

IBM Flying Club Newsletter May 1996

Start Up - Irv Lee

Well, plenty happening on the flying front now the weather has permitted a taster. I've been very busy and then also had a few days off, so this newsletter is "editted in parts" and not in others. As I want to kick it out the virtual door tonight, I'll take the risk... What it does mean though is that a fairly urgent item MIGHT be towards the back of the newsletter - I try to re-order urgent things to the front, but please comb through a little more carefully this time.

With so many bits and pieces coming in, there is ALWAYS the chance that someone has said something I promised to put in, or I've stored something in a non standard place, or I've just forgotten someone I'm supposed to congratulate - I hope not, but I apologise if so.

New Southern Charts are just about out, please be patient, Dave will get them to you when he can. If you really need one urgently (like you have a club check or test and want to show you have to new chart on the day of issue) let him know, otherwise remember it's a spare time job, like all club positions.

If you haven't rejoined the club, and you intend to, PLEASE do so. If you haven't a membership form, just ask. If you haven't had one by now someone probably thinks you have.

Congratulations - Irv Lee

Congratulations to Dave Sawdon on his ('frozen') CPL - as you know he got his AFI rating some months ago, and he's just completed the CPL NFT and GFT, so it's just a matter of "hours" to get his CPL now. (He is qualifies for a BCPL whilst waiting.) It really is a lot of effort all behind him in such a short space of time - well done Dave.

And to Clare who sailed (I suppose that should be 'flew') through her IMC test the other day. She obviously enjoyed her training, and really put some effort into the reading and studying. Report sometime, Clare?

Canada - Chris Gee

(ed: PPL Student Chris went on vacation of Canada the other month, and dubiously looked on the Internet for help before he went...)

As you said in the news letter - I am definitely an Internet convert!! The contact was very helpful and recommended a couple of schools over there and left me his home,work and mobile number! I managed to arrange something and went up in a C172 for 1.5 Hrs. The visibility wasn't great but we managed to get part way into the mountains and circle over the city.

The approach to land was a little rough after 3 months but the landing seemed to be OK. I didn't realise until I got back on the ground, but Boundary Bay where I flew from is the 3rd busiest airport in Canada in terms of movements! (ed: probably the rough approaches... each bounce counts as 2 movements, and causes a third!)

Aircraft Recognition - Chris Thompson

First, thanks for putting my notes about Glenforsa and Thruxton in the latest newsletter. BUT WOT'S this heading "CUB" SEAT OFFER"?!?!*!!*!!*?? Basic Aircraft Recognition - Lesson 1

(for Instructors) (ed: You are completely wasting your time Chris, anyone could tell you calling an Auster a Cub is the closest I've come to recognising an aircraft type for years -they both have tailwheels and high wings - don't they?? ..but it was my memory that was at fault - I've never seen your aircraft, but I'd hate people to imagine I would have known if I has seen it).

Taildraggers are not all the same and owners get very upset if you call their baby rude names or associate it with other dis-similar aircraft. The following ASIC principle applies:

A Cub has one seat behind the other - an Auster has side by side seating.

Note: If you want to make advances to female students you will find this principle worth remembering (or you will only spend a lot o time looking at the back of her head.) (ed: don't knock it! Do I detect a new nickname? Chris 'Missionary' Thompson!)

See you at Thruxton when you can have an advanced lesson and see a few more differences!

Thruxton Heli-day - Brian Mellor

Well. There I was, Friday, the day before the helicopter day; it was STILL raining, with no sign of let up. The met man said "Tomorrow is going to be AWFUL"; decision time.

I called everyone, and told them it was cancelled, so at least people could plan to do something useful with their precious Saturdays. And Saturday came, and it was one of the nicest days we've had this year! Grrr. So, we all sat and fumed at home. Except one; he wasn't on my list, because he was supposed to be flying G-ZERO to Wales.

Guess what; this person, who cancelled his trip (due to weather), looked up at the sky, and thought he would join us all at Thruxton. Of course, he got there, and there was no-one around, apart from one soul, doing a pre-flight on a Jet Ranger. Next thing you know, he talks himself into a freebie ride in the thing! Some people have all the luck.

Enough of the first attempt; here are the arrangements for the next. It looks as though one specific day may not suit everyone, so we have arranged two half days, as follows.

Saturday 18/5, in the morning (beware; same day as Coventry fly-in) Saturday 25/5, in the afternoon.

As before, please let me know which you would like to attend, and I will put out another list with names/times/dates.

GOLF FOX CHARLIE TO 'WHISKY ONE' - Alan Chandler

Yes! At last - it's finally happened. Glasgow Flying Club has relocated, to the north side of Glasgow International Airport.

For those of you who may not know, the flying clubs at Glasgow were invited (by the BAA) to leave the field, some 2-3 years ago. There were financial incentives on offer and, consequently, this saw the demise of two of the 3 resident clubs; one (West of Scotland Flying Club) relocated to the excellent 'GA' airport at Cumbernauld, the other (sadly) disbanded. Glasgow Flying Club (GFC) on the other hand decided, quite literally, to 'stand its ground'!

The reason cited by the BAA for all of this was the continuing growth of the airport; in particular, the need for the real estate occupied by the clubs to be given up for re-development. In addition, the BAA projected that the increasing number of commercial aircraft movements (Glasgow had just

received trans-Atlantic 'Gateway' status) would mean fewer slots for GA (light aircraft training in particular) and they envisaged costs rising accordingly.

At GFC we felt there must still be a place for at least one flying club at the airport and we decided to work 'constructively' with the BAA to try and sort something out. (Incidentally, Chris Thompson was a member of the working party which dealt with the BAA in this regard while he was still doing his 'Englishman abroad' stint up here in sunny Scotland!)

As you can no doubt imagine, our dealings with the authorities (BAA, CAA etc.) had many ups and downs but the net of it all is that after some 18 months of operating from temporary accommodation we now have a fine 'new' facility on the north side of the field, adjacent to and just east of the Runway 10 threshold.

The club-house is an ex-school classroom and has been fitted out to provide an office, operations room, briefing room, large lounge, kitchen and, of course, toilets. The building has an excellent, unrestricted outlook over the airfield and has its own car-park with adequate spaces. The apron (previously hard-standing for an old radar head) has been marked out and had tie-downs installed. Its service road has been upgraded and marked out to taxi-way standard. While the BAA have not done this for us free-of-charge, it is fair to say that they have been very accommodating. Our new area (at least for the moment) is officially known as 'WHISKY ONE'.

An article in January's 'Pilot' entitled 'Glasgow gaffe' (the source of which is not disclosed) outlined the BAA's moves to persuade the flying clubs to leave in the face of rapidly increasing traffic and how GFC 'stuck to its guns' - doubtless, the piece did us little favour with local BAA management. On a lighter note, the article cited our 'bar and restaurant' which is a slight stretch of the imagination!

I think it is fair to say that most club members are delighted with the way things have turned out. Many have worked their fingers to the bone preparing the facility, most have contributed financially.

Glasgow has developed into an impressive international airport, and continues to do so. We look forward to integrating our flying club operations and to making full use of our excellent new 'home'.

Why not drop in and see us sometime!

Lasham fly-in and glider experience day - 30 May 1996 - Neale Fray

Phil Phillips, General Manager Lasham Gliding Society Limited, has given his initial approval for an IBM Flying Club fly-in and glider experience day at Lasham on Thursday 30 May 1996.

He has supplied me with lots of info, which can be passed on to those interested in going.

Details required - Aircraft registration and type,
Home base,
Pilots name and telephone number,
Approximate number of POB.

--

Jon Butts has volunteered to collect names for this event, please contact him (details at end of newsletter)

Sunday Outing - Chris Thompson

After the efforts of the day before I telephoned to get PPR from the farmer at Branscombe airstrip between Seaton and Sidmouth in Devon. This is a beautiful strip (now about 800m long) on the top

of the hill (450ft agl) above Branscombe village. We landed after a direct flight of 1hr 13mins (non of this seconds rubbish today) and got a friendly greeting from the farmer after a passable landing down the slope with a fifteen knot crosswind - always an "interesting" experience in the taildragger.

We walked down the strip and then down a very steep footpath to the village we we seemed to home in on the pub for lunch this being about a mile and half from the airfield. Suitably refreshed we walked a further mile and a half to the beach and got totally sunburned before a mandatory ice cream gave enough sustenance for the exhausting cross country climb back up the hill to the plane. No one was there when we left but this is a really nice place to visit and I understand that the Devon Strut are having their PFA fly in there later in the summer and it would be well worth adding it to your diary. It is plenty long enough and not at all bumpy.

On the return we decided to drop in to Compton Abbas for a cuppa and the wind there was nearly twenty knots across the runway as I called turning finals for 08. A Warrior ahead of me went around due to the crosswind as had the guy before him. I told ATC that I would see how it worked out and managed to grease it on with the left wingtip nearly on the ground and the right rudder pedal on the floor. On approaching the clubhouse I received a round of applause from the spectators on the picnic tables (who had been entertained all afternoon by people trying to get down in the crosswind) thus making my day. All the above good feelings went away when I had to land back at Hook with a quartering fifteen knot tailwind up the hill into the setting sun and the home landing was less that satisfactory since I estimated the ground to be some three feet higher than it actually was! Still, I suppose one day I might eventually get it perfect every time!

A/c Shares for Sale - Chris Thompson/ Irv lee

Auster: one of the other members wants to sell his share in the Auster due to getting married and needing the spondulicks) and anyone interested in this extremely cheap old plane should contact me asap before it gets advertised in the national aviation press. It really is fun to fly.- Chris

Rutan Long-ez: Nik's Share for sale, please contact me (Irv) - fun aircraft, call for details.

RSA Rally (Moulins - Not) Richard Valler

Spoken to Bob. The calendar in Popular Flying says "Moulins(Provisional)", but in the introduction narrative, the author says the venue is "Epinal-Mirecourt" which is latitude 48.12.43, roughly level with Etampes, and generally in the Paris area. Runway 27/09 asphalt, 2700 metres x 45 metres (ex-Bottlang) so lots of room for the Long-Eze. Might have a problem with the VP though...could always land on the 45 metres I suppose.

Old Warden - Sunset Flying Display, Sat 15th June - Brian Mellor

Well, Eileen has been saying for some time that she would love to go to one of the Old Warden flying displays, and she was so determined, she has now taken things into her own hands, and booked in (some) aircraft, and accommodation. The event starts at 1830. The following are booked in: (to arrive no later than 1730)

A/C	Code	Crew/pax	Accommodation booked?
G-PORK	Brown 11	Brian, Eileen Mellor	Yes
		John, Barbara Flint	Yes
G-BEUK	Brown 12	Bob Elliott, Gil Collins?	N
G-ZERO	Brown 13	Dave Ashford,+...	N
G-AZWD	Brown 10	(All seats available at pres.)	N

I have paid a deposit for 3 double rooms, so there is one going spare at the moment; first one to

contact me can have it.

This is an open invitation to all; but you must make your own bookings, for your aircraft and accommodation. If you are serious, you should call sooner, rather than later; it is probably going to be quite popular, and both landing slots and beds may be limited. Contact number as follows:

Old Warden 01767-627288 (Also shown in Pilot Calendar, if you lose this note.)

British Precision Pilots Assoc Comp - Chris 'Missionary' Thompson

Last Saturday, Tony Warner (one of the other owners of our Auster GARLG) invited me to fly to the above event with him. As it was the first time I had ever attended one of these I was interested to see how the real experts did their navigation and the results proved to be very enlightening!

Tony wanted me to fly to Earles Colne so planned a route in my usual fashion (nearest mile/minute on the wizzywheel, backed up by a route via OCK, BIG and Thurrock on the GPS). We departed Hook International as Auster LG Heavy at 0854 with a planned flight time of 1hour 13 mins. Tony had never seen a GPS work before (ed: I'm warming to him already - but for all you GPS fans out there, can I ask you to re-read this paragraph - note the VFR planning with the GPS used as comfort aide to back it all up. NB: pedantic nerds, please only re-read it once, or you'll end up in a loop, and not the aerobatic variety.)

I took great pains to show him how the readouts compared with my paperwork plan (hoping I had not got it all wrong since after all we were going to take part in a precision flying competition!) We ascended to the dizzy height of 2400ft (compared to our usual 1000'ish) to stay under the London TMA and flew direct to the old Wisley airfield where without any track adjustments I managed to exactly overfly the OCK VOR within a minute of the paperwork - so far so good as I knowledgeably showed Tony how the GPS exactly agreed with my paperwork timing!

We then continued to Biggin Hill but the request to overfly the BIG at 2400 was denied due to a foreign sounding HS125 taking off and returning to the hold. We were asked to hold north of Kenley but decided to avoid this by routing south to the M25 and just flying round them. The controller seemed a bit peeved when we said we did not want to talk to her anymore and would just stay clear of her delicate airspace. (Ed: didn't you explain you used to fly near Southampton?) With the M25 located I just went a little east and then took a dead reckoning for the QE2 bridge over the Thames (really hard since the viz must have been at least a hundred miles). A swift recalculation - add about four minutes - gave a new pencil time for Thurrock and a call to Thames Radar gave us flight information all the way up the east side of London. They asked us what was going on at Earles Colne since we were the fourth plane that morning going there. We finally landed exactly on the planned/adjusted pencil time and I was feeling fairly satisfied that I had done a good job because after all I found somewhere that I had never been before and arrived roughly at the time I said we would - what more do you want?

Tony then chatted to some of his pals, some of whom flew in the Great Britain Team which was a bit awe inspiring so I watched and waited to see what was going to happen next. There were fifteen planes in the competition mainly 172's and PA28's. We were one of two taildraggers, the other being a Jodel. Most of them were entered in the main class which has to be flown solo but we were in the Sportsmans which can be flown with two crew and which more importantly, has less strict penalties.

Each competitor was given an individual time to report to flight planning and ours was 1100. From then we were given a master route map which had seven legs to be copied to our given route map (which was given to us as a coloured copy taken from a Collins road map). We then had between 20 and 35 minutes to hand in a route and calculated headings based on a previously declared airspeed and a given course wind, using only a wizzywheel). Leg distances and timings to turns had to be

calculated to tenths of a mile and seconds. This was then handed in to be marked and a pre-computed copy was given to us based on our previously declared airspeed. We were then given a take off time of 1220 and a pile of numbered photographs of things to locate on the route.

We had to take off at exactly 1220 or lose points, climb out and find and overfly the start point to the nearest second. If any photos were seen we had to mark down the exact time of spotting and also the time of any "secret" markings on the ground. The markings are only about five feet high made of white canvas and they might consist of say three horizontal bars, a cross, or an alphabetic letter etc. The turning points on the legs also had unknown letter identifiers which had to be recorded to make sure they knew you had got there. You also had to overfly the turn points in the direction you were supposed to be tracking to get scored correctly remembering that in the Sportsmans class we were only allowed a ten second error before collecting penalties!

Tony had pre-declared our airspeed to be 65kts and it rapidly became apparent that this was too slow since 75kts would have been better. Because we found ourselves going too fast we therefore started having to fly slower with the flaps down to try to reduce the penalty points for being early. Tony flew at around 800ft agl and shouted if he saw anything. He flew totally by the given road map on which he had added 1 minute timing marks to our tracks. I was in charge of the watch (which had previously been synchronised with the master clock so everyone was on the same time scale). He would yell out things like "Secret mark, two bars with a line though" and I would record the time in hours minutes and seconds. Or maybe "Second photograph".

Now this all works out fine until you get a bit off track and by a bit I mean what seems to be about ten to twenty yards! Bear in mind the wind may be now slightly different to the given course wind. Once you get off track you can no longer find anything you are supposed to be overflying or consequently looking for! Nor do you stand any chance of seeing any of the secret additional marks on the ground!

We did very well up to turn three and started leg 4. We were always a little early on time but then everything went awol. Tony lost totally where he was on the road map and the countryside round Earles Colne of not sparkling with features. Luckily I had transposed roughly the route on to a standard 1/2 mill which had recognisable things like disused airfields on it (which were not on the road map we were supposed to be using). We hacked a quick dogleg to where I thought we should be and found another secret marker. However we then never found the ground check mark for turn four - more points lost.

We never ever then got back EXACTLY on track and although we probably were only yards from where we were supposed to be we never saw any of the remaining checkpoint markers or photographs! We completed all seven legs and returned to Earles Colne after about 70 minutes flying.

Lessons learned? I was not sure what was going to be expected of me so cockpit organisation was a disaster. Although it rapidly improved once I got the idea of what was required I was working like a one armed paper hanger trying to satisfy all the requests from Tony who was trying to fly the plane and also do all the spotting from the road map.

In flying the plane with so much concentration outside, Tony let the left tank run down to only two gallons whilst we had fourteen in the right tank. I finally remembered to look at it at a point when I seemed to have ten seconds to do nothing and Tony gratefully thanked me as he switched it over. Also our heading changed drastically (sometimes +/- 50 degrees) while Tony looked for checkpoints thus (for me anyway) making it very dis-orienting as to where we were actually supposed to be going or locating.

I was also left with a feeling of "is this really worth the concentrated effort?" based on the fact that

the precision I was satisfied with on the way to Earles Colne seemed perfectly adequate and did I need all the stress of trying to find things I did not know were there and also flying to the nearest second.

The next part of the competition was spot landings. Four landings had to be made to a line across the runway with ± 50 metre tolerance. A maximum of 400 marks were lost for missing the box altogether and the smaller penalties were slightly higher for undershooting than overshooting. Landings had to be made as follows:

1. Normal landing with power and or flaps and or sideslip as required
2. Glide with flaps and or sideslip
3. Glide with no flaps and or sideslip
4. As 1. but over a line of bunting place 50 metres before the touchdown simulating a two metre hedge or a 3 degree approach. No creeping in and hopping the bunting at the last second!

I stayed on the ground for this and Tony did the exercise solo being given number twelve to take part. By this time a good cross wind had got up and this was really messing up the glide approaches since it was head on on base leg. Most people were all over the place with even some of the experts missing the box all together. Tony elected to fly quite high on downwind every time and slip the Auster in as we do at Hook. This gives a very steep approach and not much float if the speed is around 50 mph. To everyone's amazement he got +4m for the first, +1.5m for the second, the first ZERO of the day (i.e. spot on) for the third, and -1m for the last (which everyone else had mad a real pigs ear of! This actually won him the landing competition outright!

Lesson learned was that it might be ok to get few penalty points on the navigation but all the good work can be thrown away if you lose 400 points for a bad landing (1600 points if you make four bad landings!). This is probably more synonymous to making a good trip to somewhere and then completely cocking up the arrival.

Tony then got our overall result. We finished second in the Sportsmans due to his outstanding landings losing by only ten points so a mere two more markers seen on the Nav test would have given us victory. Considering that we missed everything on the last four legs this was a bit of a bummer.

I then flew home to Hook using the old fashioned GPS. This time Thames Radar coordinated me with Biggin and I got transit over BIG, then to OCK and Hook into the setting sun.

All in all a very interesting day out but I'll have to think a lot more about about how we might approach it if we did it again!

South Africa - Danny Elliott

So there I was at 5000ft upsidedown nothing on the clock and going down like a brick! Well I was in Pretoria diving into a swimming pool. The local temperature 28 degrees with brilliant blue skies and Pretoria is 5000ft AMSL. Whilst I was there I thought I 'd treat myself to some African style flying and went to Wonderboom airport which is north west of the city. As I didn't intend to do a lot of flying there I didn't think it worth bothering to get my licence validated as this would be both costly and time consuming . So I went for the easy option of getting a check pilot to sit next to me in a check out which is sufficient for one trip. The aircraft I got was a PA28 Pony i.e it has a 160 engine otherwise it's a cruiser. The trip was for an hour out over the wide clear African countryside towards the huge Hartebeestpool dam.

The veldt was lush and green and the dam was overflowing as there had been weeks of torrential rain not seen for over 50 years. All the dams were like this. The flight took us up and over a mountain range. The slow climb up evidenced the downdraught I expected and also the sudden rate of climb as we topped the crest going into a head wind. The high light of the trip was on the return leg. We were cruising back looking for the VRP when I felt a solid thump on my right instep? "Funny" I thought and looked down to see the right brake pedal resting on my foot. A quick push merely tipped it over in a forward position to flop onto the floor in front of the rudder bar. I thought it might well jam and stop movement of the pedal so fished it back quickly. Now as I don't know of any circular runways it seemed this could be a problem? However I remembered that the right seat had duplicate pedals so it would be up to the instructor to make the final touch down. Which he duly did. But it doesn't half focus the mind for a bit. It was quite an interesting sortie just remembering all the "hot and high" actions like starting the engine in lean but when doing the power checks putting it in rich so as not to blow the engine up. Using a stage off flap you would not normally use for take off and extending the ground run.

Setting the QNH by reference to the airfields elevation and using a circuit height of 6000ft to mention just a few. The other interesting side of all this was the huge expense incurred. An hour solo on the "Pony" ran out at 220 Rands the addition for an instructor was another 130 Rands so my dual hour cost 350 rands. Now at an exchange rate of R6=UKP1 the above translate to approx UKP37/hr solo and UKP58 dual. The flying school apologised profusely for the exorbitant costs hoping they hadn't put me off further trips.

I think I would like to repeat the holiday and can thoroughly recommend the experience. As for the so called troubles. None evident my brother in law got us lost in the middle of one of the "black homelands" and the local natives could not have been more helpful and kind. Just like America don't go walking around the back streets of their big cities at night. How about a fly-in to Pretoria? I'll arrange it.

Canada 2 (too?) - Roger West

I just read the ref to Canada flying info in the April newsletter. In case it is of interest to anyone, I wrote off to Canada Transport (CAA equivalent) because Verity and I hope to grab a flight on the west coast in June. They have sent me a list of about 500 clubs and training centres situated throughout Canada from which hire a/c may be available, and also about a dozen of their offices where you can pay UKP45 for a Foreign Licence Validation Certificate.

cheers Roger

Brian Lecomber- (pp: Danny Elliott)

Preparations are in hand to have Brian Lecomber talk to us at Hursley on July 19th. Watch this space for more details, but the Conference room where we had our AGM at Hursley house is now booked for 19th July.

What's Going On? - Bob Elliott

Since that nasty cough I had last Christmas, I have been trying to convince the CAA that I am OK to resume Fuji-flying again. It's been a long struggle despite having the support of two of the top medicos at Papworth. Well, at last it looks like I might get a restricted clearance - with safety pilot. My appointment is not until 21st May, and going by past experiences with the CAA, I expect it to be another month before they make their mind up, and get the letter typed!

I haven't been idle though. Despite the CAA telling me how dangerous airline flying could be to my health, a few of us had a day trip to Iceland in an Air2000 Boeing 757, and last week I went to

Athens, courtesy of Richard Branson, in his A320. This included a missed approach at Athens - not unusual there, I understand. Next week it's the World's Favourite Airline to Los Angeles, and I will try to get a couple of hours in at my brother's local airfield at Carlsbad.

Valler, Eathorne, and I, went to North Weald in the Fuji, and we visited Hook International with Captain King and Mr Thompson in G-BHXX. The CFI and I Fujied into Henstridge for the Wessex Strut Fly-in where I carried out a missed approach after following the number one in, who was actually departing!! It was murky! Also had some back-seat IMC training with the CFI and Clare, and more of the same with Irv and Clare. Captain King and I went to Compton Abbas, on a not very nice day, for a cup of tea, and the day after the Spitfires I managed to scrounge a lift to Compton Abbas with Paul Goodman in ZERO.

Thanks to those who have kept me active these past few months. I hope I can return the compliment soon.

Bob E.

Radio Chat - Chris "Missionary" Thompson

I thought your readers may be amused by this! All totally as it happened! I was flying the Auster back from Clacton last Sunday and had just routed past Southend and been passed over to Thames Radar. The ATC was as follows:

Me: Thames Radar, GARLG
 ATC: GARLG standby (controller very very busy and now deals with five other aircraft) ... Eventually... GARLG pass your message

Me: GARLG is an Auster out of Clacton, destination Scotland Farm, Hook near Basingstoke, currently just south of Canvey Island, 2300ft on 1018, heading 230, routing towards Biggin Hill, requesting Flight Information Service.

ATC: LG, squawk nnnn (ed: and confirm you are an Auster, not a Cub)

Me: LG, Negative transponder.

ATC: (Deals with a further 6-7 aircraft) - LG what is your DME to the BIG?

Me: Negative DME, in fact, negative just about everything in this airplane!

ATC: (Deals with a further five aircraft) - LG, can you sing the first three lines of "God save the Queen"?

Me: Negative to that also - (thinks... must be new phraseology for "transmit for VDF" - must re-read Radio Book when I get back on the ground!)

ATC: LG, Flight Information Service, call me north of Sevenoaks

Me: Wilco, LG.

ATC: (Now free from other airplanes) LG are you from the strip beside the M3 at Odiham?

Me: Affirm

ATC: Which shed do you live in?

Me: I don't live in a shed but the plane is kept in the hangar nearest Southampton

ATC: I'll look out for it next time I'm down that way, have a nice flight...

IBM Visit to Air Atlantique/Antique, Coventry - Paul Goodman

Saturday 18th, May, about 7 or 8 registered aircraft. Trip will include a look around the museum and flights at the following cost:

UKP25 = Flight in Dragon Rapide
 UKP30 = Flight in Dragon Rapide AND a DC3

Some Good News! - Richard Valler

There will be a newcomer attending the Club activities from now on, whenever possible.....Graham Horn has recently purchased Aeronca 7BCM Champ G-JTYE, and will be sharing what promises to be some excellent fun-flying with myself (Richard Valler) and Norman Luland. Graham has been interested in Aeroncas for many years now, and is well-pleased to have fulfilled a long-held ambition.

G-JTYE was built in 1946, and will be 50 years old this year in common with a large number of other classic American aircraft; 1946 was the boom year when US aircraft manufacturing companies geared up to satisfy the predicted market generated by all those aircrew returning from the war who would want to carry on flying and would buy their own aircraft....but didn't.

The Champ is a two-seat tandem trainer, similar in layout to the venerable and well-known Piper Cub, but embodying some changes with the benefit of being designed some 10 years or more after the J3...whether they are improvements or not is a matter of debate between Cub-ites and Champions!

A single large door gives easy access to both seats, the front seat being used for solo flights; the fuselage is quite deep, so the crew are looking out under the wing, instead of being level with the wing-root which is the norm with most aircraft of the '40s. The most numerous model is the 7AC which has a 65 hp Continental and a fuselage tank of approx 10 galls behind the firewall; G-JTYE has been upgraded to 7BC spec with an 85 hp Continental and two wing tanks with 21 gallons total, improving short-field performance and with a much improved endurance. Unlike many contemporary aircraft, the undercarriage suspension is not a rubber bungee (often good spectator sport when landing!) but a more modern oleo arrangement which reputedly makes landing easier; but of course there is still the tailwheel to get used to.

G-JTYE was collected on Monday from a delightful farm-strip near Ashbourne, Derbyshire and flown back to Old Sarum by Graham with Simon (QFI at Old Sarum) keeping a watchful eye from the back seat. Even at 72+kts they took only 2hrs 20 minutes to do the trip South, compared to the 4 hours by road it took me to do the same journey.

Next on the agenda is to get familiar with the aircraft, to get checked out, and then to enjoy the summer fly-in programme.

The three of us went (by car) to the Aeronca Owners Club fly-in at Old Warden on the previous Saturday; 21 pre- and post-war Aeroncas flew in on a beautiful blue-skies day; hopefully an omen for a memorable year to come.

More newsletter items should follow...!

LATTC + D&D Visit - Irv Lee

Thanks to Dave Ashford for arranging the visit to LATCC at West Drayton, we all enjoyed it, esp the Distress and Diversion Cell stop. I think I'm right in saying there were approx 5 false alarms in the 30 minutes in the cell, (4 transponders being cycled through 77xx as they hadn't been set to stand-by before changing squawk, one emergency distress beacon going off as a pilot jumped out of his aircraft at RAF Valley, and someone making a position report on the wrong frequency (121.5) having also called for taxi apparently before we arrived!). On the non-false alarm side, there was one 'pre-planned' distress call and also a Tornado with a real problem, fortunately in the circuit at Cottesmore, so no bad end. I asked if this frequency of alerts was normal - they really jump when alarms go off and apparently is fairly standard to have 5 falsies in 30 minutes so PLEASE put your transponders to STANDBY before changing a squawk!

Stalling, Spinning, PFLs - Dave Sawdon

Stalling, Spinning, Forced landings - how often have you thought that you really should practise these to make you a safer and more highly skilled aviator? THIS IS YOUR CHANCE.

Apart from bumping into someone/something else or voluntarily flying into bad weather it's stall/spin that will "get you" if anything does. I'm proposing to run short bespoke course (customised to individual wishes) in a T67A, the by-product is that the individual gets checked-out on the type. This is a super aircraft for teaching stalling and spinning because it has little or no natural stall warning and will continue spinning until the correct recovery action is taken - unlike C152s, etc. It's also aerobatic if you want to go a bit further.

How reliable are your practise forced landings? If you want to improve the success rate I can teach you the "constant aspect" technique that's been used successfully by the RAF for many many years.

Give me a call if you want to discuss either of these ideas, tailwheel conversions onto a very nice tailwheel C152 or aerobatics.

Update from Cambridgeshire - George Knight

(ed: George has sent us this update on his flying around Cambridge) I'm active mainly within the confines of the Cambridge Gliding Club where I have a share in a 19 metre glider (44:1 glide angle, VNE 135 kts) and also fly the tugs (Rallye 180T, Citabria 150, the latter to be replaced in June with a Pawnee 235 hp).

The main notable events in the last year or so have been an engine failure after take-off in the Rallye - with a glider in tow - due to a fatigue failure in the carb. heat mechanism - which caused rich cut because the intake became obstructed. You don't get a lot of time to think - training takes over. Fortunately no damage and I was able to fly the tug out the same afternoon after attention by an engineer (to the tug). The other was completing my IMC Rating a couple of weeks ago.

The IMC test was great fun! The conditions were 1000' cloud base (tops many thousands higher) and drizzle, with a 20kt wind at 2000'. No need for the goggles.

Plan was to leave High Cross, a farmer's strip near Stansted, in a PA38, track in and out on the BKY VOR then to Cambridge on their NDB for some holds and an NDB approach and missed approach - to start with. What actually happened was that we were cleared to the NDB at 3000', but it got busy with other traffic and we were offered an immediate SRA instead - just as we were coming up to the beacon on the first hold.

Explaining it was a test we then had the choice of leave the area for a while or do the SRA, so we were sent to the West to await being called back. After about ten minutes we were called back to the beacon. When I reported overhead instead of a hold I was told to do an orbit. On completion a second, which was drifting me North of the beacon, I was then cleared for an immediate beacon approach but not to descend from 3000' on the outbound leg to the base turn until cleared. Getting onto the correct outbound QDM from the wrong starting point, and a late decent for the level turn was a good test of creativity. The runway eventually turned up more or less in front - what a relief.

After paying the landing fee we completed the test more or less as planned with a further approach etc. before return to High Cross on limited panel.

Doing the IMC course was fun, but hard work. It surprised me how long it took to get to the stage of doing all the handling, procedures and communication without busting height or direction. Now I will have to keep in practice by towing gliders in IMC!!!!

Finals (at Thruxton) - Irv Lee

As a lot of you know, I've been running a very small (one man and his Cessna) operation part-time at FAST Helicopters at Thruxton since last summer. It has been immense fun, and I'm grateful to FAST for the time I've had with them and can see a lot of fun in helicopter flying - unfortunately all the attempts for fun freebie heli-trips with them have been thwarted for one reason or another - maybe just as well, in case I got hooked.

FAST had this small Cessna operation for some time before I arrived, as a sideline, with about 4 students usually, with Eric Fenning whom some of you will know, until last year when he retired. I was in the right place at the right time and inherited. Well, good things can't last for ever apparently, and for various reasons which are not of FAST's or my choosing, the fixed wing operations at FAST (alone) have been ordered to stop by the airfield owner and FAST are to stick to heli-operations. I don't want to go into detail here, but lets say that neither FAST nor I are happy at having to part company, and who knows what is really behind it - I'm sure I don't know the full story. Sad that G.A. is in a bad way and there are internal difficulties like this, and energy would be better spent fighting external problems. Of course I'm not just thinking of Thruxton there, I'm sure most people can relate that to somewhere or other.

Well, to purge my mind of Thruxton, I'm thinking of a blast in Florida, so I turned to Larry Taylor, and his friends Dan and Don for advice, and got plenty of helpful stuff (thanks, y'all). No definite plans at the time of writing, except to disappear for a week or so. I also did a Web scan for 'flying' and 'Florida' and the only thing this came up with (surprisingly) was the Flying Grasshoppers at Kissimmee near Orlando. As any cheap flight is liable to deposit me at Orlando first, I got in touch. I know Kissimmee from a previous vacation visit to a good Warbirds museum there, and a long Cross Country from Larry's old place. They seem a small friendly outfit, and give a good welcome to anyone who contacts them. I got a fast response to an enquiry note from their Euro-Rep Sven in Germany. He gave me the following details, so if any of you are Orlando bound on vacation, get in touch and check them out. I'll let you know more if I use them. As with all US Flyin personal recommendations are worth their weight in gold, so has any club member flown eith them already?

Here's The words from Sven: I am a member of the Flying Grasshoppers since 1993 when I was in Florida to work for Walt Disney. Now I am organizing the "european part of our club" which only means that I am responsible for all that Internet stuff and the email correspondence. It's a great idea to come to Florida. The weather and the flying is much more fun over there I think. Have you been to Florida before ? If not let me tell you that we are located in Kissimmee at the Municipal Airport south of Orlando International and very close to all area attractions (Disney, Universal, Sea World, Busch Gardens etc). You sure can rent our aircraft but you would have to join the club for that time (USD10/month & signup fee of USD50) Our plane is a well equipped C-150 that we rent for USD34/hour to club members only. Also I think that our flight instructor might wanna go on a little check ride with you just to make you familiar with the plane and the area. You can also call him and talk to him about that if you want. He is a real nice guy. His name is Bob Zanella and his phone number is (407) 299-8504. If there is anything else that you wanna know don't hesitate to write me or to call Bob, okay ? (If you call Bob please mention my name so he knows who gave you his number.) By the way: I am back in Florida in the middle of June for a couple of days. So if you are still there by then we can meet. If you could mention our club in your newsletter that'll be really great ! Just mention that we are flying club with a C-150 & C-172 (with instructor only) located in Central Florida where you can gather some hours or get your PPL while n vacation. Our email address is (100770.1746@compuserve.com) or people can always phone Bob. □