

# IBM Flying Club Newsletter July 1996

## Start Up - Irv Lee

### Congratulations

to Julian Wheldon (PPL) - see his own story further down.

### BBQ

THIS Friday (July 26th - Hursley Clubhouse), 1900 (time, not year). Let Jeff Moreland know (01962-818197), preferably out of hours on his ansaphone, pay your fiver on the night, bring your own plates/cutlery to save any bother. It will be a good evening! Bar available.

### Clearing Up Clearances

Last newsletter I included something about the changes to VFR and IFR flight in controlled airspace. Flying in Controlled Airspace such as Class 'D' is of great interest to many of us, as that means Bournemouth, Southampton, Lyneham, Brize, amongst other. There was one ambiguity in the text I'd borrowed, which at least one person took the wrong way, and actually began to consider whether he ought to go for an IMC course. The CFI says I'm no salesman, as I should have signed him up and then corrected the ambiguity.

To cut a long story short, you CAN fly VFR in class 'D' down to five kilometers visibility (full-stop, period, pause for breath). New sentence - Should you want to fly Special-VFR, you need ten kilometers (unless you have an IMC rating, in which case you can go Special-VFR down to three kilometers). The way the text in the last newsletter was written, it could have been read as intended, or, alternatively, that VFR needed 10 kilometers - it doesn't - I hope that is now clear. (It should have been corrected on the Web copy by the time this comes out.)

If anyone is wondering why (without an IMC rating) you need more visibility with Special VFR than normal VFR, then you need my write-up on the subject, available from me or on our web page - people tell me it is quite digestible.

### Submitting Items

I can see the day when the newsletter will be a multi-media event on our web page - I hate to think what some contributors will do with the possibilities that will present - but at the moment to bind together the spectrum of members we have to keep it simple and for the moment that is 'text newsletter' style. We like to hear from new people and the best way to submit an item is in the form of a simple note or e-mail. I can then file everything in one note log as it comes in, and it doesn't get lost, then I edit and re-order later. Any other way tends to take a little more time to process and can be subject to "going missing". Contributions are encouraged from anyone at any level of experience. Diskettes are OK too, but do add to processing time due to virus checking, etc, but obviously are the only way for some members to contribute. Just save the text as "simple ascii text" rather than any strange flavour. Also, bear in mind, apparently, it is not length that counts, and "too long" obviously scares some people off, as readers tell me if an article is more than a whole page of A4, they give up half way through anyway.

### Coventry - John Southerst

I got a letter from John Southerst about our weathered out Coventry fly-in some time ago now. I

remember crawling out of bed early that Saturday after a heavy Friday, parting the curtains and thinking 'Thank Heavens it's awful weather', (well, something like that), phoning Paul Goodman's ansaphone to check that he had abandoned all hope of anyone going, and slumping gratefully back into bed. I was very surprised to hear John actually got there from Popham - I don't really know how, but he's not the sort who would take risks, so he must have had a safe run being 20 miles north of the rest of us - but didn't get all the way back! He was weathered into White Waltham for the night. It sounds like Coventry is well worth the visit, so we'll have to re-arrange it.

## 1996 Subsidies - The Committee

Free Money? - must be a catch? - well, it's a bribe really - it's the usual "can we convince you to try a safety check?" subsidy. Basically, it's the same as last year - we think it is worth our members going through a safety check once a year, so we subsidise it. Most pilots or students should be able to get a fifty pound (£50) contribution - the exact amount will depend on budget and how many apply, but I would be very surprised to find it wasn't around that amount.

If you are a member of our club (not guests, I'm afraid, due to budget rules), and you arrange a flight with any instructor, in any aircraft, in any country, just ask for the items below to be included. Obviously a GFT, IMC Test, or a Club check would probably cover some of them anyway, so they can be used where relevant. Alternatively if you happen to have one of our instructors with you on a trip, just ask for this to be included, and get your trip subsidised! And to make things even easier, Dave Sawdon has an offer just following this item which you can sign up for - he will include the safety check items in your flight, so if you look at his price and subtract the subsidy, how can you refuse???

There are 3 checks and you can apply for ANY combination or ALL of them. What you have to do (with ANY instructor) in any powered aircraft.

1. VFR Safety Check (£30 subsidy)
  - o A Practice Forced Landing AND
  - o One of a Stall with recovery OR a Spin with recovery OR an incipient stall recovery with the aircraft in landing configuration (but obviously at a safe height!)
2. Instrument Check (£20 subsidy)

A limited panel unusual attitude recovery. (ie: AI/AH covered, pupil "on instruments", instructor puts the aircraft out of both straight and level flight, and the pupil recovers.)

3. Multi-Check (£30 subsidy) Assymetric recognition and recovery in a multi engined aircraft.

Amounts mentioned are approximate, depending on budget. You should get a pre-brief and post-debrief, and please note you do not have to 'PASS' anything - you just have to have a go. We want you to try them, we'd be very happy if you did them well first time or continued until you do, but the subsidy will be paid just for trying them - this might convince you that you soon become rusty at these things, and you might do something about it!

To Claim: Get the instructor to sign your log book and list the items covered. Photocopy your log book page and get ANY of our members or guests to sign THE PHOTOCOPY to say it is a copy of an entry seen in your personal logbook, then send THE PHOTOCOPY to our Treasurer, Jeff Moreland at Hursley. Then sit back and wait - subsidies will be paid at intervals throughout the year, please don't 'hound' for them. You can back claim to April 96.

## An Aerobatic Taster - Dave Sawdon

Here's your chance to try your hand at some basic fun aerobatics of your choice for only £46!! The

deal will be a half hour brief followed by 30 minutes dual from Old Sarum in the Slingsby Firefly. (If you are a club member, the VFR and Instrument Safety Checks are available too, making it a very good deal!) Individuals can choose from some of the following:

- Recovery from unusual attitudes (spinning, stalling and the vertical)
- Wingover
- Aileron roll
- Half roll and pull through
- Loop
- Stall turn
- Barrel roll
- Slow roll
- Cuban
- Reverse Cuban
- Roll off the top
- IBM Safety Checks

The purpose of these trips is not to teach you to fly aerobatics solo but to give you a feel for the fun that you can have without removing your clothes. (ed: Unless it's me, I'd advise you to be wary of any instructor asking you to remove clothes, especially if a 'roll off the top' is on offer.) These are recreational aeros not competition ones so you don't have to be worried about g, most of these manoeuvres only result in 0 to +4g, slow rolls go to -1g.

Cost for 30 mins is £46.

Get in touch to express interest and I'll pick some dates to meet requirements. If anyone would rather do it in the Fuji then maybe we can sort something out with Cap'n Mellor in the future.

Dave

## **Champing at the Bit - Richard Valler**

Some Good News!

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 Champ-ions!

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 in May 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...!

### **Better Late... - Julian Wheldon**

Like many people, I've always wanted to fly but either didn't have the money and/or actually learning to fly wasn't high enough on the list of priorities. Money's still a problem but over the last couple of years learning became a high priority and I've achieved my goal.

When I was 20 I applied to the College of Air Training, Hamble but I didn't make it through the second Board. They used to get about 500 applicants for the 40 places per year intake. I looked at careers in ATC but it didn't seem right. A year later I joined IBM RESPOND at Havant, where Xyratex is now.

In the early 80s, Gary Jones flew a friend and I from Goodwood on an aerial photography mission over Portsmouth and around the Isle of Wight in a C-172, G-JONE.

Also, when on a business trip to Tarrytown, N.Y. Gary recommended I take a couple of lessons where he learnt; Mahopac Falls I think it was. I was treated to stalls which I found quite disconcerting. The Cessna 172 seemed to drop without much warning.

February 5th 1994 was a fine day. It was a Saturday. My 11-year old daughter was at school and Mrs. Wheldon and I went to Aeros Flying Club, Gloucester / Staverton, for my first hour's trial lesson in a Cherokee. It was also my 40th birthday and I was hooked.

I'd saved up the shekels so I joined the IBM subsection and received the pecuniary advantage thereof (while it was still available), and bought a PPL course including landings and exams.

Very slowly but surely, I made progress. I changed from the Cherokee (affectionately known as the 'brick' at Aeros) to the Warrior and made better progress.

By the end of May '94 my second daughter was born; by the end of August '95 I passed my NFT. It was Gloucester to Bruntingthorpe, B'thorpe to WAP Booker but diverting to Little Rissington. It was very hazy vis. and I was just about giving up hope of finding LR and considering following a railway line when Brize (I had LARS) called, told me I was just over 1nm west of LR and did I intend to land ! CFI Dave Combes and I smiled ! "OK, take me back to Gloucester."

A week later and I cross-country qualified. It was a fine day and I flew at about 5000 ft to Halfpenny Green, Swansea and back to Gloucester.

My third daughter was born in mid-October. Apart from being otherwise busy, the winter weather was poor and I didn't really get started again until the end of March.

Checking the dates, I found I was running out of time. I had until May 24th to take my five written exams and pass my GFT. So I knuckled down and boned up before Easter and passed Law, Met and HF in a single sitting. A few more training hours later I booked my GFT. The day arrived and I was advised to rebook: although it was fine it was so bumpy that my instructor had had to tighten his harness to stop himself from bouncing on the cockpit ceiling ! I took the hint !

The next week I passed my NFT and then my written Tech. A week later I passed my Nav. I'd done it all with a week to spare. What a relief. The flying exams didn't seem as hard as the written ones where, after each exam, I found myself wondering what I'd revise if I'd failed. Many questions seemed to be a test of understanding an obscure question; rather less whether I'd understood a fundamental principle or group of related facts. That's not a criticism, just an observation. If this battery of tests produces safe pilots then I suppose the test content must be right by definition.

I checked with the flying school. Were all my papers in order, log-book checked and certified etc. ? Was my licence application submitted ? Almost. They hadn't been able to find my RT exam. What RT exam ? Oh, dear !

I took it the following day, gathered up all the paperwork put it in the envelope and posted it. One day to spare.

Three weeks later my licence to exercise the privilege to continue learn to fly arrived. A little over two years, a little over 50 flying hours and two more little daughters after I started. Wonderful !

When I'd otherwise have an overnight stay and/or other commitments would be compromised, i.e. when financially justifiable, my manager will consider flight on business. I 'christened' my licence with an approved return flight to Norwich last week. 3 hours round trip saved 8 hours driving, an overnight stay and enabled me to be with a customer one day and a customer event the next. Do many IBMers fly themselves on business ?

### **An official call sign for G-ZERO?- Dave Ashford**

Yesterday the Zero boys (Dave A and Paul G) initiated another honorary "Zero Boy" (Margaret Collins) by taking her for lunch at Granville (on the Cherbourg peninsula), (ed: Good memories - I first solo'd there, believe it or not!), followed by a leisurely stroll on the beach. We had a great day out, beautiful weather and saw a 15 minute display by a DH Heron, which had also gone to Granville for the fly-in. We also bumped into the CFI who was looking for his passengers and sounding the worse for wear - perhaps he should have joined us for an ice cream on the beach instead. There will be another fly-in on 11 August and I would recommend it to anyone who wants to go.

On the way back in to Southampton I was told to report the coast of the IoW and on reaching the coast the following exchange took place with Solent Approach:

DA: "Golf Romeo Oscar at the south coast of the Isle of Wight"  
 (pause)  
 ATC: "Was that 'zero' calling the south coast of the island?"  
 DA: "Affirm, Golf Romeo Oscar"  
 ATC: "Oh, er yes, sorry - Golf Romeo Oscar. Cleared to enter....(etc)"

Does anyone know how I go about making it our official callsign?

### **Anyone for Guernsey? - Danny Elliott**

Guernsey usually do an excellent fly-in, with all sorts of special offers and enticements, and this year it is the weekend commencing Friday 13th (!) of September. Danny Elliott would like to cost share a trip there sometime that weekend - anyone flying over with a seat free can get him on 01705-799148.

## **Bob's Briefs - Bob Elliott**

### **BOTTLANG**

Despite what it says at the back of (recent) Newsletters, Elliott and not Sawdon is the custodian of what remains of the Bottlang Airfield manual. I am rebuilding the UK section as updates come in, as no-one owned up to nicking it when I was 'in Spain'.

We have some really weird countries covered - the latest being Macedonia, Bosnia Herzegovina, Croatia, Slovenia, and Slovakia! Who's going there? (ed: Make a change from Spain, next time Bob) I also notice that bits have gone missing. Ostend, Brussels and Antwerp are missing from the Belgian section, for instance. If you borrow pages, make sure they come back, otherwise the job is not worth doing. (ed: right, this should be traceable, there aren't many people who flew there last year - Bob Elliott was one, for example)

### **SIA 'SOCIALS'**

On a different subject, Southampton International Airport invite all locally-based aircraft owners and the staff at the airport to a get-together on the last Wednesday of the month. It is in Bewley's Bar in the terminal building, and the first one was very good despite the sparse attendance. Unfortunately the second one coincided with the Semi-Finals of Euro96, so am not sure if anyone went! I hope Uniform Kilo will be represented at the next one. (ed: I was at the first, and it was very good - even a G-ZERO birthday cake to celebrate the Zero Boys's first anniversary. There was an amusing incident when the firebells which had been ringing very loudly for a few minutes, stopped suddenly, leaving Dave Ashford finishing a sentence into a void of silence at the wrong volume. I was very surprised he didn't go home with either a black eye or with a certain well known SIA lady on his arm - and the really funny thing was he was genuinely talking about his new headset - I believe the phrase 'very sturdy but obviously built for comfort' echoed around the hushed room for quite a while - pity he was generally looking towards someone leaning against the bar!)

### **Me**

Despite our local CAA doctor recommending that I have my medical restored, the CAA decided otherwise. The fact that they didn't even offer me a safety-pilot option confused our man too, so he phoned the head honcho to find out what was going on in the shiny towers at Gatwick. The result was that he (head honcho) agreed to see me for 100 quids! When? AUGUST 29th!!! I'll be there! That is, unless AOPA come up with a better idea. Until sorted, I'm flying with an instructor.

### **LYDD**

PORK and ZERO went to Lydd for the Classic Airliners show. I flew in the Viscount and Mr Goodman toured the Bristol Freighter! It was cold and damp, and the organisation was pretty poor. The toilets broke in the terminal building, there was virtually no Met facility, the phone didn't work, and the wait to get away had to be seen to be believed. If you thought Southampton needed a taxiway to prevent back-tracking....., we were at the hold for at least 25 minutes! Other aircraft doing jollies were a Dove, the South Coast Airways Dakota, and a Dragon Rapide. The Freighter, much to Paul's chagrin, is seatless, and the Jersey Airlines Heron seemed to be for the exclusive use of the Mayor of Le Touquet. The Dutch DC-4 didn't show up.

### **LET'S GO RACING!!!! Newbury Again!**

Haven't fixed a date yet, but Newbury are happy to have us fly in on a Race day again. Please let me know if your aircraft is coming. Passenger numbers are unimportant. Update: Saturday, 21st September looks as good as any.

### **THIS is crANFIELD!!!**

(ed: Bet not many understand that form of title, Bob - I did, so thanks for bothering!)

Yep! PFA Rally time again. Sparsely attended by the IBM FC. I went on Friday in UK, WD attended but with non-IBM crew on Saturday, VH came in on Sunday but I didn't see the captain (Akerman, DC-M, or both?), Found out later the the CFI attended in G-AZUY (Cessna 310) and it escaped my eagle eye!!, the Starduster BT came up from White Waltham, and Captains Valler, Horn, and Luland roaded in. Anyone I missed? (ed: YES!!! - who was sitting on your right as you landed??? - and Dave Barr in the back seat too - soon to be a Daddy, by the way, come November! - so congrats to Dave and Sue.)

As usual, there were highlights and lowlights. On the down side there were two accidents on Saturday. A Pietenpol flipped over on landing, and a few minutes later a Jungmann ground-looped on the hard runway and broke the undercarriage, the starboard lower wing, and, I expect, the owner's heart. This second prang caused the Bristol Freighter and Dakota to hold over the field. Others (including the CFI) diverted whilst it was lifted off the runway. The only other downer was the weather. It could have been warmer!

The bright side was that over 1,500 different aircraft arrived. Perhaps the highlight was the Vimy. It certainly attracted attention. There were a LOT of Europas. Good to see that the kits are now turning into real aircraft. I don't particularly like these modern machines, so it was good to see a few Moths there, including G-AAHI a newly-restored Gypsy. There 3 or 4 Tigers, 2 Hornets, and a Leopard Moth, too. This sparked a tale from Cliff Lovell who told us that he once flew a Leopard into Heathrow!! It belonged to Air India and is now in a museum out there, but he said after landing he had to taxi 'miles'! So far, in fact, that when he neared his parking spot, a tyre burst. What followed next kept passengers in the terminal amused and bewildered for the hour or so it took to manhandle the aircraft and replace the tyre! He also tells a good story about flying a Puss Moth into Geneva - non-radio - and landing on the wrong runway because it was 'into wind, sir'.

The last two remaining Auster Arrows, splendidly restored, were parked next to each other in the visitors park. In days past the Rally used to have a park for vintage and classics. It's a pity they don't now as you have to hunt through rows and rows of tin and plastic to find them. There were a couple of rarities in the trade area, too. In the PFA tent there was a Pou-du-Ciel that I last saw in a shop in Southend in 1958! Next to it was one of the first Luton Minors to be registered. This is presumably being restored. On the field there were the usual gatherings of Cubs, Luscombes, Champs, Chiefs, and Vagabonds. Great stuff.

It was good to see the old faces again. Isaacs and Bellamy, Lovell and Souch. Also met a gent called Ron Hope. His dad won the Kings Cup more than once back in the thirties. He'd come second in some aircraft design competition, and he'd brought his model from Majorca, where he now lives. When he arrived at Mitchell Hall he found they had screwed up his booking and he had to sleep in his car. He was 75!!! His model was impressive. It was a 2-seat high wing TWIN! and he reckoned he could build the prototype for 5 grand! Fascinating place, Cranfield.

Robert D Elliott

### **Sepe 21-23 June 1996 - Chris Thompson**

This was to be my first attempt to cross the pond in the Auster to attend the Old Timer (the planes

not me!) fly in at Seppe near Roosendaal in the Netherlands. Tony, one of the other partners in the group also wanted to go and this was to be a major travelling exercise for him because he works on contract in Venraij during the week, travelling out from the UK every Sunday night and returning every Friday evening. Venraij just happens to be in the far east of Holland so this was going to be a real busman's holiday for him! He drove back to UK on the Thursday, flew in LG back to Holland on Friday, returned to the UK on Sunday, and drove back to Holland at 0500 on Monday morning.

Since Tony is 6ft 3 and weighs around 220lbs some serious flight planning had to be done regarding weight and balance for such a long trip. I calculated that we could only take 24 gallons of fuel out of a "normal" runway but not out of Hook or we would never clear the trees. I did all the planning so we left Hook and cleared formalities at Lashenden. I did try Lydd but they were quite unhelpful (they wanted me to have the flight plan filed BEFORE arriving there) when I pointed out that the cattle at Hook are not too good at accepting flight plans nor providing up to date weather (Ok Ok I know if they are lying down its going to rain and that they usually stand with their backsides into the wind but this seemed a little vague for a foreign expedition). Lydd wanted an hour and a half notice to file a VFR flight plan and clear Customs so instead I called Lashenden (Headcorn) who instantly stated that they could file a plan in 40 mins and that THEY WERE the Customs so there was no problem.

GARLG (Heavy) left Hook at 1130 local on an SSC departure (Special Sheep Clearance - they were all specially marshalled to the far end of the runway by the farmer's wife) and then a BRE Clearance not above 1500ft (British Rail Eastbound) from Farnborough since they were active. Forty-eight minutes later Tony landed LG at Headcorn. While he went to refuel I filed the plan and filled in a Customs departure form - all very friendly and straightforward. There were about another six aircraft at Headcorn all bound for Seppe.

I took LG off on the long leg over the water estimating Seppe in one hour fifty nine minutes. I route planned via the Dover VOR then the shortest route across the water to Calais, then along the coast eastbound past Ostend and Knokke, then direct to Seppe. We climbed to 3000ft towards DVR working London Information then got a bollocking for being in controlled airspace! (ed: American readers should take it that the controller was not happy.) A rapid check of the map revealed that base of the Worthing CTA was FL55 so we could not see what the problem was. The controller then asked all sorts of difficult questions to ascertain where we were (the GPS confirmed we were 10dme on the 270 radial from DVR) and then grudgingly admitted that base of controlled airspace WAS FL55 and we were ok - not even an apology! I'll add him to the list of people to visit when I win the lottery this weekend.

We had a good run across the channel to LFFF the French boundary and London handed us over to Lille approach. After two attempts Lille replied and asked us to squawk nnnn. I replied as usual "LG negative transponder" and Lille said "LG without transponder I cannot see you for service - you contact your own en-route, goodbye sir"..... end of transmission.

I then tried Calais but we were well above their zone even though well inside French Airspace they told us to contact Ostend immediately. Ostend were very helpful and asked us to call COA and KOK along with all the other British airplanes all running in the same direction. At KOK a handover to Amsterdam went smoothly and all the other airplanes made a long tour north round the Woensdecht military base. Here I employed direct route trickery and changed to Dutch Military on 132.35 (a good frequency to remember for your notebook) and requested and getting direct routing through the Woensdrecht CTR which cut quite a bit off our journey.

The landing at Seppe was "interesting since there was a 15kt 90 degree crosswind. This gave horrendous sink on short finals behind the trees and then enormous lift just at the touchdown point (due to a gap in the trees). I got caught out by both and had to fly on down the runway and land much further down - all this in front of quite a few spectators! Seppe is a really friendly place, we

were quickly checked in and a minibus ran us the five minutes to the very basic hotel. We then walked back to the field and bought all our meal and drink tickets. I then faced a difficult command decision - ALL drinks were Dfl2.50, from tea/coffee to Coke to wine to strong beer. Ten tickets cost a discounted Dfl20. Could I drink ten glasses of strong beer over the weekend? What do you think I should have done? (Clue - they were fairly small glasses).

The weather did not pick up much and the weekend was spent with strong northerly winds and low stratus at around 1500-2000ft. On the Saturday Tony wanted to fly to Venraij to see where he worked from the air. We filed a simple form and flew an hour to Budel via Venraij using Dutch Mil again for permissions to cross the Gilze Rijen and Eindhoven CTR's. Budel were very helpful because of the crosswind in allowing us to land on the grass beside the main hard runway in an area reserved for ultralights. The controller said she had never seen an Auster land there let alone with a 90 degree crosswind. Returning to Seppe I was now prepared for the sink and lift and made a more presentable job of landing in front of a collection of what was now 93 airplanes and their critical crews. On the Sunday we elected to return via Kortrijk-Wevelgem in Belgium. This was again a very friendly field with free refreshments in the flying club for visiting pilots. There was an airshow on ar Moorseele a couple of miles to the north and there were two RAF Tucanos, an RAF Hawk, a Russian Sukhoi and several helicopters on the ground at Kortrijk waiting to display. The only problem at Kortrijk was that they were very strict on immigration clearance and we had to wait for two Politzie characters to arrive from the town (they are non-resident) to look at our passports before they allowed us to leave. This was the only time anyone wanted to see passports the whole weekend.

The return to Lashenden was uneventful other than the cloudbase across the channel which forced us down to 1500ft most of the time with little visual reference (LG is strictly VFR with no AH) but the white cliffs of Dover came out of the murk exactly where they should have been.

All in all a really good trip and well recommended for your diary next year if you have not been before clocking a total of 7:41 minutes flying for the weekend including the incidental flying.

### **Elusive to Find? (Go West!) - Roger West**

(ed: Roger was only saying to me the other month that he did all his flying around Hampshire, Dorset and Sussex, and was thinking it was time to spread his wings further....)

We had done the glaciers of the Columbia ice fields, tried white-water rafting at Jasper and negotiated the Canadian Rockies to Vancouver Island. So that left the Killer whales and some flying to polish off. Verity and I found this shop in Victoria that advertised "everything for your aviator loved one" (ed: Did they have a watch which always runs 2 hours slow? - thereby allowing pilots always to get home the time they promised - at least on their watch). As I had hoped it was run by a very helpful ex-pat who advised us on a flying school to try for a trip. They only flew C-172's, ( something to do with being better for landing on the tree tops) so my brief trial flight in a 172 before we left on hol seemed to be appropriate.

We had become somewhat complacent about the clear conditions and the ATIS at Victoria continually gave out 30 Km vis, which must have been a minimum since we could clearly see Mount Baker in the US which must have been at least 100 km away. So we thought a warm up flight round the south on Vancouver Island on the Wed and a trip to Tofino, up the west coast of the island, on the Fri for a cup of tea. Because of my limited experience with the 172, the complex radio procedures around Victoria and the problems in getting lost in that part of the world, I had no plans to get checked out, but just to enjoy the flying in the company of an instructor. Verity had no problem with this plan.

Wednesday's flight went fine. Wade, who had lots of stripes on his shirt, seemed very proficient. He agreed to do the radio and I did the flying. We went round the end of the Island which included a

close up visual of Victoria harbour as well as surrounding islands (including one that Bill Gates has bought up and is having "landscaped" to make it suitable for a weekend retreat). Wade gave an interesting continual commentary on what we were seeing. Evidently if I wasn't driving, this would have been classed as a scenic trip and cost quite a bit more - funny old world. Anyway we returned and did an extra circuit, this time rounding out a bit high. Something to do with the ground seeming so close, without the wing in the way I think. (ed: Bet Wade had a new stripe somewhere else after that!)

Friday came and the weather seemed perfect again at Victoria. Evidently Wade was busy (ed: or he'd only just finished his laundry from Wednesday's landing) so Pete was to be my instructor. This time in the more usual 160 HP 172. (Wed's had been a 180 HP Cutlass?). We sat on the grass by the a/c for some time while watching 737's take off while Pete filed a flight plan to Tofino. Eventually he came out carrying a large red box with the survival supplies! This was a clue as to the terrain that we were about to negotiate. He said low cloud was reported over Tofino which should burn off.

We set off initially restricted to 5,500 ft and then eventually achieved the planned 6,500 ft with a fantastic view of the mountains and lakes around with wall-to-wall trees and snow on the top of the peaks below us. Navigation seemed to be easiest done by following lakes across the island. I did ask Pete what our planned heading was. It seemed he had written it down on the flight plan but it was not immediately to hand. Anyway he was trying to get the foil off this book that would hold the secrets on Tofino. No radio at Tofino it seems.

Then we spotted the white stuff flowing all around the base of mountains way ahead of us and far below. This was the low cloud that had not it seems burned off. We could see the start of a charted lake disappearing under the cloud. Peter reckoned the only hope to find Tofino was for a clear passage up this valley starting with the lake and then feel our way up the coast to find the strip. I cut the throttle and headed down, with carb heat set of course. However I had to corkscrew the descent in order to reduce height sufficiently to get under the clearly defined edge of the blanket before we reached it. We skimmed under the cloud edge at a height of 1200 ft which must have put us fairly close to the water. It wasn't of course at sea level - obvious really. We found ourselves clear of cloud but in much reduced vis, say 8 km, with the land on either side of the lake rising into the cloud.

On the way down we had been unable to make any contact with Nanaimo to let someone know of our intentions. Not surprising in view of the terrain and dist. It was at this point that Pete decided that he did not have too many points to gain by possibly making it to Tofino and then being grounded for unlimited time, with his boss losing the use of the a/c.

So we agreed to head back and live to fly another day. And a super trip back it was flying at 2,500 feet along the valleys with the mountains rising on each side. The hostility of the dense high trees seemed much more apparent at this height. Then it was one more look at Victoria to take a picture of harbour, where we had been watching the float planes mixing it with the boats the previous day. Then back to Victoria where they suggested we did some S's to wait for turbulence to settle before I made an unexpectedly smooth landing.

I did enquire about a try on a float plane but they work out about x4 the cost and instruction is a specialised skill. So we gave it a miss. The Solent gets a bit choppy anyway. ..and we did see Verity's killer whales OK.

### **Army Flying Museum Air Show (August Bank Holiday) - Norman Luland**

Norman (member, ex-treasurer, current Treasurer of the Army Flying Association at Middle Wallop) phoned me to invite IBM to the Air Display at Middle Wallop on August 26th - Bank Holiday Monday. The Museum of Army Flying is running this public event, and the day is for aircraft pre-1969, EXCEPT for our planes carrying volunteers to help out with the event. Tasks will not be

difficult - for example, we may have to "ground crew" on a rota for one of the old planes which will be giving public rides. That's just an example, but the message is we can fly in and get involved. Please register with me (Irv) and I'll pass name and aircraft details to Norman.

### **Ashcroft July 14th - Chris Thompson**

Just a short note (ed: !!) to report on this really nice event, held at "Bryan's Landings" at Ashcroft near Crewe. The event is totally in aid of Charity and is run by the Rotary Club and Bryan Lockyear who owns the place. This is the same guy that produces the Farm Strip Guide advertised everywhere in the flying magazines.

I took the Auster from Hook International and we departed hot (it was already 21C) and heavy at 09:15 in fairly overcast weather but about 10k viz. and a planned flight time of 1hr. 53 mins. We knew that the forecast was for the front to be hanging over southern England but that the north would be clear and this would also make its way south for our return.

By about Reading it was obvious that we were right at the start of the front since I was down to 800ft to remain VFR. The only advantage of the Auster in these conditions is that it does not go very quickly (85mph) so you get to navigate by ground features fairly easily because they don't go by all that fast! Working Brize Radar I initially got a direct track across the Brize zone via Witney at FL0.8 but just I began the crossing we were given vectors to the east to avoid a stricken Tristar (one engine out) that was recovering on their ILS. He was told not to descend below 1500ft at our crossing point (I was now at FL0.75) to remain VMC with the Auster tail stuck firmly in the cloud, so we would not have seen him even if he had flown directly over us. Brize then threw the "Resume own navigation" and hasty use of the GPS got us back on track although we were now down to FL0.5 with a viz. of about a mile. As the cloud was actually now touching the top of the hills I elected to go IFR (I Follow Railways) and took the ten mile stretch of track through the valley north to Moreton-in-the-Marsh and on to Bideford where the weather then began the lift. It was not until around Redditch that we could begin to climb to 1500ft and see some blue sky. At Ashcroft the cloud had cleared well and the sunshine improved all the time we were there.

At Ashcroft it was like a mini-Cranfield (they do actually call it "Askosh") and there was also a tricky 330/10G15 wind blowing for the 27 arrival (well that can be quite exciting in an Auster, especially with 500+ people watching!). The strip is only about 550 yds long and the last 100 yds were narrowed down to funnel aircraft off to the side parking areas. I landed at 11:10:57 and 11:10:59 and managed to stay on the straight and narrow bit most of the time and went in to pay my £1 donation for the landing(s).

The whole event is really well done by the Rotary Club, with lots of food, BBQ, home-made pies (recommended), ice cream, Tombola's and small stalls selling all sorts of bits and pieces. Many people were there who were not fliers and the event was attended by the Mayor of Nantwich. Most of the fun was to be had by watching the planes land in the crosswind and a steady stream of arrivals continued the entertainment for the viewing area right on the 27 threshold. I looked for other IBM aircraft and eventually G-ZERO arrived with Neil and Paul, having come up from Soton in IMC most of the trip. ZERO made a passable 7/10 arrival in about 250yds but this dropped to 5/10 landing on our landing critique due to touching down about halfway into the strip. You will now gather that we only got there early so no-one could criticise my arrival! By 15:30 when we came to leave 120+ airplanes had visited. At one time I counted 11 in the sky arriving at one time. Neil said that G-BEUK under the command of CAPT-RE esq. had left Soton just after them but it had not showed up by the time we left so I can only assume that they had turned back or diverted due to the frontal low cloud weather. (ed: We turned back before Brize - and we're glad we did reading your story! We didn't have the equipment for an IFR transit, and a cup of coffee at Thruxton then over to the Cessna 140 meet at Popham seemed like a much better alternative!)

We nattered to Paul and Neil for a while and then discussed where we could get some fuel on the way back (Ashcroft does not have any). We decided on Sleaf because it was the nearest with a runway direction favouring the now brisk NNW wind. This can be recommended, £5 landing fee, friendly atmosphere and good cheap tea (60p for a pot for two).

The return via Halfpenny Green was uneventful at the dizzy height of FL2.5 but we had to descend to avoid CB build up at Reading to get back in to Hook. On getting back home I was told that they had had a fairly dull humid day in Hampshire and I was asked where had I got all the suntan from.

A good, interesting day out, well recommended for a IBM fly-in next year.

### **Finals - Irv Lee**

There have been quite a few trips going on with no sign of reports - you don't have to write a lot, just put in a brief summary. I read a recent AFA newsletter last week, and it had an article on 'my favourite route' (with "reasons why") for an hour's flight out of Middle Wallop. It pointed out various things to look for en-route (iron-age forts, etc). Anyone got any input on a similar theme around our areas, either as a fly-about or as a land away, to give new PPLs a few ideas? I've noticed Barbara and Clare (independently) seem to favour including the Dorset Hills around Cerne Abbas in any trip West, and what worries me is they seem to be able to home in without too much navigation! Mystic forces at work there.

Southampton pilots don't forget the 'last Wednesday of the month' meet in the terminal bar, coming up on (presumably) the 31st! (See Bob's report earlier).