

IBM Flying Club Newsletter August / September 1996

Congratulations

Paul Eathorne - Irv Lee

Well, Congratulations to Paul on relinquishing being P.i.c and becoming a co-pilot instead. A fair bit of stealth technology seemed to be involved, so it might even be news to some people who know him quite well. The new Captain on the flight deck is Judith, or 'Jude' and I'm sure they'll both be very happy together. The day itself was "blue skies", and let's hope it was an omen. It remains to be seen if Mrs Eathorne likes flying - he hasn't even taken her up yet!

One amusing point from the ceremony - the Vicar actually asked for 30 seconds of silence for everyone to solemnly contemplate what this all meant, and for the whole of the time all that could be heard was a light aircraft flying overhead! A lot of his friends in the flying club who weren't fooled by the stealth couldn't let the date go unmarked, and a card and present were there waiting at the reception.

Graham Sayles - Brian Mellor

Those of you who know Graham Sayles, who has done quite a lot of flying over the last 2 years with IBM Club members, will be as pleased as I am to hear that he has now passed all his ground exams for the ATPL; the final frontier! Congratulations Graham, best of luck with the "serious" flying career.

James Mason - Irv Lee

It would appear that from a note I saw about 'fees' that James Mason has fully finished and got his PPL - you will remember he had completed all but a couple of ground school exams earlier. Well done James.

Nick Colmsee (MORE success) - Brian Mellor

Those of you who have flown at Southampton over the last couple of years will probably have come across Nick Colmsee, during the time that he was doing PPL, and later IMC training in G-AZWD, mainly with Graham Sayles as his instructor. Nick never had any doubts about the fact that he was going to finish up as an airline pilot; neither did anyone else who flew with him.

I have related tales of his Oxford follow-on training, in previous newsletters, and since he got his CPL/frozen ATPL issued, he has been in the same boat as so many others - writing off for interviews, wondering how long it would take, who the final employer would be, etc. I am delighted to say that I got a call from him last night, with the news that he has been accepted by Manx, flying the Jetstream 41. Even better, although the original plan was to be based at Manchester, Manx have (almost apologetically) asked him if he would mind changing, to be based at Southampton.

Congratulations Nick, every best wish for your future flying career.

Middle Wallop Bank Holiday - Various

From Richard Valler

I'd like to write up a really good day at Middle Wallop on August Bank holiday but it will have to wait for the next newsletter due to deadline pressures. However, it would be nice to register Graham's & my thanks to Norman (and the whole Museum) for the invitation to visit Middle Wallop. For us, it was an excellent day out in what has turned out to be a fairly disappointing summer.

From Dave Ashford

I received a message on my answerphone this morning from Norman Luland asking me to thank everyone who went to Middle Wallop on Monday. He was very grateful that we all turned up and was sorry that the Dakota didn't make it to the airfield - hopefully it will be there next time. The thanks of course should be to Middle Wallop for inviting us.

from Chris Thompson

Yesterday was the Army Air open day at Middle Wallop. Another good day. I flew in early with LG from Hook International, and Tony brought the Cub from Popham. I had volunteered to help with ATC and managed to stay on the mike for most of the day along with Jackie Hart one of the Wallop ATC assistants. (ed: there is an interesting anecdote which I believe originates at Middle Wallop ATC - I won't go into it here, but I believe no-one calls her 'Jack' any more, especially when saying 'Hi' to her as she arrives in the morning.... work the rest out for yourselves..!) Sorry if I did not have much time to chat to the old familiar faces but as you probably noticed we were fairly busy all day.

There were about fifty visitors including RK and XK from Soton, TD from Popham, TE? (sorry Richard/Graham, I can't remember the Aeronca Reg) from Old Sarum, amongst the IBM presence. One arriving aircraft managed to call downwind and finals for Wallop but was definitely NOT at Wallop but did call again later and manage to find the right place this time! The two hour air display (Army parachutists, Diamond Nine, John Griffin's YAK, Miles Messenger, a Stearman from Liverpool, Saab, Auster Military, SE5's, Rapide, various Moth derivatives, etc., etc.) went fairly smoothly from the outside and was managed very much via the "Duck Approach" (keep calm on the outside and paddle like hell underneath) from inside the Tower caravan since all the first five events managed to alter their slot times after the first Lynx parachute drop had started! All in all it was a very good day out.

From Bob Elliott

BANK HOLIDAY MONDAY at MIDDLE WALLOP: Thanks are due to Norman Luland for organising a nice little gathering at the AAC Museum. A few club aircraft made it (don't forget to claim your landing fees, lads) - Horn and Valler in Yankee Echo, Ashford, Fray and me in PORK, the Treasurer and friends in Xray Kilo (eventually!), Southerst and Milton in Tango Delta, CRT in Lima Golf (alone?), and the Howes in a car. Mr Chairman was swimming in the Baltic, apparently! A good turnout of about 50 aircraft, which included the Diamond Nine, a Messenger, Rapide, several Austers, and a splendid Stearman, apparently based in Liverpool. The star of the day went to an Australian DH82A Tiger Moth which is shortly to depart these shores for the long journey home. It was shipped over for the Moth Club Rally at Woburn (same day as Diest - so missed it!). Norman hopes to hold another (bigger?) event next year - so when it's advertised - get your name in early. It was oversubscribed this year. We are lucky to get the invite through Norman, so it's good to support him. The Dakota didn't turn up, so we had an easy day out, (we were to be guides!), but CRT didn't get away lightly - he was SATCO for the day, - well, he loves it, doesn't he? Notable absentee was the DCM Cub, Victor Hotel! Come on, guys, these events have always been designed specially for you!!! Oh, and Norman got to ride in the Stearman.

Russia, Jets, etc - Mr Ed's Brother Tony

(ed: yes - two before you ask - and a sister!) Just got back from a week parachuting in Russia - including one "low level" which got a bit exciting. Also took a day out to actually land in a plane we took off in - landed at Vyazma, where you did all the Russian jet flying a little while back, and had a go myself - brilliant, and the price had come back down again now those who really had to do it have been and done it. Out of interest, for anyone else going to Russia nobody takes Dollars anymore for general stuff, they have made it against the law. No doubt the air force/flying schools have an exemption cos they still accept them, but general shops (even in the land-side of the airport) don't take them.

Bob's Bits

UK v U.S.A.

Irv was paid compliments for producing a fine newsletter - (Hear, Hear!) - the compliments came from Mike Allen in Washington DC in a note he sent regarding a forthcoming Popham fly-in. (By the time you read this we might well have met him). He lightheartedly (at least, I hope he had his tongue firmly in his cheek!) said at last he had found something UK aviation did better than US aviation! I (lightheartedly) reminded him that US aviation lacked beautiful grass airfields like Popham and Compton Abbas; we made the Concorde, Spitfire, and Harrier; the stewardesses in Virgin club class are unsurpassed; and that their radio was crappy! So, what do you think? We probably have more members than any other club in the UK who have experienced flying in the UK and USA. What DO they have that we don't. And what do our colonial friends find exciting and different when they come here? (Apart from that girl who used to collect the landing fees at Compton Abbas!). Here are a few from Mike's reply, in favour of the US.

- No (or virtually no) landing fees.
- Attitude of controllers at 'big-iron' airfields.
- FAA v CAA - no contest! (Hear, Hear!)
- Rental prices.

FOR SALE!!

As I am unlikely to receive the Egon Ronay award for my contribution to culinary innovation (my cooker still has the instruction manual in it after 12 years!), I will leave the Barbecue comments to others. However, those that attended may have seen the 15" x 12" colour photo of 12 of the 13 Spitfires in a line up at Southampton. It is an excellent photo and I can get copies for the remarkable price of 5 pounds. Call me or send a note. A five pound note!

Moulins is not Moulins This Year.

Well, for us it wasn't Epinal Mirecourt either! The ZERO boys, (Fray, Goodman, and Butts) kindly offered me the fourth seat for a day trip to Eastern France. It was big Dave, or me and fuel! We left Southampton before ten o'clock on the Sunday, and Neale intended doing it in one hop (3.5 hours!), but the discussion en route suggested it might be wise to refuel nearer Epinal (say Reims) rather than try to get it at the RSA Rally.

The weather wasn't bad leaving Eastleigh, but it got worse as we neared Seaford. It didn't improve much as we got to the French coast, and after talking to Le Touquet, Neale took the wise choice and turned round at Abbeville and headed for Shoreham, where the sun shone brightly! After a cup of tea and a look round, we agreed Kemble might be different. Captain Butts in command we headed West, only to run into murk and rain abeam Hook International. A left turn, 120.22 for a straight in, and a couple of pints in the White Swan, finished a day that might have turned out better, but could have ended a lot worse, if being stuck in France is bad news!!!

The CONFESSIONAL

OK, I'll own up now since by the time this appears I will have been to the CAA, and they can't point to it and say I've lost my marbles! Leaving Southampton for Cranfield, I was given Hold at Alpha for runway 20 (ed: Regular Southampton users might know this is an unusual combination!). On reaching I was told to enter, backtrack and line up for departure 20. Dopey me responded 'Enter and line up 20, negative backtrack'! A burst of laughter from the right hand seat alerted me to my error, and I (quickly?) said 'Correction, Enter and backtrack for 20'!! 'No problem', he kindly replied! (Entering at Alpha and taking off on 20 without any backtrack would have given me a take off run of about 50 metres!) Trouble was Irv KNEW I was going to cock it up as soon as he heard the combination of Alpha and 20, and rightly didn't say a word! I bet I don't make that mistake again, but equally I bet I'm not the first, and won't be the last!!!

(ed: Well, as many people know, I'm quite happy to confess mistakes to help others, and as I told Bob, I've done a similar thing twice. First time was over the coast well south of Southampton (eg: Lymington) and told to enter and report Totton for Runway 20. I asked if I could have a "straight in", producing much merriment in the tower! The second time was approaching Sandown (05-23 runway) from the North West at exactly right angles, mid downwind. I was given Runway 05 and I was just about to turn LEFT into the downwind when my passenger said 'They don't like you too close in here, I'd turn right now if I were you'- which gave me a bit of a clue! - I asked him after we landed on 05 and he really had no idea about what I had been about to do. I now have a good look at the D.I. when given the runway, and 'draw it out' on that.)Back to Bob:

Speaking of Cranfield, (my report last time) I understand the intrepid flyers in 'VH were not DCM or JA at all, but Barry King-Smith and the senior Elliott. Also, of course, Irv Lee was the senior captain in Uniform Kilo! (Hope that puts the record straight).

SCHAFFEN-DIEST

Didn't think I was going to make it to Diest this year after my friends at the CAA wrote me off at Gatwick the other day. I have a couple of avenues left to explore, but I am now almost resigned to the fact that they won't EVER let me have a licence again. I will tell the whole story when it is resolved one way or the other, but for now it looks like there will be a share for sale in the Fuji! However, back to Diest. My friend Eathorne did his best to cock things up - by getting married on the Saturday, and inviting Irv. I need an instructor at the moment to be legal! But, at the usual Friday night gathering at the Hursley Clubhouse I learnt that Messrs Fray and Goodman were willing to cheer me up by giving me the baggage slot in G-ZERO. An unusually early start had us airborne before 11 as we headed off to the east in hot, but murky, conditions. Neale played with the toys (radio, VOR, transponder) and Paul pointed us toward Belgium. We were in loose formation with TART - they left about ten minutes before us, but were taking much the same line. Two hours later we were close to Antwerp and only 12 miles to run to Diest. We found Diest city, but couldn't spot the 'drome! Back to the VOR and try again - this time we did find it, and we were number three to TART! They didn't find it first time either. Flight time was just about two and a half hours, and the only problem en route was the Lille approach controller who didn't know where Schaffen Diest was! He asked for the ICAO identifier, and he seemed happy with ZZZZ! The return journey, via Antwerp for fuel, was uneventful in ever murkier murk - but Southampton was OK, but not really the CAVOK that they were giving on the ATIS.

Ireland (more pleasant experiences) - Brian Mellor

I had a student who called me up on Saturday morning to see if I could help him out; he had to get over to Limerick for a funeral, at 1100 on Monday, and it was proving an impossible task to get there using scheduled airlines. It seemed feasible, especially since there was a small strip (Coonagh) on the outskirts of Limerick. (Actually, it was a *very* small strip, but the Tiger should have been OK,

since we would have been light.) Failing that - Shannon was only a few miles further on.

So, on Monday I took a day's leave (I could have said "I've had a better offer", but resisted), picked up the student at 0645, drove to Southampton, gassed up, and departed. The weather was as predicted; brilliant until reaching Swansea, then gradually deteriorating, until we were approaching Ireland, then solid IMC. Shannon were giving 400 feet broken, with 3 k vis; that ruled out Coonagh, and we had to do an ILS into Shannon. The student ran for a cab, and went on his way. I thought I would do what the Irish do; have an Irish breakfast. Duly got one, and sat down to eat it, next to a couple of guys in pale blue pilot shirts, and with "local" accents.

The first thing that made me smile was the breakfast that one of the pilots was eating; Black Forest Gateau. Oh well. He was handling the gateau quite well, with his mate spectating. The thing that made me smile even more was when the pilot (not handling) said "Does that thing look as good as it tastes?" Pilot (handling) replies "Oh yes, it's really good"... (20 seconds) ..."But don't you mean - does it taste as good as it looks???"

A bit later, I got out my charts to plan the return trip. They strike up the conversation about what sort of plane I was flying; I told them, and asked them the same. "330". Ah, the Shorts; must be flying to Dublin or somewhere. Not quite. It was the *A* 330; the Airbus; they were off to New York. Asked a lot of questions, and finished up being invited on the flight deck; very nice too. Very much state of the art, and in many ways less demanding than the smaller, older kit. In the old days, pilots had to memorise vast amounts of data, procedures, etc. It seems that is a thing of the past; simply use the checklist on the screens, and you can't go wrong. Not even a circuit breaker to check; they are all inaccessible. I did start to wonder about the viability of all this, when they said something like "If all else fails, you simply reboot the system". For someone who has a love/hate relationship with computers, I found that a bit offputting!

Only my 3rd or 4th trip to Ireland, but still the results are consistent; very friendly people, everywhere you go, and no-one in a rush. (That includes the refuellers, who still hadn't shown up, 15 minutes after "No problem, we'll be there in 2 minutes". But it didn't matter, there were 2 other GA aircraft on the field, and I got chance to talk to both the owners, while they waited as well).

WANTED / FOR SALE - Dave Sawdon

WANTED - Spare battery pack for a Garmin 55AVD (other models may fit). FOR SALE - Standard Square Protractor - Akerman plotter (Hinged scale combined with mini-protractor) Dave Sawdon 246120

What happened to ...? Irv Lee

Tony Molloy

(ed: Tony started off learning with me last year, but his job took him out of my reach before 'solo' despite his fast learning curve. He's in South Wales now for a while, and this was a quick update:)

Took an Aztec into Turweston to check out the British GP, don't know if you went, it was like something out of Apocalypse Now. Got my Multi at the end of last year, IMC over Christmas. Bought a 5th share in an Arrow which is good fun and cheap at £45/hr. Hopefully should get my Night sorted this weekend or next (it's difficult working away, when the plane is down here the weather is crap (good for IMC hours) and at home Barton doesn't have lights.) I was going to go for a BCPL/IR next but have been advised to go straight for an ATPL as the amount of work to be done isn't significantly more. Not sure which course to follow, full time or home study though.

Eric Evers

Remember me? I took the early retirement from Greenock in Nov 1994. I decided very much 'at the last minute' within a week of the leave date so I had a week of hell trying to wrap-up in a decent manner and did not manage to send out a farewell note to my friends and colleagues. (I bet there are some who do not realize that I have departed the treadmill). I have kept in touch with Chris Thompson.

Well at last I have got myself on to the Internet and it is just like being back on VM. I signed-up for AVNET at the Cranfield Rally; then it took me a couple of weeks to organize a modem. I phoned Chris to get his address and he sent me yours and a few other useful addresses (Including the club's Web page. I finally got my PPL with a concerted attack at the Fife Flying Club in a Katana during April and May. The last item, clocking up 1:15 of solo navigation, was completed on Jun 6th. It took the CAA 6 weeks to do the paperwork BUT I have IT!

I would like to keep in touch with the members of the IBM Southants Flying Club - I had the pleasure of getting to know quite a few of you at various events. If I ask very nicely would you put me on distribution for the Newsletter. I promise to make a contribution from time to time! That's all for now from Eric Evers (one day I will add a clever graphic or a deep and meaningful statement to this 'signature - but not today.)

GPS - Brian Mellor

Every now and then I reproduce something from the internet, which may be of interest. The following is an account from someone who visited Oshkosh, and attended a seminar given by the FAA, on the outlook for nav equipment required in planes, a few years from now. Basically, it seems, the FAA intention is to junk all the NDBs, VORs, ILS, and rely on GPS (satellite navigation). This doesn't mean that the rest of the world will follow suit, especially our CAA. Note that GPS approval comes in two flavours; enroute, and approach.

Abbreviations: (from memory; beware)

TSO Technical Standards Order xxx (an official FAA approval of installed equipment)
RAIM ?? ... autonomous integrity monitor (ensures that received signal is good)

extracted from the internet:

1. FAA will probably NEVER certify any handheld units for IFR (including enroute) use. They simply cannot meet the TSO standards that the FAA is requiring (including the annunciators, RAIM, and required lights).
2. Current time tables for obsolescence:

Lorans will probably be decommissioned by year 2000 (a few said as early as 1999), because the organizations that pay for Loran cannot afford the cost of maintaining it.

The FAA is currently considering allowing the use of an IFR GPS for the functions provided by an NDB and DME (ie, on those charts that say "ADF required" or "DME required"). Currently, if such a statement is present, you CANNOT fly the approach if you don't have an ADF/DME. The expected time table for this change is the next 1-2 years.

NDBs, VORs and ILSs are being phased out around year 2005 to 2010.

Current TSO 129 IFR GPS's will continue to provide usefulness for many years to come. So if you're waiting for the newer IFR GPS's for some time in the future, you're probably just

wasting your time.

WAAS IFR GPS's (TSO 149, I think they said), should be available in 2-3 years. They're expecting that WAAS will be functional by the end of 1997...but it's a government organization, so expect delays.

3. The expected look of an IFR private airplane:

Today: 2 VORs, 1 ADF, 1 ILS, probably a GPS and/or Loran and/or DME.

Tomorrow (ie, 2-3 years from now): 1 TSO 129 IFR GPS, 1 VOR/ILS, probably also 1 TSO 149 WAAS GPS (note this is in ADDITION to, not REPLACING the TSL 129 GPS).

Future (15-20 years from now): 1 TSO 129 IFR GPS, 1 TSO 149 WAAS GPS, probably a THIRD GPS that handles LAAS. (for those who don't know, WAAS stands for Wide Area Augmentation System and includes DGPS and Cat III approaches; LAAS stands for Local Area Augmentation System and handles Cat I and Cat II approaches...the kind that the airlines use right now).

4. What about backup systems? The FAA is considering this question and has three possible solutions to the backup system. They have NOT decided which of these will be used yet, so don't assume any of them yet:

* Use GLOSNASS GPS system as a backup.

* Use Loran as a backup (yes, this means they'd have to fund Loran beyond its expected life of 3-4 years from now).

* Use VOR/ILS as a backup. They are considering keeping about 20% of the VOR/ILS systems functional beyond the expected life of 10-20 years from now.

5. Electronic Enroute charts? Yes, they are here today! Remember Mentor Plus? Well, the product was sold to its competitor as of three days ago. Jeppesen now owns all the rights of Mentor Plus. According to Jeppesen, it will provide an upgrade path to its newer Electronic Enroute Chart product, announced at the Oshkosh as JeppView (I noticed that they didn't specify the costs of upgrading though....I don't know if this was intentional or not). JeppView definitely looked nice. The FAA's view on Electronic Enroute Charts is the same as always: It is the responsibility of the pilot to get all the information required for the flight. If it can be done with no impact on the flights, then go ahead and use it.

For me, getting a "trip kit" of charts that I'll need on paper prior to flight (from JeppView) seems a viable approach, then just keep paper versions of other potential charts somewhere in the plane. Using a laptop, even with a portable printer, in the airplane is still not what I consider a "safe" method. Sometime in the future, I may reconsider this position. (Listen to me, I'm a programmer with FIVE computers at home and TWO computers on my desk at work, and I still don't quite trust computers???? Must be something wrong with me!)

and on a similar theme from Dave Sawdon:

SATNAV IS HOT, NAVAIDS ARE NOT FAA Administrator David Hinson has approved a GPS transition plan that will phase out most current ground-based navigation systems by 2010 and some even sooner. The agency's plan means the end of Loran-C, Omega, VOR, DME, ILS, NDB, and marker beacons. Loran-C will be available until the year 2000. Support of Omega will be discontinued at the end of next year. Augmentation systems to enhance GPS accuracy and integrity

are expected to be in place in five years, the FAA said.

C172 Syndicate at Goodwood - Gary 'q-jumper' Jones

I have an 'ad' which may be of interest to one or two club members who are resident in the 'east' of the area. The 172 group I belong to is short of a few participants, so if you could add this to the appropriate spot in the newsletter, it would be appreciated.

GOODWOOD 172 GROUP is a small, well-run group at present flying out of Goodwood have vacancies for a few new members. The aircraft is an immaculate C172 with a full IFR fit and virtually new engine. This is probably one of the best 172's on the South Coast and has been carefully hangared and maintained by the present owner since new. No share money is required and further training for PPL's is available at very reasonable rates. Members currently pay an annual fee of around £75 plus a monthly STO for £65. This allows you to fly for 10 hours in your membership year. Only landing fees are extra. Fuel is included at Goodwood rates. Availability is very good. Anyone interested in this scheme should contact Paul Hollands on 0181-948-4585. Alternatively, call Gary Jones initially on 01903 882617 or 100573.2705@CompuServe.com

Airport Meetings - Dave Ashford & Irv Lee

Just a quick reminder that the monthly social evening at Southampton airport is the last Wednesday of the month, at 20:00 in Bewley's Bar.

Also, there is a general call for G.A. users at Bournemouth to attend an evening on Wednesday 18th September at 1915 to hear 'future plans' - main terminal building there, on the raised floor.

CRT News - Chris Thompson

Just a few lines on recent trips:

I have had several opportunities to fly the Cub G-BCPJ from Popham recently. It is partly owned by one of the members of the Auster group and is quite different to handle. I thought the Auster was slow but LG is like a Porsche compared to PJ.

We took it down to Farway Common to see Terry Case when the Devon Strut held their fly-in there a couple of Saturday's ago. No other IBM planes were seen at this lovely "four runway" private airfield.

I then took LG into the the Farley Mount strip for their BBQ afternoon the Sunday before last - again no IBM planes and the weather was great. Finished off the day with a cruise along Portsmouth and Wittering beaches.

Last Saturday we took the Cub to Old Warden for a Vintage Piper Aircraft fly-in, expecting to see John Akerman and David Cooper-Maguire's old bird but no joy. We then hopped over to Nuthampstead to an ATC Bank Holiday weekend camp and gave some of the cadets some air-experience rides. We then had to avoid the mother and father of a storm to get back to Old Warden before they closed to get enough fuel to get back to Popham. The trip back was interesting at 65mph into a 25kt headwind and an enormous line of storm cells around the Luton and Dunstable areas. Luton were very helpful in telling us where the greatest storm activity was but never once did they manage to pick us up on their radar so it was all done with us having to give accurate position reports all the time. (ed: hmmm.. nothing to do with you being below the tree line?) It took us 1:45hr. to get back to Popham and sometimes we were travelling 50-60 degrees away from our required track to find the gaps in the rain - very "interesting"! Chris

Oh Yes You Can (Oh no you Can't!) - Irv Lee

A cautionary tale or two, to show how difficult it is to pick your way through the legal minefield that the CAA have sewn around aviation. Here are some true stories that have come to me very recently where people have tried to do their very best to get the right information and have failed miserably and nearly put themselves in a position where they could be taken to court. Anyone have any more?

1. A friend phoned me up this morning, very keen to tell me he was thinking of crossing London from West to East along the Thames. He'd phoned the Air Traffic Controllers, and they were quite happy to give him a clearance, and did I realise it was 'all legal'? Well, I had to dissuade him, as he was thinking of doing this in a Cessna 150. What's the problem if the Controllers will give the clearance? Well, unfortunately it doesn't matter if you do get an airspace clearance, the CAA will still prosecute you the pilot for doing this route in a single engined aircraft. They don't recognise the Thames as a proper place to 'glide clear' of London if you have an engine failure, so they haul you up in front of a magistrate where 'but I had ATC clearance' has been shown in the past to be no defence. You might have had the clearance - they had no reason to refuse it - but you should not have asked for it in the first place!
2. A friend wanted a change from Le Touquet, Calais, etc for lunch, and he noticed the little airfield not far from Le Touquet, called Berck sur Mer. ("Berck" is the word my French Goddaughter uses as an expression of distaste, so I've no idea what the place is like!) Anyway, my friend phoned Customs in the UK, and was told - of course you can go to anywhere in France - you can come in to any airfield in the UK now from France - it's the same over there. He filed a flight plan and no-one objected - he flew over and after speaking to Le Touquet gave them his destination and frequency change, and landed at Berck - to be met by a man who told him the authorities were after him for landing there and not at a Customs airfield. He quickly got back in the plane and 're-landed' at Le Touquet and presented himself to Monsieur Le Douanier for a public flogging. I wouldn't like to be the pilot who takes that aircraft to France next time! They remember registrations!

So what was the problem? Up to a couple of years ago, you had to land at a Customs airfield when arriving in the UK from France. Nowadays, because of the 'opening of frontiers' in the EU, you can fly to the UK from France and land at any airfield or farm strip providing you have given 4 hours warning to Customs here. However, because the UK have refused to sign the "Treaty of Schengen" abolishing frontier controls, the French have tightened up the border with the UK, and where-as it was possible 2 years ago to give 24 hours notice of where you wanted to land in France, nowadays you MUST land at a customs airfield - even if they have gone home for lunch and all you do is look for them, give up and continue.

3. Someone I know with a Commercial Licence phoned up the CAA (Flight Crew Licensing) to ask the specific question as to whether he could now take an aircraft that was on a public transport C of A (eg: like we use to instruct in) and do 'pleasure trips' for money. The CAA in the form of FCL were absolutely definite about this - "YES, of course you can, that is what a CPL is". Fortunately the pilot was told by another friend that this was nonsense, and phoned a different department in the CAA who look after 'AOC's (Air Operators Certificates) and posed exactly the same question. The reaction was total horror - 'NO of course you can't - the operator of the aircraft must have an "AOC"' which of course costs thousands of pounds and is subject to an enormous number of conditions, inspections, documentation, etc etc. On being told that their neighbouring department had said it was OK, they said they were technically correct, you do need a CPL and a plane on a public transport C of A, but they just hadn't bothered to mention that a prosecution would follow if the operator didn't have an AOC as well!
4. And I'm guilty of this as well - in the past 2 newsletters I have pointed out that IMC holders can fly IFR approaches, departures, and transits in "Class D" airspace - what I omitted to mention was that the aircraft has to come up to a certain standard of instrumentation too. I haven't got these to hand right now, but it is quite comprehensive. I'll try and find the list for

next newsletter, or try reading the A.I.C. on the subject and see if that goes into detail. Locally G-PORK and G-AZWD certainly fit the spec, I'd have to check on the Fuji.

Bagby - Irv Lee

We were made very welcome at Bagby in North Yorkshire (2 miles out of Thirsk on the York road) last week whilst we were driving around the Dales and Moors. Bagby is easy to see when passing by road, but difficult to find when looking for the way in. Just the way they want it, they tell me! It's a grass strip 550 metres, with a slope, so it can be 'more', effectively. The airfield keeper (owner?) Phill, welcomed us and even invited us to the Tuesday evening club 'meet' that night. Teas were only 20p, large slabs of apple pie were 60p, and in the evening we found that a pint of good beer (there is a choice) and a large tumbler of white wine came to just over two pounds! I noticed a Seneca there, and Phill made some comment about its arrival the day before. "That bloke - came up from Bristol on business - thinking more of his business than his flying - touched down two thirds of the way up our strip and didn't go around - he ran through the gap in the hedge into the next field and then had to taxi back". I commented how fortunate that there was an overrun and was told that the strip could be ten times as long but the guy was one of those "computer ****heads" travelling on business so he would have landed in the last 200 metres anyway no matter how long the runway.

I somehow forgot to mention either then or that evening that I was Chairman of the IBM Flying Club. Interestingly enough, Richard Valler tells me that Pooley's gives a very cheap landing fee for aircraft at Bagby UNLESS they are on business trips, in which case it is multiplied by about 10!

There was a variety of aircraft there, including a Fuji 200 which has been for sale for about a year, and also, the following specific advert as my 'payment' for a good evening's natter and cheap booze. Cessna 172 (G-ASWL) - 2050 hours, Good avionics fit including 2 comms, DME, ADF, VOR/ILS Transponder, Intercom, and they all work well! The asking price is £20,000 including VAT, and there is a spare engine for what I seem to have noted as £1800 (no vat), but that was after a few pints. Anyway, Tom White or Peter Odling would be happy to hear from anyone interested: 01845-597536 or (mobile) 0973-255616.

So it's a good friendly place to go if you are passing, providing no mention of being on a business trip if you land there, and certainly not any interest in computers!

A Good Aviation Pub - Irv Lee

I know a few of you have sampled Turweston Airfield, just north east of Brackley, and support the owners after their 5 year fight to open it up for G.A. use. Mrs Ed and I called in (driving) on the way up north for a cup of coffee, and learned that the owners now have a pub. Its opening night was to be 6 days later, the evening we drove back from Yorkshire, so it looked like an obvious stop-off.

We called in last Saturday evening - super old farmhouse conversion, the sundial had '1622' on it, which was either the date or a medieval digital sundial which doesn't work any more. There is good beer, excellent meals, and plenty of company, mostly from the airfield, and for the opening night only, the food was free and help-yourself from a buffet - enormous Hams, Legs of pork, a beef joint, all to self-carve and then cover up your embarrassment on how much you had with a variety of salads.

They are now open for drinks and good food, but accommodation might be quite a while, if ever. The interesting thing is its position, which makes it ideal for travellers on the M40 between Birmingham and Oxford (eg: returning from Warwick or Manchester to the South Coast) or from the A43 link between Oxford and the M1. Give it a try - the pub is called 'The 3 Conies' and it is in the small village of Thorpe Mandeville (check your road maps, about 5 miles north-east of Banbury, or 7 miles West of Turweston Airfield). You can get to it very easily from the Banbury turn off the M40,

without going through any towns, (you turn away from Banbury), so even if it is 4 miles off the motorway, it is a trouble free 4 miles. If you are coming down or up the A43 you'll see the 'B' road cutting across to it on your map. Well worth spreading the word as a good break-the-journey place for all. I guess they might run a shuttle over to the airfield around lunchtime, but I didn't ask. (I don't talk with my mouth full!)

French Leave - Gil Collins

Last year I found that an ex-IBM friend had a farm house in the Dordogne that had a swimming pool, large lounge and kitchen, and sleeping accommodation for 10. A brief review showed considerable interest so I booked the place for June at £560 per week. There were 10 takers but Bob dropped out, "not enough leave" he said. ??????? Must have been all those weeks in Spain last autumn. (ed: He's seen through it Bob, tell the truth next time!)

Well tough on Bob he missed a great holiday, and a multiplicity of rare birds that we found tucked away in hangars at almost every airport. The final party was Margaret and Gil (author), Brian and Eileen Mellor, Paul Goodman, John and Debbie Butts, John and Linda Taylor. On the appointed day the ground crew set off, John and Debbie choosing the route that was not picketed by the French farmers and Gil choosing the one that was. Result, someone was stuck on the ferry for an extra 4 hours and didn't make the appointed resting place for the night. The air round the ferry was blue. This meant no breakfast and setting off at 5:45 am to reach the farm at the appointed time. Hold ups on route meant speeds of up to 110 knots were reached on the autoroutes, to no avail as the farm proved difficult to find by road (and by air). Hence I arrived about half an hour after the Butts we eventually got keys and moved into the best two bedrooms before driving to Bergerac to collect the fliers in G-XK and G-ZERO who were already into the beer ! There were no problems but Paul was whacked after doing the whole flight on his own.

After a rest and a quick swim we went out to an excellent restaurant for a degustation. The meal was great and was only spoiled by Paul importuning the waiter every 5 minutes for the Euro 96 football score (v Spain). When England won he was seen to kiss the waiter and offer him anything he wanted. This, we thought was going a bit too far. The French also won their match and there were fireworks, hooting and much excitement on the way home.

On Sunday we lazed around the pool and waited for the CFI to arrive. He passed overhead and John B set off to pick him up. During the afternoon there was an event at the next village. We went to see the balloons go up but they did not, several of our number invested money in guessing the weight of a smoked ham, all in vain as we went before the end.

There was then a cross country exercise led by the family Butts. This was INTERESTING as it seemed to consist of driving up and down the same roads and a lot of turning round. Finally, when we got to where they were aiming for, it turned out to be the wrong place. Next time forget the Dead Reckoning and use the GPS.(ed: and hope there are no bends in the road!)

In the evening there were Table Tennis, Boules, Swimming, and Scrabble world championships won respectively by Debbie (much to the anguish of JB), Gil (they were his boules), le Roi, and Eileen. This was followed by much wine tasting and a superb barbecue by le Roi. (ed: A reference to Mr King, I assume??) We all slept in the following morning. About 11: 00, when everyone had surfaced and eaten what each considered to be breakfast... ..all different, it was decided to go to Domme, a fortified town on the Dordogne or Doing, as the airport was only 3km from the town. I flew WD with the CFI. " No plan or lines ", I said, " just follow the river." " Seems OK to me," said the CFI... proves he was on holiday.

(Ed: Well, will they get there?? - find out next time in the continued Collins guide to the Dordogne.)

Finals - Irv Lee

Well, sorry there was no August newsletter, but I had some time off and disappeared into various time warps in various countries - no flying, other than a scheduled Deutsche B.A. one to Berlin for a long weekend in the wilds of what was East Germany - very relaxing.

BBQ

Once again we had a great evening in late July - I don't know how the weather was arranged to be so good, but it helped a great evening. Many thanks to Denis and Ann Howe and Jim and Jeanette Hull for all the work, as well as Jeff Moreland for coordinating replies and anyone who made up the side dishes.

Young Eagles (Popham, Saturday 14th September)

My Rutan Colleague Stephen Bowers is running a PFA Young Eagles Day again at Popham this coming Saturday. If you could offer even one short flight at no charge to any boys or girls, please do so, it stimulates the future of G.A. to catch them young! Contact me for his home number, or try Popham for details of the official event contact number. (This reminds me - there is still a Rutan share for sale!)

Bob's Newbury Races

Bob doesn't seem to have had an replies for going to Newbury races on September 21st - please get in touch if you are interested - everyone had a good time last year.

Safety Pilots

If anyone has any written 'rules' on what safety pilots are officially in CAA eyes, can they quote them to me or Bob? Also, a CPL/IR friend David Hepworth is kicking his heels at the moment whilst he does his ATPL resits, and would like to cure his boredom by riding shotgun with anyone who is going somewhere where they either need a safety pilot or an instrument rating 'in reserve' in the right hand seat. He's a pleasant guy for a partner, contact him on 01962-886389 if you need him for any trip, or as david_hepworth@msn.com

Corrections to the New Southern Chart

According to GASIL, there are some corrections to the new Southern Chart - a couple of danger areas showing that shouldn't be there for example. One is in D148 within the Blackbushe ATZ, the other is D150 at N51.36.30 W001.37.73 - this news should be of interest to all of us except the 'GPS Straight Line-ers' who of course just fly straight through danger areas anyway without realising they are there. In this case, these danger areas aren't really there anyway, despite what the chart says.

Other amendments are that the Biggin Hill VOR is depicted on true north orientation ON THE CHART, so make an allowance for 5 degrees west when comparing readings to the map. Lee on Solent no longer has an ATZ but is active with at least gliders. Fleetlands just north east of it now has the ATZ, and I suspect it is designated 'government' so there is an assumption of 24 hour operation, but I haven't seen anything to either way on that, just that the ATZ exists.

Subsidies

We have the benefit of subsidies flying for members who are prepared to undergo a quick checkout with any instructor in any club. Details are in previous newsletters, and the subsidy is real and not trivial. However if the subsidies are not claimed or wanted, then we will lose them - we cannot put in

budget plans for 1997 subsidies if people are not going to take advantage of what can be a free flight, judging by the prices Dave advertised in July. So far we have only had 3 claims - it would be a great shame to lose this feature, as we are unique as far as I know in offering bribes for safety checks flights, but we will lose it if it is not used. If you have no idea what these subsidies are please contact any committee member or check the June or July newsletter. They are available to all full members. Also, don't forget we will pay your August Middle Wallop fly-in landing fees, or for any other IBM fly-in/fly-out agreed in advance.

New Members

Someone - either Dave S or Dave T, suggested we should have a brief welcome any new member joining, and perhaps a few words about what they are 'into' or what they intend to be involved with in future. Sounds like a good task for the Secretary to me, so I hope it was Dave S who suggested it. We have a new member, Jane Male, so welcome!