

# IBM Flying Club Newsletter June 1996

## Start Up - Irv Lee

### Lecomber Talk POSTPONED

I had a call from Danny Elliott saying Brain Lecomber has had to call his talk off (It was July 19th). He will be looking at a different date, we'll let you know. Commiserations to Danny who had done a lot of background work, and the Hursley people who had started to plan facilities.

### BARBECUE FRIDAY JULY 26th, HURSLEY

Yes, the best social event of 95 is repeated in 1996. Only a fiver, 'Email' preferably or phone JEFF MORELAND to book in (contact details at end of this). Anne and Denis are the chefs again, can you imagine how frustrating it is if you don't RSVP? Last year only 15 people had booked in with 5 days to go, and we nearly called it off, but the threat brought in another 35 and it was really good. We shouldn't be in that situation - tell JEFF you are coming.

It's at the Hursley Clubhouse site, I guess we'll start around 7pm and we always have the clubhouse if wet. To help, please bring own plates and cutlery, drinks from the bar, and VOLUNTEER to Jeff to do side dishes, you will be re-imbursed for ingredients.

### Congratulations

(from BM:) A couple of weeks ago, James Mason flew what could well be his last flight as a student. This particular flight was his GFT, the General Flying Test; the final frontier? All the flying was done over on the Isle of Wight, where we use the airfield at Sandown. Nothing against Bembridge, but it is not normally licensed at the weekend.

All went well, and the application form now has ticks in all the appropriate boxes (apart from the written tests, but they are trivial by comparison).

Well done James, look forward to seeing you at some of the flyins.

### It happened to me - Dave Ashford

The following happened to me on Friday:

G-ZERO was ready for collection at Bournemouth after a 50hr check, so I decided to take my rather energetic 8 year old nephew along for the ride. True to form he was very involved with all the pre-flight checks and took a particular delight in responding "CHECK!" to anything and everything said to him, which was starting to get on my nerves. I asked him to be quiet, because I needed to talk to the tower to book out, to which he replied "CHECK!". The following exchange then ensued:

DMA: "Bournemouth Tower, good evening. This is G-ZERO, I'd like to check out."  
ATC: "Certainly sir! Did you have anything from the mini-bar?"

(ed: you should really send this to "PILOT", they have been quite critical of Bournemouth ATC recently - I think they are fine)

### GPS at discount rates - Brian Mellor

I have been able to negotiate a discount on the Magellan range of GPS products, for members of the IBM flying Club. This should work out to about 15%. If anyone is interested, please contact me, and I will send you a copy of the current brochure, with the prices we can get them for.

### **Type Rating - Dave Sawdon**

I did my type rating last month with a guy called Andrew Dixon of South Coast Airways. He's ex-Air Atlantique and recently started SCA and bought a DC3! He's a TRE for single engine Cessnas and DC3s, an IRE, and in his spare time he's one of 5 pilots approved to fly the B17 ... life really is tough for some!

### **Virginia Plane - Mike Allen**

(ed: Mike got in contact from Virginia after hearing about us - we may even see him over here sometime as he does cross the pond from time to time. He posed a question about blimps, and I told him we had a few members who could be mistaken for blimps, and would probably know all about bodies full of hot air getting airborne, so he'd probably get an answer if I published it here...)

Hi Irv, I do my flying around the Maryland, Virginia, or DC area; Hope you enjoy your trip to Florida. I was there a few weeks ago on personal business, flew with a friend from Lantana (near West Palm Beach), and landed just ahead of a night thunderstorm. Then watched with awe as the Goodyear blimp (based 20 miles South and unable to RTB due thunderstorm) made a landing at this small field (single retractable full-castoring wheel), held stationary on engine-power while itinerant ground-crew refuelled it using 5-gallon cans, then took off again dodging the rain and thunderflashes to outrun the storm further! One well-placed lightning bolt would have spoiled the remainder of their day totally! I guess an FAA Inspector on-site would have had the same effect. I wish you similar fascinating spectacles; viewed from the ground!

Interesting question for the bar after flying. Wind was 10 knots gusting 15 right down the hard runway the blimp landed on. Yet its ground-crew deliberately positioned it at 45-degree angle to the wind, and crew held that heading as the blimp lifted-off; at 50 ft they turned to their desired course. What facet of blimp aerodynamics or controlability makes it more controllable? safer? to take-off significantly cross-wind than to take-off into wind?

### **Helicopter Day Report - Brian Mellor**

Well, the plan worked. Everyone turned up at Fast Helicopters, Thruxton, where we got a communal briefing, and then each had a go at the Robinson R22. Speaking for myself, I can honestly say that I not only enjoyed it every bit as much as the last time, I also managed to learn some more skills. In other words, even though well over a year had elapsed since the first (and only) trial lesson, I felt I hadn't lost much ground, and continued to pick up from where I'd left off. That doesn't mean I did everything right first time, mind you. John, the instructor, let me climb, turn, descend, fly straight and level, and decided it would probably suit me best to have a demo of something new, then go back and introduce me to the hover.

The "something new" was the autorotation - very impressive, and it certainly gave me a feel for some of the characteristics which are unique to helicopters. The hover; oh, boy. That was hard work. I had it demonstrated, and was then allowed to take each of the three controls in turn, to get a feel for it. After trying each one, the time came to handle all three. I don't know how John managed to stop himself laughing, I was working so intently, DETERMINED not to overcontrol, but it wasn't quite as successful as I hoped. On the other hand, it wasn't as much a failure as I feared, so all in all, it worked out OK.

There are presently 4 people who wanted to go but couldn't, so I intend to poll them to find another

date, which would be mutually agreeable. So - anyone else game for 20 mins helicopter flying? Very good fun, and well worth the investment.

If you fancy a go, just let me know.- Brian

### **The best fly-in ever? - Brian Mellor**

How come no-one else has discovered the fabulous Old Warden Sunset flying display? I wish I had known about it years ago. First of all, it a brilliant place to fly to. Two grass runways (although only one of them usable by the public), in a lovely setting, with a superb museum. You need to book well ahead of time, to get your allocation (we were "Brown 11"), and you will need to arrive by a certain time. Actually, we did arrive in the appointed window, only to be told "Stay away; we have a non-radio display aircraft in the circuit". When the display was over, about eight aircraft were told "Join downwind left, 04. Look out for other traffic!" We made it OK, slowing down for the Tiger Moth in front. Fortunately, they only need a few yards to land, then they clear the runway seconds after touching down. If anyone else should go in a Grumman, be aware that with 4 up, coming in at exactly the right speed, you will use 90% of the runway; at times, it may look as though you will use 110% of the runway.

The display was excellent; Hurricane, Moths, Gloster Gladiator, and many other exotica. The real bonus was that the conditions were perfect for the "special" aircraft; the ones that can only fly if there is almost no wind. The AVRO ?? (as used in "Those Magnificent Men..."), and the Bristol Boxkite - so big, so slow.

If you plan it right (as did Eileen, who took care of all the bookings), you will stay at the Old Warden Guest House, which is a mile's walk from the field, and immediately next door to the village pub. The Shuttleworth Collection is our flying heritage, and the organisers do a fabulous job of keeping it alive; it should be an ambition of every pilot to visit it, and see the sort of aircraft our grandparents saw, when they looked up in the sky.

If you need a second opinion on how good it really is, talk to the other members of G-PORK (John and Barbara Flint, plus Eileen), or the ZERO boys Dave Ashford and Paul Goodman, or honorary temporary ZERO boy, "Gummy" Elliott.

### **Old Warden, Shuttleworth, and more - Bob Elliott**

A cracking weekend. Mrs CFI arranged the fly-in to the Shuttleworth Sunset Flying Display, and accommodation in the Old Warden Post Office! Why we only had two aircraft there is a mystery to me. I know you can't predict the weather - but if it had been a bit warmer towards the end it would have been perfect. I had joined Dave A and Paul G in ZERO as the others who expressed an interest pulled out.

The only disappointment for me was that some of the Collection weren't wheeled outside to be photographed. It was, though, an excellent display of old, new, and positively ancient! I had been to Old Warden before, but this was a first for a display, and it was a real treat. You have to do it.

It won't be as much fun for you as it was for us, though. Folk who go after the pioneers get the benefit of their local knowledge. After the show finished (well past 9 o'clock) we were given 'short-cut' directions to the Old Warden 'Hilton'. This involved climbing a ten-bar gate (ask Eileen or Barbara!) and trekking through a farmyard-full Dux an Gees an Ens! Very pretty it all was but the directions weren't precise, and then, when we exited the farm yard we were at a T junction!!! Now, pilots are usually pretty bright folk, and we were yet to have alcohol this day, and two of the party had mobile phones, yet 4 of them decided that the hotel was to the right. 3 of us decided to stand still and phone the hotel for advice. That wasn't as easy as it sounds, but it was a canny decision! A

pleasant evening in the pub ensued. The power went off at about 10.30 so we had to fumble our way back to the rooms - and forego the England v Scotland match on TV!

In the morning we went back the civilised way - in a taxi! That is we did but the CFI didn't - he walked and it took just on half an hour - so you see it was an Irish mile, not a standard one.

I had to do a circuit to get Old Warden in the book. We got to the field at about 9.30am. Now here's remarkable. There was absolutely nothing to suggest that the night before there had been an air show - not one drink can, not one cigarette or crisp packet, nothing - and all the aircraft back in their hutches. I spoke to a Stampe owner from Galway who had thought it would be fun to sleep under the wing in the open air. He froze! The circuit was pretty good by my standards, but I think I would prefer to land there in the Fuji in future - the fence comes rushing towards you in the AA5!

That over, I rejoined the ZERO boys and we went to Fenland for the Piper Cub Fly-in. Very good. Nice Fly-in, friendly atmosphere - we found it first time (some don't, apparently). That was Dave's leg, then Paul took over to Sywell. The anticipated Fly-in there appeared to be for Microlights so a bit disappointing, and then Dave again to Goodwood. We were about the 100th visitor that day - a number of them coming from the Shoreham bash the day before, which I am told, was first class too. Ah well! Can't get to 'em all!!! Great weekend. Thanks to all who made it happen.

Bob E.

### **C310 to Paris- Chris Thompson**

I failed miserably to get to the Glenforsa fly-in due to the good old British Weather. The master plan was to fly up in the Auster on the Tuesday before, stopping at Manchester Barton and Prestwick. John and Linda were due to fly up on the following day in XK. The TAFS for Tuesday gave all sorts of doom and gloom anywhere from Manchester northwards (I have enough trouble trying to land the Auster in a ten knot wind and EGPK was giving 18G27!) and the trip was abandoned for that day quite early. Needless to say it stayed fine all day down here and although I probably could have gone, I did not relish the prospect of getting stranded at Manchester without being able to get further north.

Wednesday dawned as predicted with p-----g rain all day. (ed: that narrows the date down to anytime between December 1995 and June 2nd 1996.) John and Linda abandoned the Cherokee trip and decided to drive up that evening, stopping at Preston overnight. Thursday was just as bad so I waited until the evening and the Beeb WX and all the 18 hour TAFs were all 60/40 against so I finally abandoned everything and stayed grumpily at home. John called me from Glenforsa to say they had arrived ok and the weather there was quite good on the other side of the mountains no-one would have got past Glasgow as can happen in that part of the world where a weather forecast tends to be as accurate as far as one can see.

So there I was on Friday morning, still at Alresford, wishing I had gone north last Tuesday, looking out the window at eight octas at 300ft and more p-----g horizontal rain when CFI CBM phone to ask if I am doing anything (thinks... perhaps its CAVOK at Winchester). After the usual exchange of rudery he asks if I want to go to Paris with him in the C310 from Bournemouth to deliver a satellite telephone and if so get over and pick him up right now. The day begins to look a bit more promising immediately! While I am on the line, Claire phones on BM Aviation's other line to say she will not be taking WD to Lands End (can't think why - the weather looked perfect for her first solo long distance IMC flight). She reluctantly (1 nano second delay) agrees to fly in the 310 as flight stewardess. (ed: I can feel trouble brewing here)

We then met at Brian's, picked up the package, and set off from EGHH to Toussus-le-Noble, in more horizontal rain and a cloudbase still at 300ft. We climbed out and were handed to Solent at FL50

routing to Goodwood then Dieppe all was going well in solid clag until Solent said "UY contact London on 124.75. squawk 7000 goodbye". Alarm bells rang since 7000 is the VFR code and VFR we certainly were not, having filed an IFR plan. A quick query from Brian resulted in us having to negotiate with London for an onward IFR clearance into French airspace. This was finally given and some knob twiddling got us to the SITET entry point at FL70. (ed: surprised you had time!)

Approaching Deaville the weather cleared to be VFR and we enjoyed the run in to Paris with various route changes being thrown at us by hardly understandable French controllers. As we approached Toussus we were stepped up to FL90 then FL100 and were being overtaken and passed by B737's (N.B. quick tutorial for Irv "wot-sort-of-plane-is-that?" Lee, to help your aircraft recognition - these are big passenger jet airliner thingies) etc., only a couple of thousand feet above us. We were then let down to FL90 and passed right over our destination at this height with a glorious view of Paris below. We had to track outbound for nearly twenty miles before turning inbound giving another perfect view of the city on the inbound ILS.

After landing we were met as planned (there were no Customs/Douane in sight) and we exchanged the package, had a cup of coffee, filed the flight plan. The EGHH weather was given as 220015G25 BKN004 P1S RA so it was always going to be a full ILS to get back in. Brian let me manually fly the C310 back (rather than use the autopilot as we did outbound) and I managed to do a reasonable job (well I thought so!) most of the way back until about 800 ft on the ILS when he took over and landed. My excuse was that he had to take over because the cloudbase was below my minima and had nothing to do with fact that I did not quite have the needles crossed). We actually broke out at around 300ft. I have flown the C310 before VFR on a few occasions but flying an ILS in those conditions from the right seat when you are out of practice on big twins is b----y difficult!

All in all a good spontaneous trip although Clare will have to brush up on her stewardess training if she wants a job with South Hampshire Airways since Captain Mellor and I did not get offered any in flight refreshments at all on either leg of the flight! (ed: Knowing your 'stewardess' I'd expect scalding hot coffee between the legs next time, Chris)

ps: I'm not sure if you have found this link but there is a massive amount of information to be found here! Try <http://www.landings.com> Chris

### **Charity Fly-in - Brian Mellor**

Charity Fly-in, at Bryan's Landings (Ashcroft; 5 nm NW of Crewe). 14th July; Landing fees to charity; £1 ph by air, £2 ph by road. All aircraft welcome. Last year, had 205 a/c during the day. Refreshments available.

Tel. 01273 378 (according to flyer)  
Radio Ashcroft Radio, 122.52

09/27 550x12 m            N 5309.82    W 00234.08            150' amsl.  
15/33 400x12 m  
06/24 400x8 m

### **Romney Street Farm- Chris Thompson**

On Saturday I was invited to an Auster fly-in and the only directions given were:

Romney Street Farm, 2nm SW of Brands Hatch, elev. 560ft, strip runs North/South and is about 700 yds long.

We did a "display" take off with both Austers from Hook for the benefit of the Bank Holiday traffic totally stationary on the M3, with ARBM in formation with me in ARLG. I did the radio for both,

routing Wisley (OCK to you IMC professionals), The service area on the M25 south of Biggin Hill (BIG 180R 5.5dme) then dead reckoning to the field (sorry cannot help IMC people with this one).

The Romney Street farm strip is completely private and there were 18-20 aircraft there at any one time and at one point there were 18 Austers on the ground from all over. One had come up from Okehampton having departed at 0630 that morning. They had a great BBQ and all flying was completely free. I got to have a quick circuit in the other Auster from Hook and flying the 145hp Gypsy engine was like driving a Porsche after the low power of our 108hp of our tired old Lycoming. It strange to fly a machine with the prop going round the other way as you have to work your feet the other way to combat the P-factor.

We came back in formation all the way and landed close behind one another at Hook International. All in all another good day out. If JCK comes back now and says they had a ball at Glenforsa I'll kick him.

Chris

### **New Charts - Irv Lee**

They are out and being dispatched - a truly useful improvement is that the Southern England chart now includes the Channel Islands and a swathe of Northern France - almost worth a Thank You note to the CAA - but then they probably charge for reading thank you notes.

### **Membership**

We currently have 54 paid-up members. Here is the list of those who were either members last year (or expressed interest this year) but have not yet rejoined (joined). If your name appears on the right of this list you will soon be removed from the circulation list unless you send a membership form and cheque to me PDQ. Some of the names are surprising so maybe the "partner" needs to chase them up.

### **Middle Wallop Airshow - Dave Sawdon**

I flew the kids into the Middle Wallop airshow last Saturday. A nice day but not terribly well organised. Since this is the only "international" air show that will accept the likes of us maybe we should try and get a club fly-in next year. Some very nice aerobatic displays, the Jordanian team only had 3 Extras as they'd (reportedly) been caught in mist over Wales the previous day so 3 landed at a strip (the 4th overshoot and landed in a hedge and (again reportedly) Extras don't fly well with only one wing).

'Had an interesting experience whilst aerobating in a Pup last weekend. The exercise was slow rolls and after about 5 of them the oil pressure was rather low so a cautious return to base and glide approach followed. Before take-off the engine had 6l of oil, after landing (25 mins later) it required 5l to get it back to the 6l mark! The underside of the fuselage had oil running off it so if your next Beef joint tastes oily you can blame the Pup rather than BSE. I assume there was something wrong with the crankcase breather because the engine was OK afterwards when kept the right way up.

Dave

### **Strip Flying - Chris Thompson**

Had a good day with John Akerman yesterday (13/06/96) Took off from Hook and went to his strip and Findon in the South Downs just north of Worthing. It lies in a valley and is 400yds long up the

side of the hill and sloping from one side to the other. Interesting approach with no go-around from finals due to the Cissbury Ring hill ahead. Got the Auster in ok wiith only a 50yd ground roll up the slope! Jim Pierce who owns the hangars has all sorts of interesting aiplane bits including a Spitfire, about 7-8 Tiger Moths, a FWolfe twin, bits of ME109 etc. (Bob Elliot would have a field day here!).

After helping John change some plugs in VH we both flew back to Hook International for lunch. Passing Dunsfold in loose formation we were passed quite closely by a Harrier which we both saw but I not sure he had us! This was a first time into Hook for John in the Cub.

Both of us then flew to Bourne Park for afternoon tea then I left John to go back to Goodwood in VH. I went on to Old Sarum to look at a broken G-MACH with one of the Bourne engineers. While there we bumped into Captain King in XK and also heard Captain Mellor swanning about overhead Stockton in G-PORK mumbling about not being able to land there because there were too many aeroplanes on the strip.

Leaving Old Sarum I requested the low level eastbound route along the railway line at 500ft and got to stay at that all the way to Andover due to the Boscombe traffic (Comet doing circuits) and also practice for the Middle Wallop Airshow. Climbing out over Andover I crossed with XK on its way back to Bourne Park.

Landing back at Hook at 17:15 I then had a mad rush to Cheriton to assist with the balloon retrieve team for G-SEPT (The Septodont Cameron Balloon) which we then chased all the way from Alton to Petersfield when the wind changed and blew it all the way back to Farringdon! All the passengers and crew then HAD to have a pint at the Flower Pots in Cheriton.

It was a tough day but someone had to do it....

### **A Day of Firsts (aka the RF3 goes to Newark) - Jim Farquhar**

(Ed: Jim, one of our distant members, heard about the Newark fly-in which was organised at short notice and decided to join in - and send a report -nothing from anyone else though!)

I have a share in an RF3 motor glider based at Little Gransden in Cambridgeshire. The RF3 is an interesting aircraft. No electrics or suction so none of those niceties such as starter, DI, AI or Turn Indicator. On the other hand we do have retractable undercarriage - via a big handle on the right hand side of the cockpit.

Glide performance is claimed to be 20:1 but I don't believe it and with no starter I normally leave the engine running. I have switched it off a couple of times to try the restarting procedure - throttle to idle, pull the decompressor knob, dive to around 95 knots to get the propeller spinning, level off and switch the ignition back on. Not a relaxing exercise nor one you want to try unless you have plenty of height and an airfield nearby.

The engine is a 1200cc VW variant with a single magneto. The manual claims 39 hp which may have been true when it was new but is unlikely to be the case now. The fixed pitch propeller on our RF3 is medium pitch so acceleration and climb rate is slightly pedestrian. But it can cruise at 90 knots using less than 3 gallons per hour. You can probably drop fuel consumption to under 2 gallons per hour if you throttle well back.

Anyway, enough about the aircraft and back to the trip. I hadn't registered for the trip as the RF3 was being CofA'd but a call on the Friday night told me the Permit was complete and the aircraft was flyable. The RF3 was at the back of the hangar so I got plenty of exercise before I was refuelled and ready to go on Saturday morning. At that point another syndicate member arrived so I agreed that he could have a short flight before I took the RF3 away.

I eventually took off at 13:05 and headed North. With navigation being limited to compass, chart and eyeball, I opted to follow the railway line to make life easy. The trip to Newark was great with fantastic weather apart from a few showers I skirted round near Grantham. There were loads of thermals which I would have liked to explore if I had not been going somewhere.

When I arrived at Newark I throttled back to 60kts and hung around for a while to study the form. There was a nasty line of electricity pylons on the approach, the hard runway looked too narrow and the grass had concrete taxiways crossing it - not ideal. I saw a couple of gliders land on the grass and decided to follow suit.

My first 'first' - this would be my first landing 'away from home' since joining the RF3 syndicate last year. I joined the circuit and turned base leg over the pylons. All went well until I unlocked the airbrakes on base leg - to be greeted by a nasty horn. I hate to admit it but I had failed to lower the undercarriage! (Another first but not one that I wish to dwell on). I am sure I did my downwind checks so can only guess that my brain went into automatic and reverted to the 'undercarriage - fixed' check of all the other aircraft I have flown. I thought I had flown the RF3 enough not to fall into that trap but I was obviously wrong. There was certainly plenty of distractions with new airfield, awkward runway and obstacles on the approach but that is no excuse. 'I learned about flying from that'.

Applying full power I went around and moved away to sort myself out and gather my breath (I definitely needed to gather my breath!). No problems at the second attempt so I parked, reported at the control point then wandered off to the air museum.

I managed to find the other IBM club members for a quick chat, have a wander round the museum then grab a cup of tea before getting ready to leave again. The other members were returning via Sywell so I decided to head in that direction after making sure there was a good alternative on route. The RF3 only has a small fuel tank and had already flown for an hour and a half before I left Newark. I watched the fuel gauge (piece of wire and a cork) go down enroute and decided that I would not have sufficient reserves for comfort by the time I reached Sywell, so diverted to Leicester. Three more 'firsts' here - first genuine diversion, first landing of the RF3 on a hard runway and first time I have had to refuel away from base.

Landing at Leicester was uneventful but it went downhill from there.

Getting to the fuel pumps was interesting - the RF3 wingspan was longer than the distance between the boards at the end of the taxiway. Luckily the wings could pass over the tops of the boards - but only just! The fuel tank only took 24 litres - not bad for almost two and a half hours flying time. I would have had ample left to reach Sywell without refuelling and with plenty in reserve, but better safe than sorry.

Next problem was restarting. The VW engine doesn't always like starting when it is hot and decided to play up this time. This can be a bit frustrating with an electric starter but gets bl\*\*dy annoying when you are applying all the effort manually. I tried no priming, priming, extra priming, different throttle settings, blowing it out by turning the engine backwards, pleading, swearing and anything else I could think of. Suffice it to say that it did eventually start but not until I was completely knackered.

Finally, taxi round to the hold, wait for the aircraft in front to depart, enter the runway to line up (but have to throttle right back to get lined up)... and the engine decides to stop for another rest! A quick call on my handheld to warn the ground station and circuit traffic of the situation then I leap out to manhandle the RF3 back to the hold.

Park just off the taxiway and get the engine restarted while ignoring the inhabitants of other aircraft

as they give you funny looks as they taxi past. At last get restarted, give the engine a good run-up to make sure everything is okay, line up and take off. Phew, I was glad to see the back of Leicester!

It was a glorious afternoon and the sky was clearer and smoother now that the thermal activity had reduced. I took my time getting back to Little Gransden so that I could soak up the experience, eventually landing after a total flying time for the day of almost 3 hours.

The only thing left to do before driving home was repack the hangar. I hadn't expected flying to give me so much exercise!

## **Change to licence privileges and Class 'D'**

You were given very early warning about Class 'D' airspace changes in this newsletter in January 1996 - now, it is upon us. The following is a precis of a text by Julian Scarfe (jas1@scigen.co.uk) off the internet, as it saves me typing it all in. Neither he nor I accept any responsibility for any information here - read the AIC yourself! Believe it or not, these regulations make things SIMPLER! If anyone wants my write-up on Special VFR, what it means and how to use it, please ask. It's also on our Web page.

The new changes will affect the weather-related licence privileges of the UK PPL and BCPL. At the same time some other changes will be made affecting VFR arrivals and departures in controlled airspace, privileges granted to foreign licence holders in G-reg aircraft and equipment requirements in controlled airspace.

The changes are documented in AIC Yellow 223.

1. UK PPLs (and BCPLs) with neither instrument ratings nor IMC ratings must fly:
  1. In sight of the surface and also
    1. In uncontrolled airspace (classes F and G) in a flight visibility of at least 3 km (either VFR or IFR)
    2. In controlled airspace (B to E) either under VFR (in a visibility of at least 5 km) or under special VFR (in a visibility of at least 10 km) but *\*not\** under IFR (and this applies to Class A too) (If the SVFR requirement looks strange, remember that VFR is not permitted at night or in class A control zones)
2. PPLs (and BCPLs) with an IMC rating but no instrument rating must fly:
  1. With a visibility of 1800 m, below cloud for take-off and landing and also
    1. In uncontrolled airspace (F and G) with no further restriction
    2. In classes D and E airspace either under VFR (with at least 5 km visibility) or under Special VFR in a visibility of at least 3 km or under IFR
    3. In classes B and C airspace under VFR or in Classes A, B or C under Special VFR in a visibility of at least 3 km but *\*not\** under IFR

Please note the following:

1. There is no longer any 'airspace notified for the purposes of Schedule 8'
2. There are no longer any 'specified minimum weather provisions'
3. There are no longer any higher weather minima for PPLs carrying passengers
4. This means that IMC-rated pilots will have access under IFR to all airports in class D airspace that were previously forbidden (i.e. all airports except Heathrow, except you would have problems getting to the Channel Islands across the surrounding Class A under IFR).
5. The VFR minima (the definition of VMC) remain basically as before, anywhere there was '1800 metres' from cloud is now '1500 metres'.
  - o In class A VFR is forbidden
  - o In class B clear of cloud and visibility at least 5 km\*

- In classes C, D, E
  1. at least 1500 m horizontally or 1000 ft vertically from cloud in a visibility of at least 5 km\* or
  2. at or below 3000 ft at 140 KIAS or less in a visibility of at least 5 km, clear of cloud and in sight of the surface
- In classes F and G
  1. at least 1500 m horizontally or 1000 ft vertically from cloud in a visibility of at least 5 km\* or
  2. at or below 3000 ft in a visibility of at least 5 km, clear of cloud and in sight of the surface or
  3. at or below 3000 ft at 140 KIAS or less in a visibility of at least 1500 m, clear of cloud and in sight of the surface

(\* indicates increased to 8 km at FL100 or above)
- 6. The 200 ft recommended increase in decision height and minimum descent height for IMC rated pilots are not part of Schedule 8 (they never have been, but they seem sensible recommendations).
- 7. The 3 km visibility requirement in b)i) above is independent of flight rules (VFR or IFR). If you are in IMC (i.e. can't maintain VFR as defined in E) above), you must obey the quadrantal rule and minimum altitude rule where applicable, whatever your licence.

The other changes to the ANO are:

1. Arrivals and departures in controlled airspace must now use the visibility passed by ATC to judge whether VFR is possible or not. Aircraft crossing the controlled airspace without taking off or landing may continue to determine their own flight conditions.
2. Minimum equipment requirements for IFR flight in class D and E airspace have been brought into line with those for notified airspace (colloquially this used to be called "airways equipment").
3. A specific validation from the CAA is required to fly a G-reg aircraft under IFR in any controlled airspace on the basis of a foreign licence.

## **WASG - Dave Thomas**

From the Winchester and Shawford Gazette:- Future expansion of air traffic/noise over parish - A letter, with enclosure, had been received from Eastleigh Borough Council, setting out approved proposals for the routing of aircraft using SIA. The agreed routing scheme will be introduced over the coming months and will result in less noise from aircraft flying over the parish. A regular review of the routing scheme will be undertaken by Eastleigh Borough Council. Members again expressed appreciation and grateful thanks for the work done by Group Captain M E H Dawson and Mr R Tice on behalf of the parish to alleviate aircraft noise.

## **Holiday Insurance including G.A. - Irv Lee**

I think you can assume that all normal vacation insurance packages exclude coverage when involved in general aviation. I usually insure with a specialist who will remove that exclusion, and the rates seem comparable to the standard packages without aviation cover. If anyone is interested, the company I always use is "Bain-Hogg" at Colchester. The lady to ask for is Chris Battaini, and the telephone is 01206-577612 (fax 01296-577612). If you already have travel insurance through some annual policy, they will give you the pure medical coverage with aviation cover at about a 25% reduction on the full policy cost.

The ONLY other company I have found is "AirSure" in Liverpool, with a telephone and fax number of 01704-876553, but for the cover and duration I needed Chris Battaini at Hogg-Bain usually does the best deal, but its worth checking both.

## Florida - Irv Lee

As many of you know, I have not been doing much non-instructional flying for many months, as any good weather that was around was readily devoured by Thruxton pupils. I can't say I haven't been 'fun flying' as the instruction was enjoyable. As that has come to an end, I decided to celebrate with a week's "blast" in Florida to get myself purged of bad weather and bad airfield politics.

Well, the plan was: arrive Orlando, do something for a week, depart Orlando. ...and the plan worked. I was going to leave the story at that, but it would be churlish to not mention and thank the people who made it a really excellent week.

It was NOT simple good weather flying that week - it might have been the week before, it might have been the week after but that week there was good weather around, but also some 'nasties'.

I drove down to Winterhaven, which is about half way from Orlando to Tampa, found a good motel and planned to go and see the Brown's seaplane base. I decided I wanted an hour or two on something different, but not a full seaplane rating, but also checkout the normal airfield next door. I wasn't impressed with the welcome at the seaplane base so I didn't go back. Very offhand considering I wanted to pay them some money. I stumbled by luck into Tom McGhee's place at Winterhaven (Gilbert) - just next door. I liked what I saw - a small friendly outfit, and what really convinced me I was in the right place, there in a side office was Tom's desk which looked like mine would if I ran a flying school. Let's just say if he was asked where anything was, the answer was easy: 'on the desk'.

I had my BFR at Tom's school exactly at 'jet lag' time for me, (mid afternoon on the day after arrival), and I felt so slow and mushy beforehand I warned Jim, my instructor, to keep a good eye on me, but I can honestly say I have never flown better on any test, and probably on any flight. I must get into that state more often! The flight took me over Kermit's place, and I saw the Sunderland I last saw as it flew off from Calshott some time ago. Anyway, on finishing I checked the booking sheets, and found they had a C172 not booked for the next 5 days. Plans formed in the swimming pool that evening, and the next morning I was flying South with my own Cessna heading indirectly to Key West. I had planned to drive down to the Palm Beach/North Miami area and rent locally there as people like Donn Smith at Boca had done a bit of research into prices for me. I now headed that way anyway.

I found a wall of white water between Palm Beach and Boca, and put down at Lantana to sit it out. It hit Lantana just after I shut down, and the 'ranch building' 30 metres away disappeared. I sat there for 10 minutes and when I could see the building again I ran for it. Normally these storms pass in 30 minutes - this didn't. Six inches in 3 hours was the weathergirl's boast on the TV that evening!

After a night in a luxury apartment on the front at Palm Beach courtesy of an ex-pat friend, I spent the next day with Dan Stout and Rosemary at Boca, waiting for some parts to arrive which I'd ordered for the Rutan to be delivered to them. I was by now almost resigned not to make it to Key West, which I'd set as my goal. The weather lifted mid afternoon enough for a flight along the Miami seafont, so off we went. 1000' over the Miami shoreline I realised I could see a long way South, so after dropping Dan back at Boca, I checked the weather, tanked up, and set off for a beautiful evening flight down the Keys to Key West.

Dan had warned me it might not be worth talking to Miami but just sneak past legally out of their airspace as they have the same reputation as Southampton do here. I gave them a call anyway and got a really excellent service all the way down to Key West Military. (Dan couldn't believe it when I told him later - must be the accent he decided.) They even anticipated being out of my transmission range at certain stages over the Keys as I was fairly low for a good view, and they would talk to me, tell me I'd be back in range on another frequency at a certain position in so many minutes, and then

ask just for an 'ident' on the transponder to say I'd heard them and understood when, where and on what frequency to call next.

I had a great time at Key West, but all too soon the next day I had to fly back. The Keys were fairly clear, but starting at the mainland there were some horrendous line storms running exactly north to South about 30 miles apart, one over Miami and one to the West. Again with a good service from Miami I was 'funnelled' into the corridor between them which meant at least I could get somewhere on the mainland, if not to my intended destination which again was Boca. It was quite a sight with a cloud ceiling above me, and white water walls 15 miles either side stretching as far as I could see parallel to my track north, and visibility pretty good in my corridor. I was about 25 miles inland, and a selection of fields on track to choose from (including Belle Glade for those who know Dinos!). Miami Approach had moved me further out and lower as they were having trouble bringing commercials down in the storms over them and needed extra clear airspace to manoeuvre them. They knew I wanted Boca (I needed to pick up the Rutan parts which hadn't arrived before I left), but it didn't look practical until out of nowhere a 'hole' appeared on radar in the storm to my right. They vectored me that way until I could see it, and to my surprise the 'waterfall' had a small gap - just like sticking a finger into a flow of water and seeing it divide! I was very quickly through the curtain of rain, and in clear sunny weather over the coastal strip 5 minutes from Boca.

Boca and all the other airfields for 20 miles were also in view, and then a suddenly a storm 'cell' formed out of nowhere west of Boca, and within seconds Miami were warning me that they were having bets on whether it would reach the airfield before me. It didn't really matter as there were so many alternates in clear view, so I had a go and just beat it onto left base, and was the 'last one in' before a watery hell closed the airfield for quite a while.

I had a burger and coffee at the airfield after giving Dan and Rosemary a call - the parts had arrived, and Rosemary would be down in an hour or so to pick me up. I mention this as I made a new temporary friend. He was either simply a very pleasant guy or a very pleasant guy wanting to be too pleasant! I think he got on to the subject of nudist camps and taking me to the movies just a little too early in the conversation for my liking, but I could be being unfair - anyway, the chat passed the time, and I've had far worse company!

Rosemary insisted I would be welcome to stay the night at their place, and there was even a superb filet-mignon barbeque thrown in. The next day I took Dan down to breakfast at Ft Lauderdale - I was hoping to get to see Donn Smith too for either a coffee or a breakfast to thank him for the information he's sent, but with plans changing all the time due to weather, I only got to speak to him by phone. After dropping Dan back at Boca, flew on to Fort Pierce. Bit of mistake as I got 'stormed in' again and didn't escape until early evening. It boasts the best airfield restaurant in Florida, but I wasn't so sure.

Back at Winterhaven, I tied down the plane, picked up the car and headed off to the beaches for the final day and a half.

On the way back to Orlando I called in again for a few circuits in a Cessna 170 - It must be over 20 years since I've flown a taildragger! I mentioned something about an hour with a taildragger to Mrs Ed when I got back and got a very strange look - I think she thinks it another term for something else.

Good Vacation - must make it an annual event. Many thanks to everyone over there who made it so good.

## **Finals - Irv Lee**

I am once again the proud owner of the Army Flying Association Air Law Trophy for a year, much

to Mrs Ed's disgust. (It is large and the colour of wood doesn't match our furniture, apparently.) I got back with it after the AFA AGM, hiding it under my coat, but was spotted before I'd taken many steps. She thought at first I'd won a bottle of wine in one of Gaynor's social competitions, then realisation dawned - "It's not that awful trophy you won in 1992?? - TAKE IT BACK and tell them you don't want it!"

Funny thing is, I didn't really win it for knowing Air Law - they made the mistake of saying that a retired CAA official had set the questions, so I won it for knowing how the CAA never like to test you on how much you really know, but how well you can read the question. I just concentrated on paying more attention to the questions than the answers, and spotted the nuance behind each. I could have ended up level with Norway on a Eurovision night, but apparently I won by 'miles'. Perhaps it should be the AFA 'know the CAA' Award.

And a word about 'Dark Ali' - word reaches me that she's 'pulled it off'. Ali left the Southampton area, all her friends and went to live on a remote island with expensive prices and awful weather to start a new life in the hope that by doing an office job for Manx-Air, and by asking every so often and being in the right place, she might just one day talk them into Commercial sponsorship. She paid the expensive prices for flying there to get her IMC, and kept hoping - there had never been any promise or even hint that it would work. Well, amazingly, it just has, and Ali starts her sponsored CPL/IR/ATPL in July. Good story, good ending for once. □