

# IBM Flying Club Newsletter October 1996

## Start Up - Irv Lee

Congratulations to Jim Hull - not so long ago he got his PPL (D), and now, as you read this he should be opening a package from the CAA with his PPL(A) inside - they are very slow at the moment though - perhaps we should be paying them more than the 183 pounds (300 dollars) for its issue, as it obvious can't be enough....

Note further down quite a few events coming in the next month... the enormously popular Flour Bombing at Middle Wallop on the 12th October, (fall back date the 13th), the proposed Brooklands fly-in (13th Oct), the IBM Day at Old Sarum on Oct 20th, and please support the Talk at the Hursley Club on November 1st by Capt. Vic Hodgkinson on the early BOAC days.

## Flour Bombing at Middle Wallop Oct 12th (or 13th) - Irv Lee

Again we are invited, by plane (or by car to crew the planes on multi-sorties) to the Army Air base at Middle Wallop, Hampshire, to partake in the annual Bombing Competition - this is immense fun for both pilots and passengers, dropping flour bombs at a target from 100 feet, and even has CAA approval. The date is Saturday October 12th with a weather fall-back on the 13th. Please let Norman Luland know you are coming for an 'arrival brief'.

The usual brief is an overhead join, Air Traffic will be manned to give you one of the six "runways", and all circuit directions avoid flying over Middle Wallop village on the mid-west boundary of the airfield. Frequency will most likely be 122.1, but could even be 126.7 (CFI please note!) but Norman will let you know plus any changes to the standard brief. Call him on 01962-863393 day or evenings. If you can only hire a plane for 2-3 hours, let him know so he can get you in, bombing, and out again in time.

## De-de-de-de-de-dERRRR (Fanfare for "IBM DAY" Old Sarum Oct 20th)

```

*****
*****  IBM  FLYING  CLUB                      SUN 20 OCTOBER 96  *****
**
**      END OF SEASON IBM FLYING PARTY AT OLD SARUM (SALISBURY)      **
**                      SAFETY SUBSIDY and AEF DAY                      **
**
**      AIR EXPERIENCE FLIGHTS AVAILABLE - AUSTER, FIREFLY, SENECA, ... **
**      (Chris T. is bringing G-ARLG for you to try it out) Whilst there **
**      IBMer MEMBERS CLAIM YOUR 1996 SAFETY SUBSIDIES!  £30, £50, £80! **
**      AIRCRAFT AND INSTRUCTORS ON HAND TO MAKE IT EASY FOR YOU      **
**      NON PILOTS CAN HAVE £30 TOWARD SAFETY PILOT FLIGHT              **
**
**      FREE (MULTIPLE) LANDING FEES!  FREE FOOD!  WHAT ELSE DO YOU WANT? **
**
**      Fly in or drive in, but get yourself a seat! Flights for all!    **
**
**      Requests, bookings, your a/c and crew details to Jon          **
**      ABSOLUTELY ASAP, PLEASE!!  Supply will match ADVISED demand!    **
**      Organiser Jon Butts  01962 815779 wk 01489 880573 hm            **
*****

```

Hope to see you all on the 20th, but thanks to everyone who arranged and took part in this year's fly-outs, its been loads of fun! Most PPLs don't get such good excuses to go flying, so I guess those who haven't made it out this year have been just too busy, or aren't getting much flying of any kind these days. Next year we're already expecting invites to the RAF Cottesmore Families Day, Sandown

Aviation Museum and "NERC". If there's a place you are interested in flying to, why not invite the rest of us, and have the landing fees paid by the club? Excuse Ed's inevitable comment in previous sentence. (ed: Wot?)

### **Pilot Mag - Jon Butts**

Finally, the 'overcast at 100' over the PILOT subscribers I hope has cleared - sincere apologies it was MY fault that the September Pilot Mag was a month late, sorry! (Any non-PILOT subscribers fancy a club fly-out to Rio?) Sorry too to Paul and Jeff! Anyone not realise we get PILOT mag for 33% off and it usually arrives at the same time as the shops have it?

### **Cheap(er) Flying at Popham - Dave Sawdon**

Get in touch if you want more info on any of these:

- OPTION 1

If all you want is cheap flying you may be interested in G-PRIM. It's a Tomahawk that goes as well as any Tomahawk but looks rather tatty. The costs are £27.50/hour chock-to-chock, £26/month, £200/year.

- OPTION 2

If you're prepared to pay a bit more per hour for a tidier Tomahawk then G-BOCC is also available for £55/hour with no other costs.

- OPTION 3

If you don't like Tomahawks then howsabout a C150 with an airways fit for £55/hour with no other costs?

- OPTION 4

If you want a (little bit) more umph then howsabout a C152 Aerobat for £55/hour with no other costs?

- OPTION 5

A share in either a Vagabond, Tripacer or Rallye. Share cost around £1200 and around £34/month. Vagabond £20/hour, Tripacer and Rallye £34/hour.

### **Thank You- James Mason**

I recently found an old cheque book which included payment for a trial flying lesson that I had with Flight Preparation in February 1988 in a Grumman Cheetah. I also remember a lunchtime meeting with Chris Thompson in Hursley about the IBM Flying Club and little did I know that over eight years later I would get my PPL which I received several weeks ago from the CAA. There are quite a few people within the Club that I would like to thank for their help in getting me to this stage. Most of all I would like to thank Brian and his family for all their help since 1994 when I started my training. They also made sitting the ground exams a pleasure since I cannot remember having tea and cake before sitting any other type of test before and it was certainly a great stress reliever!

I would also like to thank Irv for his considerate help and advice during the latter part of my flight

training at Thruxton. There are also many members of the club who provided help and encouragement along the way and I would like to express my appreciation of their support and hope that I can make good use of my license in the future. Again many thanks!- James

### **Low Cost Radio- James Mason**

I recently came across a very low cost airband radio which is quite handy for the flight bag. It receives airband AM and FM broadcasts and measures 3.25in H x 1.25in D x 5.25in W. The radio is made in China and runs of 2x HP7 batteries powering a small internal speaker with an external earphone socket. This little radio only costs 7.95 pounds but I have found it to work quite well, at home I can receive Southampton ATIS ( I am about 3 miles from the airport ) which I cannot get on my Yasu FT-530 transceiver which cost fifty times as much! As one would expect the audio is not brilliant but the radio is perfectly usable and is convenient to have permanently in the car or flight bag. They are available from Stewart Aviation, PO Box 7, Market Harborough, Leics, LE16 8XL ( P&P was 1.50 pounds and their telephone number is 01536 770180 ) (ed: Let's buy Osprey one for Xmas)

### **Overheard**

Clare has obviously told too many medical stories in the past judging by what happened when she tried to tell an aviation one:

Nursie to Mrs Ed: I've told Irv that he can expect someone I know to book an hour with him but she's so big and heavy he's going to have to be careful which side he puts the fuel in.

Mrs Ed (astounded): Pardon?  
 (Clare repeats what she said)  
 Mrs Ed: Oh, 'fuel' - I thought you said 'fluid'!

#### **and another**

Clare to one of the 'Osprettes' (the girls behind the desk at Osprey, the G.A. H. Osprette: There's only one runway here.

and another Irv: You could tell how chilly it was at Southampton that morning we went up to Bruntingthorpe just by looking at the girl behind the desk at Osprey.

Clare: You mean she wasn't wearing a bra?  
 Irv: I mean she was wearing a ski-jacket!

#### **and another**

Mike, the Clubhouse cook had just delivered Bob his usual plate of chips.  
 James M.: "OK Clare, I'll have to take you to the Little Chef."  
 Clare: "Yes, I think I could quite fancy a little chef"  
 Bob : "Mike come back, your luck is

about to change". (ed: yes, but which way?)

### **Gliding Lesson- James Mason**

On a recent trip to the U.S. I was fortunate to be in Vermont over a weekend and found out about glider flight instruction at Morrisville-Stowe State Airport which seemed like an opportunity too good to miss. The weather was excellent with clear skies and temperatures in the 80s as I set off for the airport which is situated on Route 100 towards the Stowe skiing resort. The folks at Stowe

Soaring turned out to be very friendly and they were able to give me a trial lesson with what turned out to be an hour of briefing and a 45 minute flight. They seemed quite used to people with previous flying experience but non in gliders and in fact my instructor, Greg Bean, told me that he had only started flying gliders two years ago after working at the airport for ten years and being a power pilot. We flew in a Krosno KR03A which is a two seat glider, the company also has larger gliders with which they operate sight seeing tours and there was also at least one motor glider available as well. Some interesting differences in the glider instrumentation was the altimeter with the pressure settings in inches of mercury and although there was a balance ball this was not used, instead there was a string indicator which was taped to the front of the canopy which proved a much more accurate indicator than the balance ball. After the preflight checks, we wheeled the Krosno onto the runway and a Piper Pawnee taxied up for the tow and soon we were off down the runway and lifting off.

Greg covered towing quite thoroughly in the preflight briefing and the importance of keeping right behind the towing aircraft keeping the three wheels of the tow in line as an indicator. The joystick took some getting used to but I managed to keep the glider in roughly the right position until we reached 3000 feet and I pulled the cable release and we were on our own. The Krosno stalls at around 40 knots although the stall is nice and docile and we spent the first few minutes flying at around 45 knots towards a nearby ridge. The main part of the lesson was experiencing ridge soaring and trying to manage the altitude of the glider. I found flying the glider very interesting and challenging, especially the rudder control which Greg mentioned was normally a problem for power pilots not used to flying in gliders. However when things went right it was very satisfying, on one occasion we went from 2800ft to 3300ft using the ridge lift. The view was also excellent from the Krosno and there was quite strong winds that day which probably gave us a groundspeed of just above 20 knots in places. Heading back to runway 19 at Morrisville, we reached 70 knots in the descent and joined the circuit with another glider on finals. The speed in the circuit was 55 knots and on the base leg, Greg took over to demonstrate the landing, there is no flare in the landing process and once on the ground we quickly came to a stop helped no doubt by some sticky substance that had recently been used to fill gaps in the runway surface and which was transferring itself quite effectively to the Krosno's wheels!

Having never been in a glider before, I thoroughly recommend having a go and if you are ever in this area then Stowe Soaring in Morrisville ( T: 802-888- 7845 ) is certainly an excellent place to try it, my session with them cost 80 dollars.

### **Southampton Jump- Brother Tony**

If you know Southampton Eastleigh you will know Osprey Aviation... a couple of weekends in September five people were spotted putting on both lifejackets and parachutes and climbing into an old Seneca from which the door appeared to have dropped off. Bad Maintenance?, No just Mr Ed's brother again plus four colleagues with a scheme to get into the Southampton Boat show for free. Each weekend the Skydiving Spectaculars Freefall Display Team were jumping in to open the show - it is right on the main approach to Southampton a couple of miles out so it is the kind of thing that empties the Valium bottle in ATC.

Anyway, with Plan "A" being a landing on a 12 x 8 meter pontoon in the sea, and Plan "B" being to skip that bit about the Pontoon, there was some pretty good incentive for accuracy. In that case, none of this wimpish holding hands on the way down, just step out at 3500', do a 10 second freefall and pop the 'chute.

Just for the record, the members of the team are just the type of people you would like to see ditched into the oil/petrol/water mix that makes up Southampton docks - you may know Ian Smith, an ex-IBMer from Havant plant ( 1200 jumps but definitely staying dry by being commentator on this one), the others, in order of general professional unpopularity are:- A Solicitor, A Car Salesman, Two Computer People and a National Grid High Voltage man. (ed: reminds me of a joke: Heard

about the pilot who had a loaded double barrelled shotgun and could not believe his luck when he met Zaddam Houzzain talking to a CAA rep? The pilot found he only had 2 cartridges, so he shot the CAA guy with the first, then he used the second on the same guy just to make absolutely sure!). (If you wonder why I deliberately mis-spelled a famous name there, you have obviously no idea how powerful internet search engines can be these days!)

Next time you are flying, should you decide you would like to try stepping outside, then Ed's brother can be contacted on 100344.1240@COMPUSERVE.COM. He can also chat to you about day or night parachute displays for carnivals or whatever else you may get involved with. (ed: Stop Press - turns out my brother hit the pontoon every time. Two of the team missed on the very first jump which concentrated the mind as they then never missed again)

### **Nightmare in Florida (Feb 96) - Tony Molloy**

As Gail, the better half, was going over to Compuware, Detroit for a week on business I arranged to meet her over there for her last few days with a plan to head down to Florida for a week. The idea was to do a credit cards worth of cheap twin hours, taking in Niagara with a safety pilot and possibly the Bahamas from Florida. The latter would be put to Gail at an opportune moment (i.e. whilst pissed) as she is not the best of flyers. (ed: Bob was muttering about differences between the UK and USA in the last newsletter - he forgot about language oddities - Western ex-Colonials please note that this means 'drunk' - we add the word 'off' when we mean 'angry')

Detroit is not the friendliest of places (I was nearly arrested for loitering with intent to purchase a pizza.) If you haven't been, watch Robo Cop, it was based there....! I couldn't find any small twins around NW Detroit.

The only ones that came close were around \$200/hr with a safety pilot. I got checked out in a 172 at Oakland Troy one evening and pottered about at around \$60/hr with a view to Niagara Falls the following day. The weather put a stop to that one but I had enjoyed the checkout and picked up some good experience.

Brian had put me on to Tom McGee in Winterhaven, between Tampa and Orlando. He had a Twin Apache at \$100/hr wet and solo. A quick check out and she's all yours! Bahamas? No problem! You want it for two days? Take it for the week! I'd been in touch with Tom for a good few weeks before we left the UK and unfortunately the plane wasn't going to be ready. He had replaced the starboard engine but was still waiting for the port. There was an Aztec at \$115/hr but that was in for its Annual. Tom put me onto Ocala Flight Centre about 80 miles to the north of Orlando so we headed up (from Tampa) to Orlando for a couple of days in Disney.

I phoned Ocala, who would do \$100/hr wet and dual in their Apache, and arranged to be there early the next day. I dragged myself out of bed at 7:30 the next day by the scruff of my neck and headed up to Ocala. On arriving I was told that the plane would be ready in half an hour. An hour later I headed off to the Apron only to be turned back by the CFI, 'They don't like people on the Apron!' Another hour later I wandered over anyway. To my horror I found one of the instructors (not an engineer in sight) delving around in the top end of the port engine. Nuts, bolts, washers etc., including a cylinder head cover, lying in the crap, on the tarmac. The CFI was 'securing' the under cowling to the engine mount with bits of old wire. 'Don't worry, I know this engine like the back of my hand, Shouldn't be long now!' I got my money back and legged it back to Orlando.

We called in at Tom's on the way back but I decided that I wasn't destined to fly that week and called it a day. I liberated a list of flying clubs and numbers from a local yellow pages, I'll send them on to Irv. I think it is best to phone a few fields well before your trip and qualify any caginess. Tom is definitely worth a call, you will probably be asked to talk to Jim (from Bristol?) who will pay to hear an English accent. (ed: I flew with him for my BFR back in June.)

One thing that a certain place in Texas was trying to tell me was that if you are flying as a co-pilot and actually contributing to the flying of the aircraft you can claim the same hours as the PIC and log them as P1. All a bit of a fiddle, according to Brian M. I'll hand over to him to explain - Tony Molloy

### **Some USA / UK Differences - Brian Mellor**

There are things about flying in the USA which we (UK pilots) find confusing. Like logging PIC (pilot in command) time. Here are some facts as they apply to flying on an American License:

- The person who must log the PIC time is the one who is the "sole manipulator of the controls". Assume there are two pilots in the aircraft, and one of them is practising instrument flying, under the hood; the other one is acting as safety pilot. By agreement, the safety pilot is deemed to be the pilot in command, since he is the one who must look out for other traffic, and take the controls if necessary. The pilot under the hood is the sole manipulator of the controls, therefore he logs the time. The pilot who is safety pilot *\*is actually\** the pilot in command, but because he is not manipulating the controls, he cannot log the time.

- Even a U.S. student on a solo flight cannot log the time as PIC (because a pilot is required to have a licence, to do so).

So only one pilot can be the *\*sole\** manipulator of the controls, so only one can log the time. An exception to this would be if the "other" pilot was a flight instructor, in which case, both pilots can actually log the time as PIC (assuming the handling pilot is qualified).

Finally, on this logging subject, I was told on one of my US check rides that there can be up to 3 people logging PIC; if there was an ATPL in the back, he could log PIC also. I think this may have been an obscure interpretation of the rules in force at the time, and probably doesn't apply now. However, I think also that the ATPL holder could be the target of a lawsuit in the event of an accident, in that it could be argued that he had the highest qualification, and should have used that to avoid the accident. Having read about some of the US lawsuits, the above doesn't sound too far-fetched.

There are also certain things about flying in the UK which confuse Americans. (ed: Like "Landing Fees"?) Like, anyone - even a student - can fly IFR. That is partly because many Americans seem to use the expressions "IMC" and "IFR" interchangeably. The other reason is, IFR only requires certain vertical clearance above the highest fixed obstacle either side of track, and flying at appropriate flight levels above 3000'; there is no need for IFR flight plans, instrument ratings, etc., like in the USA. Brian (ed: and another thing - the language differences - we all know the common ones, but they do seem happy to change words to what they want them to mean rather than what they do. I heard on a couple of occasions U.S. pilots saying they would be turning Base or perhaps Finals "momentarily". The words seems to be now in US Dictionaries to mean 'in a moment' when we all know it really means 'for a moment'. I can imagine some pedantic UK controller getting picky on this, and really confusing an American visitor: 'Oh, so you intend to turn momentarily - well why bother doing it at all?')

### **Brooklands Recommended- Dave Sawdon**

One of the junior Sawdons and I flew the Vagabond into Brooklands yesterday and had a really good day out, 'thoroughly recommended. The approach looks strange because a road and street lights have been built across the old runway, the bit that's left looks tiny because it's so wide - we only used about a quarter of it in a light wind. Brooklands was the birthplace of British Aviation and also car racing so is good to wander around. The museum itself has lots for aviation or automobile buffs, with several interesting aircraft to explore outside (I sat in the drivers seat of a VC10, Varsity and

Hunter). There's another fly-in next month.

## RAF Cottesmore (Next Year!) - Paul Eathorne

Irv, remember our new RAF pal "Max" at Bruntingthorpe the other week? As you may recall, I gave him a bit of a tale about the IBM Flying club and some of the activities its members get up to (no, didn't mention the duvet, cushions and cuddly toys in ZERO) and he suggested he could get us an invite to the RAF Cottesmore families day next June (actually should have mentioned duvet, cushions etc, etc, could have had a 'making families' day!) I think he was quite impressed at my tales of intrepid aviating and Adonis-like IBM Pilots ...then 'UK turned up and out popped Dash and Bob!!

## Herring Festival Dieppe (Nov 16th) - Irv Lee

I can't make it, but if you want to experience an experience, fly to Dieppe on this date and take a (50fr) taxi into town! We did it last year, and apart from Paul regurgitating a herring later that night we had a great time.

## Hang gliding - Cyril Stewart

(ed: a note arrived from Cyril at Hursley - external replies to him on 01962-818222 or internal notes to STEWARTC at WINVMD) I am interested in trying Hang Gliding. Do you know if the club arranges any Hang Gliding events. I have never done Hang Gliding before but would like to learn. Thanks for any info you can give me. - Cyril.

## Bob's Bits

Having just updated the Events listing for Irv, I've noticed the 13th of October looks good. I propose a trip to Brooklands and Popham as a fun thing to do (not having Brooklands 'in the book'), and as an Air Britain member feel obliged to support the event. I will 'organise' it. Call me with aircraft and seat availability.

## Who Goes Where?

I'm beginning to feel guilty. Events are organised (and landing fees paid for!) for the benefit of all members - but it is nearly always the same aircraft that turn up! What can we do to get the rest of you to join in? Is there anything we can do - places to go - that would encourage more of you to come along. Most of the days out have been excellent and it's a shame more of you don't come.

The days out are designed to cut the expense as we always share the flying. You pay only for the leg (s) that you fly. No fly - no pay! Passengers are welcome to come free, but priority is, of course, usually given to members who are willing to fly a leg or two. (ed: these events do wonders for bringing on the experience of our PPLs). Participants at this years' events (from memory) are as follows, showing where we went, the initials of the organiser, and the registrations attending.

COVENTRY	PG			G-BRTD			
ASHCROFT			G-ARLG			G-ZERO	
FRANCE	GC	G-AZWD		G-BHXX		G-ZERO	
LULSGATE	IL	G-BLMN		G-BEUK	G-BHXX	G-AVSF	G-ZERO
LASHAM	NF	G-AZWD	G-BEMB	G-BEUK	G-BRTD	G-AVSF	G-ZERO
OLD WARDEN	EM					G-PORK	G-ZERO
SCHAFFEN-D							G-ZERO
NEWARK	PE	G-BNHT	G-ARLG	G-BEUK	G-BHXX		G-ZERO
MID WALLOP	NL	G-JTYE	G-ARLG		G-BRTD	G-PORK	
NEWBURY	RE			G-BEUK		G-PORK	G-ZERO

BRUNT 'ORPE	NF		G-BEUK	G-BHXX	G-PORK	G-ZERO
COSFORD	JB	G-BLMN	G-BEUK			G-ZERO
N COATES	IL	G-BLMN				G-ZERO
MIDDLE W.	NL	TBA= Oct 12				
BROOKLANDS	RE	TBA= Oct 13				
OLD SARUM	JB	TBA= Oct 20				

**Drive-ins:**

Robinson 22	BM	6 members
W Drayton	DA	8 members
Iceland	RE	6 members
BBQ	DH	50??
Captain Vic	RE	TBA = Nov 1

**Sept LUSCOMBE FLY-IN Report**

The Solent Aviation Society celebrated its 15th Birthday with a Luscombe Fly-in at Popham on Sunday, 15th September. Being planeless I roaded in to what was a very good event. 24 Luscombes showed up, maybe 25, plus about 100 other types. IBM aircraft were, strangely, absent - but SATCO for the day was Chris Thompson, fresh from his stint at Middle Wallop.

**FL100 TEST**

Despite the CAA's insistence that I would get hypoxia at 'very low altitudes' MY medical advisers disagree, and last Monday I borrowed a machine that measures blood oxygen from Winchester hospital, and took it for a little ride in PORK. We would have taken 'UK but the object of the exercise was to ascend to 10,000 feet, fly around for a little while, and then come back. We weren't sure if we could take enough fuel for 'UK to get to 10,000 feet!!

**Cap'n Vic (Talk on BOAC Early Days, Nov 1st)**

A while back Captain Vic Hodgkinson came to the Clubhouse and gave a talk and slide show on his days on flying-boats. He offered to come back and tell us about his days with B.O.A.C. when he flew Argonauts, and Comets, Britannias and Boeing 707s. Well, November 1st - Friday - 1930 hours in the Clubhouse at Hursley, is the date and time for your diary.

**Newbury Races Report (subtitle - 'I gotta horse!')**

Three club aircraft attended - PORK, BEUK, and ZERO. The rule at the Racecourse is all landings from the East and take-offs TO the east, that is, no overflying the town. A ten knot tailwind didn't deter our lot from obeying the rules, nor an Antonov that arrived with punters from White Waltham, but a Cessna came in 'the wrong way' half way through the meeting. He was going to fire up and take off before the appointed time too, but Captain Fray stopped him from making a complete prat of himself just as he was about to shout 'Clear prop!' It's people like that who get flyers a bad name, and before you know it flying-in gets banned. I won a few quid, but as a group I think the bookies came out on top, and they will welcome us back next year! Best incident of the day was at booking-in. I went in accompanied by a Security Guard whilst the others waited outside, and was at the desk when a woman rushed in and shrieked 'They're all wearing jeans and tee-shirts!'. I just assumed she was talking about us and calmly told her we had no intention of going into the Members Enclosure, but we were to go down to the Boonies with all the other scruffs. The look of relief on her face.....

**Bruntingthorpe**

The day after Newbury the same three aircraft plus BHXX departed EGHI at the ungodly hour of 0930 hrs heading North to Bruntingthorpe. We had a shuffle round of crews this day. It was Elliott, Lee, and Ashford in UK, Mr and Mrs Flint, Eathorne and Kevin in RK, Margaret and King in XK,

and Butts, Goodman, Fray and John the refueller in RO. The Brize Radar controller wanted to know what was going on when we were the fourth aircraft in a few minutes to call routing Southampton - Bruntingthorpe! He needn't have worried. Apart from us the only other inbound was a Lance which was owned by the guy wh was going to drive the Lightning. Excellent service from Brize, as usual, though, from well south of Popham all the way up to Silverstone. I've never been to a show where there was no flying before! It was advertised as a 'Fast Taxi Day' and there sure was a lot of people to see aircraft that didn't take off! I'm not really into Rockets so found it a bit boring really, but the aircraft that took part, a Victor, Vulcan, Buccaneer, Hunter, and Lightning, were impressive, and it is nice to think there is someone interested enough, and rich enough, to keep them going. Anyone got a spare Valiant? Of the static collection here the highlight has to be the Guppy. What a remarkable aircraft. I mean, the Stratocruiser which it used to be wasn't exactly pretty, but how did this thing fly? The TriStar looked a bit sad, and the 747 is to be used in explosive tests. Oh! and there was no 'tucker' on sale anywhere. The nearest thing to it was ice-cream which a few availed themselves of. The PORKers taxied off (well, it was fast-taxi day) to a local hostelry for a Sunday Roast. Eathorne and Lee 'thumbed' their way out into the countryside and came back satisfied and smelling of Pork. The rest of us made do with Buttseys Softmints. Some of our group bought hats. You will probably see them, but then again, maybe not! The lad who met us when we arrived was from RAF Cottesmore, and he invited us to fly in to their Families Day next year. This is similar to the do that Danny arranged at Odiham last year, and was well attended. Another chance to get an unusual entry into the 'Airfields Visited' section of your Log Book!

### **Cosford and Sandown Report**

Thanks to Jon Butts for organising the Cosford visit. Excellent, even though one of the exhibition hangars was temporarily shut! This is a must for every aviation enthusiast as it has a number of unique items - my favourite being the Fairey Delta 2 - and rare 'heavy' stuff like the Belfast and Argosy. If you go there, the frequency has changed. Ask Brian!

The next day we took 'UK over to Sandown to check out the new museum. For those that don't know, this is a new museum featuring vintage aircraft that were once based in Germany but moved to the Island during the summer of 1996. It is intended that it will be a 'working museum', that is, most of the exhibits will be airworthy and will fly. There is a Dragon Rapide and an Antonov that may be used for pleasure flying. There are about 18 aircraft there at the moment, but others are due and there may be some rotation as there isn't room for many more. They seemed to be really interested in us, and were enthusiastic when we said we might make a 'Club Event' out of a visit next year. At the moment you still have to go to see Henry in the tower to pay landing fees, but I suggested that they come to an arrangement whereby they collect them at the museum. That way it would save a long walk (we actually taxied over there as it was near the hold of the active runway) and they would be more likely to use the museum tea pot than the airport one!

### **Flying in Zimbabwe - Jim Hull**

I managed to fit in a day's flying when I visited my daughter in Harare in August. We hired 2 Cessna 172 s from Pegasus Aviation. They were based at Charles Prince Airfield. Security checks were made before we were allowed through the gates. I flew in Z WHT, with Instructor Paul and my wife Janette as passenger with video. Steve, my daughter's boyfriend flew the other, Z VNO with instructor Ken.

Now we started at the height of Ben Nevis, so that meant leaning the engine on the ground, a unique experience for me. We cruised at 6000 feet. There was only one headset but there was an intercom, so we got to hear whatever we were allowed to hear. OK, start the checks said Paul. Where is the checklist I asked? We don't use one here...and he proceeded to teach me the method. This was based on a sentence like " all good pilots ...." I should have written it down, but I forgot to ask later. Steve and Ken landed first and backtracked. There were no other surprises until parking on the tarmac at

the landing strip. I thought I was putting on the handbrake, but it was actually the fuel dump! I learned about flying from that!

We flew a straight course 030 to the landing strip. It was used in the civil war days by the RAF as a refuelling stop. I flew the route as a nav ex. but Steve, very much a beginner had a lot of freedom to try his hand. He was to one side of us, above us, below us on the other side, but generally keeping in view. Visibility was hazy but clear of cloud. There was a lot of radio chatter which was surprising as we did not see any other aircraft. The terrain was of reservoirs, mountains and yellow dirt roads snaking over the country. Not much scope for emergency landings I observed and Paul said they would use the roads as the best bet. Most of the larger farms have landing strips but you needed good eyes and knowledge to spot them. They could be quite a drive from the buildings so it does not pay to arrive without prior notice.

There is still a colonial influence evident with the large buildings and the native roundhouses in a complex close by. At the landing strip it did not take long before 18 natives gathered to watch. 4 of them came over and asked us for a job. My daughter told them in her best shona that we couldn't as we hadn't any dinero.

Paul commented some of the areas we were flying over were still hostile! Flying back on course 210 we wondered what Steve was doing. Turned out he flew back on course 260 till they realised. Now it was time for some aerial shots of each other. The video came out OK but the photographs we took are too hazy. I have still to see my daughter's maybe they are better. We got a special dispensation from Air Traffic Control on finals. My daughter is architect for a Permaculture Centre which was adjacent to the airfield. She wanted aerial photos for her work. So our Final Leg included circling overhead photographing the site probably for 20 minutes. Then I was in the drivers seat to land. I didn't bend it and I am still here! A truly enjoyable day. The flights are logged in my log book now.

Next morning we took the milk run to Victoria Falls, calling at Kariba, then Hwange Safari Park. Would you believe it, the plane developed a fault on the ground at Kariba. We waited for a replacement aircraft which flew us direct to Victoria Falls without my luggage. Got to talk to the pilots on route and saw over the controls, instruments etc. You could not see anything out their windows it was just a blue haze.

We enjoyed visiting Victoria Falls, Lindsay and Steve went white water rafting. We had a superb safari day in Hwange, visited Motopos and Great Zimbabwe ruins. It was a great holiday.

Since returning I have only had one day's microlight flying. But I have completed my PPL "A" tests and exams. My Navigation solo test was from Old Sarum to Sandown then to Westland at Yeovil, landing at both, then home via Dorchester. I passed my GFT. Simon Cottrell was the examiner. So my documents are now at the CAA and I await their confirmation. Thanks to Irv, Brian Dave & Simon for helping me to achieve this. Jim Hull

### **North Cotes Fly-in- James Mason**

On 14th September, Dave Ashford and I set off in G-ZERO for a visit to North Cotes airfield, near Grimsby, for their fly-in event. We arrived at Southampton to see a Hawk being refuelled, it was apparently one of the Red Arrows which was en-route from Jersey. Also on the grass outside Osprey's hangar were a group of parachutists who were busy checking out their kit prior to a jump at the Boat Show, we later found out that one these was Irv's brother! While walking over to ZERO, the Hawk was taking out and a spectacular sight it was as well although I hope that no-one was hoping for a lie in that morning as you could hear it for quite a while after you could no longer see it! Needless to say, ZERO's departure was somewhat slower, the weather was excellent and the visibility very good. The nav went very well and I began to realise just how many airfields there were at one time in England and became a bit more experienced at spotting disused fields. Dave was

asked to relay a message to another aircraft during the flight which was about the only unplanned event during the entire trip. Exactly on time, we reached North Cotes and flew out over the beach on a left hand circuit to land on 06. The concrete runway is 1295m and is in good condition if a little overgrown by weeds, however the taxiways are not in such good shape. The organisers were marshalling the aircraft which was an interesting sight and exactly as planned we had arrived 1.5 hours after leaving Southampton.

There was a collection of light aircraft, including a Europa, at the fly-in together with quite a few microlights. After a quick tour, we had a quick meal at the cafe in the hangar which was doing a brisk trade in sausage and chips, very good it was as well. We then had a look around some of the aircraft and exhibitors, on the stand for the Historical Aviation Group one of the helpers was telling me how she had visited Southampton for the boat show which meant leaving home at midnight walking to the coach station, which was several miles away, travelling to London and then across London to catch the train down to Southampton. At this point apart from thinking about the Hovis advert I was also appreciating the advantages of flying and the time that it had taken to make the same trip!

I then went off to retrieve my radio from ZERO to listen out for Irv, who we were expecting, but got sidetracked by a ham radio display. It was they who pointed out the rather curious sight of a group dressed up as World War 2 SS soldiers marching around and shouting commands in German! Readers might find this strange, but so did everyone there. They were uninvited, and had just turned up at the ex-RAF base because there was an event going on! At this point Irv and his student, Mike, arrived in the Long-Eze and we met up and decided to look further around the airfield. (ed: This was a treat for Mike, not a lesson, and as he is about to start Navigation it was a real bonus to be able to do such a long trip as back seat Navigator without the pressure of actually flying or radio-working. - all the checkpoints came up and times noted, all the useful features in the English countryside - railways, disused railways, woods, etc - were all duly pointed out and noted). During our wanderings we came across a camp which had been set up by these 'German' soldiers and was authentic down to someone actually spud-bashing and a rather serious assortment of weapons -none of which looked 'disabled'! Everyone seemed to find their presence fairly distasteful and worrying, but they were so realistic no-one felt like telling them so! At this point I wondered whether this was the equivalent of the Japanese soldier still hiding in the jungle of Borneo but was 'reassured' that these were actually members of the RAF who do this in their spare time and turn up at events around the country!

By now there was quite a lot of microlight activity around the airfield and a motor glider was also landing and taking off. Having finished checking out the exhibits, we decided to make use of the unused barbecue before leaving and Irv bought some raw sausages from the kitchen and skilfully cooked them on the remaining embers of the barbecue. He made such a good job that someone actually tried to purchase one of the sausage rolls from him! On the way back, we decided to fly down the coast for a while and then cut in at Skegness to rejoin the planned route back to Southampton. After take off we had a good view of Spurn Head but as we climbed the visibility reduced quite substantially, this part of the flight was probably the most difficult for navigation but we soon reached Skegness and got back onto our planned route. We had a good trip back to Southampton, counting quite a few hot air balloons on the way and came straight in to land on 20. Altogether a very enjoyable day out rounded off with a pint in the Fleming Arms!

## **French Leave - Gil Collins**

(ed: we left our IBM group in the Dordogne, sharing a farmhouse, with cars and planes at their disposal, and about to embark on a short jolly for the day. Gil had decided not to draw a line on the chart, but to eyeball his way down the river)

Twenty minutes and we were there, (ed: - and how many of those programming the GPS to put in each bend in the river?) a nice little metallised aerodrome on a hill. The 3 Km walk to Domme was all

downhill steeply. Domme was hot and pleasant, we lunched there, explored and then voted unanimously to take a taxi back to the airport. Flying back along the river to Bergerac was a doddle, where we watched the parachutists doing their stuff. One was not successful and was carted off in the 'meatwaggon'.

There was also a problem with Zero which required surgery. There had been comments about nose wheel wobble and keeping the stick back to compensate but at Domme we found the cause... the spat on the front wheel had become partly detached and was enjoying a life of its own on landing. "Oui" the fitters at Bergerac could remove it... end of problem.

That evening we all went out for dinner, Paul Goodman had a smooth line for the waitress but his French was not up to deciphering soup and asparagus and he duly got both! (ed: I'm sure this was probably his way of seeing the waitress twice). His chat became more romantic over several beers, but he retreated rapidly in disarray when it was discovered by Margaret that the waitress might have been a 'jeune fille' herself but also HAD a little girl. (ed: Must have words with that boy!) With news coming in about the Euro 96 semi-final throughout the meal, his dismay turned to real anguish over missed goals and penalties as England were eliminated but not beaten.

The next morning after breakfast there was a schism... 5 went by car to Rocamadour and 4 went south to a nameless town. Both parties had troubles. The motorists met heavy traffic and roadworks and never reached their goal. So they potted back along the river meeting troglodytes on the way. (ed: anyone we'd know?) Those who went (5 in an Escort) got very hot and will have to tell their own tale. The pilots zoomed down to Villeneuve and found the airport on the edge of the town without any trouble. The airport boasted some interesting aircraft, free cherries and a loo, all of which were used and inspected. There was also a phone with numbers for taxis but the CFI opined that we should walk as the town was only three runway lengths away. Like the children of Hamelin we gaily followed our CFI up the road with jokes and laughter.

We met donkeys and admired sunflowers for the first quarter mile and then reached the main road. This was as straight as a die (ed: perhaps the Romans used GPS!) and disappeared into the mist at least 2 km away. I suppose we should have stopped then but we didn't and trudged off towards the town the happy chatter diminishing as the temperature rose, we continually had to jump into the ditch to avoid being hit by lorries, and aches increased. We reached the end of the road and found a major roundabout with much traffic and went across into the town. Well it was the suburbs with pavements so no ditches. We staggered on, parched and dry, towards the town looking for the nearest restaurant. No sign. Eventually we found water after a 6.5 Km trek.

The CFI took a lot of stick and no one was keen to take a walk around the town... we had a taxi back to the strip and gorged ourselves on handfuls of cherries. Gil, with aplomb, won the cherrystone spitting contest by a considerable margin. (ed: but apparently the winning entry was early the next morning and didn't really stick to the spirit of the rules!)

We had promised to be back by 5:00pm for the barbecue and despite all the vicissitudes made it... but the drivers didn't, so we had the pool to ourselves to cool off and ease our weary limbs.

The next day was a car day. We went to the Bergerac market and bought and ate mountains of strawberries and cherries... then we had lunch. After lunch we drove to St Foy to find the airfield, all except the Zero boys who decided to fly there... all 5 minutes from Bergerac. There was much to-ing and fro-ing along the lanes to find said strip as one of us thought it was NE of the town when it was NW. For once there were few signposts but eventually we made it after making contact with the locals. A long grass strip running along the crest of a hill with a nice club room, restaurant, fuel, repair facilities, hangars and very friendly people. The CFI immediately fell in love with the place and wants to buy a farmhouse with gites there for him to use. Being short of money, he would like the rest of us to buy it. Thanks very much Brian ! (ed: As Gil and I have often said over a beer or

two, we just need someone to buy a French property close to an airfield, put an old 2CV car in the garage with TPF&T insurance and a few bikes)

## Strange Customs - Irv Lee

The Friday in mid-September was very pleasant, the Rutan was mine, so off I went to Guernsey where there was an Air Rally. From Thruxton I had to drop in at Southampton or Bournemouth as minor airfields like Thruxton need to give 24 hours notice of Channel Islands departures or arrivals, and this was a late decision at 1800 the previous evening. I therefore could return direct to Thruxton from Guernsey at 1800 that evening, but not depart direct that morning! Such are the strange rules nowadays that I could have alternatively departed from Thruxton to Cherbourg in France at no-notice, landed in France, and then continued to Guernsey, as minor airfields don't need to give any notice of flights to E.U. countries. (They only need to give 4 hours of arrival from the E.U. too.)

When you do drop into Southampton or Bournemouth on the way, no-one from Customs or S.B. actually wants to see you or speak to you - you just drop in there to fill in a form which is collected at the end of the day, hours after your departure. If you know how 'tight' immigration and Customs are at the Channel Islands end, (and hand in hand with the UK) and compare it to how lax it is at French airfields, you have to really question if there is any real point to Customs and Immigration any more other than following a bureaucratic process with no reality behind it.

Anyway, just crossing the Isle of Wight outbound, a quick call to London Information led to a surprise - as soon as the Controller had finished noting my route and estimates, a familiar voice came on frequency and asked him if, seeing the frequency was fairly quiet, a quick word with G-MN was in order. He seemed quite happy, and "Dark Ali" Loweth and I were able to have a brief natter on 124.75. She is in the middle of her sponsored CPL/IR/ATPL course, and enjoying it, and had recognised my voice and callsign. We didn't clog the frequency for long, but wouldn't a chat frequency be useful 'like-what' the French have.

Guernsey arrivals were via Cap de La Hague and the French coast. I taxied in and was told to park behind the Messerschmitt 109. It was grounded there after a display the day before, needing a new part in the undercarriage area, and the controllers had decided to set up a 'contrast' photo - the Rutan fitted in at 90 degrees behind the tail. I didn't have a camera - I don't know if anyone else there did.

Lunch in the aeroclub meant that I had to occupy the only seat left in the whole place - on my left a noisy Danish bunch (they said I could sit there as long as I stayed quiet as they had the monopoly on noise!) and on my right a German pilot. I mentioned I was thinking of going to the Oktoberfest this year for the final weekend and it turned out he lives right by it, so he hated it. However, if I could keep a clear head for one of the days, he would give me a tour of the Alps in his 'plane. So it's all arranged for this coming weekend, weather willing. He took me to see his plane (a Boelkow 209), which looked pretty smart. I'll be interested to see where he flies it from near Munich - from what I understand G.A. is difficult there. I'll let you know how it goes.

The journey back was fairly uneventful except the usual "stand by remain outside C.A.S we'll get back to you" from Solent, and then nothing for the next 20 miles. A quick dip in altitude solved the problem as Bournemouth were quite happy to talk to me and let me pass through their airspace instead. No-one waiting from Customs at Thruxton but then they would have been wasting their time anyway.

## Finals

We're talking budgets soon - got any input for 1997?? - now is the time!

Also, I want to discuss with Southampton regulars ideas for improving Osprey's service for G.A.

Good opportunity there I believe, as it is not all it could be but being new they are enthusiastic and really just need (and I believe will welcome) communication. Volunteers to be 'the interface' form a queue...