

IBM Flying Club Newsletter January 1997

Start Up - Irv Lee

HAPPY NEW YEAR - Well, this is an unusual newsletter in that we don't have any trip reports! However, being the New Year, we can have a look at some events for 97. With various weather problems, no-one has been doing much on the flying side, except for Dave Ashford. He spent Christmas in California, and just says he did a fair bit of fun flying in twins but nothing worth comment! However, there is still plenty of news to pass on, especially on the events side - get the diaries (or Psions) out.

Curry Night (Wed 29th January) - Dave Ashford

Fed up with cold turkey and Christmas cake? No, neither am I! However if you fancy a bit of a change, the Zero Boys are getting together for an evening of curry and chatter (ed: this is zero-speak for "Clare will be there") at the Purbani Restaurant in Romsey on Wednesday 29th January. The table is booked for 19:00 so if you would like to join us, please contact Dave Ashford before Monday 27th January (at the very latest, sooner if possible) either by [Email](mailto:dave_ashford@uk.ibm.com) (dave_ashford@uk.ibm.com) or telephone 01962-816876 (24 hours) so don't leave it and forget, contact me NOW

R.Ae.Soc Lecture (Thurs 23rd Jan) - Danny Elliott

'Simulation - Past and Present' - Lecture by Ray Hartley on behalf of the Southampton branch of the Royal Aeronautical Society. 20:00 start on Thursday 23rd January at the Southampton University Air Squadron building at 1, Bugle Street down near Red Funnel Ferries and Town Quay. Non-members very welcome, experience the delights of a bar at military prices too.

Anyone for Biggin Hill and Manston? - Irv Lee

We plan to have our first fly-out of the year to Biggin and Manston in February - no chance of wet grass stopping us. It looks like being a date of Sunday 16th February at this stage. More details later.

Pilot Magazine - Paul Goodman

Subscriptions are due - 12 months supply for £18 - that's a third off - contact Paul to renew or to take out a subscription.

"Overheards" - Dave Sawdon

-From an Aviation Week article about ATC automation "Some are concerned about the risks from computer hackers with such a connected system. (A spokesman) said that with the current FAA software, it's not a problem. A recent White House panel on security concluded that (the) software is so out of date that no one could possibly hack into it."

-Pratt & Whitney spokesperson explaining why the company charged the Air Force nearly \$1000 for an ordinary pair of pliers: "They're multipurpose. Not only do they put the clips on, but they take them off."

Air Britain - Irv Lee

I got some publicity material from Air-Britain, an historical aviation society apparently very active

with meetings and talks, mainly in London. It sounded exactly the sort of thing Bob Elliott would like, so I phoned him and he knows all about it and has been a member for a while - anyone else interested?- I can pass on the brochure.

When in France... - Brian Mellor

On Saturday, I did a checkout with someone, and we chose to land at Cherbourg, to split up the journey. For a long time now, Cherbourg has not had ATC services at the weekend (when I've been there), so the normal procedure (as stated by Deauville Approach, on handover), is to make blind calls on the Cherbourg frequency of 121.3. This has never been a problem, until now. However, when we got in the aircraft, after our short stopover, another British plane started to declare his intentions (in English), and was berated by a French pilot, who told him that it was mandatory to broadcast intentions in French - not English. This was new to me, but the pilot I was with had a friend who had received similar treatment at Cherbourg; and, there was a great deal of insistence on the part of the Frenchman.

So, where does the truth lie? On the one hand, we all know that the universal language for ATC is English. The trouble is, this was not ATC; it was a French airfield, with aircraft (one French and three British) putting out position reports, for the mutual benefit of each other. It seems that most/all French pilots CAN speak/understand aviation English; most English pilots probably CAN'T speak/understand aviation French. So which is the safer language to use?

I called the CAA Policy/requirements department (after my usual fight with their switchboard; if they don't know who to connect you to, they automatically put you on to the Flight Crew Licensing touch tone system, knowing that you will run up a bigger phone bill, and probably your blood pressure, without any chance of success). It appears that indeed, a law was passed, requiring "official communications" to be conducted in French. The person I spoke to did not know whether this was really intended to apply to uncontrolled airfield communications, or rather just ministerial documents/conversations, but someone has obviously taken it to mean the former, and is giving Brits a hard time. I also asked if the CAA had received any further comments about this, and whether they wanted to come up with an official "take" on this. No, to both questions.

At this point, I will ask Monsieur Chairman to give us the benefit of his knowledge of the French language, and provide translations of the common position reports. I would do it myself, but the last time I tried to describe something in French, I mis-spelt a word, and inadvertently used the French word for b*ll*cks. (Or so Irv told me. I never thought to ask how his vocab. is so proficient in such a specialised area).

ed: OK, some 'mots' from 'moi'. I hope you don't mind a bit of editorial rambling to set the scene first. When dealing with French law, think like a Frenchman - they have a fairly unique way of looking at things. For example, they have a law that makes restaurants and bars have areas set aside for non-smokers and if you go into one and complain that everyone is smoking, they put a sign on your table (only) saying 'espace non-fumeur', and this "solves the problem". The other thing to find out (if you really have nothing better to do) is whether this new thing is a Law or a Presidential Decree.

When I lived in France, I was in dispute over something (can't remember what now, but nothing to do with flying - probably to do with my tenancy). My work colleagues told me that something I was planning to do was illegal, or not doing it was illegal (I forget) and I could be arrested for it if I went ahead, but "not to worry, the arrest would be for breaking a Decree, not a Law".

I assumed that distinction must be something to do with the amount of punishment that could be imposed on me if it happened, but NO -they told me that I would probably be locked up for years. I asked a few more questions hoping to find out why it was important that I would only be breaking a

Decree rather than a Law. Apparently it is to do with the shame attached to it. If there had been a Law against whatever it was, the law would have been passed by their Parliament, (the National Assembly) and voted on by all the MPs (Deputies), and when I was locked up for 10 years, everyone would say what a bad sort I had turned out to be. However, I was in danger of breaking a Decree, which is imposed by the President and does not pass through their Parliament, so I would still be banged up for 10 years, but people wouldn't look down on me for it, as it hadn't been passed through the normal democratic channels...

So, the trick is to look at it the way a Frenchman would. Almost all the French airfields you will fly at are either Class "G" airspace or Class 'E' - so if you are VFR you don't need to use the radio 'officially' in either of these cases, and it follows that any circuit position reports you make are obviously UNofficial and for information only. The new French law applies only to official communications. The only French word you really need is the one you mis-spelled last time - the one that means 'b*ll*cks'. You could also learn the french for 'how come you are using English for your callsign, then?'

If for some other reason you want to know the french circuit language, I'm sure there was a list of french circuit phrases in "Pilot" a couple of years ago if anyone is really interested - I have been known to use 'Vent-arriere' for downwind and 'Finale' for finals at very minor French airfields when there are only other French aircraft around. They also use numbers rather than individual digits for their runways - and they are feminine- 'finals for one-four' would be 'finale pour la quatorze' if you want to express yourself in French. I was given a 'go around' at Moulins in French last time, but I had no doubt what it was - the aircraft taking off the wrong way towards me with a tailwind gave me a clue about what I was being told to do!

1997 Events - Bob Elliott

I've picked the following events on the basis that at least some IBM Club members are likely to be attending, or that they are events I have been to in the past, and recommend. The list is provisional and is subject to change. Phone before setting out. I have just read a report from Epinal (Used to be Moulins). The author reckoned it was a great venue. We will no doubt have a Barbeque at sometime in the summer too.

FEBRUARY

9th	The Squadron	NORTH WEALD	01992 524510
15th	VAC Valentine	FINMERE	01280 860207
16th	IBM Go to Kent	Biggin/Manston	Irv for now

MARCH

16th	The Squadron	NORTH WEALD	01992 524510
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APRIL

6th	PFA Wessex Strut	HENSTRIDGE	01963 363630
6-12th	SUN'N FUN	LAKELAND	FLORIDA
13th	Jodel Club	POPHAM	01256 397733
26-27th	Young Eagles	NORTH WEALD	01992 524510
27th	Spring	SANDOWN	01983 405125

MAY

3rd/4th	Microlight Trade Fair	POPHAM	01256 397733
5th	Aero/Autojumble and Cars	POPHAM	01256 397733
11th	Gardan and French	POPHAM	01256 397733
10-11th	Fighter Meet	NORTH WEALD	01992 524510
17th	Sunset Display 1	OLD WARDEN	01767 627288

JUNE

8th	Russian	POPHAM	01256 397733
8th	Air Day	KEMBLE	01285 770055

14th	Sunset Display 2	OLD WARDEN	01767 627288
15-22nd	PARIS AIR SHOW (Road-in)	LE BOURGET	
22nd	West London Strut	POPHAM	01256 397733
JULY			
4-6th	PFA RALLY	CRANFIELD	01273 461616
12th	Young Eagles	POPHAM	01256 397733
13th	DH & BiPlane & Young Eagles	POPHAM	01256 397733
19th	Sunset Display 3	OLD WARDEN	01767 627288
19-20th	Fairford Tattoo (Road-in)	FAIRFORD	
26th	40th Anniversary AAC	MIDDLE WALLOP	01980 674428
AUGUST			
2,3,4th	Vintage/Classic Anglo-Irish	POPHAM	01256 397733
2-3rd	Air Fair	WHITE WALTHAM	01628 823272
10th	Vintage Piper	POPHAM	01256 397733
16-17th	Moth Rally (Road-in)	WOBURN	
SEPTEMBER			
6th	International Air Day	CARDIFF	??
14th	Wings Wheels and Auster	POPHAM	01256 397733
21st	Solent Aviation/Luscombe	POPHAM	01256 397733
30-3rd	Helitech	REDHILL	0181 547 1566
OCTOBER			
4-5th	Photo Day	NORTH WEALD	01992 524510
12th	End of Season	POPHAM	01256 397733

Also this year when we find the dates:

Schaffen Diest (Overnight stay), and RAF Cottesmore Family Day.

Note:

NO landing fees at Popham events. Non-radio aircraft PPR.

IBM Corporate Jet - James Mason

I came across the following statistic which may be of interest, since joining IBM in 1993, Lou Gerstner has logged over 542 flights in IBM's Gulfstream IV and 408,000 air miles!

Give Aways - Dave Sawdon

Following are available for anyone interested: - Sailplane and Gliding Magazine 1983-1992 (almost complete) - PFA magazine "Cranfield" supplement (1983-1994) - "Gliding" by Derek Piggott (hardback, excellent) - EAA sport aviation June/88 - Hot Kits and Homebuilts Mar/90

Old Sarum January Events - Dave Sawdon

Jan 24: Burns night and award ceremony (kilts optional) Jan 30: RAF escaping society Call 01722-322525 for further details. Dave (Hon Sec) Sawdon

DC9 Simulator '97 - Robin Clark

Members and non-members alike are reminded that Robin Clark can and does organise sessions on the BM DC9 simulator at very good rates. (BM in this case refers to British Midland, Brian Mellor has not moved that far in his first month in full time aviation). Changes in the booking procedure means it is now even easier to get small groups on to it. If you fancy trying it out, there are many available dates in the first months of '97 - call Robin on 325331, Mobile 0802206049 or

robinj_clark@uk.ibm.com

Oberschleissheim - Irv Lee

You might remember I went to Munich in October and wrote about a new Air Museum there at Oberschleissheim, run by the Deutsches Museum. The airfield itself has a great history and is closed except for use by a small private club. By coincidence I have just received an e-mail from one of its members who works for IBM in Munich. We hope to arrange a 'meeting' in 97, somewhere, somehow. I have already invited them to the Barbeque in the summer (no date for it yet) - I hope if some accept we can find beds for them amongst ourselves. There is also a suggestion that we meet up for the day or maybe overnight somewhere in Eastern France.

Greenhawk Trust (Aviation in the Community) - Email from Steven Wood

(ed: We have helped Young Eagles days at Popham before - if anyone wants to get deeper involved in this I can pass on Steven's details. We will advertise any local Young Eagles days we hear about in the local area.) From Steven Wood: Two EAA Chapters have recently been established in the UK and together with Aviation in the Community we hope to display a GlaStar aircraft at 25 major UK air-shows during the 1997 season.

The purpose behind this is to publicise our Young Eagles and Aviation in the Community flight programmes and to raise funds to allow us to fly as many youngsters as possible in our programmes which are designed to get more youngsters interested in aviation, and in particular for children with serious illnesses who would benefit from experiencing the joys of flight and seeing the world from a different perspective!

We would very much like to involve IBM Flying Club members in our flying programmes and we are planning a series of Young Eagles event days in which your members could take part. The idea being that we will hold a Young Eagles day at a local airfield close to each air-show when pilots from various clubs will be invited to fly as many new Young Eagles as possible.

In addition, as a means of funding the purchase of our GlaStar aircraft, a number of special vehicle registration numbers have been secured which we would like to offer for sale to raise funds for our programmes, for example:

P1 HAWK (P111 AWK)

P1 STAR (P15 TAR)

P1 USAF (P111 SAF)

Perhaps it may be possible for one of your computer expert members to devise a method of auctioning these on the Internet?

As mentioned above, we are looking for a computer based feature for our static air-show display unit. We aim to fund the operation of our GlaStar through sponsorship advertising at the 25 air-shows we plan to visit each year and we are trying to arrange a large static display which will include our airplane and a 40ft semi-trailer display unit. This display unit will house a feature related to aviation, such as a computer based flight simulator, and sponsors will be invited to support our programme through advertising on the outside of the unit.

Can your members or IBM help with this computer based feature?

Indeed, participation in the display could offer IBM a great publicity opportunity, particularly as air-shows are the second most popular event in the UK.

Please let me know if you require any additional information.

In the meantime we look forward to your kind assistance and we would welcome any ideas on how we may involve the computer industry in support of our programme!

May I take this opportunity to wish you and your colleagues in IBM Flying Club a most joyous festive season.

Regards

Stephen Wood 100630.457@Compuserve.com
President EAA Chapter 1168,
Chairman - Aviation in the Community / GreenHawk Trust.

Hursley CLUBCHAT Forum - Irv Lee

For those of you with access to IBM mainframe systems there is now a CLUBCHAT FORUM on the Hursley tools disk. (IBM Hursley Club chatter, so not directly relevant). Anyone with mainframe access should be able to follow it if they want - I'll try and keep an eye on it too. Anyone on an IBM mainframe not knowing how to subscribe, let me know.

January Landing Vouchers - Lars Wallin

ed: Lars, from the IBM Sweden Flying Club has sent me the vouchers he mentions - if the weather improves and if anyone can use one in January let me know - Lars reads this newsletter so Thanks Lars for thinking of us when you got the vouchers:

Happy new year to you and your flying club. I've sent you vouchers to you for free landings in January at Swanton Morley, Blackpool, Halfpenny Green, Fife. Best Wishes Lars

Psion NavPlan - Peter E Orr (pete@proclaim.org.uk)

(ed: I received the following from Pete Orr of Airtech Systems - I haven't used this Navplan product myself but as many of you know I am a Psion fan. If anyone is interested in Navplan have a look at the Website mentioned -a demo is available from Pete, who writes:)

I've been having a look at your website, and reading through some of the information which I found very interesting. I work with a company producing a flight planning package for the Psion Series 3a & 3c - NAVPLAN. I was simply wondering if you would like to receive more information on this product and if you, having checked it out, would be willing to give it a mention in your Newsletter. The list of features is fairly extensive, so I won't try to list them. The package suits pilots of all levels, no matter what type of aircraft they fly, and if you have a specific requirement, we can discuss adding that. Further information can be found on [our website](#) if you'd like to know more, or can be sent by snail mail or email.

Thanks for your time, Peter Orr, Airtech Systems

Finals - Irv Lee

Note that Bob Elliott is now retired, his job of sending hardcopy out to 6 (7 now with Bob) retirees has been taken up by Richard Valler - Thanks Richard. We do have 3 or 4 others around the club who have partnered individuals for 'hardcopy' so thanks to everyone who does it - more volunteers are needed. It would be good to get Richard's list down to one or two by others volunteering to take a retiree off him. It just involves printing a copy of any newsletter or AGM agenda or minutes and posting it off in a pre-prepared envelope. If anyone receiving printed copy goes 'wired' at home, let us know - softcopy is easy.

And for those of you waiting for 'dinghy drill' I haven't forgotten - finding the right swimming pool has been a difficulty - we need one that is not only deep (over 2.5 metres) but also a large area with that depth - the large liferafts tend to drift when you are climbing in, and if they drift into a corner or into shallower water then the whole point is lost. I've checked out a couple of pools and I'm about to contact the navy in Portsmouth. If you have given me your name, I still have it, I'll announce once I've found a suitable pool.

Congratulations to 'Dark Ali' Loweth, whom some of you know, on her recent engagement to Tom. They met on their CPL/ATPL/IR course, and wedding bells might be sounding after the training is over. (Sorry, I just re-read that - I mean when the flying training is over....) Best Wishes to them both.

AGM time is coming soon - probably in February, but a notice will go out. If you fancy one of the club posts, don't be shy. Also, we have a trophy decided by committee - 'Friend of the IBM Flying Club' - nominations to any committee member please.

Budget - if anyone has any new ideas for any purchases in 1997, again let the committee know. A document on 'Benefits' for subsection members is also available - you should already have one, if not, ask. If anyone has any feedback (improvements) to suggest in the benefits or subsidised safety flight please speak out too. I am beginning to think a 'go-around' practice from landing configuration should be part of the VFR subsidy from one or two things I've seen or heard about - that subsidy only requires stalls and PFLs at present.

And finally, some good news for anyone planning going a little further afield in 1997. BM Aviation is considering cheaper flying rates for foreign trips - contact Brian Mellor for more details. I can usually be talked into cross-channel checkouts fairly easily too - if you don't fancy long water crossings then Calais, Ostende or Le Touquet are well within reach and enjoyable places. Combine them with a safety check on the way and it gets even cheaper with the subsidy we provide. Happy Flying for 1997.