFS ✈️ & CSFC

Newsletter Spring 2011

Welcome to the second edition of the now joint Civil Service Flying Club & South East Area Flying Section newsletter. It has taken so long to publish that midsummer is here already. As you will see from the content, the economic downturn; poor weather and political shenanigans against public sector workers have not meant a lack of flying. Thanks to all who have contributed, We look forward to receiving your contribution for the next issue. Happy flying.

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Civil Service Sports Council National Flying Competition. Sherburn.

17th April 2011. Sherburn-In-Elmet, Yorkshire.

This year marked the first National Flying Competition hosted by the Civil Service Flying Club based at Rochester and supported by CSSC. The event led pilots, navigators and visitors to Sherburn-In-Elmet airfield in Yorkshire, (EGCJ) a centrally based airfield for those travelling from afar to reach. As well of a large turn out from Rochester with one member having to drive to Sherburn to participate, a crew from Scotland was also booked in, but due to a change in work commitments was forced to cancel. Interest from Bristol via the CSSC almost saw another entry although the low hours PPL saw the route to Sherburn somewhat too challenging this year.

So three aircraft departed from Rochester first thing on the Sunday morning, G-BIIB crewed with Laurie Hinds and Tom Martin delayed slightly due to Laurie's commute over the Dartford bridge, G-TYGA a borrowed AA5 (thanks to our CFI's connections) was crewed with Brian Bennewith, Andy Lucas and Simon Brown, a student very close to completing his licence. Finally there was myself the events organiser holding the important question papers under lock and key along with James Edwards again another student pilot looking at how to explore a PPL licence in the Airtourer G-AZHI. Mick Osbaldeston drove to Sherburn and welcomed the two visitors, Adele and Russell Hirst both of whom were keen aviators and would crew two teams during the competition.



All three aircraft took the route to the east of the Stansted zone, over the numerous military bases. (TYGA stopped briefly at Fenland to change pilots), past Hull and west into The Vale of York AIAA. Sherburn is set inside the Fenton MATZ and clearance is obtained below 1500ft but doesn't give you much time to change frequencies as you approach Sherburn's circuit at 140kts!

All crews arrived safely and at around 1030hrs I conducted the safety brief for everyone, issued those important question papers along with a word search and sample quiz questions from the PPL syllabus (compiled by our CFI) to add as bonus points.



The three teams quickly secured briefing rooms around the aero club and made good time in planning the route which involved five turning points around the Yorkshire country side carefully deciphering the cryptic clues. The teams took to the skies, initially BIIB teamed with Tom, Laurie and Adele on-board. They were quickly followed by TYGA with Brian as pilot, Andy and Simon both navigating and looking for those clues on the ground. Meanwhile Mick's team with James and Russell began the word search and Q&A's over lunch.

Within an hour TYGA was in the overhead joining the circuit to land back at Sherburn. After landing and smiles from all three they quickly handed over the answer papers for marking before heading off to the restaurant for a well deserved lunch. After what seemed like ages BIIB reported for downwind and landed a few minutes later, again with smiles and laughter but of a different type! Their route had taken them somewhat away from the first clue resulting in an hour's flight around some spectacular scenery but unfortunately not scoring many on the Nav Ex.

The BIIB crews changed over headsets and off set BIIB for a second run with Mick in command, James and Russell navigating. Off they disappeared to the south only to be calling for rejoin 50 minutes later.

So a quick drink for some at the bar (the non-pilots!) and I sat down to mark all of the papers. Clearly Tom, Laurie and Adele didn't come into the running having not scored many on the Nav route but the remaining two teams ended up with just half a point difference between them. Shortly following the announcement there was of course all of the usual excuses about why we didn't see this and that but the judge's decision was final.....

- Winner. Pilot - Mick Osbaldeston
Navigators - James Edwards & Russell Hirst
(See cover photo)
- Second. Pilot - Brian Bennewith
Navigators - Andy Lucas & Simon Brown



Civil Service Sports Council National Flying Competition. Continued...

The clues and answers for the nav ex were as follows Why not cover up the right hand column and fly it again, see if you can do better than the pros. ☺

Questions	Answers.
<p>1. Leave Sherburn-In-Elmet flying a heading of 176° (T) fly for a total 7.6 statute miles. Here the lines cross and you will find an object out of place. Name the object and which way it faces.</p>	<p>A jet fighter facing west</p>
<p>2. Now fly 216° (T) for 3.3nm. Ok Tell me the direction at which you could land?</p>	<p>06/24 runways. Land 06 because 24 has power lines at threshold.</p>
<p>3. Now off to the Tower you go. Identify how many clock faces and their shapes at Royston's Church Tower.</p>	<p>'St Johns church' Four clocks, 3 round & 1 diamond shaped</p>
<p>4. Identify location 53.35.77N - 1.36.73W Keep on track here. Why?</p>	<p>Steam trains operating</p>
<p>5. Now fly towards Sherburn aero club but on route after a short hop stop at the rest break. What is 'Ahead' here?</p>	<p>'Barrier'..(Painted on road, 'Barrier Ahead')</p>

6. Once you have taken a rest break continue on course for Sherburn and call for rejoin you are nearly there. Complete the above answers and hand to Clive within 15 minutes of touch down.



We are all looking forward to next year's event which will be run by Mick and hosted by CSFC at Sleaf airfield in Shropshire. (EGCV) Our thanks go to all those who attended and the CSSC who assisted in financing our fee's at Sherburn this year.

For more details about entering contact Clive Bennewith – clivebennie@aol.com



The Future Of The IMC Rating

An IMC rating currently extends the privileges of a PPL (A) holder to allow flight as pilot in command:

Out of site of the surface

- In a control zone on Special VFR clearance with a flight visibility less than 5 nm but not less than 1.5 nm
- Outside controlled airspace in a flight visibility less than 1.5 nm
- Above 3000 ft amsl in IMC or in flight visibility less than 3 nm at or below that height, when outside controlled airspace
- During take-off or landing with a flight visibility below cloud of not less than 1 nm

The IMC rating is currently only valid in UK ,
Channel Islands and Isle of Man airspace

Back in March of this year, there was a visit from Martin Robins the CEO of AOPA, (Aircraft Owners and Pilot's Association). The purpose of his visit was to enlighten pilots as to what was likely to be coming down from the European Member states on the future of General Aviation.

The main question was about the future of the UK's Instrument Meteorological Conditions Rating, (IMC). When the European aviation leaders first heard about the UK Rating, they believed that it allowed Private Pilots to fly around in the cloud in class "A" airspace and make instrument approaches and landings where available. They wanted nothing to do with that scenario and immediately stated that the rating should not be allowed in any of the member states, (including the UK), and tried to prevent UK holders from continuing to enjoy the privilege. After much discussion at various conferences the true scope of the rating was made clear to the rest of the community. They were still not happy, but were condescending for the UK to keep the rating as a UK local addition only. They would still not let the privileges extend into European airspace.

Since those early days of discussion, some of the member states have seen that a similar rating might prevent the "Controlled Flight into Terrain", accidents that plague some of the member states with similar changeable weather to the UK.

AOPA pointed out that there has never been a fatal accident of controlled flight into terrain in the UK, where an IMC rated pilot was the commander, (there have been accidents with non-IMC pilots in the UK). This got some of the more forward thinkers in Europe to look at IMC training and possible ratings in their Countries.

Unfortunately, it would look like a big climb down if they accepted the UK IMC as a model for Europe, (having made so much fuss over the matter).

They are now proposing to have a rating that allows a Private Pilot to fly in or over cloud, but they want to draw the line at Instrument let-downs.

This privilege has been available in France even before JAA, with the exception of actually entering cloud. The French PPL would be allowed to find a hole, climb through it and radio-navigate 'on top', (even up with the airliners provided he had a transponder and in contact with a radar controller). The pilot would then need to find another hole near his destination descend through it and make a visual approach to his airport. It amazed me how they always seem to find a hole just where they wanted one, (Am I really that naïve, surely on an overcast day there must be a hole somewhere, "I don't think").

Anyway, the Europeans came up with a new possibility for all member states. The Private Pilot would be allowed to take off, climb through cloud and navigate on top like the French have been doing for ages. However, on reaching their destination, they would not be allowed to make an instrument approach back down through the cloud. They would still have to find that elusive hole and visually join. This new privilege should be available, (after suitable training), within all member states by late 2012 or more like 2013.

Here is the crunch! UK IMC holders would be exempt from any additional training and would automatically be allowed to fly on top of cloud in Europe. Unfortunately, you would still have to find a hole near your destination to let down for a visual approach and landing. This means that if you wanted to fly to La Rochelle on the west coast of France, the TAF was giving CAVOK all day at La Rochelle, but west of Paris, on the way down, it was solid cloud from 500 feet to 3,500 feet, you would be allowed legally to leave the UK in poor conditions, (using your IMC), get on top and stay on top, (using the new common JAA privileges). Knowing that there was no cloud at La Rochelle, you could legally descend back down and visually land.



The Future Of The IMC Rating. Continued...

The Europeans, the CAA and AOPA have agreed that any Private Pilot in the UK who has a current IMC Rating, at the time of the European one coming into force, will automatically get the European privileges extended to him. It is not clear yet what will happen to the pilot who has not got a current IMC Rating. It is likely that if it has lapsed by more than five years, he would not be granted “Grandfather rights”, to renew the rating even for UK use.

Therefore all you PPLs out there, it would make sense to renew your lapsed rating or get yourself a new issue IMC rating before the Europeans get there act together and start up their own.

A lot of discussion is still ongoing in Europe, but Martin Robins seems to think that this is very likely to be the way things will be. The European type rating will take precedence, but the IMC, as we know it, will only remain for those with “Grandfather rights”, in UK airspace only.

Brian Bennewith
IMC Instructor/Examiner



Do it fast!

CSFC and SEAFS Taster Days.

Tuesday 17th May 2011 dawned and illustrated a somewhat apathetic mood from the Civil Service (SE) Sports Section who managed to book in only 2 potential aviators for their Taster Day. Admin Sergeant in charge, Clive Bennewith, skilfully relocated them both to one of the following days. So Tuesday was reinvented as a “Wash and Slosh “day. This gave us the opportunity to clean and polish both aircraft we would be using for the main event. G-AZHI a Victa Airtourer, a group operated 2 seat aircraft for the aerobatic taster flights and G-BIIB a Cessna 172M, a four seater, owned and operated by the Civil Service Flying Club for the flying lesson in the front and sightseeing from the rear seats. Our Chief Flying Instructor, Brian Bennewith even helped out with the washing, but I am not sure white uniform shirt and seniority bars were the most practical of plane washing outfits.

Looking at the weather reports, at this stage of the week, we stood a good chance of the aircraft being dirty again before anyone got to see them.

Wednesday 18th weather was the responsibility of Ken Hill who managed to keep the wind down but poor visibility and lack of sun looked like bringing the first day of flying to an end

before it had even started. With 19 guests for the day there were only so many master-classes from Laurie Hinds, guided hangar tours from Tom Marten and war stories from Brian to keep the assembled multitude interested. Although Tara from the Rochester Airport Fine Dining Establishment (Café) did us proud once again with a fine spread of titbits – it couldn’t have lasted 6 hours.



Clive at this stage had retired to a corner of the recently erected marquee and was heard to be muttering under his breath something about, “Me not upside down, Me not likely”.

CSFC and SEAFS Taster Days. Continued...

With the eternal optimism of UK aviation burning in our hearts, as the first lucky participants started to arrive, the cloud base started to lift so we could at least see our way across the tent. Having dragged out the welcome speech and safety briefing as long as I could, the weather lifted and the transition to flying was seamless. The spick and span aircraft were rolled out and it was “Game On”

Depending on their questionnaire answers and flight preferences the group was divided up and introduced to their relevant aircraft.

This year we had decided to try a type of “hot bunking” routine for swapping over the guests. Unless a natural break (toilet) or a change of pilot necessitated a complete abandonment of the aircraft, the cunning plan was for the pilot to stay with the aircraft, with the paperwork being dealt with by the ‘strappers-in’ whilst checking the harnesses and hatches for the new incumbents of the passenger seats. It seemed to work very well and the rest of the day progressed as planned. Clive didn’t always get the 10,500 feet he would have liked for his aerobatic experience but managed a height limited display on at least 6 occasions. The buffet impressed and everybody seemed to go away happy.

Feedback illustrated the main cause of concern for the organising committee; that for the Civil Servants it was a cheap day out and a great experience, but they wouldn’t want to take up the sport. Not through lack of trying, and a spectacular hard sell from Laurie, no-one was prepared to sign up for a lesson, let alone a life of aviating.

For Thursday 19th, weather responsibility passed to me, and OBVIOUSLY, it was a scorcher (Look – it’s my article and I will write it as I remember it!!!!). (We’ll see about that. ed.) Perhaps the day was a little too hot, as a first flight experience with heat and turbulence was probably not the best way to start. The days flying passed off without a hitch and the flight schedule ran pretty much to time for the 14 persons booked in. The hot bunking method – as remembered by Brian from his days on the submarines – seemed to work well.

Also organised by me, well OK by sheer chance, was a visit to the airfield by an RAF Merlin Helicopter. This visit cemented in the minds of our colleagues what strings the committee are able to pull at RAF High Command. The organising team didn’t want to spoil the illusion by actually telling them the truth. Tara again excelled in the catering department, working her magic despite the longest list of dietary requirements we have ever had to manage. Expecting Veggie – Non Veggie we received returns that closely resembled a full medical history. In true ‘Top Gun’ style, Clive brought the days proceedings to a close on Thursday by requesting a fly by. Air Traffic didn’t actually say “Negative Ghost rider the pattern is full” but I am sure Julia in the tower did spill her coffee when at 180 knots plus, the Airtourer flew the length of the runway at 50 feet, pulled up into a 3½ G climb, wing over to the left at the top, dropped down into the 1000’ circuit and landed to the applause of the assembled throng. The lucky passenger was still smiling when he left us an hour later. Although we as aviators would not condone “seemingly” reckless flying, this collection of manoeuvres were legal, authorised and were (dare I say it in case his head gets too big) competently flown by the Red and White Baron himself, Clive. Again the evening debrief was tinged with sadness that for a second day running – we had not persuaded a single potential Biggles to sign up, not even the Ghost rider passenger!

Well aware, bad things happen in threes; the day of the SEAFS Taster Day arrived on the 20th May 2011. Pleasing the Metropolitan Police Family can be difficult at the best of times, and in the present economic climate, the team were even less than optimistic of a massive membership increase. This would potentially make it 3 out of 3 “*nul point*” as they say at Eurovision. The crew lounge was swelled with the addition of Mick Osbaldeston in his tiger emblazoned Nomex flying suit and Andy Lucas sporting this year a heavy metal inspired creation. Their arrival and sharing of the flying duties allowed Brian more time to pass amongst the guests answering questions in relation to costs and training requirements.

CSFC and SEAFS Taster Days. Continued...

At a very early stage in the proceedings we detected a change of group dynamics and a belief we may be about to break our membership duck after three days.

The static aircraft brought to the flight line for a hands on experience whilst the guests were not flying, which had sat there empty for the last two days, became a hive of activity. With lots of sensible, focused questions as to the functions of the various instruments and broader enquiries on learning and examination issues, the participants were actively engaged right up to their allocated flight times.

By the last flight of the day, from the 12 participants, we had three new members, Tim Upright, Vanessa Machin (FME) and Nick Fulford. During discussion though Vanessa did confess to a small lack of ability in remembering left from right (slightly worrying for a doctor!!)

At the time of writing all three have taken the first big step to aviation nirvana and completed their first lesson – ‘Straight And Level Flight’. Being aware of the weather conditions on Tim’s first lesson, maybe his second lesson would be straight and level as his first was probably – ‘Bouncing Around In Winds Of 25 Knots Gusting 35 Knots’. He survived the experience and will be a better pilot for it.

I will leave you with the last words which were ringing in our ears as we put the planes away and took down the marquee: In true Metropolitan Police style, the last remaining guest was heard to say “Not bad grub this, better than operational feeding any day.” and the worst part was, he didn’t even mention the flying.

Until the next time: Leif Culpin



Taster Days. Epilogue.

Taster days have been held periodically by both the Civil Service Flying Club and South East Area Flying Club and are primarily designed to give prospective new members a chance to experience flying a light aircraft if they have not done so before or if it has been a while. Thankfully they are subsidised by their respective sponsors who make the day more affordable for our guests and for the clubs too. This in turn introduces new members to the benefits of the South East Area Lottery and the Civil Service Social Club. So basically it’s all good news. As you can see from Leif’s article it is also usually a great fun day and if you catch the bug it can lead to many years of fun and adventurous flying too.

As a pilot I have found that some people I chat with will say that they have always wanted to become a pilot but never seem to get around to actually doing it. (A bit like me and publishing this newsletter.) This is often due to the natural apprehensiveness which comes with forking out a large wedge of cash when you are not yet sure if it will be all you expect it to be. Taster Days are the ideal way to get around this fear so next time why not recommend it to a friend. If they can’t wait for the next Taster Day then just take them flying with you and make them pay their share.

Andrew Lucas.

SEAFS Member Clive Bennewith is now also a fully qualified class rating instructor so give him a call and he may be able to help with any of the following:

- 28 day currency checks
- Bi-annual flights with an instructor for revalidation of your SEP rating
- Type checkouts including variable pitch prop
- IMC safety pilot (for conducting practice approaches etc.)
- Additional training (Short field, steep turns, PFL's etc), including training with lapsed PPL's in preparation for a flight test.



Dates for your diary

SEAFS / CSFC

24th June – Suspiciously Elvis at the Warren including meal and disco for £28 contact Zoe Knight at MD

25th June – Fly out to France open to all CSFC members destination Dieppe (LFAB).

3rd July - Gala day at The Warren – Lots to see and do. CSFC / SEAFS will have a stall.

8th - 10th July Polair at White Waltham . Contact Clive for further details.

PAFRA

24 – 26th June Guernsey Air Rally. (ML)

Sunday 3rd July Navex and BBQ at Rochester, evening meal at the Crown Rochester. (ML)

5th – 8th July Flyout to Burgundy tour (PG).

20th July Flyout to Lee-On-Solent Hovercraft museum. (PL)

17th August Flyout to Dieppe. (PK/PG)

2nd – 4th September LAA Rally Sywell.

14th September Flyout to Yeovilton, and museum visit. (PL)

12th October Flyout to Clacton for Fish & Chips. (RT)



Introduction

Quite often when I fly I will have a quick browse back a page or so in the Tech Log to see where people have flown and I normally do this while I'm looking at previous entries to remind myself how to calculate taxi time or hours to the next 50hr check etc. Last time I flew I notice two entries recording short flights by Brian to Croft Farm. I knew this was the name of Clive's new home and presumed that Brian must have flown overhead for some photos. I noted however that Brian had strayed from his usual habit of filling in the tech log neatly and correctly and had incorrectly completed the entry as though it were two distinct flights. Then I received the following article for the newsletter and all was set aright. *Ed.*

Croft Farm - One of my shortest flights ever, (From one site to another).

On the 19th March 2011, I was invited by my son Clive to pop into the field opposite his house just outside Detling, for a cup of tea and a chat about our new kitchen plans.

The weather was cold and clear with very little wind from any direction. The field is about 400 yards from corner to corner. With a blanket agreement with the farmer/owner of the land, I set off from Rochester to fly the five miles to his house. The field has a distinctive slope up towards his house and a line of power cables on tall pylons running about 45 degrees to base leg. This requires the turn on to final approach to be about 135 degrees instead of the normal 90 degrees.

The odd thing that surprised me was just how much distance is taken up by the aircraft turning at a 30 degree bank. I started the turn on the first attempt plenty early enough to line up with my final track. The turn took me through my intended center-line, much further than I would have thought, (or planned), therefore I went around. Having learnt from the first try, I started the turn much earlier on the next try and got in OK.

Brian's shortest flight. Continued...

Departing was just a matter of turning G-BIIB round by hand, waiting for Clive to give me the thumbs up that there were no people approaching the footpath that crosses the field. Using short field take-off technique down the hill, I lifted off in about 150 yards, (before I even got to the footpath).



You may have noticed that I entitled this article “ONE of my shortest flights ever”. This is because I believe that I had made a shorter one back on the 28th August 1987. I flew the family to an adventure playground in France. The Alton Towers type site was right next to a small airfield called Berck-Sur-Mer. When leaving, I had to return to the UK from a customs airport and the nearest was Le Touquet. The distance to fly was about the same as the distance from Rochester to Clive's house, but I took off from Berck-sur-Mer on a direct heading for Le Touquet and was offered a straight in approach to the, now closed, cross runway. Having no circuit to fly at either airport, I am sure the flight lasted less time than the Croft Cottage trip.



Brian Bennewith

Leçon de Français

For me, one of the greatest advantages of GA flying is the ease with which it allows one to travel abroad. Flying to France, or Belgium becomes little more complicated and no further than flying to Hampshire. And only expense prevents one flying further afield.

If you haven't flown to France before there are several guides online explaining the few paperwork exercises involved or you can get a cross channel brief or checkout with Brian or Clive. Better still why not join in on a club or PAFRA fly out.

On 25th June we plan to fly to Dieppe in Normandy (LFAB).

We also hope to fly to Lens (LFQL) soon.

One fear that some new pilots have is that radiotelephony is hard enough without having to speak French and you may find lists of useful French RT phrases on t'internet. Well, just remember that all ATCs across the world MUST speak English. So if you stick to CAP 413 terms they will understand you and vice versa. There are small airfields which don't have ATC so can speak French but you can still speak English, if you want, at least then they know there is an Englishman in the area so will probably fly away. Seriously it is sometimes better not to understand at all than to misunderstand. However most people who fly to France like to land before they return so here are a few more practical phrases to memorise.

Hello I'd like to fly in to your airfield. Can I get PPR?	Bonjour, je souhaiterais me rendre sur votre aérodrome. Je peux avoir votre PPR ?
My registration is G-BIIB	Mon immatriculation est G-BIIB.
We are flying from Rochester, England. (EGTO)	Nous arrivons de l'aérodrome de Rochester, en Angleterre. (EGTO)
My ETA is 09:00 hours	Mon heure prévue d'arrivée est neuf heures.
We are flying a Cessna 172.	Nous pilotons un Cessna un sept deux (172).
Is it ok for me to park my plane here?	Est-ce que je peux garer mon avion ici ?
We come in peace.	Nous venons en paix.
Will there be a charge for that?	Est-ce que c'est payant ?
Do I need to pay a landing fee?	Dois-je payer une taxe d'atterrissage ?
Is there a customs office on the airfield?	Est-ce qu'il y a un bureau des douanes dans l'aérodrome ?
Please can I rent a bicycle?	Est-ce que je peux louer un vélo ?
Which way is the town/airfield please?	Pouvez-vous m'indiquer où est la ville/l'aéroport ?
Please would you order me a taxi to the town/airfield?	Pouvez-vous me réserver un taxi pour aller en ville/à l'aéroport ?
Can I get a weather report for the channel crossing?	Puis-je me renseigner sur la météo pour traverser la Manche ?
Do you sell any beer that is exempt from weight and balance restrictions?	Vendez-vous des bières qui n'affectent pas la masse et le centrage ?
Do you give a job discount?	Accordez-vous une remise aux policiers ?
What do you mean you don't accept credit cards! Do you know who I am?	Quoi, vous n'acceptez pas les cartes de crédit ? Pour qui me prenez-vous ?
Where is the nearest ATM please?	Où se trouve le distributeur de billets le plus proche ?
I could swear this is where I parked my plane earlier have you seen it?	Je suis sûr d'avoir garé mon avion ici. L'avez-vous vu ?
We have travelled from England, a land beyond the sea.	Nous venons d'Angleterre, outre-Manche.
Yes! We came in that flying machine. It is lighter than air!	Mais oui, nous sommes venus dans cet engin volant. Il est plus léger que l'air !
Can you file this flight plan please?	Pouvez-vous déposer ce plan de vol, s'il vous plait ?
I'm not saying another word until I've spoken to my solicitor!	Je ne dirai rien tant que je n'aurai pas consulté mon avocat !
The documents were all there when I left England!	J'avais tous les papiers lorsque je suis parti d'Angleterre !
But Sir, He told me it was just herbs for cooking.	Monsieur, il m'a dit que c'était juste des herbes pour la cuisine.
Please send help, my life raft has inflated within the cockpit and I am taxiing too fast.	Envoyez de l'aide : mon canot de secours s'est gonflé dans le cockpit et je roule trop vite.
Please would you inform the British Consulate of my predicament.	Pouvez-vous informer le Consulat britannique de mon problème ?
Goodbye and thank you for your hospitality.	Au revoir et merci de votre hospitalité.

Andrew Lucas