

# IBM Flying Club Newsletter January 1998

## Clear Prop! - Dave Butts (cant beat 'em, join 'em!)

Happy New Year everyone, and Thanks for a very enjoyable Christmas bash Brian, Chris and co - another classically executed MMP (Mellor Master Plan) - and I thought the food especially was grrreat!

As you know, the primary role of the IBM Flying Club is to promote safety amongst company employees and retirees that fly recreationally. In this newsletter are details of some more improvements to the Safety Refresher Subsidies for 1998; we are hoping for wider uptake this year.

It seems that each year the small but loud anti-aviation minority take bigger and bigger swipes at flying. Surrey County Council is being encouraged by somebody into adopting some outrageous anti-aviation policies. Please seriously consider expressing your views while the process allows.

As things stand, the UK is still open for flying, so make the most of it! I'm sure more events will be offered at the AGM, but already Gil is providing the perfect excuse for a fly-out weekend in Paris this April. (Details in [Event Schedule](#)). If you're not one for vintage cars, I'm sure there are plenty of other things you might want to get up to in Paris? Should be a good trip for any non-flying partners to come along on; and if the weather turns sour, Eurostar provides a good fallback option.

**Parish notices:** Dave Sawdon is now rated to teach the IMC rating, though not I would think, upside down. A reminder that newsletter articles from all are always welcome - no need to be a seasoned veteran (or be called Dave!) to put something of general interest together!

## Sep'97 Auster Tour - Andrew J. Zeneski

*(ed: While visiting the UK last year Andrew was, through Jonathan Airey and the Newsletter, able to try some UK flying - with Chris Thompson and the Auster from Hook...).*

I want to thank you and all the members of the IBM Flying IBM Club that I had the pleasure of meeting in September.

I often recall our departure from Hook Int'l airport. I've never experienced anything like it, that is of course, except for the approach on the return to Hook. It was a beautiful day and the view of the Southern England countryside could only be described as fabulous!

Our approach into Compton Abbas was our first stop and we did manage to miss the cement block located precariously in the center of the runway. After a soft drink, and making our airport authority donation (known as a landing fee) we were off to Old Sarum where you gave me a tour of many aircraft I've never seen before. After a brief rest, we were off to Popham (another unusual approach) where we just barely saw a Spitfire. We met Jim Hull there and had a very enjoyable time talking with your many friends. We managed to bypass the airport authority donation this time - it must be nice to be connected.

Chris, I really did have a great time and I know I haven't thanked you nearly enough. Again, please pass on my thanks to the others. Also, please write soon, I can't wait to hear about your transatlantic flight!

By-the-way, I recently had the opportunity to return the favor, so to speak. A colleague from the Czech Republic and I had a meeting in the Washington DC area last week. I met his International

flight at Dulles and then flew him to a smaller airport in my Cherokee-180, nearby our meeting place. After our business meetings I flew him back to Raleigh with me and he returned home the following day. Our flight was at night and in and out of the clouds so he did not see much of the countryside but it was a great flight anyway. It was his first time in a small airplane. He was so excited, he could not thank me enough. I told him about the experiences you shared with me and told him it's just what pilots do. It also made feel extra guilty about not writing to you, so now I have and Chris, thank you soooooooooooooo much!!!

## **Bravo Tango's amazing Kiwi adventure - Dave Thomas**

As most of you know Clare and I went to New Zealand in November for three weeks on holiday. The objective was to spend one week in the North Island touring around by car, followed by a week on the South Island touring by air. (The third week was just 'lost' in the travel to and from via Fiji, Hawaii, and Raratonga!). As usual, where flying is involved, things never quite work out!

The trip to Auckland via Fiji was excellent - we even managed to spend about an hour on the flight deck of a 767. Fascinating to see what instrumentation they have and how little they actually have to do (under normal circumstances, I hasten to add). Between Hawaii and Auckland they only make six radio calls!

The first week started off badly because my New Zealand medical certificate hadn't arrived - so we hastily had to schedule an appointment for me, which meant that we effectively lost a day. However, it is useful having a friend who is a doctor down-under! We then roamed around most of the North Island, visiting huge trees, glorious beaches, the Bay of Islands, underground caves inhabited by glowworms, gushing geysers, boiling mudpools, extinct volcanoes - we had a 4x4 (courtesy of the doctor) so were able to go to the top of Mount Tarawewa, which last blew its top in 1886. One of the most interesting things was that there is an airfield at the top complete with two runways - apparently it was built in the late '60s for tourist flights, but is no longer used because the tourists now travel by helicopter. The man at the bottom of the track who collected the money for its use was prepared to answer any/all questions about volcanoes and geology, but was completely stumped when we asked him about the airfield!

Next stop was Hastings Airfield to revalidate my NZ PPL. Cloudbase was 1000ft, so I decided to go aloft with an instructor to refamiliarise myself with a PA-28, and also to do some low-flying, just in case this was to be included in my Biennial Flight Revue. After an hour of a few circuits and a few valley turns etc., we came back to earth. Then we had a mountain flying briefing, but that was the end of that for two days, because the cloud slipped lower and lower which put paid to any ideas of further flying. So, we returned to the centre of the North Island to explore more volcanoes, etc. We couldn't resist the temptation to explore Taupo Airfield where we found a Tiger and a Cheetah. Given that the weather was reasonable, we decided to see if we could rent the Tiger for our visit to the South. However, we discovered that for insurance reasons, we couldn't! Apparently they are only allowed to rent it to CPLs, not even to PPLs with plenty of experience on type. We could have rented the Cheetah, but didn't really fancy that idea, so were pleased to discover that it had been rented out for one of the days in the middle of our planned trip - back to plan 'A'. But, not for long...

Back to Hastings, only to find that the wind is 40knots right across the runway. So, after a long chat with the CFI, we put together plan 'C' and headed for the South Island on terra firma, intending to take the car (we had swapped the 4X4 for a large Mitsubishi, again, courtesy of the doctor) over to the South Island on the ferry. This was not to be either because of the horrendous cost of taking the car over. But, we did find a small airline that flew Cessna Caravans over the Cook Strait, which was a much more interesting option than spending three hours on a ferry. Off we went, and windy Wellington lived up to its name - it was very bumpy aloft, and I arrived in Picton feeling very queasy - Clare took everything in her stride. We found our 'Rent a Wreck' Toyota Starlet and headed to Nelson via some superb scenery. First port of call was the airport! We found that the contact that we

had been given was not around, and no-one else at the Nelson Aero Club could do a BFR for me, but, the CFI of Tasman Aviation might be able to. She wasn't there, but we would be able to contact her in the morning, which we duly did. No problem with the BFR as long as I was happy to do it in a Tomahawk (not my favourite plane, but needs must!), and we could then rent the same Tomahawk for some flying in the afternoon; things were beginning to look a bit more promising. Off we go, and Clare departed for the terminal with the ICOM to listen in. During the pre-flight I discovered that the prop backing plate was cracked, which needed immediate attention - I thought that this could be the end of this idea, but luckily it was replaced by the engineering guys in an hour, so we were able to take-off and head off to the West. The BFR itself was no real problem - steep turns, a PFL, some stalls, and then back to the airport for some circuits. The first landing was very interesting in that I was doing a standard approach, using the PAPIs for guidance, but every time I tried to lose height to see the familiar two reds and two whites, Jenny was concerned that I was coming in too low. Eventually we landed and immediately took off again for another circuit. During the circuit I had a long discussion with Jenny and understood that because of the wind, they generally do high approaches, and totally ignore the PAPIs. Once I had understood this, the next couple of touch-and-go's were fine, and that was that. She signed off my BFR, and so my NZ licence was current again. Clare and I disappeared for a celebration lunch and some flight planning. We decided to fly out to the West over a National Park and take a look at Farewell Spit - a long sand spit reaching out from the North West corner of the South Island. We went via a mountain pass, having to make three orbits to gain enough height before crossing, and came back via the coastal route. It was wonderful scenery and even better to think that at long last we were flying 'solo' in NZ. It was certainly very bumpy up aloft and to put things into context, in the morning we were using '02' with a wind of about 25kts, and in the afternoon, we using '20' with a wind of 25 kts - a complete 180 degree shift in less than three hours.

After a bit more touring, we flew back to Wellington in the Caravan - Clare had made it know that she had a PPL, so was invited by the pilot to occupy the P2 seat, which was normally left empty. Another enjoyable flight!

Back we went to Hastings in search of more flying. Only half a day left before we had to be back in Auckland for the flight home. So, we rented another PA-28, complete with instructor for a trip to Gisborne. (The instructor was necessary for Clare because a UK PPL isn't recognised in New Zealand, and for me because I hadn't been checked out on the PA-28 - NZ licences are type rated). Gisborne is novel as it has an active railway line running across the runway. The flight there was very smooth with some interesting coastal scenery - no problem with the railway - no trains expected! I flew us back to Hastings inland to gain a little more experience of navigating/flying in mountainous terrain. The next day we arrived at Hastings complete with all of our luggage to fly back to Auckland in the PA-28. As far as I was concerned this was the highlight of the trip. The flight itself was uneventful - we had checked the weather, we had done our flight planning, and the weight and balance, so everything proceeded to plan. The scenery was superb, flying over lakes, around volcanoes, and over a lot of territory that we had previously covered at ground level. There were two very amusing moments; firstly, as we approached Auckland (after about two hours), we listened to their ATIS - visibility about 10K and few at 1200 feet - the instructor was anxious to know if I was happy to continue flying VFR or, given the poor vis, whether we should continue IFR! I explained to him that I was very happy to continue VFR as the vis was quite normal for us in the UK - NZ vis is usually over 20k, frequently over 40k. As we came closer to Auckland, the controller asked us to hold at 1000ft over some mudflats; again, the instructor wanted to know if I was happy to handle this to which I replied that once again, orbiting was quite commonplace for anyone who flew out of Southampton. We then completed five orbits, before being cleared to land. The advice I was given by the instructor was stay high until very close to the runway to avoid any wake vortex, and then to lose height quickly before landing. After landing, we should take the first high-speed taxiway to our right to clear the runway as soon as possible to get out of the way of the commercial flight behind us. Once we had landed, we parked, and then were able to walk with our luggage to the terminal building - stark contrast with Southampton! Three hours later we took off on the same runway in an Air New Zealand 747-400 - a lovely feeling.

Although we didn't manage to do as much flying as we had hoped, I managed to re-validate my licence, and Clare succeeded in adding two NZ fields to her logbook, so all was not lost. I found it very interesting to return to the place where I had originally learnt to fly, and it was very pleasant to meet some of the same characters again. Most of the instructors had moved on to commercial jobs - one of the instructors has gone on to be Air Nelson's youngest Captain at 21! In our general conversations with both the instructors and some of the GA pilots, they were impressed with the challenges that we face here in the UK, as compared with NZ, especially when we showed them a half-mil Southern map. They couldn't understand how we could interpret the airspace, and were amazed at the typical number of radio calls that we had to make during even short flights. They were also surprised by the weather that we accepted as normal, and were very impressed with the UK IMC rating. We, in turn were very comfortable flying in New Zealand, but would be very cautious about flying in and around the mountains in the South Island, especially given the variability of the wind, and the height of the mountains. Nevertheless, we shall return, and next time will again try and fly down South - weather permitting.

Clare's remarks... Flying the PA-28 from Hastings to Gisborne was interesting not just because of the navigation but also because of the 'plane. Initially, I had trouble with the seat. Apparently a 'large man' had sat in it and broken it; therefore, although it would go forward, it felt like I was sitting on the floor! Needless to say, I tried to sort out cushions and eventually opted for a folded pillow (it didn't have a ZERO boys pillowcase!). However, the back of the seat reclined too much and then I discovered that the diagonal strap would not stretch forward enough. So, I flew with just a lap strap, which I didn't like too much. The take-off was interesting; I was sitting bolt upright and on rotation it seemed I could see nothing at all - because the nose appeared so high. Once I'd ended the climb and trimmed the aircraft, everything settled down and I was pleased with my join and landing at Gisborne (checking for red-flashing level-crossing lights). I enjoyed the trip, the scenery, and on the whole, the flying, but did not like the 'plane! Having trained on a PA-28, graduated onto a Tiger, then re-experiencing a PA-28 (albeit with a poor seat), it made me appreciate what a lovely 'plane Bravo Tango is. (Note for the CFI, none of the previous negative comments apply to WD, of course!)

## **Another Threat To General Aviation - GAAC**

The General Aviation Awareness Council (GAAC) has just learned of another serious threat to General Aviation. We ask for your support in fighting this threat.

### **The Problem**

Surrey County Council have recently produced a Consultation Draft of the Structure Plan. This includes a number of Draft Policies relating to aviation issues. Two Draft Policies could be *extremely* damaging to GA should these be adopted.

Draft Policy TN19 - General Aviation, includes the following: "Development of any new airfield, aircraft landing site, or the reopening of any disused airfield will not be permitted." (The current adopted policy states "...will not normally be permitted...").

Draft Policy TN20 - Pollution Arising from Aviation, states: "The planning authorities will press for, support and where appropriate, put forward proposals for the reduction of pollution arising from aviation in the county, and will oppose aviation developments or changes, including increases in helicopter traffic, likely to worsen environmental disturbance in Surrey". (The current adopted policy does not suggest that authorities should "put forward proposals").

### **The Implications**

If the above policies were to be adopted unaltered, the following could result:

- it could be impossible for anyone to establish even the smallest airstrip in Surrey
- authorities in Surrey could impose unreasonable and unworkable operating restrictions upon existing activities, without an understanding of such issues of safety.
- other authorities could follow Surrey's lead, which may result in large areas of the UK being "closed" for any new GA activity, or authorities taking unacceptable control over operation matters.

### **Action You Can Take.**

Please consider the implications of allowing this document to go unchallenged. You can help by expressing your concerns in writing (quoting the draft policy references) to: Mr Peter Shadbolt, Surrey County Council Environment, County Hall, Kingston upon Thames, Surrey KT1 2DY.

**\*\* Views must be received by 30 January 1998 \*\***

Please copy your response to: Anna Bloomfield BA(Hons) MRTPI - Planning Co-ordinator, British Light Aviation Centre, 50a Cambridge Street, London SW1V 4QQ.

### **NATS Web Site - Dave Ashford**

Did you know that NATS now have a Web page, with NOTAMS and AICs?! URL is: <http://www.ais.org.uk/>. (ed: Dave is really impressed with this site - odds on that you will be too!)

### **Aircraft noise over Compton and Shawford - Dave Thomas**

I recently received the latest copy of the Compton and Shawford parish magazine which contained two pages relating to the above topic. A number of the locals appear concerned about the amount of aircraft noise in the local neighbourhood - less than the M3 in my opinion! As a result a meeting was recently held between representatives of the Parish Council, Southampton International Airport and Eastleigh Council.

The main agreements are as follows and, as far as I can judge, primarily apply to commercial flights:-

The airport agreed to move the northerly departure route further to the East. This should move the departure route so that it goes directly over a less populated part of the parish. This will happen early in 1998.

Whenever possible, aircraft arrivals, mainly from the South, will be directed to make their approach flying a left-hand circuit, thus avoiding a right-hand turn at fairly low level over the Parish.

The airport authorities felt that the incursions over the area were relatively infrequent (I agree), but the Parish representatives maintained to the contrary. Hence the Parish will be instigating an aircraft survey to provide documentary evidence.

Apparently the survey form will be issued in the Spring. Clare and I will be interested to see what we are being asked to report!

As an aside, in early November, Clare and I attended a local Neighbourhood Watch meeting with some of the neighbours - an excellent social occasion, and potentially a good opportunity for the local villains! During the evening we spoke to a couple who were really anti flying of any sort. By the end of the evening, after a few drinks, one of them was actually asking us to take him up for a trip!

Other news as a result of the meeting which may be of interest:-

KLM intend to reduce aircraft frequency on the Southampton to Amsterdam route to about one or two a day. They will use a larger Fokker 100 Jet which will be quieter than the types currently in use.

From February, Air UK will begin to phase out their old Fokker F27 aircraft replacing them with quieter ATR aircraft.

British Airways have started replacing their Jetstream aircraft with the EMBRAER 145 (those of us based there have already noticed this and have been 'struck' by the designs on their tails, one of which appears to be a flying pansy!)

## **Flying Club Software - Via Dave Sawdon**

Hi.

I have been asked by the club treasurer of the Brize Norton Flying Club to look into replacing our old and decrepid club software. We currently use an old (10+yrs) product called TimeSlip to log members hours (and raise invoices) and to log the flying hours (for maintenance) of the aircraft.

I spoke with a gentleman not long ago whose club used a MS Access database which they got off the internet. I was wondering if you knew of anything, or could recommend a piece of software.

Regards, Jon Pilling

*(ed: it makes perfect sense to come to the IBM Flying Club to ask about software for flying clubs, but as Dave told Jon, we just aren't a club needing specialised club software. If anyone reading this can help out with suggestions please let Jon or myself know).*

## **The FLYING TIGERS - Part BT - Clare Grange**

Having read last month's newsletter and Dave Ashford's account of the ZERO-Boys activities in '97, I thought I'd let you all know how busy G-BIBT has been.

Firstly I would reiterate Big Dave's sentiments about how much fun it is to plan days out and visits to other airfields. As he said, sometimes the planning is sorted out at the airport, but personally I like to do as much as possible the evening before in peace and quiet. There's no doubt about the fact that the more planning you do on the ground the less you have to do in the air and it does pay off. Think of the five P's (*ed: six if your instructor taught you that version*):

- Proper
- Planning
- Prevents
- Poor
- Performance

Dave T and I would also say that flying to different airfields definitely increases your experience, not just because it's another name in the logbook, but because it improves navigation skills, RT, and makes us all aware of what it's like trying to join a busy GA airfield without the benefit of ATC. You really have to think and be aware of the other traffic. I have certainly found this aspect of cross-country particularly daunting in the past. I now draw the runway configurations on my chart for easy reference (as well as having Pooley's handy) and I find it helps. It also helps with the navigation if you mark the wind on the chart as well. It's a quick easy reference that your calculations are making

sense.

As Big Dave said some of our trips in '97 were organised club fly-ins and some were more ad hoc. For those who didn't attend any of the fly-ins I would say please come along in '98, I'm sure we'll have some good trips - you can organise some yourselves if you want to - no charge! Dave T and I have done some daft sounding things such as delivering a sewing machine to his Aunt and Uncle, who live near Perranporth (the ZERO boys were offered the chance - I notice that Perranporth isn't on their list!), and Xmas presents to Earls Colne for my sister and her family.

I think the highlight of the summer was the trip to Carcassonne which was hard work but very satisfying. Three aircraft went, BT, (me, Dave T, Paul Goodman, and Jackie Mellor), ZERO (Big D, Neale Fray, and James Mason), and C-FJNU (Khalil and Lucille Barsoum).

I should add that on some occasions we have had a ZERO boy in the back seat, so it could be said that BT acts as an overflow for ZERO! Perhaps Dave and I ought to have chauffeurs' uniforms!

On a light note, Dave and I have also done our sums and we have taken BT to 37 different airfields in '97, plus many other flights. In view of the fact we've been away for a month in November, plus other situations which prevented us from flying, this isn't at all bad. It works out at 18.5 airfields each which, compared to ZERO's 17 each (85/5) means BT steals the show! Room for improvement ZERO boys. (*WebEd: how does it go.... "Lies, damn lies and statistics" ....?*)

All joking/rivalry apart, it is not a competition, but it is a shame to see aircraft parked and unused when there is such a lot of experience to be gained and fun to be had - Tigers don't eat grass!

*(ed: Optimum diet is lots and lots of the folding green stuff. Which reminds me...*

*Your instructor might have told you how a wing generates lift, but beware - they are party to The Great Cover Up. That fact is, that a wing will only generate lift while it experiences a sufficiently powerful oncoming flow of pound notes. These stream over and under the wing, at such high velocity that they have never actually been seen to do so. This may be a difficult concept to grasp, but with experience it becomes quite possible to visualise this flow of pounds notes as one watches any air vehicle take-off, magically supported by this invisible force.*

*As it is, despite widespread mis-information, every pilot becomes accustomed to, and to some extent, masters this force called lift - direct exposure to the cost of a dozen so lessons generally being sufficient to appreciate the basics. To now be unlearning what your trusted flight instructor heroes told you about lift is terribly difficult I know, but given time you will see that the 'particles of air' they so sublimely kept referring to are really nothing other than good old pound notes.*

*Even the trusting acknowledge that from the very inception of aircraft design it has been a fundamental law of aviation that before such a machine can be made to fly at all, or any higher, faster, or further, a suitably large source of pound notes must first be located and liberated. The sad truth (which will not be revealed to the British Public for 30 years) is that the withdrawal of it's much-loved British pound note from general circulation was forced upon the treasury as a direct consequence of the growth in UK air travel. (They were not burned, it's just that you can't see them anymore). Hidden in the ANO, along with everything else, is a regulation by which all pound notes are now restricted to aviation circulation only, in order to keep the aircraft in Britain's skies aloft.*

*Secretly, pound notes are still in heavy production, funded by increased costs of flying (which you notice we now pay for with our pound coins), and hugely elaborate government aviation schemes which generate the vast sums of money required to keep our airspace safe. Remarkable public acceptance of these and other initiatives, such as paper re-cycling and renewable forests, now ensure the future of flight as we have come to, partly, know it. Leonardo would have done it all long,*

*long ago, if only he hadn't left his paper-money prototypes in his back pocket when he went to the laundry. Still, I guess we've all done it...)*

*(eds GP: the prognosis is not good I'm afraid, symptoms such as the above are only likely to get worse after the Annual, and the longer term side-effects of aircraft ownership remain as yet undetermined.)*

*(ed: But I love it, really, I do...)*

## **Pooleys/Bottlang - Dave Thomas**

Many of you will have received renewal notices from Pooleys asking you to sign up for the 1998 edition which they will not be mailing until February. The cost of these is of the order of £29.50 for a brand new one or £25 for just the updates. Last year I was able to obtain brand new copies with a year's updates from Transair for £23.60 plus a small contribution to postage and packing; I expect to be able to do the same this year as well. So, I would suggest that if you intend to update your 'Pooleys' (and you should), then please let me know and I will obtain a bulk purchase from Transair as and when they are available. For those of you who require a Bottlang, then I expect to be able to acquire them for £28.05 plus a small contribution to P & P.

## **1998 Safety Subsidies - Dave Ashford**

One of the main objectives of our club is to promote safety and to that end we offer our members the opportunity to undertake some subsidized refresher training each year. The focus of this training is on the areas that few of us ever practice: engine failures, stalls, instrument failures etc. These are not tests to be passed - you won't be criticised for not having practiced or not "getting it right" - the idea is to remind you how it should be done and give you the opportunity to practice with an instructor sat alongside you. The only person who needs to be happy with these safety procedures is *you*. After all, it will be your neck on the line if things go "pear-shaped" for real and you can't remember how to recover.

If you are one of those pilots who does not fly much during the winter, why not plan to make your first flight in the spring a safety refresher? Better still, why not take a safety refresher flight during the winter to keep in current practice and perhaps take the opportunity to fly in weather that you may not choose to fly in when you are solo?

If, on the other hand, you do fly all through the year then it is probably even more critical that you take a safety refresher. When did you last practice a PFL? If your engine failed during a cross-country are you happy that you could cope?

There are 4 subsidized safety refreshers and you can apply for any or all of them. Here is what you have to do (with an instructor) in a suitable powered aircraft:

### **1. VFR Refresher (£30 subsidy)**

- A Practice Forced Landing *and*
- either
  - a Stall with recovery *or*
  - a Spin with recovery *or*
  - an incipient stall recovery with the aircraft in landing configuration (but obviously at a safe height!) *or*
  - a go-around in landing configuration *or*
  - recovery from unusual attitudes



## 2. **Instrument Refresher** (£20 subsidy)

Fly the aircraft with sole reference to instruments:

- *Non-IMC/IR rated pilots (full panel):*
  - a 180 degree turn (simulating safe exit from inadvertent cloud entry) *and*
  - an unusual attitude recovery
- *IMC/IR rated pilots (limited panel):*
  - an unusual attitude recovery. (ie: AI/AH covered, pupil "on instruments", instructor puts the aircraft out of both straight and level flight, and the pupil recovers.)

## 1. **Multi-Engine Refresher** (£30 subsidy)

- Asymmetric recognition and recovery in a multi engined aircraft.

## 2. **Navigation Refresher** (£20 subsidy)

During a VFR or IFR cross-country flight:

- Practice low-level VFR navigation
- Make an unplanned en-route diversion (no need to land at diversion airfield)
- Simulate a "lost" call or make a "practice-pan" call on 121.50 Mhz

Amounts mentioned are approximate and will depend on our budget and the total number of safety subsidies claimed - the earlier in the year you claim, the higher the subsidy is likely to be. All subsidies will be paid at the end of the quarter in which the claim is submitted. You should get a pre- and post-flight briefing with the instructor and please remember, you don't have to 'PASS' anything - you just have to have a go.

To Claim:

1. List the items covered on the refresher and get the instructor to sign your log book
2. Photocopy your log book page
3. Ask a club member to verify that the photocopy is a copy of the entry seen in your logbook by signing the **PHOTOCOPY**
4. on the photocopy write your name and which of the subsidies you are claiming
5. send the photocopy to the Treasurer

Don't forget that you may claim the subsidy for any flight with an instructor which includes the appropriate checks, so if you arrange a flight with any instructor, in any aircraft, in any country, just ask for the items above to be included and make sure he/she signs your logbook after the flight. Obviously a GFT, IMC Test, BFR or a Club check would probably cover some of them anyway, so they can be used where relevant. Alternatively if you happen to have one of our instructors with you on a trip, just ask for this to be included and get your trip subsidized!

The safety subsidy is limited to one claim for each of the subsidies per member per calendar year. Unfortunately due to club budget rules, guest club members are not eligible for the safety subsidy. In 1997 only 12 of the 54 eligible club members claimed a safety refresher subsidy.

## **Eye exercises - Dave Sawdon**

My note in a recent newsletter about the eye exercise software has stirred some interest. Could you put a note in the next newsletter and ask anyone else who is interested to let me know.

## **AGM '98 - Jon Butts**

Yep, AGM time again soon and on memorable date, Friday the 13th of March! Same room again, H015 in Hursley House. 1900 for 1930 start.

The 'Friend of the IBM Flying Club' trophy is for members to award - please let me know of anyone outside of our club who you feel has contributed or helped us in 1997. Bring some cash or your chequebook along and we'll renew our memberships on the night too.

Clare needs to know who to expect in order to inform security who will be in the building. Please call in good time (NOT the day before!) on 01962 715144 or via Dave T.

Nominations for the committee places are very welcome - names, with proposer and seconder, to Clare by the 6th of March. Any resolutions for discussion at the AGM should be notified to me please, by Feb 13th.

We'll try to keep the meeting short and sweet, and retire to the Clubhouse for a good ol' chin-wag. An agenda, and details of any resolutions will be published in the February Newsletter along with a 1998 membership form. See you then if not before.

### **Tyros, tyros everywhere!**

"...we are all student pilots when it comes emergencies". Did you see this line in January PILOT magazine's 'I learned about flying from that'? How does the truth of that strike you?

Think about it - remember how you felt as a student pilot? Ever have any nerves, trepidation, or anxiety? Sure! All perfectly normal - you were adjusting to an entirely new and un-natural environment after all. Maybe you compensated for these feelings - perhaps 'over' preparing or 'over' planning? Thorough preparation is great way to instill self-confidence before getting airborne. I think we were all motivated by these feelings, or something similar, to do what we could to prepare - the stresses and strains of being in unusual situations tend to encourage it! Our preparation worked. Through it we helped ourselves feel better, and indeed *to do better* when it came to it. Proper prep -> more confidence -> better results -> happier flying!

That was then. Now, with much more experience, do you still have similar feelings about flying? Nerves, trepidation? No - most probably not. Why would you? You have lots more flying experience, and you are more and more at home in the sky. It's not that you are complacent or have lost respect for the hazards. It's just that quite simply, the flying experience is by now familiar. The notion of 'going flying' is a fairly routine one. You can do less preparation and still be prepared. When we fly, what we see will be pretty much what we've seen on some previous trip. The fact that we've 'been there, done that' is great - flying is wonderful - we are privileged to have been able to learn to fly and to experience it all!

Except that we haven't, have we. Not all of it. We haven't had that engine failure after take off experience. Not once even. Let alone enough to get 'familiar' with dealing with one! Haven't done any of that forced landing business either. Not been given a so much as a cough or splutter to make us even contemplate having to make one for real. Never smelt a whiff of smoke in the cockpit - now that'll make the heart jump, wont it! It is fair then isn't it to say "when it comes to emergencies, we are all very much the student pilot".

So what - that's good isn't it? It just goes to show how rarely these things happen, and even when they do - it's always to someone else! Well, yes and maybe. Question: if we can recognise that *we* are at *student pilot* level of competency in handling emergencies, does that make us *feel* like student pilots? Just a little bit? Just the bit that is warranted by our inexperience? Just that little bit of 'anxiety' before take-off, just enough to make us think through the 'what I'll do if ...' scenario?

What do you think? Do you feel something that makes you prepare for the unexpected? My guess is that for most of us, the answer is a great big 'NOPE!'. Whatever we feel, it isn't like a student pilot; not even the teeny weeniest little bit. For whatever reason, it seems very few, if any of us, have some

nervy feeling motivating us to do more preparation for emergencies.

Ok, that's fine - this isn't a guilt trip. So we don't *feel* any compulsion to really do that kind of preparation. That is what is normal in our experience, and of the pilots we fly often with. Ok, but we can think this through some more. If it's no longer 'feeling' or 'emotion' that drives us, what is it that does? After all, we do prepare - certainly for our usual flying experience - getting met, flight planning, NOTAMs etc. What makes us do these? The Law? Peer pressure? Personal pride? A sense of responsibility? Professionalism? Force of habit? What makes you do it? I kind of hope that here you're going to say 'My training'! It's left to you to bring 'personal pride' to the party, but the right attitude and those all important good habits came from your training didn't they.

If, as people say, good flying is largely about the 'Right Attitude' and the Safe Habits you acquired through training, provided you still have them, you must be onto a real winner with your flying. Let's take it that we are all into both these 'Good Things', as we need to be.

Good as they are, driving you to do the right things in your flying, both these things are letting you down, aren't they? The emergency exercises on the PPL course, even the practice sessions, were never going to be truly habit forming! Your preparedness for emergencies today is not something that is maintained by the your Good Habits - they just don't seem to include PFLs etc do they.

Then, there is the 'Right Attitude'. It's a fine thing, but even that's incomplete isn't it? After all, this is the attitude that got us into this position. What position?! Well, the one where we haven't done a PFL for months, ahem, years. The one where we take our friends across the water without ever having inflated a raft or tried to get ourselves (let alone granny!) into one. The one that lets the years slip by without looking again at stalls, spiral-dives, or go-arounds, simply because experience has shown there's no need to. At least, not just yet anyway.

If, (big if) I have persuaded you as well as myself, that the 'Right Attitude' is incomplete, there are two obvious options: a) settle for what we've got, or b) mature the Attitude so that it drives us to go beyond preparing only for the expected.

Option a) is pretty good. After all, we've done fine so far, and the odds of really putting into effect any particular emergency prep has to be minimal. It's easy to settle for this isn't it, and it seems pretty much a lot of us do. After all we do have other things to do with our time, working, and looking after the family, home, etc.

Option b) is not easy. There's no 'feeling' motivating us, like it used to, to do anything extra. There's no habit. That next PFL, aborted take-off, dinghy drill, limited panel recovery - can only happen through a conscious effort. It is hard - remember this is the season of new year resolutions - we all tend to make and break them!

What do you reckon? Which way are you going to playing this one in 1998? (Which way did you play it 1997?). This article is simply an opportunity to review this situation afresh. You make your call Captain, while I think about mine.

Now here's a closing thought - doesn't it figure that those low hour student pilots out there are probably more current at emergency drills than we are, for all our *other* experience!? Geez! Does that imply that we are actually not even up to student pilot level with the drills that could, really could, count? Tell me I'm mistaken! Or will it be a shade tougher to play the confident pilot in front of those nervous passengers in future? It's a whole lot more re-assuring to tell them how many hours we've got, rather than when we last practised an emergency? Scary stuff huh!

Hmm, well, *if* that thought makes us feel a tad uneasy, a bit like student pilots again in this respect, maybe that'll be a motivator? After all, we *can* do some preparation for these things, to help

ourselves feel better, and *do do better* when it comes to it; just like we used to.

- Jon Butts, PPL(A, B), Night, IMC(lapsed), 400hrs, SPL(emergencies).

### **A future for GA at Lee-On-Solent?**

There has been an appeal from AOPA UK for parties who may be interested in flying from Lee to register that interest with them now, it is the 11th hour. After some years the powers that be are coming up to decision time. If you would fly from, or at least like to have the future chance to use, an open GA aerodrome at Lee then you must let them know, via AOPA.

Write to: AOPA Chairman David Ogilvy, 50a Cambridge Street, London SW1V 4QQ, Fax 0171 834 8623 as soon as possible.

Below is the text of a letter I faxed to AOPA in December, on behalf of our club, by way of general support and encouragement. Interested pilots and owners should inform AOPA of their own specific needs and support. For anyone who prefers, I will collate and pass on the details you supply to me.

#### **AOPA letter**

Mr David Ogilvy OBE AOPA Chairman 50a Cambridge Street London SW1V 4QQ

Dear Mr Ogilvy,

I have just read in the January edition of Pilot magazine that a survey of GA interest in Lee-On-Solent is being conducted for AOPA. As Chairman of the IBM Flying Club I am writing on behalf of our forty or so Hampshire-based members. We would like to add our support to any activity which will preserve and develop GA at Lee-On-Solent.

Whilst we do not operate aircraft as a club directly, our Hampshire members do train, rent and instruct with clubs and schools at Goodwood, Southampton, Bournemouth, Popham, Old Sarum, Thruxton, Hook and Middle Wallop. Many of us are members of aircraft syndicates, fully or partly owning, around ten Group A and PFA aircraft. Several of us are, or have been, active glider, microlight and helicopter pilots, so I think as a whole we have quite a cross-section of GA pilots in this area!

Prior to Naval aviation leaving Lee-On-Solent, we tried to build links at Lee by holding one of our 1-day rallies there in April 1994. Around thirty members flew in, in around a dozen aircraft from several airfields. We were made most welcome, and we were encouraged that the Station Commander was keen to promote continued use of the site for aviation. However, it did appear that the key decisions lay with the MOD, to be made at some unspecified future date. As such our 'airborne' expression of interest was perhaps premature.

More recently, in April of this year, I discussed with Rob Ruprecht of the Hampshire Police Air Support Unit the possibility of some of 'our' syndicate groups basing aircraft at Lee, perhaps even leasing a small hanger for around half a dozen aircraft. A very encouraging discussion took place; however at a practical level the limited space available was full, and the future of the aircraft already there subject to impending governmental decisions.

I have lived and worked in the Portsmouth area since 1986, and have met many people who have, as a matter of course, travelled at least as far as Chichester, Lasham or Southampton in order to train on/fly gliders and light aircraft. As a military establishment the excellent aviation facilities at Lee were not, to my knowledge, available to the local civilian aviation community, who certainly exist, but generally fly elsewhere. Students at Portsmouth University could be encouraged to form gliding/flying groups - when I was there I was one of several who drove regularly to Salisbury to

learn to glide.

Additional hidden demand may lie in the twenty or so aircraft once resident at Southampton. Generally unfavourable conditions and large price rises there have led to aircraft being based elsewhere, typically Bournemouth, Popham and Thruxton. If a location to the east of Southampton had been available I imagine that it would have been the preferred location for several of those aircraft.

The IBM Flying Club itself has no financial or formal resources of its own that could be offered or committed in support of GA at Lee, but can provide a means of marshalling/communicating the support of quite a few active pilots and syndicates. I estimate that, if Lee were established as an open GA environment, around five syndicates/owners affiliated with our club would seriously consider locating aircraft there. Portsmouth area members who currently learn to fly/rent at Southampton and Goodwood would most likely welcome the opportunity to do so locally.

As corporate members of AOPA we do receive a copy of Light Aviation, although I myself have not yet had sight of Autumn / Winter issues - so am unsure of the exact information you are interested in collating. I would be happy to provide any further details you might request, and if appropriate, become involved in some practical way. Please do not hesitate to contact me if you feel I or the IBM Flying Club can be of any further assistance in some way.

Yours sincerely,

J BUTTS

### **1998 EVENTS SCHEDULE - Jon Butts**

- Mar 13 Annual General Meeting, Hursley H015 19:30. Secretary, Clare Grange 01962 715144, or via Dave Thomas.
- **Fly-out: Paris in the Spring. Montlhery April 4+5 - Gil Collins**

During the weekend 4/5 April I am off to Montlhery on a bit of a self-confessed ego trip - driving my vintage MG around the 1920's banked racetrack there. (*ed: nickname for this flyout will have to be 'the Montego trip'*) Montlhery is just to the south west of Paris, and has a full weekend programme centered around Vintage cars (pre 1941), wine and jazz. There will be record-breaking cars on the circuit and even a race between a plane and a car.

What an opportunity for a fly-in, although of course I will be going by car. Possible Paris airfields within 10km of Montlhery are St Cyr (grass) and Toussus.

Anyone interested call Gil Collins 01 489 877625. (*ed: Gil's off on holiday soon, leave a answer-phone message if need be*).

### **1998 EVENTS PIPELINE - Jon Butts**

Proposed events, that need an organiser or date before going into the Event Schedule proper.

#### **Kilkenny - Kilkenny Airfield**

Through the internet, Kilkenny have invited us to join in their KinAir 98 event - anyone up for that?

#### **Fly-out: Circumnavigate the North Sea - Dave Ashford**

As the days have become shorter and the skies cloudier, I have been mulling over where I want to fly next year. I am hatching a plan to fly from Southampton to Shetland, then on to Bergen in Norway (the sea crossing is 185nm), then down the coast of Norway, across to Denmark, Germany, Holland, Belgium, France - basically following the coast - and then back home. The round trip will be about 1700nm and I plan to take 7 to 10 days for the trip. I haven't any more details yet, but if anyone is interested in joining me please let me know. Although I haven't spoken to them yet, I imagine one or two of the Zero Boys will be joining me, so you'll probably have to bring your own aeroplane. I plan to spend the next few months filling in the details, so if you have any information on flying in any of the countries mentioned, please let me know.

### **Albertville France - Brian Mellor**

Sometime in the spring of 1998.

### **Liferaft Practice Session - James Mason**

I have been investigating options for a club liferaft practice session and would like to check the level of interest amongst members for arranging training on this subject. Several organisations can provide training and I have already spoken to SEMS in Essex who do this using their own equipment in a suitable swimming pool. Although it may be possible to partially subsidise such a training session, a charge will probably be necessary and depending on numbers this could be 30 pounds. Before I proceed further, I would like to solicit interest and would appreciate if anyone who is interested could let me know. I would like to arrange this event for the spring/summer so if you are interested please send me a message on:

Tel: 01962-817553 Internet: [jmason@vnet.ibm.com](mailto:jmason@vnet.ibm.com) PROFS: jsbmason at winvmd

*(ed: come on folks, roll up roll up! Dont be shy, you've just found use for that old pair of pyjamas! It'll be great fun, no need to be embarassed! If you're prepared to go cross-channel, round the North Sea or to Eire, surely you up to having a crack at this? You need to be able to get into a raft to keep you alive until the Chopper arrives - this is the preferred time to figure out how it's done! Err, you can count me in James!)*

### **Cut - thats a wrap!**

Ok, thats the end of this unexpectedly bumper issue - I hope you enjoyed it, and found it useful too. Thanks to everyone for their articles and events. PLEASE PLEASE PLEASE - show your appreciation by putting something in writing yourself, whether it be to for the Newsletter, AOPA for Lee-on-Solent, or Surrey County Council!

GAAC, AOPA and the PFA are having to work very hard to stop GA being steam-rolled by an active few. "Oops, did you want to continue to fly in the next millenium? Sorry, but you didn't say, bit late now!"

Don't take your flying for granted. If you want to FLY - THESE DAYS YOU HAVE TO SAY SO!