

# IBM Flying Club Newsletter April 1997

## Start Up - Jon Butts

Hi all, well, if you dont know already (not at the AGM? tut tut... new committee: Dave 'Dasher' Ashford as Treasurer, Clare Grange as Secretary and Jeff Moreland as Event co-ordinator - all of whom merrily volunteered I might add! This is my first newsletter as the new chairman - I'll try to keep them in their hugely popular style, but will struggle to match Irv's wicked sense of humour! The Culdrose trip dominates this month - a great start to our summer season. We're looking foward to lots of fun, safe, flying!

It's membership renewal time! Please help Clare by returning your form promptly, it does make the job easier! We start the year with three new members already 'forms completed' - a very warm welcome to Ranjit Bhagat, Khalil Barsoum, and Kim Dale!

## Thanks - Irv Lee

Those of you who attended the AGM will know that I received a surprise (surprise to me) award for the work for the Club over the past few years. I'd like to thank you all for that. It was a scroll-like trophy and a 45 minute trip in a Stearman at Compton Abbas this Spring or Summer - I even have a picture of it to help my recognition. Given the right day, it should be unforgettable.

I'm not sure if I've been Chairman for 5 or 6 years in total, and I know I had 2 years as Secretary a while back, when the Treasurer's job was so awful due to VAT returns that anyone volunteered for anything else to avoid being considered for Treasurer. Fortunately, things are not as bad as they were in that respect, and it was very pleasing to see people keen to keep up the momentum we have in the club by volunteering for all sorts of things, including fresh blood in all the main committee posts. It's been fun 'serving', and I'm looking forward to seeing what's in store for the coming year, once the weather improves. Thanks again for the present, and thanks again to all who have served on the committee whilst I've been Chairman, and good luck to the new regime!

## MEMBERSHIP APPLICATION 1997-1998

### IBM North Harbour Club - Flying Subsection

Please complete all sections. The information given here will be stored in the club membership database and used for club purposes. If you do not agree to your home details being recorded leave section 7 blank.

I apply for membership of the IBM North Harbour Club Flying Subsection for the period 1/3/97 to 28/2/98 and enclose a cheque for 10 pounds payable to "IBM Club - North Harbour". I agree that the use of any club equipment is entirely at my own risk and that ensuring the serviceability and suitability of such equipment is ultimately the responsibility of the Pilot In Command. I understand that "guests" cannot pay membership or receive tangible benefits and that their payment will be used to purchase the desired chart.

1. Name: Personnel No:
2. email address:
3. VMID (or "partner" name if no electronic address):

4. IBM Social Club of which you are a member:
5. Non-IBMers complete the following:
  - o Name of proposing IBMer:
  - o Personnel No of IBMer:
  - o Signature of IBM CLUB MEMBER, confirming eligibility:
6. Work Phone No and Address:
7. Home Phone No and Address:
8. Desired Loan Chart for 1997-1998:
- 9 . Flying Qualifications e.g. Student, IMC, BCPL,...
10. Base Airfield:
11. Usual aircraft type(s): Syndicated?; Y/N
12. Other Flying Clubs:
13. Signature of Applicant: Date:

When complete send, together with your cheque, to: Clare Grange, c/o Dave Thomas, IBM (UK) Ltd, 27/30, PO. Box 6, HAVANT, Hants PO9 1SA

### **How do you get started in Hot-Air Ballooning?**

Alison Spencer is a manager here at Hursley who wants to get into hot-air ballooning - does anyone know any balloonists in the Hampshire area? Alison can't wait to get started and wants to join in with chases and (hopefully!) retrieves etc asap. If you know of anyone who can help please contact Alison on 01962 815012 (work), thank you.

### **Culdrose Trip: G-BRTD (Phil Russell)**

First a big thank you to Clare for organising a super day. Ray Prince and myself thoroughly enjoyed ourselves. Our flight down with Phil as P1 proved more eventful than expected. We left Popham in brilliant sunshine at 08:45 thinking we would fly at 2500 ft initially. Surprise surprise when we were forced down to 1000 ft abeam Yeovilton by increasing cloud. I checked the Culdrose wx before we left but did not think it necessary to check the enroute wx - tut tut!

We did not feel like turning back as we knew the overall wx situation was good so we diverted into Yeovil Westlands. This however did entail flying intermittent IMC for a few minutes but having had a recent checkout with Dave Sawdon, spending 30 mins under the hood, I felt quite comfortable about doing this. Long may our safety flight subsidies continue.

We were greeted with hot coffee and a discussion ensued about how we should proceed. The enroute wx did not look bad once you got past the local gloom with broken cloud tops at 3500. So with signs of improving wx we took off and climbed through holes to FL 40

Brilliant navigation by Capt. Prince brought us to Culdrose at 11:08 only 8 mins late - where we were awarded the booby prize for being the last to arrive. (Ed: Award retracted, weather diversion is

an AOK reason for late/non arrival).

What an interesting place! With hawks and helicopters in abundance. Refuelling seemed to take an age for reasons I could not determine! As a result we missed some of the excellent video. Lunch was an experience being served by all those young naval ratings and it only cost 2 pounds!! (Ed: Phil, you are SO lucky Irv isn't Ed'ing this!).

On return, Ray elected to fly at 2500 which would get us safely over Dartmoor. Once again, cloud increased ahead so we climbed to FL 50 to fly VFR on top. This was OK initially with good breaks in the cloud however as we got over Dartmoor the cloud thickened beneath us. We could see that things would improve in some minutes so we decided to continue. This does make one realise that taking the direct route over Dartmoor rather than routing around its edge does increase the risk if one had an engine failure. The remainder of the flight was uneventful and we arrived back at Popham in a cloud free sky once more.

What I learnt from this trip was not to trust our fickle weather at all. For such a long X/C, one needs a good weather briefing for the whole route. I wish we had the equivalent of the FAA 1-800-WXBRIEF service which allows a pilot in the USA to obtain a full weather and notam briefing anywhere in the USA. I rediscovered my "Get Met" booklet from the CAA and will use that in future!

I also decided as a direct result of this trip that it was high time I got my IMC rating, as obviously these skills can be very useful on even generally great VFR days!

### **Culdrose - Chris Thompson, G-ARLG Auster**

Fairly eventful trip with diversions both on the way down and on the way back but that is only to be expected in a VFR only airplane! On the way down we had to turn back for fuel because we were stuck "on top" with no real idea of how we could get down through the clag. After refuelling at Compton Abbas we attempted to get through below the cloud which resulted in some Auster scud running at 600ft past Chard with the hills distinctly higher than our wings. On the way back there was no way we could get across Dartmoor at 1500ft and so we turned south and came round Plymouth IFR to Exeter (I Follow Roads - the A38). All in all a very good day out. Many thanks to Clare for the arrangements.

Quote of the day 1:

Culdrose Director (having lost radio contact with KS who was rapidly catching us up at the same level and track): "LG can you see the aircraft catching you from behind? LG(me): "Negative - I can't see out of the back of this airplane" Director: "LG are you happy to continue on your present heading?" LG (me thinking - ain't I supposed to be under Radar Control?) "Affirm" Director (after a short delay and several more attempts to get hold of KS who had apparently gone to the Tower, or Approach, or somewhere): "LG can you turn 20 degrees right for collision avoidance" LG (thinking - doesn't she know that will add about 30 minutes to our ETA) "Affirm"..... (thinking - oh well at least that solves the problem of how I am going to get downwind to Runway 12!).

Quote of the day 2:

In LG almost ready to start for the return. One of the marshalls walks over and I ask him verbally. LG: "Sorry to bother you but do I have to call for Start here? I forgot to ask when we were inside". Marshaller: "Just get ALL your NAV and COMM SYSTEMS up and running and then call the Tower for taxi" LG (somewhat tongue in cheek): "What's NAV and COMM SYSTEM?" Marshaller (peering into cockpit of LG): "My God, how far did you come with that lot?" LG: "181nm" Marshaller: "Sooner you than me mate - have a nice flight!"

## **Culdrose by Any Other Name - Irv Lee**

Steve Pick and I managed to get to HMS SeaEagle (Culdrose's name) in the Rutan and had a great day, thanks, Clare for the set-up and organisation. I've never been west of Exeter before, as the French coast beckons once the en-route time is over 50 minutes!

A word about the way down - a few old timers (Chris Thompson in the Auster and me amongst them) got an en-route forecast and were prepared to stop half way and continue later - Chris did so, we didn't, as we'd set off later, but I believe a few aircraft only got the departure and destination Actuals and TAFs. When I phoned Culdrose, they and the Hampshire airfields were perfect, but a quick question about Yeovilton (en-route) revealed that it had been getting worse and was just about to close with fog! They gave us a route and height that would probably keep us clear and legal, and all went well, but I understand others got a surprise or two - Lessons learned I hope!

The day was good, and there were some bits to remember, like with the Rutan on finals, G-PORK (AA5B) came onto base leg and was told "Number 2 to a similar type ahead". I guess Navy controllers only know 3 types: Fixed Wing, Rotary, and Ships, and on that basis, perhaps they were correct.

The way back was worth a mention, if only because we headed west for a look around Lands End whilst so close. We called up Lands End airfield only intending to pass nearby and in the nicest possible way got hi-jacked! Lands End: "What type did you say?", Me: "Rutan Long-Ez" L/E: "Haven't seen one of those, report overhead" ...and when overhead.. L/E "Hey that's interesting, report downwind for Runway 35" ...and when downwind.. L/E "Cleared low pass and go around 35, we want a good look!"

So, heading up the coast having had a friendly chat to Lands End, we encountered St Mawgan, the RAF base. Paul E., a local in his youth, warned me that they are a strange lot! We called, and got told immediately to re-contact on a new frequency - definitely us, Steve heard it in the back, Dave T heard it 40 miles East of us. I didn't catch the frequency immediately so whilst Steve looked it up, I waited for a gap to query it again. When I did, we got "Who are you?- never heard of you, pass your details". Protestations that we had received a reply led nowhere, and of course didn't matter, except that it sowed some doubt in the controllers mind about our (my) state of mental health. When I explained I wanted to cross the MATZ and ATZ to their WEST, I got cleared and told to report North EAST of the airfield. (Strange!). I looked at the open map and spotted a disused airfield about 2 miles north-west of them and started to ask if I could report there instead as I wanted to pass them to the west not east. Unfortunately, half way thru the call I realised I didn't know how to pronounce the name of the airfield, and wasn't quick enough to gloss over it and had a go at it. The controller made me have two more tries before I said "that disused airfield just north west of you" and they agreed that would be OK.

Now 10 miles north of them, they asked if we wanted to turn east back on track, and if we did, all the other traffic out of Culdrose were hitting bad viz, and 4500 feet seemed crystal clear and would be a good altitude to fly at, so we agreed, turn east and started a climb. They then came back with "Do you intend to fly through the Papa Yankee area?" - that stumped me - what is a Papa Yankee area? - so I told them if they could explain what the Papa Yankee area was, I'd be able to tell them, as I really didn't know and it didn't seem like a good idea to start pretending I did! The reply was not revealing - just a sigh and a tired sounding voice telling us not to worry but to continue the climb - obviously decided I was better left to myself! About a minute later after pouring over the chart, Steve finally realised what they were talking about - PY is the NDB at Plymouth many miles to the east and presumably the Papa Yankee area is local-speak for 'flying in the Plymouth area'. Why they couldn't ask that though I'm not sure.

## **Word of Warning - Irv Lee**

Quick word of warning - there seem to be new controllers at Yeovilton who do NOT know the local area - BEWARE! Ranjit and I were 'told' to turn East at Shaftesbury and descend to 1000' on the QNH to then make our own join into the Compton Abbas circuit - (The airfield is 810 on the QNH with land around at over 900'). The point is these guys CANNOT order or control you and have no responsibility if you fly into a mast or hill - whatever sounds like an instruction is a request and must not be obeyed without thinking, and legally need not be obeyed at all.

### **Culdrose - The Organiser's View, Clare Grange**

I'd like to say a big THANK YOU to the following for attending and helping to make Culdrose such a successful day:- Jeff Moreland (especially for sorting out the landing and parking fees) Mark Frankland, Margaret and Gil Collins, Danny Elliott, Dave Sawdon, Irv Lee (he didn't quite endear himself to a certain female St Mawgan controller!), Steve Pick, Chris Thomson (I understand he took the picturesque route and visited most of the airfields in the South West!) Tony Warner for accompanying Chris! Dave Ashford, Ranjit and Andrew Bhagat Phil Russell (I'm sure he enjoyed himself), Ray Prince, Martin and Andrew Halfacree, Richard Valler, Bob Elliott, Neale Fray, Jon Butts (thanks for publishing the updates), Jim Hull (coffee and inflight catering to be recommended), Paul Goodman (inflight catering also), Last, but by no means least, Dave T especially for his secretarial skills!

### **Biggin Hill - Chris Thompson**

I will have a spare seat for Biggin on April 13th (from Hook). The Auster is due to have its #1 cylinder looked at and a Magneto changed after Easter so as long as its back on line I should be able to go to Biggin. Anyone who wants the spare seat, call Chris on (01329 835362)

### **NEW! Instrument Training Software for loan - Dave Sawdon**

We now have IFT-PRO v5.1.3, an excellent and easy to use IFR training package. Brief details: - a DOS app that will run in an OS2 full screen DOS session. - PC requirements are modest (16+MHz). - provides all features you would expect from a sim (several aircraft types, self designed aircraft, self designed panel, all nav aids, etc, etc) - can be flown from keyboard, mouse, joystick, etc. - supports soundblaster or PC speaker. - Unfortunately we only have a single user license. It isn't copy protected so we need to ask all borrowers to abide by the terms of the license and delete it from your hard disk when your loan period is over. - We've bought the databases for USA, UK, France, Belgium and Spain but to carry out an instrument approach you need the appropriate Aerad plate (see Dave Ashford). - It's possible to create new databases and to modify the existing ones.

It's now part of the library and available from Dave Sawdon. I suggest a standard loan period of 3 weeks initially. (Ed: Dave will be setting up special evenings for those of us who want to have a go with the software - subject to demand of course, pls let Dave know if you want in.)

### **A View from Outside - Stephen Ward.**

(Stephen is a friend of Jon Butts) Well I have finally joined the PFA. It cost £32 but the quality of the magazine looks to be worth it alone. I have got the address of my local strut and I will be attending their next meeting. I will give you an update as to how useful I think being a member will be. After reading your IBM Flying Club pages on the Internet I came to the conclusion that you have your own 'PFA' within IBM! It makes for enjoyable reading and I think you are lucky to have such a bunch of like minded people within the club. I like the pictures of Group Aircraft owners! I think it would be worth working for IBM just be part of the flying club!

### **MICROLIGHT NEWS - Jim Hull**

The weather has been curtailing activities with us at Popham as well. One Sunday we managed some flying. I took Doug Ranger's Cessna for a local hop. Then sat watching at the Microlight Club as Mac, Chief Instructor and Owner took a student on a test flight in a "flexwing". He passed the student who then went off solo. Mac had his "recreation flight" in another flexwing. It looked like he practised one wheel landings, running along the runway on the one wheel then into the circuit. He likes us to practice low level control just above the runway as it builds the necessary skills for "that time it really is tricky".

I saw 2 people coming from another Cessna G-SALL, thought they looked professional and competent. It was only when closer, when one spoke to me I realised it was Irv. He had been helping his colleague transfer from an American licence to the PPL. Said he recognised my voice on the radio while flying.

Sunday Feb. 8 was a flying day! Quite busy at Popham. I walk my dog in the field at the back. The mist started rolling in very quickly. It caught some people out. The last microlight just managed to "hedge hop" and land on 21, only just in time. Still we can put these aircraft down on a postage stamp. It is recovering them afterwards that gives the hassle.

The Club meetings at The Plough East Stratton have been talks on the GPS. Another was on a club members outing to a gliding club in the Borders during 1995. They flew Thrusters to Sywell, then Retford and Bagby. At Newcastle they had to orbit and it appeared the Controller forgot about them. The final landing was at Millfield Gliding Club at Wooler. The journey was 350 miles and took them 7 hours. In 1996 they repeated the journey. This time they had tail winds and it took 5 hours. Popham Happenings: April 19 and 20th National Competition at Popham May 3 and 4 Popham Trade Show June 24 Club night July 13 Silverstone Aug. 15 to 19 Davidstow

### **Gipsy Queen parts - Mike Allen**

During visit to Camarillo last Sunday with LAX flying friend, we kicked tyres of the sole remaining Percival Prentice flying in the world. Its maintained by Camarillo chapter of Confederate Air Force. Shared tall tales with the guy who "project-manages" its maintenance; he moaned at length about the difficulty of finding Gipsy Queen parts at "reasonable" price. He has "prospected" in England briefly for parts, but the only source he found was even more expensive than his normal stockist in USA!

I suspect he may not have looked hard enough during his brief UK visit. I feel we may be able to help this guy and keep the aircraft flying, with a little co-ordination between us. I'd be grateful if you could pass 2 questions on to your noble band of aviators:

a) In late '80s Hants & Sussex Aviation at Portsmouth airport, were the formal licensed supplier of DH Gipsy engine parts and assemblies (Rolls Royce Helicopters at Leavesden sold the business to H&S while I was consulting at RR Leavesden). After Portsmouth airport closed, did H&S take the business to some other location? Are they still at the same location (just a few yards South of M27 as I remember)? Or did H&S sell the business to someone else? If so, who? What contact info can be gleaned?

b) Is there a member of the IBM UK Club who would be willing to be the "volunteer spare-time" end of a comm. chain that would run from the Prentice mtce guy at Camarillo by phone to me; E-mail to said volunteer; phone to the UK GipsyQueen parts supplier(s); and vice versa? Sounds a useful thing to invest some time & fun into, (even 3K miles away from Camarillo in my case); and we appear to have a uniquely effective way of helping keep a UK airplane from becoming extinct. Any volunteers to team with me? (Whats involved, you ask? Not much, if someone volunteers I'll get onto the guy and offer help, with limitations. I helped a Long Beach based Tiger Moth owner in similar manner during late '80s; but I drew the line at carrying a Gipsy Major crankshaft transatlantic in my baggage!)

Regards, Mike Allen

### **It's Good To Talk! Phone Ahead! - Bob Hoskins (not)**

(To be read in a cockney accent). Once upon a time, after a rather long spell of bad weather, a sunny day finally dawned Six experienced PPLs went to the airport, all just itching to go flying. They didnt care where they went, just that they did go - a destination only provided the excuse to get airborne. But in this flexibility lay much indecision, until finally the chip-eating one announced they would all go to Pastelford. TAFS and Actuals for Sandtest (near Pastelford, as luck would have it) were to hand, reporting 5k viz in haze and mist. Our ppls reckoned it would burn off a bit even it didnt turn into a sparkling day. Crew 1 went to their plane and started up, but Crew 2 had to wait because they had the scrupulous one in their team. Scrupulous rang the little man in the Pastelford tower, who could't even see his orange dangler in the local fog.

Naughty Crew 2 thought about not telling impatient Crew 1 about this. "Might teach 'em a lesson to arrive at Pastelford before finding out it's fogbound! Could be a giggle listening in to the R/T!". It was very tempting, but being good PPLs at heart, Chipper dashed to the planes just in time to let the Addicted one know. Not best pleased, Addict shutdown and our six trundled off back to indecision until the Fixated one once again proposed Bemkle (yawn...), swiftly followed by much drawing of lines on maps (people do do that you know, certainly when five others are watching!).

Motivated by the Pastelford non-experience Fixated suggested phoning ahead, but 'temporarily assigned to North Wales' didnt think that was necessary. Undeterred, Fixated rang Bemkle, only to find that casual visits were no longer welcome! Once again a simple phone call was a Good Thing.

Seeing as how Assignee hadnt been to a place as inhabited as Unoswellbeer for a while, our ppls ended up munching black-pudding etc there. It is remarkable how two simple phone calls can be so influential (though if you think about it, incredibly unlucky for that black-pudding).

Time to head home to Potashmount. The weather was ok, and was ok at Potashmount when our ppls last saw it. No-one thought to phone ahead for the short trip home... (Sound effect: please hum the X-File tune now. It goes: do-do do-do do-do do-do (4 times repeat) thanks).

Unbeknown to the ppls unforecast sea mist was already approaching Potashmount... (Encore!)

Crew 1 arrived in deteriorating viz just in time to wander down the ILS to the dulcit tones of Dozy who had just woken up in the back. Crew 2 didn't beat the fog in the race to the airport and diverted to Shacklebub, and shared the clubhouse with twenty or so other diverted crews. Sometime later, out of the fog came Dozy to the rescue (it was getting to his active time of day) in his car.

The lesson of this little days adventure is clear. Even experienced PPLs, confident in their ability to make a 180 or an in-flight diversion, know it's good to talk; get on the blower before calling the tower. BT B4 RT?