

# IBM Flying Club Newsletter November 1996

## Start Up - Irv Lee

A very full newsletter this month, no doubt everyone getting some flying in before winter hits. Notice in particular two Club get togethers below, the IBM Fly-in on Nov 24th, and the party on Dec 7th.

## Benefits

We've been discussing budgets etc and I'll be re-issuing our benefits list soon to remind you what you can get out of club membership. Don't forget if you need a chart for a trip we do keep spare copies of neighbouring areas or we will get one quickly to loan to you. If you need one reasonably often then we now have no objection to you having a permanent loan of a neighbouring chart.

## Ditching Practice

We are planning a 'wet' safety drill run by "SEMS" the lifejacket and liferaft people. It would be in a swimming pool somewhere in Hampshire and would either be free or very little cost to members, and very cheap to our guests. Before we go any further we do need to know if this would be supported by a reasonable turnout. We don't want to get SEMS down from Essex for less than 20 attendees. Please let me know if you would support such an evening in a Hampshire swimming pool. Jon and I have been amazed by the people who are doubtful about this - all the pool training is done in inflated lifejackets with 'clothes' on!

## Newsletter Distribution

Bob Elliott is going to take early retirement from IBM at Christmas (you read it here first!), and there will be plenty of time before then to thank him for everything he has done for the club (and no doubt he will continue to be a very active member), but we need to start identifying a volunteer to look after the Bottlang manuals and also to send out (postage paid!) about 6 printed newsletters every month to our retirees (probably 7 now with him!). It's not a big deal but it means a lot to 7 people!

## Congratulations

MIKE COOK (ed: Mike was unable to become a full member of the flying club, being a contractor, but that didn't stop us giving him advice.) I thought you might like to know that I passed my GFT last Tuesday. I've got to do two hours of instrument flying and then I can apply for my licence. The CAA will be rubbing their hands together at the thought of getting my £183, all for a couple of hours work. You did warn me that I'll be spending all my money on flying. I did my training at Solent Flight, with a guy called Wayne, looking back I've really enjoyed my flying although at times I've never been so stressed out. My solo cross country to Exeter and Bristol was uneventful other than a turn and slip indicator fuse needing replacing en-route.

Thanks for the newsletter, it's encouraging to hear about other people passing, Well bye for now, hopefully I'll make it up to Hursley one Friday evening.

CHRIS GEE (from Brian Mellor) I received a phone call from Chris Gee recently, with the good news that he has just returned from the USA with an FAA PPL. Chris started his training here in the UK, flying variously on the Fuji, Cherokee, and C150, at several airports, including Southampton, Bournemouth and Thruxton. Chris got up to the solo stage and beyond, in the UK, but with a career change about to take place, considered going to the USA for some intensive training, to get his US

licence. We talked about this, and although I personally have many reservations about this route for people starting from scratch, it made a lot of sense in Chris's case. He only needed to drop into the US system at about the half way point, get familiar with the environment, radio procedures, etc, then complete the nav training, and prepare for the check ride. And bone up on the FAA rules, and other things required for the written test.

Hopefully Chris will find time to write a "trip report", but in the meantime, I can say that he accomplished some VERY significant flights, including a night flight into Las Vegas International, mixing it with jumbos and the like. Good going, for someone with a licence only a day or so old! Anyway, Chris is now looking forward to doing some more flying in the UK, and would welcome the chance to fly with other pilots on a suitable trip.

Well done Chris, after two weeks intensive training, you can start to wind down, and enjoy your new privileges.

### **Wellington Bomber Talk Nov 14th 20:00 - Brian Mellor**

(ed: That '20:00' is a time, NOT a year!) There will be a talk on "Restoring the Wellington Bomber", by Bob Kasbard of the Brooklands Museum, courtesy of the Chilbolton Flying Club, on Thursday 14th November, 8.00 pm, at the Leckford Hutt, on the A30, 5 km NE of Stockbridge. The Chilbolton Flying Club usually welcome visitors, it is much better for the speaker to have a large audience than a handful of people. For details, contact Colin Marsh, 01276-691563 or Mark Treveil, 01428-723966.

### **Old Sarum SUNDAY 24TH NOVEMBER 10:00L to 15:00L - Jon Butts**

Its pointless for me trying to arrange who will fly with who in what, when - there are too many variable factors. The best I can do is advise which planes and people will be available to make the most of prevailing conditions on the day. ALL landing fees paid etc.

It is up to the punters to make their own arrangements direct with the crews/instructors they wish to fly with. You could leave this and take your chance on the day, but if there is something specific you want out of the day I'd advise you to make arrangements in advance. There are only so many AEF and refresher flights people can provide. Some types and instructors just wont be available unless pre-arranged.

SAFETY REFRESHER FLIGHTS Instructors available are IRV LEE, BRIAN MELLOR, and DAVE SAWDON. Bring a plane of your choice, or ask what these guys can get for you to rent (see below for types available). How about doing your refresher while familiarising yourself with a new type? These are not 'tests' just a bit of supervised practice which you get subsidy for. 'But I haven't done a PFL for years' is the reason to do it, NOT an excuse not to! :-)

AIR EXPERIENCE FLIGHTS Have ride in REAL airplane!  
AUSTER contact CHRIS THOMPSON.  
AERONCA CHAMP contact RICHARD VALLER

AEROBATICS Give it a whirl!  
FUJI: contact BRIAN MELLOR.  
BULLDOG: contact Dave Sawdon

RENTERS Come along and join in - see whats going on, you have to drink tea and coffee somewhere on the 24th!! Even if you cant stay long it'll be nice to see you - it might be that one of the syndicate aircraft will fly back with you to your base for a coffee there - perhaps bringing back an instructor who was able to do your subsidy exercises with you on your return leg. Please let Jon know if you plan to come along and we'll look out for you.

CANT FLY-IN? Motor in!

TYPES. We could assemble some different types for you to try if you let us know in good time which aircraft you want to try. Dave S could access the Old Sarum machines eg: BULLDOG SLINGSBY T67, SENECA 1. Brian has the regular fleet, plus a possible CHEVRON.

\*\* Home phone numbers \*\*  
 IRV LEE 01794 522855  
 BRIAN MELLOR 01962 842555  
 DAVE SAWDON 01962 882827  
 JON BUTTS 01489 880573  
 CHRIS THOMPSON 01962 773594  
 RICHARD VALLER 01705 266215

### **Xmas Bash- Brian Mellor**

As in the previous years, there will be a Christmas Bash in the IBM Hursley Clubhouse. This is open to all members of the IBM Flying Club (including guest members), and their partners. The purpose is to have a social get-together, meet some of the members (and their other halves) who you may never have met in the flesh, and generally get into the festive mood.

BM Aviation will provide the food (sandwiches, pies, sausages, salad, etc), you buy your own drinks. It is booked for SATURDAY 7th DECEMBER (\*\*\*) Note - the last newsletter "events" got it wrong; it stated Friday - NOT the case). Kickoff is around 8.00 pm. Be aware that it is also the night of the kiddies party, but they should have been packed off home by the time you get there.

I don't think there will be another opportunity to publicise this event, so please try to respond as soon as you can. You can contact me using any of the following -

Profs	GBXYR9LW @ IBMMAIL
email	brian@aviation.demon.co.uk
phone (home)	01962-842555

Look forward to seeing you all there. Brian

### **Middle Wallop 12/10/96 (Bomb The Witch) - MR Eathorne**

I always enjoy this trip, apart from the novelty of being on an active military base (well, 9-5 Monday to Friday, that's the way to run a war!) it's always great fun to slip into "Bomber Harris" mode and see if you can get somewhere near the target.

Anyway, Some of you may know I got married recently to Jude who is currently on assignment with IBM ICAM in Zug, Switzerland (Yes, a real place, despite sounding like something from Mars - its the place you send your Bounty bars back to if they turn out to be mouldy). You can imagine how keen I've been to take her flying, also to introduce her to everyone. (ed: Yes, we'd noticed!) Jude was pretty keen to meet people too, if only to dampen certain rumours (Mr Ed a few words of explanation???) (ed: No idea what you are talking about!) Initial mutterings from Mrs E that the garden needed rotovating (exploring more like!) instead of going flying were successfully overcome on the promise of a good fun afternoon out 'bombing the witch.' (Her Dad was brave enough to enquire if it was 'bring your own' event!)

The combination of weather and a/c availability coinciding with Jude being in the UK on a visit are so rare but despite initial dodgy viz at Soton we met up with Gil (ed: you could spot him in pretty poor viz!) and set off for Wallop in G-UK, arriving to find various ZERO boys, (including Bob, wearing only a light jumper, clearly suffering confusion caused by the early onset of hypothermia

because he actually went in a Microlight... he hates them!!!) Valler & Horn in the Champ, Danny Elliot, Dasher to name but a few were also there. Irv had been in with a G-TD syndicate member in the morning in mid IMC refresher, but had dropped his bombs and disappeared again. He'd gone to get the Rutan.

We arrived just in time to hear Irv come overhead and then land G-MN very nicely on the tarmac taxiway by the the museum. Lot of interest shown in the Rutan by the local 'Top Brass' ....they seemed uncertain if it was a 'puller' or a 'pusher'...guess its easy to be confused if you're used to having it on top (Cue for comments...)

Anyway, the witch escaped serious damage from the 'UK crew of Jude & I (with Irv back-seating), although we got an 8 yarder which we were pretty happy with. (In fact the Witch this year was a small inflatable bouncy castle.) Thankfully managed to avoid the sort of 'premature release' problem which the PORK'ers have been known to suffer on previous occasions. Irv & Gil managed a best ever of 1 metre and they even seemed to be at 100'! (Unlike SOME I might add - a certain Cessna 150 was seen creeping through the weeds on more than one occasion and incurred the wrath of the very nice lady in the tower and disqualification! Not having been to many events this year it was a great pleasure to get along to this one. Thanks to everyone at MW for a great afternoon.

And finally, although the hotel did their best to lose it, we were delighted to get the card & wedding present, (I'll never get Jude out of M&S now!) (ed: M&S? - I'm sure I've seen some very dodgy magazines on that sort of thing, but I can't quite remember what it's all about!!) Our thanks to you all - Paul

### **My First Time! - MRS Eathorne**

I know it may be unusual in these modern times, but Paul and I waited until after we were married before we did it for the first time. This actually had less to do with moral values and more with our inability to be together at the right time, with the equipment available, and good visibility!!! Hence "Bombing the Witch" at Middle Wallop was the first time Paul was able to introduce me to his first love (well first until he met me of course!) I must admit to feeling a bit nervous because, as I explained to Paul, it was my first experience with anything so small. However, he said that it would all be over in 10 minutes, so I thought my stomach could cope.

Having spent all morning dithering over the weather, we made our way to Eastleigh to meet Gil. I felt the odd one out as we walked across the tarmac towards the plane, as I was the only one without a handbag! As Paul and Gil did lots of impressive checks in readiness for take-off, I was given the important task of removing the chocks. I was soon settled in the back sporting a fetching pair of headphones. Within minutes we were off down the runway and in the air. It was brilliant! So completely different from my usual 757 experience of commuting between Zurich and Heathrow. The easy movement of the plane from side to side and up and down reminded me of a fairground ride, but with a better view. (ed: We showed Gil where the rudder pedals were the other week, and sounds like he's making up for lost time!) I never knew so many people had swimming pools and tennis courts.

Gil soon had us safely landed at the Wallop airfield, then it was a chance to put a few faces to names from the IBM Flying Club which I had often heard mentioned since meeting Paul. After having a dubious looking burger and sausage, I found myself back in the air clutching 3 bombs! Before my wedding day, married friends had warned me to expect unusual requests by my husband. I hadn't expected anything like this, involving a threesome, doing circuits of an airfield, throwing bags of flour at a "bouncy castle". Is this the start of things to come? I guess I should have expected my first experience to be somewhat lacking in finesse and accuracy - I understand the technical term is "too wide!" The next two were much better, though I'm not sure whether it was me or the rear gunner (Irv) who had the better technique - but then I understand he's had more practice!

After landing, checking our scores and meeting a few more fellow bombers, it was back in the air for the flight home. I now appreciate how easy German grammar is compared to the coded language being exchanged between Paul and Eastleigh ATC on our way in. I decided to put his frequently quoted comment that he's no good with numbers out of my mind. Back on terra-firma, just the essential job of replacing the chocks and the trip was complete.

I thoroughly enjoyed my first time, and am looking forward to repeating the experience with my husband on many occasions in the future. Perhaps next time, he can make it last a bit longer!

Jude

## **Bob's Bits- Bob Elliott**

### **AOPA**

If you are 'getting on a bit', or if you have a condition that may one day be a cause to restrict your flying, then I suggest it might be wise to invest in membership of AOPA. The IBM Club is corporate member, but that doesn't cover all the benefits. For instance, it doesn't include Medical! I was probably the last person they took on to fight a medical case who joined AFTER the condition was known! I don't know how successful they will be in my case, but at least they are giving me some hope. I would have given up by now if I was only dealing with the CAA. I joined at the PFA Rally this year and got a reduced rate, but I think you get change from fifty if you get an Air Crew card as well. The Air Crew card gets you substantial discounts at hotels and car hire (Hertz). I've yet to find out if it's better than the IBM rate.

### **'Victor Hotel' Makes Middle Wallop!**

(ed: I wonder if there is anyone called Victor Hotel in the phone book? I run the "Mike November" bank account for the G-MN group, and when I call in at the bank I always get some amusement out of them looking at the paperwork or chequebook and saying 'Step this way, Mr November' or 'Goodbye, Mr November'.) VH into Middle Wallop wan't the only 'First'. The new Mrs Eathorne was persuaded to make her Flying Club debut, and I went up in a Flying Lawnmower!!! - And Gil and Irv won a cup for bombing! Yep, the D C-M Cub G-BPVH has finally made it to Middle Wallop - captained by Barry King-Smith and accompanied by the senior Elliott (AH). Others present were G-ZERO, G-BEUK, G-JTYE, G-BRTD, G-MYSO, and G-BLMN.

G-ZERO had Ashford, Goodman, and me, aboard - and G-YE had Messrs Horn and Valler. G-TD made a brief visit in the morning with Irv and one of his IMC refreshers from Popham. They bombed (very close) and disappeared back to Popham, and then Irv return in the Rutan to land on the tarmac taxiway! In the mean time the Eathornes had found the Professor looking glumly at the Southampton weather and offered to be his GPS for the day!! Jim Hull turned up in the 'flying lawnmower'.

I should have known it wasn't going to be my day when I decided that it was too warm to wear a coat and left it in the car. The next thing I know I have borrowed Mr Horn's "Parka" and I'm clutching three bags of flour sitting in the "grass-box"! With the wind trying to rip my right eyeball from its socket, I carefully leaned out and lobbed the first 'bomb'. It was only marginally better than Clare's first attempt, which was lucky to hit the airfield! (ed: Middle Wallop is the biggest grass airfield in Europe!) By now it was well below freezing and I yearned to be back on the ground, but we couldn't waste the other two bombs as Jim had acquired them in exchange for a Scottish Poond-note! On finals one of the bags snagged on something on the floor, and tore. Luckily there wasn't much of a white-out, but I had to restrain Jim from trying to retrieve the situation. One shot, it had to be. Leaning out with a flour-bomb in one hand and trying to hold my eyes in with the other, I launched it at exactly the right moment. Unfortunately, Jim was three feet to the left of track, and the missile hit the generator that was pumping up the "bouncy castle" target.

Apart from our seven aircraft (best turn-out of the year), there were others from the Army (Auster, Islander, Beaver, Gazelle!?!), the "Diamond 9 Display Team" with three or four Tigers Moths, two SE5 Replicas, a Cessna 152, a Fokker DR1, and a Puss Moth. The Army hit (not surprisingly) with the Beaver (almost hovering in the strong wind) and with the helicopter, the 152 missed by a smidgen, and Irv and Gil in the Fuji got inside them for second place! (ed: couldn't get inside the old Beaver though!) Their effort would have won on any other year, but 2nd in a modern (70 knot approach) aircraft to a 'hovering Beaver' is no disgrace at all! I guess the Heli got disqualified! (ed: there were the usual playful mutterings about disqualifying Gil and me in the Fuji on the grounds that it was too good to be true so we MUST have cheated somehow, even if they couldn't quite say what! When I pointed out I was quite happy to be disqualified as this would give the prize to the next in line which was me anyway from the morning's run in G-TD, they gracefully gave in!) Grand day out, again, Norman. Thanks.

### **Damon wins in Japan, but We Go To Brooklands**

On the day that the World Formula 1 Championship came back to Britain, we went to the place where it all began, for the Air Britain Fly-in. The weather wasn't up to much, but a lot better than the forecast. A bit blowy, and a bit murky. First off from EGHI was Margaret - accompanied by Gil!!!! If any one gets the cockpit voice recording, can I have a listen? The medical-less Elliotts were guided by the CFI, whilst in ZERO Dave, Clare, and Neil Fray, made up the crew. Jon Butts went for a new experience, flying out of Hook International in G-LG with Chris Thompson. From out East came G-BEMB with Gary Jones, and G-BOFY with Bryan Bowen, but none of us saw him! (ed: Snap!)

By the time you read this the museum should have its latest exhibit. A Vanguard was due in the day before, but with the wind from the south it would have ended up in the banking of the race track, so they are trying again next week. On the way home, 'UK and 'LG made up the numbers at Popham. They were pleased to see us as they had only about 20 visitors all day.

### **Jesenwang - Irv Lee**

I had a few days out in Munich for the Oktoberfest by Lufthansa, which was the cheapest fare, and I expected the least likely to suffer technical delays - wrong, I found out on my way back Sunday evening! However it didn't spoil a very good four days. I was staying with good friends - an ex-East German family who now live in Munich - I've known them for years. They convinced me despite not mounting a bike for years that I should spend some time cycling in the foothills of the Alps in CAVOK on the Friday! Unfortunately I didn't manage any flying out there, due to low cloud and drizzle on the Saturday and Sunday. Despite this, my new contact, Heinz (whom I'd met in Guernsey at the Air Rally) and I had an excellent day out on the Saturday, and I was surprised to find I could still walk after the cycling and drinking the day before. I would have thought one of them would have finished me.

Heinz took me and Liz (daughter of my hosts out there) to Jesenwang, about 10 to 15 miles west of Munich, and one of the few (?) surviving G.A. airfields around there. Liz has never been near an airfield before except for her very first flight from Munich to Berlin and back by Deutsche B.A. about 2 weeks before. (She'd won a national art competition and the prize was the Berlin visit - not having flown anywhere before, she convinced them the return air fare was a few Marks cheaper than the full Rail fare, so they'd agreed to the flight as part of the prize!) I think the incredibly friendly welcome for 'strangers' by everyone we met at the airfield made quite an impression on her throughout the day.

The environmentalists put up quite a successful fight in Germany but Jesenwang has survived so far. It is a 425 metre hard strip out in the countryside with a very active club and friendly atmosphere. We met one pilot just started on his first instructor course flight. Like us, everyone is trying to get

where-ever they can before the dreaded Euro rules come in. There are all sorts of aircraft around, including one old army 6 seater machine which is only 'green' in colour. Heinz commented this was the most efficient aircraft in the world for converting fuel into noise! We had a good look at his Boelkow 209 but the drizzle meant it was hangar-flying for the day.

Another of Heinz's friends wandered over and when I admitted I flew around Hampshire he was very complimentary about the wonderful people in Air Traffic at Southampton. It took at least ten minutes to establish we were talking about the same place. I became more dubious when he mentioned his "overhead non-radio join" there (like Brian does at active RAF stations!). It turned out he had arrived 'with radio failure' and Southampton had of course treated him very well due to the problems. I mentioned that on a bad day Southampton might have shot him down for such a join. He said 'no they were very friendly, once the radio was working just before sunset they were quite happy for us to leave to Compton Abbas' - well, that convinced me - Question: what could be worse punishment than shooting down an aircraft for doing a non-radio join at Southampton? Answer: Send them looking for Compton Abbas around sunset!!

Surprisingly, they found it just before official night and had a good weekend there - most Southampton locals might not find it straight away! We chatted away for a while, and then Heinz picked up a slip - (He is a Barrister!) - his friend had suddenly mentioned an aircraft in formation with him - Strange! - TWO aircraft in formation, both with radio failure approaching Southampton??? Bit of a coincidence, M'lud?? The reply caused much merriment - his friend finally admitted they actually hadn't had radio failure at all - they had the wrong frequency, but realising how annoyed Southampton were going to be, they'd somehow managed to convince the ground reception committee that both aircraft had had radio problems at the same time!!

Anyway, we had a good lunch at the airfield and decided to head for a new Air Branch of the Deutsches Museum. On the way out of the Jesenwang I noticed that there was a good over-run or undershoot to the runway due a level grass field meeting the end of the runway tarmac, but it had a strange rectangle of 'different' dark green grass actually touching the end of the runway. Heinz told me that a group of 'Greens' had managed to buy that small rectangle out of a very big field and last year they had ploughed it up into very deep furrows across at ninety degrees to the runway. They claimed they were "thinking of planting potatoes sometime", and of course it was just coincidence that any aircraft touching down just short or running off the end would have its undercarriage ripped off. A court case had initially taken the side of the Greens, but it had gone the airfield's way on appeal and the rectangle had to be restored to flat grass (for the moment!). With only 425 metres of runway anyway, the airfield cannot afford anyone messing around at either end of the runway.

Schleissheim was pretty good - it had been a military training base since the early days of aviation and still has some private club flying there along with the new museum in the restored airfield buildings. As well as civilian items and a Blue Streak rocket booster there was also quite a mixture of NATO and Warsaw Pact flying hardware inherited from both sides of Germany once the Cold War thawed out.

We then headed back to Heinz's private museum - his other interest is sports and racing cars and he has collected, restored and raced a very impressive selection of 4 wheeled beauties. Apart from the sports and racing cars he's even got one of those little post-war Messerschmitt "cars" perfectly restored. He won't sell, but it would be a perfect retirement present for Bob Elliott! I hope we can tempt Heinz and some of his friends over to Hampshire next year so they can demonstrate their unique joins at Southampton. Jesenwang might also be an interesting destination for us too to think about, but Germany needs some preparation. (see the list in my Czech report).

## **Brooklands - Chris Thompson**

I was pleasantly surprised at the amount of exhibits and the friendly welcome at Brooklands mid

October. The weather for landing there was very good with a bit of crosswind on finals (but quite an exciting take-off from Hook since it was right across there). I had Jon Butts with me for his first time in the Auster and he just managed to retain hold of his video camera during the take-off roll.

The Talbot Owners Club also had a "Drive-in" and there were many excellent vintage cars in the car park, in addition to the many examples in the Museum itself. Jon also managed to get a single invoice for all the aircraft that flew in so everyone's money should be refunded at some time in the future.

The Auster and the Fuji then went to the end of season fly-in at Popham on the way back for another cuppa where the turbulence on 21 short finals was quite exciting. We met Richard Valler who was confined to being a "roadie" that day and then set off back to Hook where the wind was now 20 knots out of the south, right across the runway. Once again skill and cunning overcame fear and incompetence and we got down very presentably (and Jon still had his eyes open!).

It was a shame that the Sarum "IBM" event in October had to be postponed beforehand but as it happened on the day the weather was totally abysmal and I remained grounded all day and did some mundane work on the airplane. Still, the Auster had passed its permit renewal without a major bill on Saturday so we emerged unscathed for another year with just a few "perhaps you could look at that sometime" remarks from the inspector. Try again Nov 24th!

If anyone wants to fly in to Hook in your own machine, or wants to fly in/out of Hook in the Auster then please let me know. It will soon be getting towards Welly Boot ground conditions there but we do still fly most weekends and the South Hampshire Airways Ground Handling executive tractor can now pull the Auster out without getting your shoes muddy and with no effort (Jon now has this on video!) The strip is OK for Cherrytrees, Cessnas, and the Fuji, but probably a bit bumpy for the AA5 brigade.

### **Leatherwork - Dave Sawdon**

Recommendation for leatherwork (scope here for Mr Ed to add lascivious comments) (ed: Is this anything to do with the 'M&S' vouchers the Eathornes mentioned?) If anyone needs any leatherwork done or a complete aircraft re-furb I can recommend "Mitch" at 01705-822827. He's based at 36-38 Isambard Brunel Rd, Portsmouth but travels as necessary. He recently did the Seneca at Old Sarum and has also done several at Popham and elsewhere. Typical charge is 3k for carpets, 4 seats, sidewalls, etc. I recently had some small mods done to my leather jacket, good work and cheap.

### **Calendars - Dave Thomas**

Just received a Transair calendar full of pictures of GA aircraft - but no Rutans or Tigers. (ed: Or Hovering Beavers?) These are normally priced at £10.95, but for orders of 10 or more, then the price is £7.12 (plus about 40p postage). If anyone wants one, then let me know via the normal channels and I will place a bulk order with them. Aircraft are:- R22, Twin Comanche, 152, Katana, Nanchang CJ-6A, Warrior II, Pitts Special (have you ever seen a Pitts Ordinary?), TSC-1 Teal, Yak 18, Waco UKC-S, Sukhoi SU26, Archer III.

### **Czech Lists! - Irv Lee**

(ed: Wild Goose Story coming up, but it gives the message that fairly experienced people DON'T take risks, and also gives a chance to mention items needed for German Airspace!) Steve Pick and I did a fair amount of intensive planning in mid October expecting to fly down in G-AVSF to Munich and Brno (Czech Republic) for a week (weather willing) to attend I.T. exhibitions at both places - the main target was Brno though, Munich was a sideline. Brno is quite a way south east of Prague, and north of Vienna.

During the previous week we made a list of all compulsory requirements to make the trip, (7 Million DM insurance, 760Mhz range radio, Noise Certificate for German Airspace, and charts from Calais through to Brno). The insurers were co-operative, the radio was 760 channel anyway, and the CAA excellent with the Noise Certification, (yes, I did say that, 'CAA EXCELLENT' - it's the Licensing side that from personal experience I have no time for, the other departments are usually very good).

By Thursday it became obvious that only weather or lack of a Czech chart was going to stop us, About this time we heard that charts were available at the small airfields on the German side of the Czech border, and we could always stop there. Friday, our recent RAF contact from Cottesmore, Max, was able to provide me with a Czech low altitude chart when Transair couldn't, just as Steve caught sight of one up in London. This led to a SERIOUS rethink as it became obvious there was no way in or out of Brno without crossing mountains over 5000 feet high - no problem in itself, but supposing we got in quite happily in good weather, what were the chances in October of staying 2 days and still having it to come out? How many weeks might we wait to get out? So, with discretion, as always, plans were shelved for another time, and as that door closed, one to Paris opened - report for next time, perhaps!

### **Mrs Ed Rides Again! - Jill Lee**

I did it! After 13 months out of the saddle (well, the back seat in the Rutan) it was our turn for the plane on a sunny Saturday in late October, so it had to be the day for having a go. I'd been offered a trip to France with Dave and you-know-who had felt it was too far after a back injury without a shorter trial first. So, no duty frees or French meals for me this time, but after so long a drink and a walk down the Bembridge cliffs on the Isle of Wight seemed pretty appealing. It was amazing to see everything from the air again, routing directly over Southampton from Thruxton, and an added bonus was intercepting the QE2 in the Solent returning from New York. A quick descent and a circuit around it welcomed it home properly!

A drink at "the Propeller Inn", a walk on the beach, an ice cream and a flight back overhead home in Romsey, and dinner the Mayfly on the River Test on the way back from Thruxton reminded what I've been missing all this time, and the good news is: no damage done, all went well (the Rutan really is comfortable) so next good day, hopefully soon, France is on the cards. .

### **Instructors Day Out (and JAA Regs) - Irv Lee**

Here are a few words out of the Instructors' Conference which took place at Earls Colne in October which may be of interest to Club members. This Conference was resurrected by AOPA after lying dormant for many years, and was extremely successful in its aim to get UK Instructors together for the day to pass on 'certain messages', hints, tips, current thinking, etc. Dave S., Brian and I flew up in G-PORK. When reading this, remember you are reading 'second hand' information, so all the usual caveats apply. Unfortunately a few items to do with the new JAA (Euro) Licences need further clarification - this is not because I didn't listen, but was either that Question and Answer sessions had to be curtailed or that the matter really does still need clarification at country or JAA level.

Let's start with something that will be of interest to most: Euro Licensing, and how it will effect PPLs, BCPLs, Instructors and CPLs. The latest date for switch over is July 1st 1999 and the latest draft on regulations is about 1000 pages long. A very small subset of this massive document was presented and some things will no doubt change between now and the final draft.

Anyone starting a PPL from July 1999 will have to follow the new JAA syllabus. Anyone who has already started a UK PPL before that date can continue training and has until June 30th 2002 to complete. To convert an existing UK PPL to a JAA PPL, you will need 75 hours total flight time and "know relevant parts of JAA regulations". (That last phrase appears whatever you are trying to convert, and its meaning is not yet defined!) The PPL course itself will be slightly longer and a small

number of the hours will be acceptable in a simulator. The course will be to a slightly different syllabus, but is likely to include appreciation of basic radio navigation.

For PPL renewals, the current 13 month PPL experience cycle will go to 2 years, All renewals from January 1st 2000 must follow JAA rules, It was not clear what was required in the first year of the two year cycle, but in the final year, PPLs will need to do 12 hours, of which one flight MUST be with an instructor. Unfortunately it was also not clear whether the flight with the instructor will be a 'test' or a 'critique'. For example, can the instructor refuse to sign off the flight if it goes badly or does the pilot meet requirements by submitting to critique? If the instructor flight is merely a critique, then I believe a great opportunity to clean up General Aviation has been missed. You may say 'obviously it will be a test', but the only thing that is obvious with the new regulations is that NOTHING is obvious. A senior CAA rep was quite open about his genuine frustration at the way negotiations with over 20 other European countries had gone, and the way some compromises had been reached. (ed: The dark side of me wants to smile at the irony of CAA FCL actually feeling frustration with something, but the other side of me knows they are right!)

For BCPLs, the CAA rep stated that it was not the CAA's intention to leave them with nothing, and a way would be found to allow them to continue their current privileges after JAA, albeit within the UK only. For existing CPLs, the knowledge of JAA relevant regulations would be required for conversion, and the licence would last 5 years not 10.

The IMC rating will still exist in some form, maybe as it is today, maybe revamped and renamed. Either way, it can be attached to a UK PPL for use in UK airspace (as today), but if it is revamped, the CAA will then try to 'sell' it to Europe, which would be a great step forward. However, a gaping hole suddenly opened up when Dave S. pointed out that as the new Euro CPL will not have any IMC privileges and the IMC can ONLY be attached to a PPL, it will be very difficult to find any instructor qualified to teach the IMC rating within Class 'D' Airspace, where most instrument approaches tend to take place, and in Class G airspace, (the 'open FIR'), most IMC training would have to be simulated and done in VMC. The reason for this is that the instructors have CPLs, but very few maintain instrument ratings due to cost. At the moment they have IMC privileges as an actual consequence of holding a CPL. The CAA acknowledged the oversight and were last seen looking into the hole!

Of less direct importance to most club members are the changes to instructor re-qualification. They are worth reading though to get some idea of the future. When I was a junior instructor (AFI) I had to pass a instructor flight renewal test every year. After 200 hours instructing, I was able to take a 7 hour upgrade course and a flight test and become a QFI, which means a flight renewal test every 2 years, Anyone with a Euro instructor rating (at any experience level) will have a 3 year renewal cycle, and, (unfortunately in my opinion), will be able to avoid an actual flight test to renew the rating! Attending a two day seminar, doing 100 hours instruction in the 3 years, of which 30 is in the final year, will mean no flight re-test is necessary. A flight test will be available for instructors not meeting those requirements or choosing to do it, but won't this mean poor instructors have a way of avoiding the Test? There will be no AFI upgrade to QFI test, but instructors will be 'restricted' (i.e.: AFI equivalent) for such time as they get 100 hours experience and their CFI thinks they can be 'unrestricted'. On top of this, comparatively inexperienced instructors (500 hours total time, 200 hours instruction) will be able to teach candidates for the Commercial Licence or the Instructor Rating. (Am I being unduly pessimistic in seeing the potential for lowering of standards in a tight commercial environment?)

Away from the Euro regulations now, Instructors were given a talk on good Circuit Practices, and presentation on the Constant Aspect method of Practice Forced Landings, which has been in use by the military for over 20 years. As Brian said, a video would have been worth a thousand words, but none was available. Maybe a thought for a Club project?

Another pitch was on GPS was a bit too much on 'how it worked' but I guess it briefly helped to put over the message that pilots should only use it as a secondary method of navigation. There are various horror stories about pilots getting into all sorts of pickles because the basic rules of common sense and flying (e.g.: track lines on charts) were ignored due to the new toy in the cockpit. There are growing reports of more and more infringements of Controlled Airspace and Danger Areas, and I personally would be surprised if the growth of GPS usage did not contribute to this, when in fact, the potential ought to be there for the opposite to be true.

Finally, to wrap up, some surprises:

AOPA were surprised by the large number of instructors registering. I don't think any instructor was - we need a day like this, hearing messages and brushing up techniques. As always with the first attempt at anything, there were things that could have been done better, but they will be next time, and I'm sure everyone who attended wants a 'next time'.

I was surprised that in the massive turnout I didn't see any faces I even vaguely recognised until a small Old Sarum and Southampton contingent rolled up late. G.A. is a fairly small world after all. I was also surprised by the dearth of female instructors.

Everyone was surprised by the perfect blue sky weather, which allowed a wonderful morning flight round South and East London into Essex, and an equally good sunset return to Southampton. How did they do that?

### **Well What a Surprise... Dave Thomas**

(ed: regular readers will know the two tiny villages are about 3 miles horizontally up the ILS from Southampton (Eastleigh) and last we heard from their newsletter they BELIEVED they had negotiated a deal with the airfield to stop commercial aircraft overflying their villages...) From the latest issue of the Compton and Shawford Gazette:- 'A report from the transport representative, Group Capt M Dawson, showed concern that aircraft approaching Southampton Airport were not adhering to the new flight paths. Group Capt Dawson is to take matter up with Eastleigh Borough Council and with Colin Hobbs, who recently replaced Paul Barlow as airport Managing Director.'

### **Gliding - Dave Sawdon**

A couple of minor comments prompted by James Mason's great write-up on gliding. The first is to please not try landing a glider without a flare - it may not have been apparent but the flare is usually longer and often more critical than that in the average powered aircraft. The second is that if anyone fancies a trial lesson (including aeros if you wish) in a glider from Lasham I'll be happy to oblige at rather less than 80USD. (ed: You do aeros, then?)

### **Tees-side - Dave Sawdon**

A few weeks back I needed to be in Tees-side for business so used the PA22 from Popham. A good trip except for some serious IMC (in a not very serious IMC aircraft whose radio decided to give-up, thank goodness for handhelds (space for Mr Ed to add scurrilous comment) and a diversion into Leicester to let the worst of the wx go by. After Leicester it was low level VMC to get under E.Midlands then in and out of IMC then "VMC on top" up to Sutton Bank and bootiful VMC for the rest of the trip. Tees-side had promised to let me get the hire car onto the apron but this message hadn't reached the security people so much carrying of boxes to/fro was needed. Then, having returned the hire car, a hike through the terminal building - security people who didn't like the look of some measuring equipment I had (they only let me through when I explained that, as I was the sole occupant of the aircraft I was unlikely to stage an explosion in it) - zillions of locked doors. Eventually I gave-up and walked round the outside of the terminal and through the club gate. Apart

from exhaustion from all the palaver at the airfield the return journey in "million miles" VMC was a pleasure. LARS units excellent as always. Next time I'll find a smaller airfield.

## **Derby and Leeds - Dave Sawdon**

And this was "next time". I needed to get to Leeds on business this week so flew up in the Vagabond on Tuesday and back on Wednesday. (ed: I do hope you spotted the Notam about Leeds - 1 million 3rd party cover now mandatory!) Three hours endurance should have been enough but by Derby I realised that the margin was going to be too close as I'd had to dodge a few showers so stopped-off at the new Derby airfield. Very friendly welcome, they claim to be the only new licensed airfield in Europe, very active flying school which apparently now offers AFI and BCPL courses, well worth a visit but short runways because of trees on the approach so check distances.

The leg from Derby to Leeds was breathtaking as it went right through the best bits of the Peak District, near Matlock and Camphill gliding club. Most of the time I had fields chosen but for 10 minutes or so I had to rely on Mr Lycomings engineering prowess. Leeds asked me to report over Emley Moor mast at 2000 feet, the chart says that the mast is over 1900 ft tall so a little navigational discretion was applied to the position report. First experience of tailwheel shimmy on landing - any explanations why this should occur (runway was very wet)? Very friendly folk at Yorkshire Light Aircraft told me to tie down near their hangar, when I asked about parking fees I got "what t'eye don't see t't pocket don't miss" (or something close) - and they even recharged the battery overnight (I was going to add "without charge" but Mr Ed would probably ask why recharge a battery without charge!)

Next day there was a chap with a bright yellow T67M260 parked on the apron. He said he worked for Hunting and had the job of flying it for 20 hours before it went to Linton (I think) for RAF basic training - some people have a tough life!

From Leeds I routed overhead Scampton (R313 was "cold"), Lincoln and Waddington before heading back via Sywell for fuel (I spent the first 18 years of life in Lincoln yet it was the first time I'd flown over it). Sywell is another airfield that's well worth visiting - very friendly, lots of interesting aircraft, superb runways, good bar/cafe.

Sywell to Popham was uneventful apart from the radio giving up temporarily (maybe it's me) when trying to talk to Benson and GNASH blasting across my bow when I was on base leg for 08 (a brief non-standard RT exchange educated the pilot in the errors of his ways).

All 3 airfields come highly recommended.

Footnote: I'm told that UNDERNEATH Leeds airport there was a Lancaster factory, when finished they were taxied up a ramp and flown away. Can anyone confirm, deny or expand? (ed: This footnote led to Dave suspecting the truth about the secret society which runs silently at high levels within our flying club. He put this question out to fairly senior figures in the club and got VERY accurate answers so quickly he put 2 and 2 together and realised that a Yorkshire Mafia operates quietly in the background! From what I remember as I cycled up to Yeadon aerodrome as it was called when I was 5 years old, there was an old Avro factory on the northern edge, but as the ground dropped away sharply there, it was not visible from the airfield, and presumably had been well covered up in the WW2 years, so it would look from many angles as though Lancs taxi-ing from the factory to the aerodrome were coming up out of the ground. Dave tries to claim neutrality through his Lincolnshire "Yellow-Belly" upbringing, but he still won't be invited to our secret "Whippet Racing and Clog Dancing" fly-ins though.)

## **Old Sarum Aircraft Changes - Dave Sawdon**

Old Sarum will soon be operating at least 1 of the ex-african Bulldogs in place of the Firefly for aeros. The Bulldog is a more capable aircraft than the Firefly (200 HP compared to 118HP, constant speed prop, good roll rate) and will have parachutes, so form an orderly queue when the whistle blows.

Katana available. I recently got checked out in a Katana, very nice too. Rotax engine (very smooth), constant speed prop, electric flaps, shoulder wing, huge transparency so excellent vis. Handling pleasant and straightforward with no vices apparent. The only adverse comments are that the nose leg seems a bit spindly for training use and that the cockpit would probably get rather warm on those rare days when the sun shines. It's available now from Old Sarum at 90/hour dual and 80/hour solo so why not have a go.

Firefly not available for a couple of weeks. For those who've been waiting for the right time to call me about flying the Firefly, a brief note. A crack was found near the undercarriage on the T67A a few weeks ago, probable cause is an unreported heavy landing and it's likely to be out of action until the end of October.

### **Thanks for all the Fish... Bryan Bowen**

Just a note to say that the involuntary redundancy axe has fallen on my Adflex employment, and that from now on I'll be downloading the newsletter by Internet (or trying too!). Thanks for letting me remain a member through the Xyratex, Adflex changes. Membership & the newsletter has enriched and inspired me, perhaps to levels now beyond my means, but sincere thanks for the opportunities to visit places I know are the envy of other Clubs, and which will furnish a lot of good memories through the coming trials.

Remarkably I spotted not one IBMer at the Brooklands Flyin, (ed: The Elliott gang never fly before 11am!!) though I did see G-BEMB in the flight line. For me the trip up from Goodwood was the lumpiest, and worst visibility, of any I've commanded, especially east of Guilford. I planned VORs MID then OCK, then the M25 end-stop.;

Not assisted by a C-150 Aerobat with an urge to turn right, I failed to find any ground fix - even Dunsfold - by the time I called on 119.9, and hence they switched me to the D&D Cell! They gave me a fix after about 5 minutes - seconds after we'd found the M25 and Wisley. So I tell myself I wasn't actually lost or off-course. Lesson? Plot a VFR route with more obvious ground features, and less VOR beacons. (ed: Good to see someone using 121.5 - they are excellent if you are doubtful about anything, but discuss it with the current frequency first, as Bryan did.) In the euphoria of being in the correct place, with the airfield in site, I called joining downwind, I hope there is no come-back on the Club, as their R/T man was peeved I'd not called earlier. I confessed I'd been talking to the D&D Cell and they asked no more questions! What a cordial reception - lovely place to visit, and what a treat to talk to people about the Wellington and Hunter - people that actually flew them.

We were second to arrive at 10:35, and were allowed to leave at 13:00 due to the uncertainty of the weather forecast. Ironically it was better on the way back - with no sign of the 1,300' cloudbase reported by Goodwood Tower.

### **WWW Recommendations**

Bob Sankey: Just found a page that looks interesting for you intrepid types who fly around Florida and places. <http://www.southern-aviator.com> Haven't read it all but the bit about Cedar Key, Fla. in 'Points South' reminded me of some of the articles on the newsletter!

Jim Morvay: IIMORROW Precedus demo/simulator I came across a pointer to the this on AVWEB. Point to: <http://www.iimorrow.com/dwnlds/precedus.exe> to download it

Eric Evers: Europa Aviation now have their own web site. The URL is <http://www.europa-aviation.co.uk/>

### **Good Safe Reading - Dave Sawdon**

I'm starting a club library of GASILs, FSBs and SDDOLs - see the appendix for the listing. If you have any others that you would like to donate to the club please send them to me.

### **French Leave (Finals) - Gil Collins**

The last day we were all together we flew to Perigeux but this time with a ground crew (a case of a walk too far). WD went via the farm for a cine session. Linda, who had stayed behind, starred as a microdot waving from the poolside. Someone implied that Linda was not wearing her bathing costume but this is probably only a wild and malicious rumour. Perigeux airfield was hidden in the trees (ed: unlike Linda then) but we all found it easily enough and were ferried into the city itself by the ground crew. This was well planned as the distance was even further than Villeneuve. There we lunched on and meandered round the old streets of the city. Then back to the planes for a run to St Foy.

St Foy from the air is easy to find despite the surrounding trees, just head for the large water tower on right base which can be seen for miles. Returning home le Roi cooked another super barbecue whilst the others drank large quantities of beer, wine, gin etc etc... ..it was a very hot day. I suppose that this long exposure to alcohol resulted in rather wild behaviour after supper when nearly the whole group, following the lead of one of the owners of XK and le Roi, stripped to their underwear and leaped into the pool. There was much splashing and horseplay before we settled to the evening scrabble tournament, won as usual by Eileen.

Friday morning we said good-bye to the CFI and Eileen who were later identified heading north by the ground crew around the pool. At the channel coast they ran into thick clag and had to IFR it to Southampton. In the afternoon XK also departed but le Roi chickened out at the coast and stopped overnight. The things some people will do just to have one more French meal. The ground crew remained by the pool all day adjusting their suntans. This was nearly fatal for Paul who fell asleep after an overdose of cherries and beer. However, a solicitous friend covered him with a towel and he snored the afternoon away oblivious to all.

In the evening the ground crew sallied forth to Mussidan and found a restaurant both gastronomique and economique. Back home it was scrabble again with Gil winning the 2nd Division championship despite Paul taking 30 minutes trying to form a word from letters that only made sense in Russian or Maltese.

The following morning was spent cleaning the house and finding all the keys. The latter was difficult as the CFI had taken his home. By lunch time all was done and we split the excess food between us. The cleaner arrived and was amazed at the sparkling cleanliness of the place, intimated that the rest was her job, and let us go. Paul, flying solo, had been casting anxious looks at the leaden skies all morning whilst planning his route, was delighted to see breaks in the cloud. As I went north these became greater so that his trip was easy. I stopped north of the Loire in the evening and was just short of Cherbourg by lunch time. This left just enough time for a final degustation... lobster, seafood, salmon, wine and a large ice-cream. I slept most of the boat trip home... but I cant think why.

Everybody voted this a great week's fly in !!! We are now booking for 1997. The owner has intimated a discount if we take it for a fortnight (ed: I'll reserve report space in 8 issues then!)

### **(Almost) The Last Word - Dave Thomas**

Clare and I went down to the West Country on Sunday. The forecast was good and the HI TAF was good. We planned to go to Eaglescott. After take off the usual radio calls were made, ending up with the usual 'G-RO you are now outside my area, free-call on route frequency', which I acknowledged to go to Compton Abbas frequency.

On arrival at Eaglescott, we found Solent Approach wanted us to ring them. Eaglescott rang them when we came on their frequency to let Solent know that arrival was imminent. Given that news, Solent said that we needn't bother to ring them. It appears that my final message had not been received, and therefore the guys at Solent Approach were concerned about us. They had broadcast on the Tower Frequency that we had been using, and had not received any response (by that time I had changed frequency), so decided to take some proactive steps to see that we were OK. Very reassuring.

I don't know why they didn't receive the message, and can only assume that it wasn't transmitted. The radio worked perfectly for the rest of the trip so it must have been my finger trouble with that particular call. (ed: You mean you were flying with Clare and you thought you would be allowed the last word on anything???) Certainly means that I will be more vigilant about the 'T' on the comm boxes in future, be certain to apply plenty of pressure on the transmit button. Also demonstrates the importance of the QSY calls.

The other learning point is that had I decided to divert to Exeter, say, then Solent Approach may have taken more drastic action when we failed to turn up at Eaglescott. So, in future, I will ensure that I call Southampton if I do decide to divert for whatever reason - I would hate to be the subject of any unnecessary SAR activity.

By the way, the forecast and the TAFs were all wrong - the weather was lousy, and although we managed to grope our way to Tintagel, we abandoned the trip along the North Devon coast, and clambered up IMC through the clouds to return VFR on top, and then join the queue to land at Southampton in the drizzle.

## Finals

Larry Taylor, our was 'our man in Florida' and more recently 'our man in Texas' has announced he is retiring and heading up to Sedona, Arizona from the end of November. Larry has been a good friend to many of us on US trips, and we wish him all the best. Hopefully he'll get connected somehow and stay in touch, but there is a hint next year might see him and Gayle on our side of the water for a vacation, so we've got a lot of hospitality to pay back. All the best Larry and Gayle, from all of us.

I bumped into Georgia from Carrill Aviation the other day and she told me "Dark Ali" Loweth had passed her ATPL writtens first time - well done to her! Luke Webster has also been sitting them and is waiting results. Anyone with a CPL flight course recommendation should contact him at North Harbour (Loral).

Dave Thomas raised the point that the articles in Pilot Magazine which 'go places' are extremely useful for trip planning. We are building a library of the magazines and an index and we can start loaning them out. We can't photocopy for copyright reasons, but we can loan the magazines. Any we don't have we WILL order specifically on request. So if you are, for example, planning a trip to Eastern France, you could borrow the correct magazine and read up on someone else's experiences there. We hope to publish what we have in the library next time. Don't forget to ask us for any charts too.

Well, I hope to see a lot of you at Old Sarum, and of course don't forget the BM Party invitation, but please, don't delay in telling the organisers if you are a possible or definite - it makes things much easier.