

IBM Flying Club Newsletter February/March 1996

Start Up - Irv Lee

OK, before we actually start, SOMEONE has borrowed the UK Bottlang whilst Bob has been ill, and we would like to get it back please!! I'm sure it has not been stolen, just borrowed for legitimate purposes and is sitting in someone's car boot or on a shelf, forgotten about. Can you think back and check where you would put it if you had borrowed it, please. It's big enough - it should be obvious. This sounds like exactly the sort of thing I would do, then forget, so I'm going to look in my favourite stash-holes too. Well, this must be our first newsletter without any flying trip reports, (correction - just got one) which shows what the weather has been like for 2 months. All my instincts of years in the I.T. industry make me want to tell you how good it's GOING to be "later this year", especially if you spend some more money... There are promising signs though, especially as Jon B. has taken a new committee role to try and encourage members to organise one event each per year. He will be keeping track of any fly-ins, flyouts.

We have some events and volunteers already for 1996:

- Thruxton Fly-In for HELICOPTER Trial Lessons - Brian Mellor (see item further on to register) - Date April 13th at Thruxton.
- WEST DRAYTON (LATCC) Visit - Dave Ashford (see item further on to register) - Date April 15th and 29th.
- RAF ODIHAM FLY-IN - Danny Elliott - Date May 30 1996 (start thinking of aircraft and crew, he'll want to know well in advance - contact via Danny jr at Xyratex)
- KILKENNY ('Kinair Fly-in) - Gil Collins (01489-877625) - Date 6th to 9th June
- OLD WARDEN - Brian Mellor (he doesn't know yet, Eileen volunteered him) - Date Saturday 17th June and overnight stay.
- BRIAN LECOMBER TALK (yes, really) - Danny Elliott - Date July 19th 1996
- SCHAFFEN-DIEST Fly-in - Bob Elliott - Date August 15th-18th
- NEWARK AIR MUSEUM FLY-IN - Paul Eathorne - Date TBA
- RAF COSFORD fly-in - Jon Butts - Date TBA
- SUMMER BARBEQUE - Denis Howe - Date TBA
- VIDEO EVENING (safety ones loaned from the CAA) - Dave Sawdon - Date TBA
- HISTORY OF EASTLEIGH AIRFIELD (Talk by Duncan Swift) - Irv Lee - Date TBA

Remember, for our fly-ins, we meet landing fees, budget willing, and you should be registering for some of them with the organiser now.

Trophies/Award 1996

Our Annual trophies have been awarded:

'Friends of the IBM Flying Club': this award is open for nominations by anyone, and is presented to the person(s) or organisation outside the Club showing through various actions a voluntary willingness to help our club or membership. This year, for a history of invitations to join them in their social evenings and competitions, the award went to the Army Flying Association at Middle Wallop. The Met visit and Bombing Competition were last year's favourites there.

'The Laurence Wright Memorial Award': this trophy is "Chairman's Choice" to be awarded by the outgoing Chairman for any purpose. This year, I awarded it to Brian Mellor, thinking how many of our members flying careers would be so much different if he had not been involved with the club in

so many ways over the past few years. We really would not be so widely rich in talent but for his advice, encouragement, and actions.

IT'S ME AGAIN!!! - Bob Elliott

Well, it's difficult to know where to begin really, but here goes. Not a usual Flying Club article, but an explanation as to my whereabouts these past three months!!! (Ed: You've not missed any flying though - the weather has been awful) First though, I want to thank all of you who sent cards, telephoned, and came to visit me in Winchester and Papworth. I'm sorry to have to tell you that I don't remember ANYONE visiting me in Winchester, but I now know that I had loads of visitors, and I am very grateful. Now, there are many stories going around about what happened to me, and to be honest, I can only confirm some of them - some I strenuously deny!! Basically, I hadn't been feeling on top of the world for some time. On November the sixth, I went to the doctor who told me to go straight to Winchester hospital! I called the CFI and arranged for him to pick me up at the Clubhouse, which is on the way to the hospital. When I got there, I was sent straight to bed! The next day I was taken to Southampton for an X-Ray - and that's the last I remember for the next six weeks!!! I'm told that they found that I was not getting sufficient oxygen into my lungs, and this in some way affected the amount of blood being pumped around me, which resulted in blue fingers, swollen ankles, and severe shortage of breath. There was also some sort of lung infection. On top of all that, I got pneumonia!! This all went on for three weeks, when many of you visited, but as I said - I don't recall! Then one night I suffered what they call in the trade - Respiratory Failure! That is, I stopped breathing! This is the stage when the visits were stopped. I was shoved into intensive care and wired up! Now, you, or I, don't want to know about the next three weeks! All I can say is that I didn't get better! Apparently there was talk of switching the machines off when they found they couldn't wake me up! Then, lucky for me, they found a bed was available at Papworth Hospital, which is renowned as one of the world's best at heart and lung disorders. When I woke up, on December 18thish, I had had a tracheostomy, and was wired up to a respirator. I was not happy with the situation, and tried to tell them so - but you can't speak with a 'trachy tube' down your throat - so I got mad and ripped all the wires and tubes out - not for the first time I now understand! Papworth is in the middle of number of airfields - Bourn, Duxford, Little Gransden, Cambridge, Conington, and so on, and the CFI threatened to pay a flying visit! It never materialised though, as the weather was dreadful. I never saw ONE aircraft in the three weeks I was there - even the helicopters had to go into Cambridge. Anyway, the wires, tubes, pills, and daily injections, were slowly removed each day, and on Christmas Day I was given a little loud speaker that I could plug into my throat which allowed me to croak! Not good enough - I want my voice back! A few days later the trachy tube was removed and I started to learn to speak again. I think they regretted that, as I demanded to be let home. We agreed on January 3rd - and I didn't let them forget! So there you have it. The CAA won't let me fly yet - I have been back to Papworth to be checked out, and I passed A-OK! The CAA won't budge yet, but Papworth are on my side. The CAA, without seeing me or even talking to the experts at Papworth, won't let me fly and even have told me I shouldn't be a passenger on a commercial. Papworth, who have examined and treated me say they have never before heard such a load of charlie romeo alpha papa. So it goes on.... The latest is that the CAA won't put their words in writing "because we haven't got a typist". Uniform Kilo has been 'u/s' for a while anyway since I've been home anyway, and the weather hasn't exactly been encouraging, has it? As I said: thanks for the visits, cards, and good wishes that helped me recover from a tricky situation! All I need now is clearance to start the engine! Bob

Congratulations - Irv Lee/Brian Mellor

I had a note from 'Dark' Ali Loweth in the Isle of Man - she is now well advanced down the CPL groundschool madness trail, but one thing had cheered her up from the pits of CPL study - her local Flying Club surprised her at their Annual Dinner with their Navigation Award (probably needed it to get home if it was as boozy a party as I imagine!). People who know Ali will be really pleased with this.. she has the same attitude as many people in our club, when it comes to flying, experience

gathering, etc, and this seems to have been noticed and duly rewarded. She gets the newsletter, so well done Ali!

Jon Butts and Dave Ashford both got their TWIN RATINGS last week, and hopefully they might have a few words in this letter before it goes out. They had the pleasure of using Yeovil - lovely place, no politics.

And ME! I finally got the CPL in my sticky hands. I finished all the requirements back in November, but "they" wanted a new medical, so as I had no reason to rush, I waited until it was due last month, passed the medical, and now have the CPL.

And now from the CFI: James Mason - another step closer. I am pleased to tell you that James has now completed his NFT, having had a few delays due to weather. These are always frustrating at the time, but are soon forgotten, once the test actually takes place; it's as though the satisfaction of passing the test suddenly dilutes the annoyance of all the previous, cancelled attempts. The weather on the actual day was actually quite good; better than the met man forecast, fortunately. I am not going to tell you the actual route (it's a secret), but we did finish off with an unplanned diversion, and on this occasion, we actually landed at Compton Abbas, for a cuppa, and a break. Since James hadn't expected to land at Compton, he didn't have the frequency on his flight log. I was fully expecting to have to give him the frequency, because he didn't have a Pooleys, or any other flight guide. Not so. He just unfolded the map in the cockpit, scanned down the list of airfield/frequencies, and got it from there, in about ten seconds. The charts that we use tend to be folded such that all the stuff in the margins is hidden away, and you could be forgiven for not even realising that the info was there. All in all, a very enjoyable and successful flight.

Helicopter Air Experience Day (13th April) - Brian Mellor

It's over a year since we had the first of these, up at Thruxton, with Fast Helicopters. That went down very well indeed, and was enjoyed by everyone. Afterwards, the instructors were very complimentary, and said they had seen a high standard of flying abilities. Well, there were several people who wanted to go, and couldn't. And of those that did, some wanted to do it again. So, I have booked another one for Saturday 13th April. Even the word of mouth contact indicates that it will be heavily subscribed, so I suspect that we may have to have a second date; I may tentatively book a "rain date" anyway. Just to make it as good a social event as possible, I am going to suggest it as a formal "fly-in" for the club, with the usual deal of landings paid by the club (subject to Mr. Treasurer's agreement/piggy bank). Any other suggestions? Someone (probably Irv) mentioned the possibility of renting go-karts, for those who weren't flying, or were waiting to fly - sound good? I also intend to have the Fuji there, so if someone wants to share some flying time, with another pilot who is checked out to fly aerobatics, you will have your chance. Who hasn't done a loop yet? :pa. So what you need to do - please let me know - - if you would like to have a helicopter lesson on 13/4/96 - ditto, but you can't make it on THIS date - if you would like to fly in, from a different field (let me know from where, a/c type, no. of people, etc) - if you would be interested in some aerobatic flight - if you would like to have a go on the go-karts (to be confirmed) - ANY other suggestions, to make it a full and memorable day? The price for a flight? Still awaiting confirmation from Fast, but last year we got a 5 pound discount on the published rates, since we were putting a reasonable amount of time on the machines. Brian

West Drayton Visit (15 and 29 April) - Dave "SpiderMan" Ashford

I spoke to Heathrow about visiting their tower and radar room and I'm afraid it's definitely no-go - they don't have any spare people to show us around and when I suggested we could do a self-guided tour the chap laughed... a lot! So I then called Gatwick, who are in a state of flux at the moment and certainly couldn't do anything in the next couple of months, but the chap did say to call back again in mid-April to see how things had settled, so I have put that date in my diary. He suggested that I

might try West Drayton, so I did and it looks like we could be in luck. ..and the latest news is that West Drayton is 'ON':

Latest: Visit to LATCC at West Drayton I have two dates booked with a maximum of 10 people per day. The dates are Monday 15 April and Monday 29 April, both starting at 14:00 and the tour lasts about 2 hours. The visit is free. Contact me, Dave Ashford (See contact list at end). Places will be allocated on a first-come basis and I need to know names and car registration numbers of those going by 15th March at the very latest.

'KinAir '96 (Kilkenny Eire, 6-9 June) - Gil Collins

Gil wants to hear from you to arrange an IBM Fly-in to Kilkenny during their own fly-in. June 6th to June 9th. There should be plenty going on including 'arrival' competitions. He needs to know names fairly soon as Hotel rooms need booking. He's on 01489-877625. Please start thinking and book early. A trip to Kilkenny is almost an IBM Club annual tradition now!

Dordogne Trip??? - Gil Collins

An acquaintance of Gil's has a large converted farm property in the Dordogne, about 20km north of BERGERAC. Sleeps 9 in separate buildings, has the usual mod cons including swimming pool and Gil fancies a trip there in a combination of planes and cars in September, which would allow flying and exploring around from there. Contact him for more details (phone number 01489-877625).

(ed: and thinking of holidays, or retirees, if anyone wants a caravan, hardly used, 1992 Eldiss, very well equipped, ideal for anything INCLUDING parking near an airfield either in the UK or France, let me know - there's a good deal to be had!)

The new MET Course - James Mason

(ed: Martyn Smith has a new Met Course, as a follow on to his successful Diversion Course - It is open to anyone at all, but our members will be subsidised by a fiver. The course will only be 2 - 3 hours, and the cost is somewhere between 10 and 15 pounds - Contact Martyn directly to book in on 01703-454782. We are also considering getting him over one evening and giving them to a group of us) Just to let you know the Met course was fine, there were 5 attendees and Martyn went through the subject prompting response from everyone as he went so it was a good way to revise the subject and to ask any questions on points that you may not have understood from Thom. I certainly found it useful and Martyn pointed out some things that tend to come up in the met exam such as inclinations and distances for fronts which I don't think I've seen before. Martyn did not provide any notes but I think he said that some where being prepared, he also asked about the interest in a similar session for nav and everyone seemed interested so that may also be coming soon. James.

GASIL - Dave Sawdon

GASIL (the magazine with all the safety incidents and advice) will be available from Dave as part of the Library service. We'll publish a contents list whenever one comes out, so you can borrow it if you wish. Dave will also make them available for any social event for reading over a pint. They are very good - if you don't know what they are like, ask to borrow one. If anyone wants to contribute any items to the library, contact me.

AGM

Thanks to those who attended - everyone seemed to have a good time, and a play with our World Wide Web pages, followed by drinks in the bar. The Web page has re-vamped a lot since the last

newsletter, with information split down onto separate linkable pages. Once the new membership forms start coming in during March, we'll put our membership list there with any e-mail contact addresses. PLEASE let Dave Ashford have a pictures of your plane and yourself if you are in a syndicate with a little write-up about it.

The committee: We were pleased when Jeff Moreland, who was Treasurer about 3 years ago volunteered in advance of the AGM to do it again. There's no big problem with any of the tasks on the committee, and Jeff volunteered eyes-open! Dave Sawdon had no problems continuing as Secretary, and Jon Butts has volunteered to a new post, best described as Events Sheepdog. He is elected to the Committee but to round up the membership into taking responsibility for organising ONE event during the year. (Flying Events, not Social Events). I seem to be the Chairman, still.

Membership forms - Mr Secretary (Dave Sawdon)

They have gone out, and they are starting to flood into my mail tray, keep them coming. It's amazing how many different fonts get used for the same document - some forms occupy 2 pages whilst others occupy half a page and don't really have sufficient space for the information. Dave (ed: If you happen to have a private internet e-mail address, add that on somewhere, so Dave Ashford can put it in our membership list on the Web page.)

T67A flying - Dave Sawdon

I'm working-up my solo time on a T67A and usually have an empty seat, give me a call if you want to fill it for a very small contribution towards costs. It's a really nice responsive aircraft, great fun to fly. Dave

Formation flying - Dave Sawdon

A while ago I floated the idea of arranging some formal training in formation flying and got enough people interested to make it viable. I've now spoken to David Scouller (CFI at OS, test pilot, ex-RAF) and he suggests Bob Cole (test pilot, ex RAF, etc) as the other instructor. Proposed aircraft are 2 out of T67A, Pup, Bulldog. Proposed timing is mid-year, arranged well ahead. Two offerings: first is a 1 hour "this is what it's like but don't try it solo", the second is a 3-4 hour "here's how to do it, now go practise". Who's interested? Notes to my reader please. Dave

Overheards

I received a fax, obviously from someone in the medical profession, as it is so hard to read. It appears to be from a "Clare Grunge", or some similar name. Apologies if I've misread the name: Dave Thomas, flying along and explaining to his passenger how easy it all is: "Push the throttle in and you go slower" Clare (from the back seat): "No Dave" Dave: "YES", Clare: "No", Dave: "YES", Clare: "TRY IT" Dave: "Oh, well, perhaps you're right!"

Nursie's Notes - Clare G.

(ed: A few words from Clare - although 'few words' and 'Clare' don't seem to make much sense together in the same sentence! it has been suggested that we scrap the newsletter and just tell her everything that happens, and everyone would hear about it much quicker....)

I had a super trip to Sywell and Wellesbourne all the better for being unexpected - I was 'caught' coming through the doors at Eastleigh, only dropping in to see what was happening, and there were Dave T., Nicky and Richard (passengers) with room for a small one, so I whisked off in G-ZERO with only enough time to insist on a visit to the loo first! Lunch was not as good as I remembered at

Sywell - might be something to do with confusing the barman - he decided we were all demented.

Further debate on next destination which ended on Wellesbourne. Another lovely airfield, and more tea, coffee and loo visits - very important! (ed: I knew someone who did not go to the loo at Southampton because he 'could last the 40 minutes to Manston and would go there'. Over Manston, the wheels wouldn't come down, and they had to circle for 4 hours burning off fuel before a perfect belly landing. He now always goes to the loo BEFORE every flight!)

Anyway, a good day out with everyone enjoying the flight. Seems like ages ago with the recent weather. (ed: Clare is now doing her IMC - I stood in for one lesson, never having flown with her before, and obviously the 'talking baggage' flights are really paying off. Don't worry - they were called 'talking baggage' long before she started flying!! Clare has been doing a lot of these joint flights with people since getting her PPL last year, and it is very obvious she is way ahead of the usual 'ppl' in the first year of a licence.)

CONFEDERATE AIR FORCE - Dave Sawdon

This appeared some time ago in a Popham Newsletter, I think you'll enjoy it. With acknowledgments to the CAF and to Popham.

To: Rebel Air Crews
From: Office of Flight Safety

Subject: General Instructions - Demonstration Wright-Pafterson AFB, Ohio. Pilots and crew members participating in WPAFB Demonstration will assume all responsibilities in a manner which will reflect the superior knowledge and extraordinary skill of the typical Rebel Aviator. Your instructions are as follows:

1. Aircraft from Bomb Command and Fighter Command will rendezvous over Dallas at an altitude of 8450 ft on Friday May 19 1967 at 08.00 to 14.00 + or - 1.72 hrs. (Compass heading Rebel Field to Dallas 372 degrees variable magnetic.
2. Any aircraft with an operational compass may serve as flight leader. (Charts published prior to 1936 are not considered reliable and should not be used). Refuelling stop will be Springfield, compass heading 10 to 60 degrees mag approx. Your route will take you over six states; Oklahoma is the green one, Missouri is brown, Illinois is yellow, Indiana is red and Ohio is the tan one on your Texaco map. (Advise HQ of change of location of any major cities or rivers encountered en route). Care must be used at intersection of US 66 and US 40 East of St Louis ... stay on US40.
3. If you become surrounded by lostness, land at the nearest airport - do not ask where you are - ask direction to nearest mens room. Display confidence - smile at everyone. Read your location on front of hangar and proceed to Dayton.
4. FAA Briefing. Be a few minutes late to all FAA briefings as this will assure the briefing officer that you are no amateur and that you have attended many such sessions. Ask several questions to be sure the briefing officer is competent. Make witty remarks throughout the meeting to leave no doubt in his mind that you are not merely a "hot rock" but that you are a "Smouldering" boulder - senior grade".
5. Have the CAF briefing officer carefully describe your aircraft to avoid take off in the wrong machine.
6. At take off time, approach the aircraft in a reckless, devil-may-care manner as this makes a big impression on by-standers. Do not trip over the

power cables as this does not make a big impression on by-standers. Ask the nearest small boy what type of aircraft this is - just to make sure.

7. Conduct your pre-flight in a rapid but deliberate manner. Check all fuel tanks to see that all air has been removed therefrom. Be sure to kick vigorously at all the tires. When you come to the complicated part of the airplane, stare at it seriously for several seconds before going on. This creates a favourable impression on your crew chief and makes the bystanders think you know what you're doing.

8. When you have finished the preflight, ask another bystander what aircraft this is. Then proceed rapidly to your assigned aircraft and repeat steps 5 through 7.

9. To enter the aircraft, approach it from the left side and leap lightly onto the access ladder without looking.

10. Pick yourself up from the ground in a casual manner, locate an access ladder and climb the steps. (Note: try to control the tense feeling in your stomach and above all, dont look down!) Enter the cockpit in any manner you choose. If at all possible, avoid going in head first.

11. Next, check stick and throttle positions. If the stick is in your left hand and the throttle is in your right hand, you are in the cockpit backwards. Dont panic! Smile at the crew chief, wave to the bystanders and slowly rotate yourself through 180 degrees. Re-arrange all the well used switches, levers and buttons in the cockpit in a pleasing and eye catching manner. Don't bother with the dull, corroded ones. Prepare to start the engine.

12. Upon starting the engine, advance the throttle smartly to the military power and stand by for the crew chiefs signal. When he begins waving to you, do not wave back. Rapidly rearrange your switches, levers and buttons until the right combination is found - whereupon the crew chief will stop waving. (Note: In making magneto check, move ignition switch as rapidly as possible to obtain lowest drop in revs, and to prevent complete engine failure on inoperative magneto).

13. When signal is given to taxi, advance the throttle smoothly, hit the "highblower" switch and jump smoothly over the chocks. Retard throttle to military power and try to avoid further use of highblower while taxiing as this irritates ground personnel.

14. When taxiing, an effort should be made to avoid collision with spectators as this causes damage to the propellor and creates an untidy condition on the ramp.

15. If, after turning out of your parking spot, you see a large grey wall, stop quickly, turn around and taxi back out of the hangar. You have committed a rather serious error.

16. After arriving in the general vicinity of the runway, immediately begin calling the tower at frequent intervals in a loud, authoritative voice. Do not take negative for an answer, This will accelerate the launching process. If you are on a downwind runway, take off anyway. This will demonstrate your self confidence.

17. After leaving the ground, pull the nose up smartly, close your eyes and count to 10. If contact with the ground has not occurred by that time, continue the mission as briefed.

18. You may now relax and amaze yourself and the spectators with your uncommon ability to perform incredible feats of aerial gymnastics. Note: All pilots are directed to maintain a one to one ratio between take-offs

and landings. Pilots found in violation of this directive will forfeit parachute privileges.

Finals - Irv Lee

There's a VERY handsome Cherokee up at Thruxton at the moment - G-AZWD with a new colour scheme. Available for rental, IMC, PPL, the lot. Contact me or Brian. □