

IBM Flying Club Newsletter April 1996

Start Up- Irv Lee

Well done James Mason - Solo Qualifying Cross Country, from Thruxton to Shoreham to Sandown to Thruxton. The weather wasn't perfect, but good enough, and James got good reviews at his two stops, and from me for having no problems finding Thruxton, despite the haze beginning to thicken on his final 5 miles.

Well done, Jim Hull, first solo cross-country - not as easy from Thruxton, you know, no coasts or Isles of Wight to fix position by!

Met Course (Urgent) - Martyn Smith

Martyn phoned to say he has places on his Met Course (2 hours of very good advice) this Thursday (3rd April) and next Thursday (10th April) at Sparshatts of Botley - only a tenner AND we subsidise our members by a fiver, but it is open to all or anyone anywhere - nothing to do with our club. Please phone Martyn on 01703-454782.

Events on The Horizon

Events coming up: (NB: Please note, the fly-in to Odiham has been cancelled - Danny Elliott has just phoned to say 'Government cutbacks' has caused them to call off their Families Day.)

You do not have to be an fully fledged club member to join us on these events. We're pleased to see 'friends' too, subject to space limits. For each organiser to contact, I've put the internet id and the work external number. Internal contacts should be able to work things out for themselves. If you just need to leave a message, use notes/email or phone but if it is a work phone at IBM please try and leave a message outside normal hours - please don't disturb unnecessarily during work hours.

THRUXTON: April 13th Saturday: 9:00 am. More welcome, plenty going.
- BRIAN MELLOR gbxyr9LW@ibmmail.com, 01962-842555 day/evening

NEW CURRY NIGHT: April 27th Saturday 8:30 for 9:00pm, WALTHAM TANDOORI at Bishops Waltham VRP.
- PAUL GOODMAN gbibm77c@ibmmail.com, ibm work no: 01256-344262

LATCC West Drayton: April 29th Monday.
29th date definitely on. Places still available. 15th April has plenty of space, but will be cancelled and people offered the 29th if no more takers.
- DAVE ASHFORD gmibmzpk@ibmmail.com, ibm work no: 01962-846876

NEW COVENTRY FLY-in: May 18th Saturday - Museum and DC3/Dragon Rapide flights at reasonable prices. IMPORTANT: ACTUAL DETAILS BELOW, Please Read on!
- PAUL GOODMAN gbibm77c@ibmmail.com, ibm work no: 01256-344262

FRENCH WEEK: I'm pleased to say that Gil has successfully organised the week in the French Farm for late June with over half a dozen going in a mixture of planes and cars. If you want to drop in on them, there may be room yet. Gil 01489-877625 daytime or evenings.

Visit Air Atlantique/Antique, Coventry 18th May - Paul Goodman

Air Atlantique have given us permission to visit their base. The assumption is that we will need to

arrive by 10:30 and it will be pot luck what aircraft are present but assuming there are no oil spills there should be a number of 'DC' aircraft and those of Air Antique to look at (not forgetting the local museum). I have also asked for us to be shown through their maintenance hangar. We have also been offered the chance for a local flight in a DC3 or Dragon Rapide for the cost of UKP25 (this was a quick guestimate but should be about right).

If you would like to attend please contact Paul Goodman (preferably by email or ansaphone) with the following responses:

- 1) Attending by car or flying (aircraft if possible)?
- 2) Do you want a flight in a DC3 / Dragon Rapide / Either / None?
- 3) Do you want lunch provided (cost maximum UKP5)?

Once I have all the feedback I will contact Air Atlantique and confirm the exact schedule.

Auster Seat Offer for Thruyton Fly-in - Chris Thompson

I will now be attending Brian's event in the Auster G-ARLG on my own. If anyone is interested in flying in with me from Hook International then I can offer the P2 seat (navigator, stewardess, flight engineer, etc.). Anyone interested would have to phone me on 01962-773594, be prepared to be at Hook by 08:15 that morning, do a bit of pushing and shoving to get the old girl out, and hang around at Thruyton all day prior to the return to Hook when all the activities have finished.

You might actually get to fly a real aeroplane!!

Chris

Icing on the Cake - Dee-Tee

(Ed: The following report is well worth reading, a long flight which justified the IMC rating - they shouldn't be used for going off in dangerous weather, but this was STABLE, poor-ish weather - and that's the difference, it was just a matter of watching closely for any icing, rather than any storms.)

The trip up to Teeside was quite exciting as I ran into icing at 4300 ft over CPT (just north of Newbury) and had to drop back down to 3000 to get rid of it. Little or no Viz so running entirely on instruments. Weather much better North of Sywell, but still maintained 3500 to keep below the clouds given the icing experience earlier. Headwind of about 20 kts kept my ground speed down to 110kts.

Very straight- forward stuff from Sywell up to Harrowgate - the RAF controllers were passing me from one to the other superbly - full marks to them and their professionalism. (ed: Just a matter of what you are used to Dave, but don't start me off on that...)

Got crappy again North of Harrowgate, (ed: does he mean Harrogate?) and they wouldn't let me go through their MATZ at less than 2500ft, so flew IMC again for a while. Straight in approach to Teeside -glad they have an ILS on 05 as it helped me to find the runway. Very friendly welcome.

Viz was poor when I left, but the TAF for Soton looked OK if not perfect. Climbed up to FL55 and just stayed there all the way to Sywell via the GAM VOR. Just above the clouds - very smooth and almost relaxing - getting dark by now. Again excellent support from LARS. Dropped down to FL40 Just North of Sywell to go below the London TMA, and occasionally managed to see the ground, or at least the lights on the ground.

Sywell to CPT was almost pure IMC, but came out of cloud just South of CPT. That was when I had

the 'alphabet' crisis. I just couldn't say the callsign properly - we call the aircraft "G-ZERO" so often I couldn't seem to get the word "ZULU" out when I needed it, only "ZERO" would come out instead. (ed: a common problem amid 'G-PORK'-ers too - they start "Golf Pork Oscar...") Wasn't too enthusiastic about coming in via Romsey, so the straight in downwind landing alternative looked very attractive when I was offered it. No problem - could easily have turned off on the Northern taxiway. 2hrs 15 up and 1 hr 40 back - the wind makes a big difference!

My observation after doing the trip was that I decided to go for my IMC and night ratings so that I could undertake such trips - the investment paid off. The weather was worse than I had expected and worse than the forecasts showed, but I was able to cope with no real difficulties. My main learning point is to remember to take spare batteries for my torch when I am going night flying - mine were beginning to become marginal at the end of the journey. Dave Thomas.

Swiss Roles - Paul Eathorne

(ed: Paul is interested in finding out about flying in Switzerland - wouldn't know why that would be, but then I'm not nosy. I recommended to him the Internet and Web, as you can get to AOPA UK from our page, and AOPA Switzerland from there, and then contact them from that. Paul was VERY dubious about it all til he tried it...)

Irv .. excellent reply from AOPA Switzerland, the web been pretty useful there! (ed: I did summarise the answer, but it might rekindle world war 2 if I'd left it in, - remember Switerland has 3 parts, German origin, French origin, and Italian origin - now make your own ideas up about the welcome you'd get in each part)

Overheards

Clare: You wouldn't believe what Irv can do with a champagne bottle and a wire coat hanger! Made all the difference! (ed: Quick Quiz - what can this mean?? Answer in 'finals' at the end)

Membership - Dave Sawdon

As of 15/March the following 19 people have renewed their membership: Neale Fray, Frank Smith, John King, Dave Sinclair, Julian Wheldon, Chris Thompson, Dave Thomas, Irv Lee, Brian Mellor, Richard Valler, Philip Russell, Dave Ashford, Ian Murray, Simon Brown, Bob Elliott, Steve Pick, James Hull, Bryan Bowen, Dave Sawdon

If you have joined since, thanks, rest of you, please send in your cheques/forms ASAP.

Dave

News from - John Akerman

Dear Irv, and indeed Dear anyone else in the flying club who may remember me,

I am very much enjoying the newsletter, and thought it was about time I made a small contribution. Here it is. (ed: John was our Treasurer for a few years.)

Some background first: After leaving IBM in April 1993 I took 4 months off and did a lot of flying. This included some great cross countries (trip round East Anglia, visit to Caernarfon, etc - big adventures at a cruising speed of 82 mph - ask Chris Thompson, who knows all about this kind of thing). Also some instructing, specifically two tailwheel conversions completed, and now I know how real instructors feel when they send students solo for the first time.

One of the conversions was for Gabi Lovell, the ATCO at Goodwood. I am sure she won't mind me saying that her flying was fine but she had real difficulties with radio, being used to giving instructions and receiving position reports, not the other way around.

By the way, in case you had not heard Gabi is now ATCO at Staverton, and Lori Williams (the remaining ATCO at Goodwood) left last Sunday for a new job at Woodvale (visitors welcome) so Goodwood is now ATIS only.

After my delightful vacation I went back to work, this time with a consultancy company. I earned huge numbers of air miles, Marriott points and all those other marks of the truly travel-worn. However I did ride in a lot of cockpits (B757; B737-200, 300, 400; MD83, 87; A310) and learned a great deal from that. I quit the job at the end of September 1995 and formed my own company. Still consulting, taking work from the company I just left and a German marketing consulting outfit. Here is my mission statement:

"To pay as little tax as possible, to work no more than 4 days per week, and to make enough money to swell the pension coffers sufficient to stop working within 5 years with the aim of doing much more flying before I'm too old". So far so good, except for this March during which I have had to work 5 days a week, which is very bad news.

All this work and (more recently) bad weather has got in the way of flying but certainly not stopped it. David Cooper-Maguire and I are still operating Cub G-BPVH, but have moved it from Goodwood to a private strip at Findon (in the Downs north of Worthing). This is a great place to be based. We share a hangar with the largest heap of Tiger Moth parts in the civilised world, including enough wings, engines and fuselages to build at least 8 complete aircraft. Also in the hangar is a Spitfire Mk 9 in bits (big bits); it's for sale and has a very interesting history. And finally a Focke-Wulf 189, in even larger bits and currently being restored. If Bob Elliott is reading this, (a) welcome back Bob! And (b) yes, FW189.

By the way, if anyone wants a Spitfire, Hurricane, Ju87, Me110, Bf109 etc, Jim Pearce the strip owner will be glad to oblige.

In the other hangar there's a Percival EP9 Prospector being restored, and a Soko Krajul (pronounced Kragou if that helps). The latter is a Yugoslav Air Force fighter/ground attack aircraft, a small and light tailwheeler, Lycoming IO540, nice big control surfaces, fixed slots ahead of and same length as the ailerons, bomb and rocket racks still in place, completely serviceable, a nice little aeroplane.

The strip is about 420 metres aligned approx 22/04 (there's an Me110 buried under it which may affect the compass). It has a very pronounced upslope towards the NE end, so much so that all takeoffs are downhill and all landings uphill. David C-M did try a landing on 04 in a strong south-wester, and with admirable success. However we've decided not to repeat the exercise. If you want to fly in, please give me or DC-M a call for a briefing (it is very straightforward if you know how to do it and have the right type of aeroplane; and terrifying if you don't. Plus there are neighbours, however distant, to look after). We hope to meet you at fly-ins this year, and also have plans for the following: Alconbury for a farewell, if we can get permission; Haverfordwest; tour of the West Country including Lundy; another tour of East Anglia; Yeovilton, if we can get permission.

Final pieces of news. First, we hope to have G-EBXU (DH60 Moth) completed and flying this year. The project stopped due to lack of time and money last year but has now restarted in earnest. The only holdup is the sump we're awaiting from the US, needed to turn the Gipsy up the right way.

Second, I had a very nasty experience in Lufthansa A310 (the newer one, with the winglets) a few weeks back. We were inbound to Munich from Frankfurt on a calm grey early evening. With (I guess) no more than 10 miles to run and at around 5000 feet, straight and level, the aircraft began a

rhythmic pitching, up and down by about 2 degrees with a period of perhaps 3 seconds. After this had continued for about 30 secs (by which time I was getting quite worried) we lurched into a left turn flown with all the skill I applied to my very first steep turn - pitching, rolling, changes of power setting. After we' wobbled round for about 270 degrees we levelled out and normality (apparently) returned. The pilot announced that "we were too close behind a slower aircraft and Air Traffic asked us to break off the approach". We then made a fairly normal approach, flared about 10 feet too high, worked our way down to the runway in two steps, hit the ground, and tried to burn the brakes out. I think the pilot had experienced a control runaway and messed around until he regained some authority over the aircraft. I put the bad landing down to nerves. Has anyone else had an experience like this in an Airbus?

Hope to see you around. All the best to everyone from

John Akerman, 100550.3607@compuserve.com

Real Simulator Sessions- Robin Clark

(ed: Is that oxymoronic? Well, whether it is or isn't, you can book simulator sessions on 747s, etc, at excellent discounted rates with Robin Clarke. See Contacts list.)

Canada - Glenn Priestley

(ed: Chris Gee asked me if I knew anything about flying in Canada, as he was going there for a vacation, and through the internet and Web pages, another doubter was converted. If you want to know about Canada, try <http://www.cavok.com/> for size. Glenn Priestley from Niagara provided the best help, so I asked him to send us a few words about his operation, and maybe some of us can visit sometime when near Toronto or North NY State. Here's what he says:

St Catharines Flying club is one of the oldest clubs in Canada founded seventy years ago...presently it has about a hundred members and operates the following aircraft 2 C152s, 1 C172, 2 Pa28-181s, 1 Twin Aztec

Located near Niagara Falls and the USA border it is a popular destination for rentals, visitors sightseers and students (we presently are training students from UK Holland and Japan)

Place doesn't look like much but its a good group that enjoys a beer on a Friday night and has a legendary BBQ on Saturdays... Hows that?? (ed: SOLD - I'll try and see you sometime) oops gotta go Coronation St is on!

Regards,

Glenn

<http://www.cavok.com/studentassist/>

Training Fix - Irv Lee

Heard about the new 'Training Fix' that can be done on the emergency frequency 121.5 Mhz? I can't understand why they've introduced this in the way they have. The actual service is great - instant positions - but the thinking about calling it a 'Training Fix' seems rather muddled. Over the past year or so, the Distress and Diversion Service (D&D) were encouraging use of 121.5 for practice emergencies (Practice Pan) so they could evaluate their new locator equipment. Most people used an 'unsure of position' type problem for the practice, and D&D know exactly where you are before you have finished the first sentence. First of all, let's be clear, Practice Pans ARE still ok on 121.5, so nothing said here means they have stopped.

All my students have increased in confidence after doing a 'practice pan', as it gets rid of that nagging worry "what happens if I get lost or need some help or advice when I'm solo?". Having experienced the service and realised how supportive D&D are, the student wouldn't have any second thoughts about calling them and admitting they weren't sure of something. I'll be continuing to get my students to do a Practice Pan.

However, D&D have now introduced a 3rd level of call, a 'Training Fix'. I can only see confused thinking behind this and the name it has been given. I'm not even sure what the 'training' refers to - is it you doing the training, them doing the training, or is it the call itself (ie: like 'practice pan' is practice at the call itself)? - if it is the latter, they haven't got a 'real' fix call!

The new service is no doubt very useful, but won't it tend to give people with problems and doubts something to 'hide behind'? Being lost might be a symptom of a bigger problem which providing a snapshot position is not going to solve. Some pilots can be very reluctant to admit they have a real problem. If they wanted to provide a "I'm lost, give me a fix" call, why not just do it? On the other hand, if the intention was to provide a much shorter 'practice Pan', then that throws away some of the benefit of getting the student to practice passing all relevant information.

Zero to 7600 in 10 minutes- Spiderman Ashford

Imagine someone holding a screaming baby close to each of your ears and you will have some idea what our radio failure sounded like last Sunday. Paul Goodman and I had set out for Sywell, having decided that the fly-in at Cromer was a non-starter due to the weather. The forecast for the Midlands looked good so we left Southampton bound for Sywell via the 'CFD' VOR at Cranfield. All went well until we were abeam Halton, when a crackling noise started on the radio. I didn't really think it was going to be a problem - you often get little crackles and blips so I thought nothing more of it.

As the journey progressed the radio noise started to become more persistent and I could hear the beginnings of a howling noise that was faint and intermittent but it was now starting to concern me. We were working Luton radar with a Luton squawk so I thought it would be a good idea to tell the controller we were experiencing interference on our radio. She replied that she could hear it on our broadcasts, which confirmed in my mind that it was something to do with our aircraft and not anything environmental, like a TV transmitter or some GPS jamming experiment (Paul and I had been talking about the Boscombe Down trials just before we left Southampton). We tried unplugging each headset in turn, turning off each piece of electronic equipment in turn but to no avail. I could also smell a burning smell so looked around the cockpit - nothing out of the ordinary there, so I looked outside - something I hadn't done for a couple of minutes - and I could see below us a factory chimney (which I later found out was a brickworks), so I attributed the smell to the factory. Well I tried to, but in the back of my mind I was telling myself it could be the avionics about to go up in flames, so I decided we need to land quickly.

By now the faint howling noise was a loud scream and I had to take off my headset as I couldn't concentrate. With all the fiddling and unplugging I hadn't really paid attention to where we were, but I knew we had just passed Cranfield as the VOR now showed 'FROM'. We were also in the base of clouds and still doing 120 knots, so I told Paul I would fly the aircraft whilst he worked out exactly where we were. He suggested squawking 7600, which I did. I knocked back the speed to 90 knots and descended to 1500 feet, found a suitable landmark and set up an orbit (flying out of Southampton does let you practice some skills you wouldn't practice elsewhere!). There were some features visible and with Paul's recent IMC training he placed us 3.5 miles north of Cranfield within what seemed like seconds. This tallied with my thinking, so I decided that we should go there. Paul got out Pooleys whilst I headed South and immediately saw two runways dead ahead. Runway 22 and runway 18 - this concurred with the Cranfield info in Pooleys so as I was already in the base/finals area for both runways and I could see no other aircraft I decided to land. I chose runway 18 which, although only 600+ meters was into wind (170/10kts when we left Southampton).

Whilst I was flying, Paul was trying to communicate using my Icom. As we were so close he tried the tower frequency but there was no reply so he tried the approach frequency just as I had decided to go around - in all the excitement I had come in too high and messed up my approach. He established contact just as they were issuing a message to all aircraft that a radio-failure aircraft was in the circuit and to keep out of the way (probably a good idea when I'm flying anyway!). With a variety of hand signals and shouted messages Paul relayed communications from the tower and I executed a pretty good landing, despite trembling hands and bit of a shock when the stall warner came on during the flare - it is a LOT louder when you are not wearing your headset!

After landing I shut down the aircraft and we went up the Control Tower to talk to the chap on duty. He said that as we were making our first approach he was talking to the D&D folks who had seen our 7600 squawk disappear off their screens. He also got a call from Luton who said they had lost contact with us, so all in all the emergency procedures appear to work well. Paul then went back out to the aeroplane while I tried (in vain) to find an avionics person to take a look at G-ZERO. Paul tried to re-create the problem but was unable to do so, so we decided to telephone Southampton and tell them we were on our way and that if our radios failed en-route we would divert to Thruxton. We called Thruxton too and told them our plans. Thankfully the journey home was uneventful and we had no further problems. This means there may be a gremlin lurking in our system, waiting to strike again. I suspect the intercom may have been the cause - it was the only system we didn't shutdown and restart during our attempts to isolate the problem - but I guess that is for an expert to diagnose.

Several points from this exercise come immediately to mind and I'm sure as I reflect on the events over the next few weeks, I'll think about what I did and maybe find good reasons for why I did them, which is why I have written this report now - the day after the event.

I am amazed at how disruptive the whole event was and how unsettling I found it. After all, people fly without radios all over the UK and I have flown gliders without radios, so I am disappointed how stressful I found the whole episode. Having said that, I don't think that at any time I was unsafe and I believe generally I made the right decisions at the right time, however there are some things I could have done better.

I should have decided to divert whilst I could still communicate. Even a call to Luton to tell them I was going to Cranfield would have made life much easier for everyone involved. Next time (I hope there never is) I'll treat a radio failure more seriously. Once we lost communications with the ground I should have left the diagnostics to Paul and flown the diversion - I got distracted and consequently didn't know my exact position when I needed it most. Once we knew where we were, I had an overwhelming desire to see a runway. What I should have done was continue to orbit for a while - 5 minutes perhaps - and then proceeded to my diversion airfield. We had plenty of fuel and daylight left, so time was not a factor for us and it would have give the controllers more time to contact Cranfield and warn them of our imminent arrival.

On the positive side, I was glad we were taking a Radar service and that I had told the controller we were having problems with the radio whilst I could still hear and be heard. Once I realised I was uncertain of my exact position I decided to concentrate on flying whilst using my co-pilot to do the navigation: Aviate, Navigate, Communicate - a good lesson well learned (albeit slowly applied). I believe that slowing down, descending to a safe height where we could see better and orbiting a fixed landmark were all good decisions. When Paul suggested using 7600 I thought momentarily about our squawk disappearing from the Luton controllers display, but I'm sure it was the right decision to use it - after all, she knew we were having radio problems. When we first saw Cranfield we were in the base/finals area and Paul and I briefly discussed an overhead join but I reasoned that we were already on finals and it would be safer to land straight away and clear the runway quickly than to go into the overhead and go for an overhead join and have to guess at the circuit direction. I think on balance this was a good decision even if I may have had a little bit of "get-down-itis" and my decision to go around after messing up the approach was definitely a good move. I could

probably have landed, but I knew that the runway was not very long, so I wanted to put it on the numbers. The consequence was that I had time to calm myself down in the circuit and my subsequent landing was totally uneventful.

All in all not quite the Sunday outing we had planned, but I could say "I learned about flying from that", so it certainly wasn't a wasted day! I hope by sharing my experience that you will think about what you would do if your radios fail. Have you ever flown without your headset? Why not try it for a while (with a safety pilot, of course) just to see what it sounds/feels like and how lonely it can seem without that constant chatter in your ear. You don't need a radio to fly, but if you are used to flying with one, when it stops working it can be quite a surprise.

French Fix - Irv Lee

I managed my first 'French fix' of the year, and my first Rutan flight too - the weather has been so bad, that any good weather has been spent with pupils rather than thinking what I wanted to do. Paul Bradley (not a member), our newest shareholder, needed checking out, which meant a few demo circuits from me, then a few from him with me in the back talking him through. The plan formed: I did the demo circuits at our home base, Thruxton, then flew it to Lydd in Kent. We'd booked some touch and goes by phone and got the training rate as it was a 'conversion'. Why Lydd? Well, it has Duty-Frees, and we would have to stop to change seats.

Flight planned to Calais, we got back in with Paul in the front, duty frees in the sides, and me in the back, and he did a few very nice circuits before setting off over the water. Calais was going to be a test, as it had a fair 90 degree crosswind, but he handled it as if he had been flying the Long-ez for years. Lunch in the airport bar was a slice of Vache Folle in pepper sauce and then a 10 minute walk to the supermarket, and back via the pinball bar. The final lesson was how to easily pack quite a few bottles of wine into the plane and, that mastered, Paul flew it all the way back.

There is still a share for sale, as Nik Shaylor is living in Italy, and he finds it a long way to commute!

If anyone is looking for a first Channel crossing, I really recommend Calais. You can't get lost, the water crossing is not too far, and the local village (Marck) by the airfield has bars and a supermarket - and a cash machine that takes the usual cards. Most of your trip will be over English countryside rather than water, so plenty of interest for the passengers. I'm very easily persuaded if anyone needs a x-channel checkout in any aircraft - it is much easier than you would imagine if you've never done it before. You can depart and arrive back at your local airfield, (with a phone call to customs to give them your passport numbers, date of birth and planned return time), so the only reason for dropping in to anywhere else this side would be for duty-frees if you wanted them, but calculate the cost of landing against any savings.

Once you've got the idea, then my favourite coastal towns (Dieppe, Le Touquet, Ostende and Deauville) should be on your list, but the water crossings are further. Don't forget we loan safety equipment (rafts, lifejackets) FREE to members.

Mull/Glenforsa - CRT (Chris Thompson)

The Annual fly-in at Glenforsa airfield on the Isle of Mull will take place this year on May 24/25/26. As in the past few years it is advisable to phone in advance and let us know you are intending to fly in. It is a very laid back event where people just come and go at leisure and exchange stories in the Glenforsa Hotel bar. It is an ideal opportunity to visit this beautiful part of the western isles and at that time of year you will get many hours of daylight and fantastic scenery.

Join overhead for all circuits which are to the south over the sea at 800ft (left-hand to 07 and right-hand to 25). All the basic airport data can be found in Pooley's. Caution - If the wind is from the

south then you can expect severe turbulence on finals which tends to smooth out over the actual runway. If the ground is wet then land well to the higher south side (the land side) of the runway centre line.

If you are coming from the south then the "last stops" for fuel will be either Glasgow (Execair Handling), Cumbernauld (recommended), or Prestwick (Use the flying club on the north side). If you are running short of fuel and need an emergency landing there is a serviceable strip on the island of Ghia. There will be limited fuel (100LL) on Glenforsa by arrangement with James Knight. It may also be possible to get Mogas.

Accommodation is limited and local hotel telephone numbers will be given on request. Non refundable deposits will probably be required. It is also feasible to arrange to stay at Oban and "commute" from North Connel airfield which is just a ten minute flight down the Sound of Mull. Camping beside your aircraft will also be allowed.

Council regulations will require you pay one landing fee immediately on arrival, after which you may come and go as you please since you then become a "based" aircraft. Reciprocal landing fees will be allowed with North Connel.

Hire cars and bicycles may be hired at the airfield by prior arrangement.

We will be manning a basic air-to ground radio on 123.45 to give airport advisory information. Since the airfield lies at 15ft agl and is well below the hills to the south and east, we may not be able to answer your call until you are within line of sight. Be aware that there may also be non-radio aircraft and microlights in the pattern at any time of day. In addition we will endeavour to leave an advisory "ATIS" on the answerphone for the duration of the fly-in.

Reservations, further advice or information may be obtained from:

David Howitt	01680 300402	The Airfield Bungalow - Manager (advice and reservations)
James Knight	01680 812475	Fuel requirements
Chris Thompson	01962 773594	Advice and reservations

Vol de Nuit - Our Own Correspondent

News reaches us from our Compton and Shawford Parish Magazine reader, from a local talk. Did you know that the perfume Vol de Nuit was created in the early 30s, when flying and landing by night was dangerous? (ed: WAS?) This fact comes to us courtesy of the speaker at the "Perfume through the Ages" talk, and it goes further: a bottle of this perfume is traditionally presented to every French pilot on gaining his licence. (Ed: Presumably this perfume smells of stale cigarettes and garlic, which explains a lot)

Finals - Irv Lee

Excellent news from our EuroManx handling agent: "Dark Ali", as I mentioned last newsletter, has been studying for her Commercial groundschool, and the latest is that EuroManx have offered her Commercial sponsorship! She took the major step of leaving all her friends down here 2 year ago and moving to the Isle of Man and working for them in a crew rostering job. The hope was that she might persuade them to sponsor her for a pilot role at sometime in the future. Well, the risk has paid off, and she should be starting paid training sometime in the Spring.

With all the bad weather in March, I have once again found my write- up on VFR/SVFR in Class D Airspace useful for students and PPLs alike. And they insist THEY find it useful too! They even

claim it's easy to understand - wonder what I left out??? If you want to read it, it's on our web page under briefings or safety advice or something like that, or it is available from me, hard or softcopy.

Our Flying Scholarship pupil (Gareth Webber, PPL) is back for Easter and has asked if there are any 'back seat' trips going for him to revise what he has forgotten before he tries again for himself. If you want to fill a seat, he's on 01703-265816.

- and this week's quiz, posed earlier in the newsletter. Well, sorry to disappoint you, but this refers to a 'teaching aid' for IMC lessons. I use the empty bottle as a representation of a navigation beacon, like a VOR or 'NDB', and then map out the 'hold' with the re-twisted wire coat hanger in a 'racecourse' shape. As long as the end of the wire forms a downward spike in one corner, you can put that spike into the bottle, and hey presto, a visible 3-d representation of a VOR or NDB hold to be talked over, under, around, when student briefing for IMC! Watch out for them being marketed to instructors for 50 quid soon! Not the best use I've made of a champagne bottle admittedly, but probably the best use of a wire coat hanger. □