

IBM Flying Club Newsletter August 1997

Chocks away! - Jon Butts

Well, we have been busy recently, having had trips away to the Dordogne, Carcassonne, and Silverstone plus our ever-popular summer BBQ - how young Jack and Tom managed to leave with the raffle prizes they had coveted all evening beats me! Even Eileen and Debbie left with the cuddly toys they wanted (Grommit and Shaun the sheep, as opposed to Brian and myself). Well done Dennis for orchestrating the BBQ again for us this year - over fifty people to feed this year - no mean feat!

The BBQ has in fact raised some funds over this and last years events, and having fully completed the funding of the Lawrence Wright memorial PPL course, this will be donated to the Piam Brown ward, Southampton hospital (see Irvs write-up below). The BBQ 'lost and found' still has an eight inch glass casserole top and green and white tea cloth -owners please claim from Dennis 01962 713512,

Having recovered two of the three unservicable planes, the Dordogne week was then hit by the weather. Remember the first week of Wimbledon? Well, it wasn't much drier a few hundred miles south apparently! Still, everyone made certain they had their week's holiday, going by road excepting G-ZERO (which managed a trip during the week). Thanks for setting it up Gil - can't win 'em all eh?

The Carcassonne long-weekend fared much better by all accounts, with the crews meeting up as planned for lunch in Bordeaux on their way south. A good time was had by all I understand - trip reports anyone?

Other news is that Mr Fray has completed a taildragger course, flying a Super Cub at Old Sarum and farm strips, well done Neale.

Thruxton BBQ in aid of PIAM BROWN ward - Irv Lee

Hayden's 15 month old son was diagnosed with a tumour, and the PIAM BROWN Ward in Southampton General treats child cancers apparently worked miracles for this little lad. (*ed: Hayden is an instructor at Thruxton*). The ward has a fund, so Hayden is raising some money for them. He thought a BBQ would be the best bet. He has tackled various local organisations for good raffle prizes (eg: heli lesson from FAST, I assume some motor racing prize too), donated free in the hope of a large income from a raffle ticket pot.

(ed: Well, we have missed their BBQ - it was 26 July, but it is to this worthy cause that we shall donate the funds raised by our own BBQs - a total of £110. This has been kept quite separate from our own club funds and accounts, with Jeff Moreland making the donation to Hayden on the clubs behalf).

Future Airspace - Dave Sawdon

If anyone's interested in the future of our airspace then have a look at the Operation Concept Document at <http://www.eurocontrol.be>

Most of the proposed changes don't affect us but in essence the airspace will be divided into MAS (Managed AirSpace), UMAS (UnManaged....) and FFAS (Free Flight...). There's also the FUA acronym but it doesn't mean what you might think.

Another nicety is a heading "Role of Human..." which is followed by "role of the controller.."

Newcastle via by Football Grounds - Stadium Spotter Goodman

About time I wrote something for the newsletter so a few words about my recent flight from Southampton to Newcastle in Zero. The purpose of the trip was to enable my sister to make a surprise visit to a friend but I guess the cynics amongst you would say that it was just an excuse to log another airfield. Never!

The weather for entire trip was 'all the nines' with the possibility of a few clouds at 3000 feet. In fact the visibility all day was at least 30 miles so even my VFR navigation was going to absolutely no problem. (*ed: other than putting it in writing...*). Even Neale Fray, my co-pilot for the trip, decided that he did not need to refer to his GPS gizmo - he didn't even make one of this "you're off track by 200 yards" comments.

The 3 of us departed at 11:00 and headed for Westcott NDB, basically Oxford, then Trent VOR (Nottinghamish) before the direct north track to Newcastle. (*ed: NDB? VORs? VFR nav trip you said!*)

It was one of those days where everything comes right, the navigation was no problem, timings were as good as spot on and I even turned on to finals with 2 reds and 2 whites. OK it sounds like I'm blowing my own trumpet but it's been a while since it all came together and it is such a good feeling.

Never having flown north of Liverpool, the new sights, especially the scenery around Holmfirth (didn't spot Norah) was superb. I understand from (sad) Neale that the concrete TV mast in Yorkshire is the tallest entirely concrete structure in the world. I also enjoyed seeing various football grounds, from Newcastle's (on long left base to runway 25), to Leeds, Barnsley and Derby's new stadium. We also saw England losing to Australia at Headingley - I wondered if there was any reference on BBC Radio Test Match Special to the light aircraft flying overhead? (*ed: Are you saying cricket is so dull as to warrant on-air plane-spotting Paul? Perhaps it would be one way to broaden the games appeal though.. ..Zzz!*).

When we got to Newcastle we realised it was bad day to choose as it just happened to be Newcastle Flying Club's Open Day. Apparently, they are the oldest club in the UK. There were a number of aircraft in a static display including an RAF Tucano, Jet Provost, Nood 1002(?) (*ed: Nord 1002 - wouldnt you say Bob?*) with a revealing backside roundel (*ed: dont ask me*) pasted on both sides of the cowling, a Tiger Moth, Siai Machetti, Gill Air ATR42, helicopters and microlights. However, I guess the highlight for both of us was the hearty barbeque.....not allowed to just have a burger - we had to have 2 sausages, steak, bap and all the salad dressings too (I don't think I've got over the IBM Flying Club barbie yet so another lot so soon is gonna do nowt for my weight - do I care? NO). Also, by X-Files co-incoincidence, the handling agent at Newcastle was bemoaning the fact that his syndicate had reluctantly sold their Grumman Tiger earlier this year, a certain G-BIBT!!!

Neale's flight back was the mirror image of mine but he did lose out on the arrival slot time by 5 minutes.(OK Neale, so you were told to go around by ATC at Southampton as a twin was slow to backtrack and leave the runway).

Newsletter Feedback - John Akerman, Simon Lever

If people can help with requests made through the newsletter, they do. An issue or so ago we published a request for help locating plans for a Jodel Bebe, and Richard Valler was able to help with that one. This time it is Richard's turn for some help with the request he made last month, as to headsets suitable for open cockpit flying.

Open Cockpit Flying - Simon Lever.

To answer Richard Valler's request for pointers on open cockpit flying, I strongly recommend a Lynx avionics headset. Contact Lynx Avionics at Coventry airport. (Tel: 01203-302060, speak to Jerry). I invested in a pair of these for the Starduster two years ago, and it was the best investment I have ever made. It is like talking in the same room on both intercom and radio. Despite being proprietary fittings, you can get DC adapters, but better still, you can get all sorts of bits to add to it. My favourite is the walkman interface, so you can play "Ride of the Valkaries" (spelling?) to amuse passengers. They are utterly fab, and I would even fit them in a closed cockpit any day of the week too. Developed in the UK, by a couple of electronics genius's, they are more frequently found in microlights. I have tried all available DC headsets flying open cockpit, and they have ALL been pathetic in comparison. Buy British!

Open Cockpit Flying - John Akerman

In case Richard Valler has not yet obtained a pair of Dave Clark headsets, following info may be of use: I recently visited A.V.Electronics at Goodwood (tel. 01243 532250) to make inquiries about suitable intercom, headsets, etc for the Moth. I was advised that no boom mics are really suitable for open cockpit flying, even though those DC's are better than most. Instead I was shown a pair of AV's own headsets with throat mics. The earpieces are same size as DC's and Peltors so fit most helmets, and the whole set is light as a feather, seems to be very well made, and has very good sound-deadening properties. About 130 pounds from their office at Goodwood. Incidentally, hearty congratulations to Richard on at last getting the VP going. Last I saw it was at Ron Souch's. A cat was nesting in it!

Propellor Safety - Simon Lever

Dave (*ed: Ashford*) I echo your article in the last newsletter. I noticed a zero mag drop on the Left mag of the Starduster some time ago. (Lycoming O-360). On investigation the "P" lead (not heard it called it that before) had come adrift leaving the mag live. Extremely dangerous since occasionally I was (note: was) in the habit of very occasionally hand turning the prop. The only thing that stopped me from having a sympathetic "just-imagine-what-might-have-happened" coronary, was that I always assume the prop is live unless it's on a bench. What about the ground crew at the airfield though?

One of my (now ex) partners has experienced a teenage girl walk into his rotating prop after failing to grab her in time or get the mags off.

Propellor Safety - Jon Akerman

About not touching props. This is not a good idea in a Cub unless you really want to stay on the ground. I'm told you can bump-start it if you can push it up to VNE on the ground, but I prefer to swing the prop. However, you do have to be very disciplined about it. I recall trying to hand start an Archer at Duxford after a starter clutch failure. Problem is, with a nosewheel aircraft you have to sit or kneel to do the job. I couldn't get a good flick on it, but in the end Barry King-Smith managed to do it - he does a lot of cycling, which may help but not in any obvious way. (*ed: agreed! Can Barry explain?*) I would say, NEVER try this unless you are used to hand starts.

*(ed: Well thanks for starting the exchange Dave, and everyone who has chipped in with their experiences. I'll try to sum up; everyone seems to agree a) that unless there is a *very* good reason it is wise NOT to prop swing an engine normally started by a starter motor b) even with engines that are meant to be hand-swung *always* treat with extreme caution, always using the proper technique).*

Safety Refreshers - Irv Lee

I did a refresher for a guy (not in our club) at Popham a few weeks ago, briefing him and putting him through the things we do on our IBM safety revision flights. He hadn't been in the situation where he'd had to 'go-around' with a full 'flap-retraction drill' for years, so he had a bit of work to do during the practice. A few days ago, this arrived from him, 'out of the blue' so to speak:

"...that go-around practice we did last time turned out to be invaluable. I was coming back to Popham the other weekend from Ireland and it was 25 gusting 35 from 060 coming over the trees to 08. The rotor got me at 50' and left me over the taxiway, banked at 45 degrees and heading for the A303 (very nasty!). Using what you taught me it was flap 20 and full power until we were safe. Both I and my passengers are very grateful."

This follows Phil Russell's comments in the Culdrose report - He had to divert into Yeovil due to bad visibility and he was very pleased he'd just done instrument revision with Dave Sawdon not so long before.

Any more for safety refresher flights??

*(ed: These safety *flights* - not tests or checks - can be with any instructor at any club. Do one - before another year goes by, or before you get some enforced practice perhaps, as John Akerman's tale indicates you might! Details in the Club Benefits section.)*

A Real Forced Landing - John Akerman

We're just recovering from a "I learned about flying from that" incident in the Cub. DCM and I were en route Findon to Souch National, approaching Thorney, me flying, DCM doing nav/comm (i.e. looking out of the window & chatting), when said window began to show oil streaks. To cut a long story short (8 nervewracking minutes, to be precise), we made it into Goodwood following a Pan call with oil all over the front of 'VH. On inspection we discovered that the starboard front cylinder was hanging on by 2 studs, two nuts being very loose and two studs having sheared. Another few seconds and the pot would have been down someone's chimney pot and we would have force-landed nearby. With 20/20 hindsight I should have gone straight into Thorney, although the Army would probably have shot us and the repair job on the Cub would have been a nightmare. *(ed: Even the Army would have been rather more helpful than that Jon! Just as long as you made sure they knew you were not RAF...)* The real lesson is, if you notice even the slightest oil streaks in unusual places during the preflight, and if the engine sounds and feels even the tiniest bit different, diagnose it on the ground, not in the air.

G-BPVH is now back in the air, performing perfectly. *(ed: Having flown over my home at !00ft agl last Sat I'm glad to hear that! I take it she landed safely somewhere nearby?)* All cylinder flange nuts have now been checked with the most sophisticated torque wrench I've ever seen, borrowed from Deltair. This kind of problem is, I'm told, not exactly uncommon. Chris Thompson will confirm. All the best to everyone, John.

Safety Refresher claims processed since 1st April 1997 - Dasher

P Goodman	LtdP	D Howe	VFR & LtdP
C Thompson	VFR & LtdP	M Collins	VFR & LtdP
G Collins	VFR & LtdP	P Eathorne	VFR & LtdP

For Sale - Dave Sawdon

"Suntiger" sunglasses cut out virtually all blue light giving unbelievably enhanced contrast in hazy

conditions and total UV protection. (Several folks were interested earlier this year but I lost the sunglasses, now that I've found them I've lost the list of people that were interested!). (*ed: Honestly! Were you like this *before* becoming a Flying Instructor!?*) They sell for about £35, I need specs these days so mine are available for just £10 including a hard case.

GPS. Garmin GPS-55AVD Buy this and your "significant other" can never tell you to GET LOST again. Excellent waterproof handheld unit with detachable aerial and extension lead. Good for aviation, boating, hiking, driving, etc. The data port will drive the usual plotters, autohelms, etc if required and can be connected to a PC/laptop. Complete with carrying case, mounting bracket, manual, external power/data adapter, internal european aviation database of airfields and nav aids. Currently £290 discounted new. ****ONLY £160!!**

SKYFORCE LOCATOR This is a small device that takes NMEA data from GPS, Decca, etc and displays a position message like "4.5 miles South West Bristol" on its LCD screen. Complete with data cable for above GPS but will work with anything that supports NMEA. Currently £126 discounted new. ****ONLY £65!!**

Gen from the RAF LITS Project - Jim Farquhar

(*ed: I asked Jim how much 'aviation' content there is on the RAF Logistics System project that many IBMers are working on...*) The main attraction of LITS to me is that it is only 6 miles from my house, and any aviation content is a bonus! You are right that the aviation content is minimal to most people on the project. Everyone gets to visit a site once to see what it is all about, but even then the focus is on engineering rather than flying, since that is what the project is targetting.

A few people spend a lot of time on site and some people (including developers) manage an occasional visit, but I'm afraid I haven't been one of them. There may be more opportunity once we get more systems and applications installed, but I'm not holding my breath. One colleague, who has since left the project, flew into Coltishall in a Cessna 150 and was stunned at the red carpet treatment he received. He later decided that the RAF automatically thought you were important if you flew in!

On flying generally, there has been both good and bad. Bad is that our motor glider is based at Little Gransden and I can vouch for the limitations which the planning permission restrictions have caused. Flying there after work is now a non-starter because of the time limitations and if you go along at the weekend, there is no guarantee that you will be able to fly unless you turn up early because of the limited number of movements allowed. Definitely bad news. Good news is that I have just bought into a J3 Cub syndicate at Henlow which doesn't have any such limitations. I have only managed a couple of flights in it so far - the check-out and a solo flight to 'get familiar' with it. Once I get used to it I'll try to join the occasional fly-in, but probably not too often - cruising at 65mph and having only 2 hours endurance imposes its own restrictions! Regards, Jim.

Club Roles: Transair - Dave Thomas

Every year, when memberships are renewed, there is a regular flow of club orders to Transair for the new charts - lot of Southern half mils, a few Northern half mils, a couple of quarter mil charts, and even the odd request for French charts. After the initial flurry, the number of orders to Transair rapidly drops off until Christmas time when I receive 'clandestine' orders for presents - but don't tell him if you see him at the Clubhouse - and people treating themselves to the little 'nice-to-have' items that they cannot normally justify. It certainly helps me to build up an interesting picture of some of our members. (*ed: Really!? Tell us more..!*)

That is closely followed by my annual Pooley's promotion which usually results in about twenty or so being ordered. Apart from these three peaks, my Transair workload is fairly limited and easily managed. Although I don't really want to create too much work for myself let me remind you of

what our 'trade' status means in terms of discounts. If you look at the catalogue, you will see that most items have an item code of four numbers followed by a letter. That letter indicates our discount level; A is 5%, B is 10%, C is 15%, and so on. Note that 'N' means no discount, not 70%! If you take a look, you can see that there are some excellent bargains to be had. Each order costs £3.95 for postage and packing, and I spread that out across the items that I have ordered, so that everyone pays a small contribution. Generally I don't place an order unless it amounts to about £80 so that the P&P charge is minimal. The only real exception is that some of the electronic gear e.g. Tranceivers and GPSs don't usually attract a discount because their prices are already lower than you can obtain elsewhere. However, if you're interested, give me a call and I'll see what I can do. As I said earlier, I don't really want to increase my workload, but I do want to make sure that everyone out there is aware of what we can do to reduce the cost of flying, and maybe to encourage you to buy that little gizmo or book that would help you to improve your own enjoyment or your own skills. Dave Thomas (THOMAD1 at NHBVM2, Dave_Thomas@UK.IBM.COM) 725-8016, 01705 568016, Home 01962 715144

New Flying Club events - Jeff's TEMPO stand-in...

Conningsby, Elvington

Fresh from the success of RNAS Culdrose, Clare has been working on some new events to keep us all in the air. Details below. Please contact Clare, evenings on 01962 715144 (or via Dave Thomas - NHBVM2(THOMAD1)).

1) 19/Aug/97 Fly-in to RAF Coningsby to see the Battle of Britain Memorial Flight. I have obtained permission for SIX aircraft only to land at Coningsby. We are unable to fly-in at weekends as the BBMF is usually preparing for its own engagements. If you are interested in coming, I need to know the aircraft registration and the names of both pilots and passengers by 29/Jul at the latest. NO changes can be made as the RAF will be issuing us a station pass for the day. Cost will be £3 per person for the museum plus landing fees (to be arranged). Fuel is available, but you will need to take a packed lunch.

2) 2/Sep/97 - Open 10:30 to 16:00 Fly-in to the Yorkshire Air Museum - Elvington. Some excellent exhibits there, including the Barnes Wallis collection, and 'The Lusty Lindy' - a Victor Tanker! I have managed to obtain permission for us to fly-in on 2/Sep (the runway - 24/06 - is in excellent condition but is only open on Tuesdays and Thursdays). The cost will be £8.50 landing fee, plus museum entrance. The NAAFI will be open for lunch. No fuel is available at Elvington, but Sherburn-in-Elmet (home of the AA5s) is just up the road. I will be getting unofficial maps of the airfield, which I will distribute to those who are going.

Newmarket Races

Saturday 9th August 1997. Day at the Races - Newmarket. Organised by Eileen Mellor (send e-mail to [Neale Fray](mailto:Neale.Fray) please. Arrive 1 hour before first race. First race at 1400, arrive by 1300. Last race at 1710. May be possible to leave between races on request. The "July" Landing Strip will be in use. *Note restrictions in Pooley's*. Land on Rwy14. Depart on Rwy32. NO overflying stand. No landing fee. Just pay for Race entry.

No requirement to pre-book but Eileen will note a/c intending to visit and number on board, and telephone Newmarket with approximate details out of courtesy.

Aircraft confirmed to date: G-ZERO (NF PF JB DB) G-PORK (BM EM JF BF)

Scotland (Skye and Plockton)

The Highland Aero Club of Inverness is renting both the airfield at Plockton and it's neighbouring airfield on the Isle of Syke (Broadford) for a two day fly-in and BBQ, making AVGAS available at Plockton, and fees just £5 per day. (You thought *our* club was enthusiastic!?) They sound a really great bunch and were more than happy for as many of us as wanted to, to join them. This is a really beautiful place to fly (TV's Hamish Macbeth is filmed there, but dont let that put you off). Of course it is the weather that makes ALL the difference, and what with this being a trip to Scotland on a British Bank Holiday weekend I guess there is fair chance this trip wont come off! Nevertheless its such a lovely place I'd say it's well worth a try! I would advise booking accomodation as soon as possible - there are B+B's in Plockton (2km walk, well 10-15 mins) at around £20 per person per night. Get the "Wester Ross and North West Highlands" Accomodation and Visitor Guide sent by the Skye Tourist Board (01479 612137), or borrow mine, Jon Butts. (Oh yes, tents on the airfield are welcome, but I guess we're all a bit old for that now?! Actually, I have been since the age of 14 and a week at Lakenheath logging USAF F-111E's, but that's another story!).

Aircraft confirmed to date: G-ZERO (PG JB DB)

Duxford (Imperial War Museum) Airshow Sun 7th September - DIY

Visiting aircraft slots still available (£20 per four seater) on 01223 833376. Anyone fancy going along this year?

Flying Event Summary

IBM FLYING CLUB EVENTS for 1997 - latest from Jon Butts (4 Jeff Moreland) Information last updated: 26/07/97

AUG 9th Sat	Newmarket Races - Neale Fray
AUG 19th Tue	RAF Conningsby - Dave Thomas, Clare Grange
AUG 24th Sun	Alderney, DIY meet up for Sunday Roast (Vol org?)
AUG 30-31 Sat+Sun	Skye and Plockton - Jon Butts
SEP 2nd	Elvington - Dave Thomas, Clare Grange
SEP 7th Sun	Duxford, DIY (Volunteer?)
NOV 6th Thursday	CAA Safety Evening, Hursley

PS Jeff is still the events co-ordinator - contact him not me for info. Just helping out as Jeff is snowed under. If anyone willing to take over for a while please make offer to Jeff.

I leant a lot about the IMC Test from that! - Phil Russell

It always amazes me how the various new and old corollaries of Sod's law can conspire to turn what should have been a pleasant flight test in an abject disaster! My recent IMC Test with Brian Mellor aptly demonstrates this fact. A whole litany of problems as follows:

- Night before: phone call from BM. Phil can we start at 08:00 at Popham as I have a pick-up scheduled for 13:30 near White Waltham in the 310 from Bournemouth.

- 0730 next day: Car won't start! Never happened before in 2 years! Call Brian. OK we can still try to do this - its cutting things fine though; He picks me up at Alresford.

- 08:30 arrive Popham. G-SALL has about half tanks - should be enough for our hour sortie and anyway, its always difficult to get fuel out of Pat at that time in the morning so forget it! (*ed: or any other time of day I would have thought Phil?!*)

- On the climb-out my problems begin. Unbeknown to me, the AI is telling porkies - I subsequently find out when straight and level that the AI is indicating a slight turn to the right. Suction is fine.

This really throws my ability to hold a heading - as every time I look at the AI I instinctively correct a turn that's not there and by the time I check the DI I have drifted 10-30 degrees off heading! It really illustrates the point that if an instrument is bad you should cover it up and ignore it. Although, covering up the AI is quite a big deal! So Brian's reaction is "ok Phil, this is real life, not a simulator, so fly to the new set of datum parameters". Easy to say, but not so easy to do I found! (*ed: yeah, too right! You have our genuine sympathy Phil! Watch out Brian, dissent in the ranks! :-)*)

- Unable to get a PRA (*ed: talkdown*) from Farnborough we eventually get one from Lyneham. We complete the IMC test exercises and then get vectored in for an approach.

- "G-SALL Lynham, turn left heading 220 descend 2000 ft on the Cotswold pressure setting 1000"

By this time the AI problem has taken its toll on my mental reserves and I am under pressure just trying to fly the aeroplane under positive control. As a result, I read back the message correctly but do not transcribe it accurately to my pad - I managed the heading 220 and the number 1000 but that's all! Consequently when Captain Mellor asks me what height I am descending to I look at the pad, see 1000 and reply 1000 ft! I get a big slap on the wrist for that one. As Brian explained afterwards the log is all important and one should be able to replay the actions by reading it. I must say that keeping a good log is the one singular thing I had difficulty with throughout training.

- By this time Lynham have vectored us well to the north which is beginning to put pressure on our fuel situation plus Brian's deadline for departure from Popham. So we agree to call it a training exercise and return to Popham post haste. As Brian said later, "this could turn out to be the most important IMC lesson you ever had".

- I get back home and phone the AA. "Oh, don't I have Home Start? OK I'll pay the 54 pounds" The AA man arrives, turns the key and the engine starts first time%¬&*\$((**

I guess the moral of this story is that once things start to go wrong they compound problems very quickly. So be on the lookout for a build-up of unexpected problems and don't be afraid of taking an early decision to abort the activity instead of trying to see it through.

The story has a happy ending - I re-took the test a few days later, having first regained my shattered confidence with a long revision session with Irv, and flew a fairly reasonable ILS into Boscombe and and NDB hold at the "MW" beacon.

(ed: Congratulations on your new rating Phil, and thanks for writing it up for us!)

IBM FLYING CLUB BENEFITS 1997/8

The IBM Flying Club can offer the following benefits/services to the membership. (Disclaimer: The following benefits are subject to change or withdrawal by the Committee at any time, without warning. All loan items are used entirely at the users risk, the club cannot accept any liability whatsoever).

Flying Training Advice

The IBM Flying Club has 3 CAA approved instructors readily available to advise members on any aspect of flying. These instructors have access to training and rental aircraft and can arrange bookings for you in the Hampshire, Wiltshire and Dorset areas. Where-ever you choose to do your flying, our Club instructors are always willing to give general or specific advice on any flying matter. Contact [Brian Mellor](#), [Irv Lee](#) (North Harbour) or [Dave Sawdon](#) (Hursley). Our members are also members of flying clubs and schools around the country.

Social Scene

Typically our members are more than willing to talk flying, and help each other out, whether or not they are new to flying. Flying trips away (day, weekend) and flying holidays are frequently organised as club events - all are most welcome to participate. Members in the Hursley area meet up for an informal get-together in the Hursley clubhouse every Friday evening, from 20:00. Again, anyone who would like to - feel free to drop by and join in.

"RustBuster" Subsidies

We offer a contribution toward a flight which includes flight exercises that promote sharper, safer, flying skills. Whether you are a VFR, IFR, or Twin rated pilot you have some key skills which go rusty deceptively quickly, and require periodic practice. In an effort to encourage all our members to practice at least once a year, we offer the following subsidies:

1. £30 VFR Handling Refresher. A flight including a) practice forced landing (PFL) b) stall with recovery or a pre-stall recovery in landing configuration c) go-around from approach (sim or real)
2. £20 Limited Panel Refresher. A flight including a) Recovery from Unusual Attitude whilst on Limited Panel instruments. (ie: Attitude Indicator/Artificial Horizon covered up, pilot flying on instruments using 'screens' or similar)
3. £30 Asymmetric Refresher: Engine out (sim or real) practice for members holding a multi/engine rating.

"RustBuster" flights are not checks or tests; there is no pass/fail - the subsidies are payable provided the exercises have been attempted under the supervision of *any* current flying instructor. Each subsidy is distinct and can be claimed separately. However, one flight can include up to two types of exercise (e.g. VFR Handling and Limited Panel, Limited Panel and Asymmetric) giving the member a possible 50 pounds subsidy toward any single flight. All three subsidies could be claimed (min of two flights), providing a maximum of 80 pounds per annum incentive towards rust-busting supervised flying.

How to claim:

Annotate the relevant flight(s) in your log book with the exercises done, and have the instructor sign the entry.

Photocopy the logbook page, and get any other IBM Flying Club member to sign the photocopy to witness that he or she has seen this entry in your log book (which of course is legally required to be accurate).

Send the photocopy to the Treasurer - see Newsletter for latest address.

CAA charts

Annual issue of a chart of the members choice, loaned free for twelve months. Neighbouring chart loans for trips available from club chart library.

Safety Course Subsidy

Contribution towards safety course fees. eg: the SEMS liferaft practice ditching course, Martyn Smith's Navigation course, or others. Please provide the committee with the type and cost of the course WELL IN ADVANCE, and a decision will be made as to subsidy. The Navigation Course is

pre-approved with 5 pounds paid by the club and 10 by the member.

Safety Kits for Loan

Two over-water safety kits are available on loan for trips. Each kit comes in a holdall containing one liferaft, four lifejackets, an emergency locator beacon and a handheld strobe light.

ICOM Radio and GPS Navigator.

The club owns an ICOM Hand-held radio, for loan to members who would like to use it as a back up, or simply improve their radio work by listening in. The GPS hand-held Satellite Navigator is also available on a loan basis for anyone who would like to learn how to use one, or use GPS as a *secondary* means of navigation. Borrow the GPS for practice before using it 'live' on a flight. No GPS units are UK approved for primary navigation.

Aerad and Bottlang

Euro-Bottlang and Aerad "plates" available for you to examine the details of your route and destination in advance.

Free Library

Free loans from our extensive library of aviation safety videos, tapes, books, magazines (GASIL, AOPA, ..) and safety leaflets.

Reduced price 'Pilot' magazines

One third off "Pilot" Magazine subscriptions paid and supplied through the club.

Experience Building subsidy

To encourage experience-gathering, through shared flights further afield, landing fee payments are paid on agreed club trips and fly-ins. All such events *must* be open to all members, and advertised in the club newsletter in good time for others to make arrangements (rent a/c) to join in. A minimum of two aircraft should attend each event (weather or technical diversions excepted). Fees other than landing (eg entry into motor or horse racing event, or fuel or nav charges) are not payable.

Transair Discounts

Discounts with some commercial organisations and suppliers. We currently have a 10% discount with Transair on certain orders. Contact our Transair rep for details.