

IBM Flying Club Newsletter March 1998

Clear Prop! - Jon Butts

I guess February's weather was so nice we went flying rather than writing about it, the editorial in-basket was almost bare! We have a new video for the loan library, covering the basics (essentials) of flying for any non-pilots who would like to be able to help their pilots out a little, or even land it for them should the need arise. (There is a cute little trick in there which might help pilots land better too!). The book library has information about the systems that will come into play when we have JAA / 'Euro' PPLs and ratings, not far away now.

Little Gransden airfield has declared a Mayday, and needs to get in touch with people who have it in their logbooks between 1/12/87 and 31/12/97. If you do, and want to provide them with the info, just ask me a copy of the simple freepost form they have provided.

Our AGM is a week friday, on the 13th of March at H015 in Hursley House. 19:00 for 19:30 start.

Clare needs to know who to expect in order to inform security who will be in the building. Please call in good time on 01962 715144 or via Dave Thomas.

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. Nominations for the committee places are very welcome - names, with proposer and seconder, to Clare by the 6th of March.

What's in a Name? - Irvin Lee

Just in case you need a 'filler' for the next newsletter. (ed: Now there speaks an experienced editor!) I don't have as much trouble with my name in the aviation world as I do outside it - probably due to 'Irvin jackets' and 'Irvin parachutes', both famous in their own way in the first half of this century. (I see there is a regular advert for Irvin Jackets in Pilot magazine every month now). Well, I thought I didn't have as much trouble. I did a flight with a lady who had forgotten that vital piece of equipment - her cheque book. Last week I got a note through the post, attached to a cheque. The note began: 'Dear Divine'. I thought that was fairly amusing - people often try and corrupt my unusual name deliberately and this was one version I hadn't heard before. Anyway, I read the "thank you" note, smiling at the obviously amusing deliberate corruption of the name, and then I looked at the cheque... to find she actually DOES think my name is 'Divine Lee'

(ed: If the next one is made out to 'Heaven Lee' we will want more details).

I learned about NOT flying from that! - Irv Lee

Just a quick mention of how plans can change, and for those of you into climate change, El Nino and all that...

PLAN: book a week's vacation in mid-December for a few days fun flying - a cheap flight to Orlando, head for Tom McGhee's flying school at Winterhaven, 2 days twin revision with him, and then 'borrow' a Cessna single for a bum around at leisure. Everyone was telling me "perfect time to go".

Actual: Cheap flight (£199 incl tax) - all well and good - but that was the last thing that went to plan! A cold front hit about 2 hours after my arrival in Central Florida, and parked itself on a line from Tampa through Orlando to Daytona. It stayed there, sucking up water from the Gulf and just dropping it on Central Florida. Everywhere else was wrong climate-wise too - California was being battered by a succession of storms, and all the Northern States which should have been very cold were about 10 degrees warmer than normal.

After I had been around for 36 hours, the national news was mentioning that some residents of Lakeland (not more than a few miles West) were being evacuated to emergency centres due to flooding. At this point, the 'power shower' rain changed from warm to cold - and the forecast was upgraded to show it was just going to sit in the same place for the next few days, rather than clear after another day. Now, according to the Weather Channel, there were only 2 places in the US warm enough and dry enough for me with the clothing I had with me - one was a tiny corner of New Mexico, and the other was the Southern Florida tip. I jumped into a car and migrated South, confident of some limited flying near Miami - limited as there were not many places to fly to!

I drove past Miami before I got out of the weather - signs pointed to Homestead - something stirred in my memory, but that's all. I drove in to a very new looking building with aircraft outside and enquired about checkout and rental, and found out what the memory was: Them: "Can you come back next June?" Me: "June??" Them: "We were wiped out by Hurricane Andrew 5 years ago, and it has taken us this long to get this far - we won't be ready for another 6 months though - see you then!"

I drove off - at least it was now warm and sunny - next airfield to the South was Marathon - halfway down the Florida Keys. Beautiful weather and masses of aeroplanes, so in I went: Them: "Can you come back next month?" Me: "Next month?" Them: "We were bought out last week and the new owner has grounded every aircraft until he inspects them personally - we're just sitting around til he comes down at the beginning of next month!"

There was only one airfield left! Key West, and of course nowhere to actually fly to except Marathon and Homestead, but South I went. I arrived an hour before sunset, and booked an instructor and plane for a checkout the next day at rates 50% above US normal - there is no competition! Next day I woke to find the palm trees bent almost horizontal - the tail end of another storm was whipping through. I went to the airfield to re-book for the next day, a process repeated every day for the rest of the week - the weather was warm and sunny, but the winds were so gusty that plane rental was out of the question. - until that is, the day I had to set off to drive back to Central Florida for my flight back the following day. The weather was suddenly perfect, with a 5 day forecast to stay like that. I had a half day before driving off - so I phoned the airport, cancelled, and went out to the reef on a boat. No need to feel sorry - those of you who know Key West will appreciate that if you have to be marooned anywhere, it might as well be there!

P.S. I was getting sympathy for having gone all that way and not getting any flying, and having to retreat down to Key West for a few days. That was until the BBC came along and in the middle of a quiz programme happened to mention the top ten places in the world to 'party'... (ed: You may notice how Irv keeps harping on at what a great place Key West is - do you think he's desperate for someone to ask him more about it?)

Club Software - Mike Allen

(ed: we've had no tip-offs yet regarding software for managing flying club operations, but I'll let Mike know if/when we do).

Jon, thanks very much for your info, please keep me posted if any good software appears. FYI took your hint and visited Kemble at weekend. My father flew from there for 2 years during WW2, so it wasn't difficult to dig him out of armchair. (Actually he has visited before but only for displays or

lectures.) Met the guys who run the Hunter/Canberra rebuild operation, also the guy who owns two Doves/(Devons?); kicked tires of many lovely old and not-so-old airplanes, especially the Vimy replica! Thanks again for your help and your pointers. Whenever I read your monthly magazine, I look for displays or meetings that might fit with my UK visits; although family are first priority, did manage to get to a New Years' fly-in Winter 96/97, maybe can make some in '98. If any of your members are looking for a ride in Washington area, please feel free to E-mail me. Regards, Mike Allen ISSC TPF Project Manager - AMTRAK

Membership Application - Flying Subsection

IBM NORTH HARBOUR CLUB 1/3/98 to 28/2/99

Please complete all sections. This information is stored in the club membership database and used for club purposes. If you do not want home details recorded, omit them.

I apply for membership of the IBM North Harbour Club Flying Subsection and enclose a cheque for £10 payable to "IBM Club - North Harbour". I understand all use of club equipment is entirely at the users own risk, and that ensuring the serviceability and suitability of such equipment is ultimately the responsibility of the Pilot In Command.

NAME: _____ IBM PERSONNEL NO: _____

NOTES/NOSS/PROFS/WEB ID: _____

IBM SOCIAL CLUB I belong to is: _____

DESIRED LOAN CHART FOR 1998-1999: _____

WORK PHONE NO: 01 _____ HOME PHONE NO: 01 _____

WORK ADDRESS: _____

HOME ADDRESS: _____

SIGNATURE OF APPLICANT: _____ DATE: _____

NON-IBMers only, for guest membership supply:

Name and signature of proposing IBMer: _____

Guest members cannot pay membership or receive tangible benefits; payment purchases desired loan chart.

For a newsletter overview of members tell us a bit about yourself if you'd like to be included.

I am a passenger/student/PPL/Night/IMC/B/..... usually flying from:
 in aircraft types: I am also a member
 of PFA/AOPA/..... mostly interested in: aeros/vintage/floats/touring/.....
 P.S.

Send, together with your cheque, to:

Clare Grange,
c/o Dave Thomas, IBM (UK) Ltd, MP169, Hursley, Winchester, Hants.
Internal: 169, Hursley.

1998 Events Schedule - Jon Butts

- Mar 13 Annual General Meeting, Hursley H015 19:30. Secretary, Clare Grange 01962 715144, or via [Dave Thomas](#).
- April 4+5 Paris Montlhery. Gil Collins

Fly-out: Paris in the Spring. Montlhery - 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.

Book in with Gil Collins 01 489 877625.

1998 Events Pipeline - Jon Butts

Proposed events needing 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. (ed: Paul Goodman and I are looking at to do the same route over three days if anyone else is interested in a whiz round the north sea). 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

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!)