

# IBM Flying Club Newsletter January 1996

## Start up - Irv Lee

Well, not a great deal of flying going on due to poor weather in the past 6 weeks, but I came in on my day off to put out a medium sized newsletter, and was amazed at the extra amount waiting for me since yesterday. Some good experience stuff from courses from a few people. I'd better get this out now before more arrives... but before we start...

Welcome back BOB ELLIOTT - All the Friday evening crowd got a great but slightly late Christmas present, when Bob returned after so long away in hospital(s). He looks healthier than I've ever seen him. He had quite a few of us pretty worried in early December - I'm sure he'll do a write-up once his memory catches up with the missing weeks.

## AGM (16th Feb 1996, Hursley H015, 1900 for 1930) - The Committee

Hursley House conference room H015 is now booked for 16/Feb from 1900, AGM starting at 19:30. Security will have badges for all non-Hursley people. The main house front door should be open, badges will be waiting inside (if this changes I'll send out an update). If you need directions to IBM Hursley, ask, and when you get there, enter through the main Stately Home house entrance. **IF YOU HAVE AN IBM BADGE, BRING IT.**

Let us know if you want to be Chairman, Treasurer or Secretary, and we will be pleased to help you find proposers and seconders. The only restriction is that the Treasurer must be a current IBM employee. Contact any of us if you want to know what's involved.

Nominations for an Award: We have a 'Friend of the Flying Club Award' and last year the Flints deservedly won it but this is your award wherever you fly - so nominations to me, Jon or Dave, and we'll reach some agreement. (I personally have also to come up with a recipient for the Chairman's Choice, "The Laurence Wright Shield", which went to Bob Elliott last year.)

## Our Own Web Page - Irv Lee

Last year, I decided what we needed for Christmas was our own page on the World Wide Web, and when I pushed the idea around, Dave Ashford swung into action, and he's done a great job getting permission, setting it up, etc etc. It is available internally and externally.

If you have a Web Browser or know someone who has, have a look at <http://www.flyibm.co.uk/> - it may change weekly as we build up our information - it gives a summary of our existence, and you can go down links to see what club supporters (eg: committee, helpers, etc) or syndicates are doing. These linked pages

are being built up - for example at the time of writing G-ZERO has an informative page, and so does G-BLMN, but we need the other syndicates 'filling in'.

If you are in a syndicate at all, you are asked to prepare a page of their own, including a photo or two. (We have access to a scanner). This is what "Spiderman" Ashford wants from you for his web:

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EITHER: a plain text file (or if you know the
language, an HTML file) with
* Full aircraft description (eg Grumman American AA5B (Tiger))
* Base (eg: Southampton EGHI)
* Syndicate members' names and electronic addresses (Internet
preferably)
* A paragraph or two of general information - short and sweet is the
key
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plus either:

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    * A JPEG, GIF, BMP or similar of the aircraft (and group?)
or
    * A photograph (up to 10x8) of the aircraft (and group if you
can,
don't be shy), photos will be returned
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We need fairly static information please - Dave doesn't want to be forever changing things.

Competition - "Spiderman" Ashford wants a little logo - something simple - to decorate our Web pages. It must not contain the IBM logo, and needs to be recognisable when fairly small, and be relevant to us (and displayable in public!)

## **Zero Boys' Curry Night #2 - Dave 'Spiderman' Ashford**

Due to popular demand, the Zero boys will be holding another Curry Night on Friday 16th February. Location will be selected based on number of people attending, but if the numbers are small enough we will go back to the Purbani in Botley. Alternatives are the Purbani in Romsey (ed: my vote - walking distance!) and the Oasis in Chandlers Ford, both of which come highly recommended (I am 6 feet tall and I like both places). If you would like to join us, please let me know before 5th February how many people in your party and how you can be contacted. I can be contacted by Email at dash@vnet.ibm.com or by telephone on 01962-816876 (24 hours - please leave a message if I don't answer).

## **Changes to Class "D" Airspace - Irv Lee**

It looks like we are about to get changes to some aspects of Class "D" Airspace, which many of us fly in or near (eg: Solent, Brize, Lyneham).

Since 1991 there has been two type of 'D', currently called 'non-notified' and 'notified' (probably ought to be called 'D' and 'DD', as you need twice as much visibility in one than the other). For example, Solent is currently 'not notified', so you need 5 kms for a VFR clearance, but Gatwick is 'notified' so you need 10 kms to enter. (Try deciding

this looking at a chart when you're flying) Well, good news, there will only be one type of Class 'D', and that will be the lower limit (5 km).

Assessing the Visibility will no longer be the pilot's responsibility for arriving/departing at the airfield controlling the airspace. Up until now you could hear a METAR saying 4000 metres at Southampton, but claim it was 5000 where you were, and take a VFR clearance. You will soon have to accept that it is whatever they say it is. If however you want to cross the airspace to land elsewhere, you will still be able to say it is whatever you judge it to be.

Another change for VFR is that the 'horizontal distance from cloud' changes from 1800 metres to 1500 metres. Presumably someone somewhere (I wonder where...?) thinks pilots have a way of measuring this accurate to 300 metres anyway. Dambuster-type searchlights which merge their beams at this distance must be in their minds for the future. My notes say this is for Class 'D' airspace - they don't mention anything else.

There are some other small changes, like exactly what instruments you need to accept an IFR clearance in Class 'D'. Also confirmation that IMC holders can accept IFR clearances in Class "D", which we had worked out for ourselves from the massive jumble of regulations anyway.

There are no changes to Special VFR as far as I know. If anyone wants my write-up from 1994 which tried to explain SVFR, let me know.

### **Thrupton Events - Irv Lee**

As some of you know, I teach at Thrupton a lot now, so here is news of two events coming up (Dave has put the Old Sarum Events in later) Sunday 25 Feb 1996 - Breakfast fly-in. Initial reports claim that if you get to the ATZ between 0930 and 1030 WITHOUT some patrol spotting your registration, you get a free breakfast. I think they disallow arriving by car for that bit. Sounds like a lot of free breakfasts to me! Anyway, whatever the rules on the day, you can contact the organisers on 01264-773900. Please support it, the guys in the restaurant below the tower are keen to get visitors. Sunday 19th May 1996 - PFA fly-in at Thrupton - hoping to do a BBQ and have some go-karting for you to try out. Also, here's the rates at where I teach - Dave sent these with the rates at Old Sarum - see his report on his experiences there, and the old Sarum rates later on. FAST Helicopters, Thrupton 01264-772508 C150 hire: 77.55 Dual, 64.63 solo (both inc VAT, etc) R22 and Jet Ranger available, call for info if you're wealthy. (ed: I was about to ask if anyone wants a helicopter experience day at FAST like we did 2 years ago - anyone game???)

### **RAF Odiham Again - Irv Lee for Danny Elliott**

We had a great day in Odiham last year, and Danny Elliott says we will probably be invited again, so reserve the date, it is Thursday May 30th. Last year we were invited to fly-in to what sounded like a static display for RAF families, and they needed some aircraft to look at. When we got there we found we had been invited to one of the best air displays in the south that summer and it wasn't 'public'. I must remember not to go

near that fairground ride again - it stopped JUST in time, I had that "hot clammy feeling"...

### **Good Budget News and new Safety Equipment - Mr Treasurer**

The clubs 1995 budget is now spent (details at the AGM) but I have held over some funds to cover subsidies for a \*few\* late Safety Checks claims (PPL; limited Panel; twin) to give people a last opportunity to take advantage of their subsidy. If you're going to do it, do it soon - who else will give you such a deal?; first come first served, while funds last - end of Feb latest! De-rust those skills and have some fun!

All the outstanding club experience trip Landing Fees submitted to me in 1995 can be paid, and cheques will be sent out during Feb.

The main North Harbour Club has allowed the Flying Club an ADDITIONAL capital grant for the purchase of a second liferaft, which is now available for members to borrow. This will provide an additional level of safety on club cross-channel experience flights - where previously a liferaft has been available only for one of the crews involved. Loans are FREE - why risk going without? We went for the smallest and lightest (from Harry Mendolssons). Its 4x12x14 (inches) and 12 lbs. (four place) Two new lifejackets are on order, two two 'proper' Jotron Emerg beacons, and two seriously effective Strobes.

I would like to see the club organise the kit into 2 "Cross-channel Kits" each with a raft, four aerosafe lifejackets, a beacon, and a strobe. Each kit to have a different person who stores it on behalf of the club. Paul Eathorne currently stores all equipment. The remaining old stock yellow lifejackets will be serviced and kept in reserve for our big cross channel jaunts, as can the current beacon.

Anyone thinking of picking up the Treasurers role at the AGM? It's not as demanding as it used to be by any means; ask me for some info if you're interested. Jon

### **Pooley's- Dave Thomas**

It would be worth letting the punters know (particularly for those who are not on the distribution list) that I can obtain Pooley's for UKP 23.60 plus a share of the postage. This job was really supposed to be taking orders, but I seem to be unable to resist the temptation to do a bit of marketing as well. Pity I can't count the revenue towards my targets!

### **Shares and Planes For Sale (AA5A, Rutan, Robin, AA5B))**

Rutan Long-Ez share still up for grabs, not mine, but contact me for details - Irv Lee

Also, a very nice aircraft for any of our rich retirees or lottery winners (French lottery winners excluded - see Dieppe report) - a well fitted out Robin HR100/210, about 20 years old, 5 seater, currently on view at Thruxton (I just happened to meet the owner). He wants about 35k for it, and the spec sounds great. - Mr Taylor on 01264-850723, not me.

Grumman Cheetah syndicate, anyone? (Brian Mellor) There is an AA5A Cheetah for sale locally, which I would be interested in syndicating, if anyone else is. The idea would be to run it on exactly the same lines as the Fuji; one payment to help purchase the aircraft, and provide a setup fund (6k, no vat, refunded in full, when you leave); so much per month, and a cheap(ish?) rate per hour. Guaranteed first priority, one week in four (your week), equal second priority the other weeks, when the owner of the week doesn't need it. Members would not pay any maintenance costs at all. We would need to act fairly quickly, because the aircraft is going for a fair price, and will definitely be sold before too long. The other thing is, the members would also be able to fly the Fuji for similar rates, and the Fuji owners would be able to fly the Cheetah, likewise. Contact Brian Mellor.

Dave Thomas sent me the following, many of you know Dr Watson: I had my CAA medical yesterday, and, contrary to public opinion, I am still alive. In chatting to the good doc, it appears that he has bought a Tiger, which he plans to base in Southampton - Grumman centre of the Western World. He is looking for others to join his syndicate, and would welcome a mention in the Newsletter. If anyone wants to contact him, his home number is 01703 254138.

### **Formation Flying Anyone? - Dave Sawdon**

This is an opportunity to hone your existing skills and develop some new ones - formation flying! I want to learn to do it properly and need someone else of like mind. The instructors would be ex-RAF QFIs and flying would be from Old Sarum. Send me a note if you're interested. (ed: Well worth trying, it's fun. I went formation flying in Chipmunks out of Filton with Bristol U.A.S. many years ago - good stuff, esp. climbing through cloud! - radio call sign used to be squadron name followed by a colour - we thought "Bristol Cream" fitted the rules - the boss wasn't amused. The Flies-R-Us trip to Russia also had some interesting formation flying in it - Yaks, Wilgas, and L39 jets, but not all together!)

### **Zero-ing In - Dave T and Friends**

With the weather well and truly clamped in, there's not much to report, so here's one trip that did get off the ground. We went up to Sywell and Wellesbourne yesterday in ZERO. Bit of IMC stuff and a night landing. Great fun. The passengers were highly amused when the female ATC at Brize said 'penetration approved'! Much chuckling from the back of the plane. Nicky and 'Nursie' also came along for the ride, and has threatened to contribute snippets from the various conversations to you for inclusion in the newsletter. Are we insured for libel?

(Ed: Well Dave, it wasn't Nursie who sent me a report - Nicky was so pleased with a good day out she sent a thank you and ONLY a threat of reporting a few interesting snippets overheard during the day, other than the Brize one you mentoned. (She obvious wants to go again!) This was a great adventure for Nicky, as anywhere north of the South Downs is a cold heathen windswept place, devoid of anything of any interest. She can't see anything funny in Larson cartoons either. Thats about all you need to know, I find!)

From Nicky: Dave Thomas was kind enough to take me and another colleague flying yesterday - we got lucky with the weather and a lady called Clare came along too who was great fun. (ed: Believed to be a reference to our pint-sized lady Pilot, "Nursie", the flying first aid kit - wasn't her name Clare before we changed it?) We went to Northampton (up north!) for lunch, then nipped over to Wellesbourne for a cuppa before coming back here. All great fun but a few classics came out. (ed: phrases, she means) Clare and I collapsed in heaps of giggles was when Dave asked Brize for 'penetration' on his way back to Southampton, and the the lady quickly came back with "Penetration approved" to DT's request. (ed: Even if she hadn't approved, knowing Dave he would have got around her or over her somehow!)

## **Overheard**

I've had some pressure for the 'overheard' feature to re-appear - let's try one or two:

Dave Ashford and Irv looking at photo of Rutan, with Irv's female cousin standing by it. Dave: "What's the maximum weight she can take?" Irv: "If you're more than 16 stone she'll want to go on top"

..and another Paul E: " I met Georgia (from Carrill Aviation)'s sister the other day" Irv: "What's she like"? Paul E: "A bit like Georgia but with a bob hair-do...errr.. I mean hair done up in a 'bob', not 'bald like Bob Elliott'!"

## **Beagle Cub 100 Info? - Martin Halfacree**

I am looking at a syndicate for a Beagle cub 100 Does anyone have any information on this type of aircraft? Regards Martin Halfacree (HALFACRE at HVTVM, gbibm2kk@ibmmail.com)

## **PSION Question - Dave Sawdon**

It seems as if there is a growing body of people using the Psion 3a, I'm interested in using it as a moving map GPS. The only S/W I've found is the Navtech 6.3GPS, would anyone else with a 3a be interested in evaluating this package? Also I'd like to hear from anyone that has used the Psion 3a for GPS moving map applications or flight planning. Dave Sawdon 246120 or 01962-882827.

## **THOUGHTS OF A SPROG INSTRUCTOR - Dave Sawdon**

Some people have asked me to give a short account of what it takes to be converted from a normal mortal that makes mistakes into the elevated role of flying instructor that knows all and always gets it right. I'll write it in a straight factual way, please give me a call if you want a bit more detailed info. What minima do you need to get started?

- Class 2 medical
- 150 hours P1
- 35 hours Pu/t
- 8 months since grant of PPL
- IMC rating
- 20 hours cross country

- cross country flight of 300nm with 2 intermediate landings
- hold a BCPL or have passed the BCPL ground exams
- pass a pre-entry flight test

Some people believe that it's necessary to have a BCPL before you start, this isn't correct. If you want to be paid for your instructing then you need at least a BCPL but I believe it makes a lot of sense to do the AFI course prior to the BCPL as it sharpens your flying and improves the chances of a first time pass with CAAFU (and with their charges this has to be a good thing!). What does the course involve?

- 55 hours ground school. This deals with some of the principles of teaching but largely is designed to check that there aren't any holes in your technical knowledge. The basic PPL syllabus is covered but in more depth than you might have done before.

- 28 hours flight training. This is intended both to show you how to teach and to sharpen-up your personal flying accuracy, discipline and procedures.

- The test involves flying with an examiner who does all the things you might expect and then concludes with Q&A and a lecture.

Thank the gods for the NVQ!!!!!!! If you don't know how to get the government to pay for 25% or 40% of most of your flying training costs (including ab-initio PPL!!) then give me a call.

Price before NVQ tax relief

- PPSC self study for CPL ground exams: 890
  - CAA CPL ground exams : 460
  - AFI course (Old Sarum) : 3600
- sub total: £4950 less £???? (NVQ)
- Real TOTAL : A lot less than 4950.

If you haven't got an IMC rating then this cost needs to be factored in but is also eligible for NVQ tax relief. Personal experiences: I was fortunate that the CAA allow a course dispensation of 10 hours ground and 5 hours flying for experienced gliding instructors - that's worth quite a lot of cash. I chose to do the AFI before the CPL but still needed to do the CPL ground school before starting the AFI course (CAA rules). PPSC at Bournemouth do an excellent home study course which I thoroughly recommend (with the possible exception of the air law section). Since CAA exams are expensive, daunting and not renowned for the ease of getting a first time pass you need to be prepared to give up your evenings for quite a few months to get the odds in your favour.

When it came time to do the flying I investigated Bournemouth, Goodwood and Old Sarum and eventually chose Old Sarum (OSFC) - no regrets. Their CFI is an ex-RAF fighter pilot, test pilot and instructor of test pilots and is absolutely superb. With all due respect to our own Cap'n Brian and Cap'n Irv I have never met a more accomplished instructor than David Scouller at OSFC. The course lasted about 4 weeks of 4 days per week and, as they say, I learned about flying from that. David isn't a line shooter but it's fascinating to get some of the test pilot info and to go into some of the more detailed theoretical stuff that I just don't believe you could get from someone without the TP background.

The final exam with Dickie Dougan at Exeter was a complete non-event and the overall grading was "above average", this shows what a good instructor can do with mediocre material in just four weeks! Overall

The whole process was bloody good fun from start to end (even the CAA exams) and I thoroughly recommend it to anyone. Thanks are certainly due to Irv and Brian for describing their experiences to me before I started, it helped me to size the task and to make the correct choices. A big bonus from the process was "discovering" Old Sarum. It is the friendliest place I've ever flown; with uncluttered air space, minimal taxiing, helpful ATC, good aircraft, Radar and instrument let-downs into Boscombe if needed and (most important) a club spirit. Well worth a visit even if you don't use their training facilities. What next?

- I'm instructing at Old Sarum most weekends, and am hopeful of some work at Thruxton (FAST helicopters, alongside Irv) if their business picks-up.

- The twin rating should be complete in a few weeks and the aerobatic instructors rating by March followed by the BCPL during March/April (until the BCPL is complete I can't legally charge for any instruction). The bit that helps me to smile when I sign the cheques is the fact that 40% of all this training is being paid for by the Inland Revenue. Even if I didn't want the ratings I'd be tempted to do them just to get money from the IR!! Dave Sawdon

### **Pedestrian to CPL/IR in under 2 years - Brian Mellor**

Who? Nick Colmsee, that's who; I can't remember writing about any other pilot's achievements, anywhere near as often as I seem to write about Nick's. But then, he has done more with his flying than most people I know, in less time than ANYONE I know. Nick did his PPL training on G-AZWD at Southampton less than two years ago, with Graham Sayles as his main instructor. Quickly went on to do his IMC, then some hours building in Florida, and then started a course at Oxford, to get his CPL and IR. It may be two issues ago that I wrote of his first time success with his CPL GFT, and now; he has just passed his initial instrument rating test, using the Senecas up at Oxford. I got some good feedback from him on the flight test, which I'm sure he won't mind me repeating. As you read this, bear in mind that the multi-engine instrument rating test, with a CAA examiner (sat next to you in full uniform, etc), is the most stressful, demanding test anyone could wish to take. There was some delay in getting the airways clearance, before leaving the ground. As a result, they had to take off, and do an unplanned hold, prior to joining controlled airspace. Good for building up the pressure a bit more. On one leg, it was necessary to swap the DME frequency; and, with all the pressure, forgot to ident it immediately. After a short while, the examiner said "Which frequency are you using for the DME?" Nick said ... nothing. He got the audio for the DME, confirmed it, and then said "Compton, sir" (When you go to posh schools like Oxford, they train you to call examiners "sir"). And any school will teach to say as little as possible to an examiner; your words WILL be used against you, if they don't come out right. He got away with it. If he had said "Compton", then identified - that would not have been acceptable. Approached into Brize Norton, for the ILS. On the go-around, the engine was failed by the examiner, so half way through the clean-up, ATC came on the line, with the next airways clearance. There are limits as to what a candidate can do, under stress! Nick's reply was "Brize, wait. Practice emergency in progress". Brize waited, he finished the most important job, then told them they could pass the info. Now, that got a BIG tick from the examiner, and quite right too. The number of times I have read accident reports, where a pilot declares an emergency, and whilst battling with an engine on fire, or

some such, ATC come straight back with "Please give us the number of passengers on board, your intentions, ....." and the pilot got so flustered, the aircraft went out of control. Not only has he passed both the CPL GFT, and the Multi IR, he has done it with 10 hours to spare!! So now he will finish off with some work on the B737 simulator, and will then add his name to the end of the list of pilots applying to airlines for jobs. Good luck, Nick!

### **Starduster Too G-BOBT and New PFA Strut - Simon Lever**

We sold Starduster G-BRVB in September and bought G-BOBT at the same time. We consider it a trade up. Sold for more than we paid for VB and bought BOBT at a great price too. We were chuffed! BOBT is the a/c featured in July 1992 pilot, and has fully inverted fuel/oil systems, constant speed prop as well as a better fit and finish. G-BOBT should be seen competing in the Aerobatic circuit this season. Both I and one of the other two partners intend competing. The only pity is that we are back down to only one Starduster at White Waltham. It was so nice to have two of the eleven in the country there. By the way, the newly formed and now largest Strut of the PFA, The Royal Berkshire Strut meets at Waltham on the first Monday of the month. (The meeting last Monday had c.100 attendees)

### **Fete des Harengs - Irv Lee**

A cold morning in late November saw me scraping ice off G-PORK and Paul fighting 'stuck' fuel drains, trying to ensure a final day out for 1995 in France for ourselves and John and Babara. The fuel drain, had different ideas, and stuck open! No point in a long story, but once we got it closed, our flight plan was amended to go via Bournemouth to get a new valve fitted in case it happened next time. The Fire Service at EGHI gave us 'cat litter' to soak up the spill, but hinted that they shouldn't REALLY be helping, as the pool was less than a square metre, and they "had 'regulations' about these things". The fact that it wasn't ever going to be more than a square metre as it was draining through cracks in the apron didn't seem to worry them!

Anyway, new fuel drain fitted in Bournemouth, we were soon on track for Dieppe. No ATC there - French general strike, but the local club (worst coffee in France) closed the flight plan over the phone, then got us a taxi. Dieppe is a great destination - it has a very pleasant town, shops, promenade, 100s of restaurants, they only need 2 hours notice for Customs, and the taxi into town is only about 50 Francs.

The taxi driver asked me if we had come for the "Fete des Harengs" (Herring Festival), and was surprised when I said I didn't know there was one. He said the town was full of them, fresh and barbequed. At this point the others wanted a translation, and I just hoped I'd got it right, or I'd look pretty stupid. But no, the town was FULL of herrings, fresh and barbequed, and the blue sky tinged with burnt herring smoke. EVERY bar and restaurant had a barbeque outside. And the smell.... Much to my surprise, we got Paul to eat some (traditionally with Jacket Potatoes, so we found). They re-appeared that night, or threatened to, so he tells me. John, Barbara and I enjoyed ours.

There's a very big market in town on Saturdays, and so we had plenty to occupy ourselves. We finally 'invested' 32 Francs on the french lottery, took a taxi back to the airfield to watch a guy with a parachute and a motor and propellor strapped to his back do circuits, then it was time to go, having to be out of French airspace before night. Excellent day out.

And the lottery?.. a friend in Normandy checked our ticket which I sent to her last week, and we got 150 Francs! That's quite a lot of herrings!

## **Microlight News - Jim Hull**

(Ed: Many apologies to Jim - I knew someone had sent me something for the last newsletter, but I 'lost' it in my filing system and it popped up after the last one went out.)

We now have regular instruction on Flexwing microlights at Popham. A new instructor has been installed and is running familiarisation flights and training sessions. He seems to have had a lot of trouble with punctures recently. I have now got my copy of the Davidstow video. This is a creation of Terry Pearce, a film director of East Enders. I laughed at some of the shots, it is really funny in places. It is not totally flying, but captures many of the leisure moments of the holiday. I am prepared to lend it out. Pegasus "cleaned up" the Madrid to London rally by taking the first three places. Paula has arranged for John Fack, (Irv, don't miss-spell this one) the winning pilot, to come and talk to us at The Plough East Stratton on March 26 1996. Comments from the Quasar and Quantum pilots... breakfast in Spain, lunch in Portugal, supper in France. The Microlight News is full of the stories of the participants. Microlights fly into Biarritz International airport ( first time ever!). Ben Ashman got arrested by the Spanish police. They didn't appreciate a Microlight landing at a motorway service station to refuel because of the heavy headwinds. A Quasar fully loaded flew over Mont Blanc at 16,500 feet with a stiff tail wind. A Quantum and Quasar crossed the channel in 12 minutes with a ground speed of 115 mph. The 3 winning Quantums arrived home 2 days 19 hours ahead of the fastest 3 axis Microlight.. A committee in the R Ae S which includes Anne Welch is compiling a list of the nonsenses which the CAA currently supports in its dealings with microlights and GA communities. You can pass on any gripes to her on 01252 715991. I have her address if you prefer to write. Detailed Facts only! I now have a copy of Ben Ashman & Judy Leden's Flight for Life video. This is of their sponsored trip from Oxford to Jordan to raise money for Cancer Research. To date they have raised over œ95 000 for the charity. I can lend this out as well. It is now 11 December, I have now flown solo in the Cessna and had an hours solo flying. The last flight was in circuit with a Cessna Citation until he decided to go off and play somewhere else. On to Instruments experience next. Happy Christmas to everyone.(ed: Happy New Year now, thanks to my filing system)

And now, into January: There is not much to report on the microlight front at the moment. After listening at the Friday meetings to people looking for a site in France with accomodation and a car, I have come up with two suggestions for possible club outings to the Dordogne. There is a farmhouse with swimming pool located near Souillac in the village of Le Roc. Owned by a retired IBMer & wife. It can take 14 people at a time. He says there is an airfield close by, but I have no details. Contact:

Mrs Gill Walker 01753 885 379. The second is a holiday complex in Vivale near to La Coquille in north Dordogne. My contact there is a very attractive divorcee nurse who is a part owner of the business. Again a fully restored farmhouse, sleeps 8 in separate accommodation and with a swimming pool. Prices start at 182 pounds per week. There are also chalets in the complex. From 30 Sept accommodation is available for weekend renting. You have the choice of 2 or 3 to 4 to 6 people per chalet. Fishing is one of the attractions on offer. Contact is Jocelyn Kemsley 0181 948 3070 I will bring the literature to the next meeting at the IBM Clubhouse.

### **Concorde Trip - James Mason**

In December, I managed to arrange a flight on Concorde which had been an ambition for quite a while. I found out about a company operated by an ex-British Airways Concorde pilot, David Gladwin, which organises charter trips on Concorde both subsonic and supersonic. When the brochure came back there were several offers which included a subsonic flight from Heathrow to East Midlands, not the most exotic of locations but it makes a good day trip from Hampshire. On arrival at Heathrow, we were driven out to Concorde which was parked away from the main terminal gates and were allowed to walk around the aircraft and take pictures. This was an unexpected bonus and we were given quite a lot of freedom, at this time the maintenance staff were active and the aircraft was being refuelled. After climbing aboard and finding my seat just behind the wing, the Olympus engines were started and certainly sounded impressive. The captain then gave some technical details of the aircraft and flight and announced that although it was a subsonic flight, the takeoff would be no different from a supersonic flight with reheat being applied to the engines. Throughout the whole flight, the captain provided lots of interesting information which I am sure is far in excess of what is normally provided but then I guess that he knew most of the passengers were keen to hear this. Another nice touch was that throughout the flight, curtains and doors were arranged such that it was possible to see all way up the aircraft into the cockpit. We taxied towards the runway and when we turned around I counted eight aircraft behind us before the captain did his countdown and Concorde started to accelerate down the runway. The rotation speed was 180 knots and the rate of climb was amazing, the passenger next to me pointed out the g force by trying to lean forward and it was certainly very noticeable. Several minutes after takeoff, the captain announced that Concorde had reached the maximum altitude for the flight and that we would be landing at East Midlands in ten minutes! The serious business of drinking the champagne now started and I have never seen flight attendants so keen to fill glasses. I just about managed to focus on the speed indicator in the cabin which indicated Mach 0.52 and when we looked out of the small windows on Concorde the clouds certainly seemed to be moving quickly. Unfortunately, we could not see very much of the ground until we were quite close to East Midlands, one of the passengers mentioned that on some previous visits to the area, Concorde has circled over Derby prior to landing because of the connections with Rolls Royce who built the Olympus engines. However that day we came straight in and the reverse thrust very quickly brought us to a halt which was just as well because when we turned around there was not very much runway still left in front of us. A few weeks later, I read in the papers that two aircraft had overshot the East Midlands runway within the space of a week so perhaps it was just as well that I did not see that before the trip. On leaving the aircraft, we were invited into the cockpit and spoke to the pilot, he allowed us to take some pictures and it is surprising just

how traditional the cockpit looks in these days of 'fly by wire' technology. There is a flight crew of three and between the flight engineer and the cockpit door there is a full rack of avionics which occupies a lot of space and dates from the 1960s. Apparently this is one of the main problems with the aircraft since it would be prohibitively expensive to upgrade this equipment for the small number of aircraft that exist. Also passengers only have audio entertainment on headsets since there is not enough space on the aircraft for more sophisticated systems. When we left the aircraft, we were met by the fire trucks and various other tenders, apparently Concorde attracts a lot of attention at some of its less frequent destinations! The journey back to Heathrow took over three hours on the coach which was quite a contrast but I can fully recommend the trip to anyone interested in Concorde. David Gladwin Concorde Limited can be reached on 01159-372455 ( 19 Main St, Keyworth, Nottingham, NG12 5AA ). Subsonic flights are around 200 pounds with supersonic about twice as much, my trip cost 149 pounds with 6 pounds airport tax at Heathrow and the aircraft was full.

### **Hooked on Fly-ins? - CRT**

(ed: I knew Chris Thompson was into something at that little strip alongside the M3 between Basingstoke and Fleet, so I asked...) My plane is the only Auster D4 flying on the UK - reg is G-ARLG - based at Hook International (Scotland Farm, Hook - if you are talking to Farnborough who control our CAS (Cattle Avoidance System)!) near Odiham in Hants. Pilots may fly in there provided they have a full briefing from a resident (me!) and also have permission from the site owner who can only be approached after I have notified her that a request will be forthcoming. I may try to arrange a small fly-in there one weekend this summer. Arrivals will only be for experienced pilots due to the power lines, the extremely narrow "runway", and the lack of "go-around" feasibility. We have had Warriors in there before with no problems.

### **Simulator Sessions - Robin Clark**

Contact Robin for dates/times - plenty of opportunity and prices well below 'market'.

"ECLAT" - Robin also has a limited number of copies of a glossy magazine style book with card covers all about the Red Arrows 200 pages cover the history of the Team since its beginnings cost... UKP5:00 This is part of a fund raising effort by the Air Training Corps and you may be able to get further copies from your local squadron .

### **Beware the Gods (and goddesses) of ATC.- Dave Sawdon**

Last Saturday I was working on the twin rating above a solid layer of stratus. Eventually it was time to get back down so we decided to go to Hurn for a let-down. We got vectors to an NDB approach and were told to descend to 2000 feet (from 3000) - I read back the instruction. A short while later I reported level at 2000 and was told by an irritated controller that the clearance had been to 2500 feet.

A while after this we were heading 250'ish and were told to turn RIGHT onto 210 - I read this back and emphasised the word RIGHT, then started the turn. After a short while the annoyed controller told us that we were in a right turn and we should turn

LEFT onto 210. At this point DS (the other one, not this one) informed ATC that we had only done as we were told and had read-back, the response was "Roger". (Ed: Dave, I can GUESS who this was from this last bit! and I bet she said something fairly similar to 'Roger' without the button pressed. - I had a similar experience in 1994 if you look back in the newsletters, but in that case I questioned it before doing it, whilst her words were still in her mind. You would have had no trouble if you had been moving UP her radar screen, but unfortunately you were moving down it (now there's a lesson, always approach Hurn from the South!). I do see her now and again, so I'll have a few words about it - after the 1994 incident she promised me she'd get "left" and "right" embroidered gloves and stand on her head when vectoring aircraft from the north. Bournemouth controllers are very good usually, and funnily enough they are so used to giving really good service in high workloads that if any human errors creep in they tend to come when things are really slack. I shall get her to buy me a pint as an apology to you, and I promise to tell you how much I enjoyed it!)

Once established on a fairly interesting approach we were told that we were 1.5 miles N of track whereas our dials told us we were spot on - post mortem afterwards revealed that the RMI was about 5-10 degrees out of sync with the HSI and compass (both DS's confessed guilt at not spotting this). Cloud break at 550-600 feet and an interesting recovery to OS at 501 feet completed a fun trip. What's the moral? Maybe it's that nobody is perfect, this includes pilots but especially applies to female ATCOs that sound authoritative. Dave Sawdon

## Events at OLD SARUM - Dave Sawdon

- 1/Feb "Tales from the logbook" with David Scouller (CFI) 19:30
  - 11/Feb Valentine's day fly-in
  - 22/Feb The pleasures/frustrations of flying fly-by-wire airliners. 19:30
  - 29/Feb CAA safety evening 19:30
  - 3/Mar Piper fly-in
  - 8/Mar Curry night 19:30
  - 20/Mar speaker to be confirmed 19:30
  - 24/Mar Mother's day fly in (cut rates for A/ex for Mothers!)
  - 5-7/Apr events to be confirmed
  - 28/Apr Auto gyro fly-in plus other events to be confirmed
  - 12/May Microlight A/ex day (special rates for microlight A/ex)
  - 18/May BPPA competitions
  - 2/Jun aerojumble and open day from 10:00.
- OLD SARUM are selling their Chevvron microlight - asking price is £11k.  
Give me a call if you need more info. (Dave Sawdon)

## Flying rates at Old Sarum

- PPL using C150, C152, Texas taildragger (really nice tailwheel C152)  
Robin or Singsby T67A ----- £2995 (exams, etc all inclusive)
  - PPL using PA28 or C172 -----£3300 ("-----")
- Self-fly hire rates, all in:                    STANDARD    FREQUENT FLYER  
C150, 152, Robin HR200, Texas taildragger: 77                    32.50

Slingsby T67A	: 79	42.50
Super Cub 150, Citabria 150	: 79	-
Beagle Pup 150	: 87	42.50
C172	: 84	44
PA28-161 (Warrior)	: 84	45
PA28-200R (arrow)	: 97	52.50
PA34-200 (Seneca I)	: 150	130

Frequent flyer scheme available for PPL holders involves a one-off payment of £175. All post-PPL ratings are available at the frequent-flyer rates, add 25/hr for an instructor.

- It may be that these rates can be reduced further by the highest rate of tax that you pay (ie 25% or 40%), call me for details.

- It may be that, if sufficient people want to fly at OSFC, we can negotiate a preferential rate, as we had a few years ago. Let me know.

**PPL, AFI, BCPL, Tailwheel conversions, aerobatics and twin ratings are all available; give me a call if you want to know more. How about others publishing the rates and deals at other clubs as a service to our members?**