

# IBM Flying Club Newsletter May 1998

## Clear Prop! - Jon Butts

It's been a busy time - Denis has handled around 45 membership renewals, Dave and Clare have been issuing charts again, a life raft practice is set up for May 18th, and the North Sea Tour is off on the 20th! We've had a very enjoyable fly-in at Filton as well, for which we thank Jason Bamford and the Bristol Aero Club; the views of Concorde, BBQ and sunshine were a great combination!

I hope that as many people as possible will join in on the life raft drill. As well as being great fun (*don't* be shy! We can cover up with jeans and tee-shirt!) it will be valuable (perhaps one day invaluable) experience. It's been on the cards for a while, but the North Sea Tour has provided the motivation to get the date fixed and the training done.

Both our safety kits are going away for servicing - if you wanted one for the weekend 16th/17th May we may not have one available to loan out, so think about alternate sources.

Enough from me... enjoy...

## Mayday (weekend) for Concorde - Irv Lee

You know how you sometimes read those aviation disaster reports, and the ones which begin with some minor problem, and then something else builds on that, and then something else, and it all ends in disaster, yet all it needed was one link in the chain to be broken, and everything would have been OK? Well, who knows what would have happened to Concorde flying back from the Filton event if an observant stewardess hadn't been so 'on the ball'.

Let's set the scene (but I wouldn't get too excited yet if I were you): Mayday Saturday was the IBM Flying Club trip to Filton (Bristol), with many thanks and congratulations to new member Jason Bamford for organizing it. It was the right event on the right day in the right weather, and included a couple of visits by Concorde to its spiritual home. Whilst we had an excellent day there, the plan for Concorde was three champagne flights for heavily paying punters: Heathrow to Filton via the Bay of Biscay, Filton to Filton via the same, Filton to Heathrow via the same again.

Ranjit couldn't be with us, as G-KS was not back from its Annual, so Jon B, Neale F, and Bob E, (yes, even with ETD 09:00!) set off in G-UK from Southampton. Meanwhile, I had turned up at Popham with 2 of my keen Air Cadets, and we were shared between Steve Pick in G-SF, picking me up there for an IMC refresher to Filton, and new member Jim Morley, also one of my IMC refreshers was accompanying us in his 172, G-BI. Jim was hopeful of some sneaked-in instrument training during the day. En-route, Steve was nowhere near as rusty as he claimed, and impressed me by instantly recognizing the Filton ILS was giving the wrong runway ident! We reported it to be thanked and told 'they were just about to change it anyway'. Good job Steve noticed before "you know what" arrived!

The Bristol Flying Club really gave us an excellent day, BBQ and all, and once Concorde was in (an hour late) and parked nearby, even a loan car was provided for me to visit an ageing aunt in town. (Ever-suspicious Bob didn't believe a word of it, assuming I was meeting some West Country floozy, so he was no doubt impressed on my return to overhear me reporting that the lady in question would be needing a new hip in the near future. Ageing Aunt she really was, Bob.)

With Concorde refuelled by 3 visits from the Filton bowser, Jim and I decided it was time to request a bit of ILS work. We wandered in to "Ops", and were met by Matthew the Ops Manager, looking

'busy'. "What ever you want, you can wait, we have a Concorde emergency - if we don't act fast, they are going to run out of Champagne!". For some technical reason, Concorde had been held at Heathrow for over an hour before its first take off of the day, and the passengers on the first flight had consumed double rations. Just before 2nd flight of the day, an observant stewardess had noticed that they only had enough "Moet et Chandon" for one more flight. Filton "Ops" were given the task of scouring Bristol for 25 cases of the same, suitably chilled on a warm Saturday afternoon and delivered to Filton before the final departure back to Heathrow 3 hours later. I'll check with Matthew on the outcome sometime, but I was relieved there was no story on the TV news that evening, so presumably he saved the day.

Jim and I got our instrument flight, which included a really impressive view of Concorde a few hundred feet below us overflying the Severn bridges. The flight back later was fairly uneventful until G-BI and G-SF approached Popham, where a microlight event was in progress, with our own Chris Thompson guesting on the radio. When we first got on the Popham frequency we overheard the following: G-XX: Popham, G-XX just observed an autogyro force-land from the downwind leg onto the golf course fairway. Chris: Understood G-XX, can you observe any sign of movement there? G-XX: Affirm, the rotors are still slowly rotating.

It turned out the autogyro pilot was O.K., and when we observed the Popham circuit traffic, the golf course option looked tempting to us too. Chris sorted us out pretty well with only one go-around each which really wasn't bad in the circumstances. Thanks again Jason - excellent day! (*ed: it was, more thanks from Jim...*)

Jason,

Just a short note to thank you for organizing a most successful Fly-in last weekend. As my first experience of the IBM Flying Club it was a memorable day out, playing with Concorde. It is not every day that a C172 pilot looks out of the "office" to see Concorde flying a thousand feet below! I enjoyed meeting you all and look forward to the next event.

Regards

Jim (*ed: Jim Morley; glad you had a fun day out Jim!*)

## **Life raft Training Session Monday May 18th 19:00 - James Mason**

A life raft training session has now been arranged for the evening of Monday May 18th at the Pyramids Centre in Southsea. The instruction will be provided by SEMS Aerosafe and will comprise of a classroom session ( 1 hour ) and pool training ( 1.5 hours ). We have selected the Pyramids Centre because of the availability of a wave machine which adds to the realism of the pool training.

The session will cost £20 for club members and £35 for non-members. Places are limited and IBM Flying Club members will have priority for this event up to the 11th May, following this date the event will be open to non-members if places remain available.

If you would like to attend then please contact me ( details below ), I will be sending out further information prior to the event. (*ed: if you would like a CAA approved certificate/logbook stamp, its £10 extra*).

James Mason Tel: 01962-817553 ( work ) 01703-615113 ( home )  
Profs: JSBMASON at WINVMD  
Internet: [jmason@vnet.ibm.com](mailto:jmason@vnet.ibm.com)

## Invite to Denmark! - Juergen Boettcher

Walter Gebauer, a retired IBMer, organizes a private 4-day fly-in to Roe, a grass strip on the Baltic island of Bornholm (Denmark) every year in May including lodging, food, drink, a jazz band, an outing on a ship, carriage rides, transportation and lots of fun and flying camaraderie. This year it is from May 21 thru 24, the 21st being "father's day" in Germany, a traditional day for fathers to go on an outing amongst themselves. There will be some 20 aircraft crews participating. Everyone who has joined in the past is really enthusiastic.

The Red Baron Flying Club is planning to join the festivities this year. If anyone from your Flying Club would like to participate you are more than welcome. Denmark not being known for being cheap, the all inclusive price is around DM 600 (£200) per person double occupancy. Life jackets and the higher insurance required by Denmark are also included. The aircraft meet at Barth on the German Baltic coast around noon on the 21st for a briefing, then continue to Roe from there. It is a 100 km over water crossing, but you channel crossers are used to that.

If you are interested, please let Walter know as soon as possible. His phone/fax number is +49 6127 5870. The address is Karl-Doenges-Str. 13, D 65527 Niedernhausen (near Wiesbaden).

It would be great to meet you there in person. (*ed: hence the North Sea Tour is now going round anti-clockwise, starting May 18th!! Thanks for the invite!*)

Juergen Boettcher MSS BP Technical Support Anzingerstr. 29, D 81671 Munich, Germany, Bldg 81671-51 Tel. +49 89 4504-4267 (Fax -4223) (KW 945), Dept 2800

## More on Hard Landings - Chris Thompson

In the good old days when I was on assignment in Austin (Texas) I was on an American Airlines 727 which appeared to get low and slow on the approach into Robert Muller (the main airport). This can be a tricky approach because there can be a lot of sink on short short finals over IH-35. "He who wuz in charge of the landing" had to add tons of power to get us over the Interstate (and the boundary fence) which resulted in us touching down about one third down the runway and doing an almighty bounce. The next bounce was horrendous - all the life rafts fell out, half the oxygen masks deployed and several overhead bins cascaded luggage on to the people below.

We then did an emergency stop with full reverse thrust and glowing brakes, just managing to swerve round the corner of the end taxiway still doing some 20kts.

On taxing back up the parallel taxiway to the terminal with the plane in a complete mess I was wondering how they were going to explain this one away when "He who wuz in charge" came on the intercom and said:

"Well folks, welcome to Austin. Once a month the company insists we check out the shock absorbers - you may be glad to hear that ours are just fine. Y'all have a good evening . . . ."

## JAA Update (R/t) - Irv Lee

Well, as predicted, the route to an R/t licence awarded by assessment is disappearing from July 1999. I don't think this is a real JAA change, just the CAA taking advantage of a well known date for other rule changes to include this one too. R/t licences will be granted from that date only after passing an exam in a ground simulator and a written paper. I think everyone realizes the assessment method has brought out the best in some training establishments, and the worst in others. This means less

paperwork for instructors, and maybe a rising R/t standard over the next few years?

## **Pleasure flights on Lockheed Constellation - Bob Elliott**

A Lockheed Constellation is coming over from the States for three months on the European Airshow circuit. While its here it'll be doing local pleasure flight from various location in the UK (e.g. Exeter). I'm game for a trip in a Connie; if you are interested in joining in, let me know... ..cheers, Bob Elliott (01703 254611)

## **JAA Update (Medicals) - Irv Lee**

Your CAA Class 3 medical for private pilots will be replaced by JAA Class 2, presumably from July 1999, although JAA Class 1 medicals are available from mid 1998. The changes are these: Validity: Same as now, except for pilots between 30 and 40, who will need a medical every 2 years instead of 5, and pilots between 65 and 70 who will need one every 6 months instead of 12. Content: Haemoglobin tests will be introduced for the initial examination only. According to the CAA, this will be just a prick test. Well, that's alright then. Electrocardiograms will be required on the initial medical, then 2 yearly for pilots in their 40s, annually for the next 15 years to 65, and 6 monthly after that. Pulmonary (Lung) Function Tests: At initial issue, then at age 40, then every 4 years. Quote on these tests which might make one of our members cry, taken (word for word) from the latest CAA FCL Newslite newsletter: "many European States currently undertake more sophisticated (but UK believes inappropriate) respiratory function tests for private pilots". Actually, it does of course mean that from implementation, a certain person we know who has spent the last few years talking to a brick wall might be able to hop over the channel to get a really meaningful medical. Audiogram: Not necessary unless you want or have an Instrument Rating (if so, 5 yearly before age 40, 2 yearly thereafter) Visual Assessment: Similar to those in the UK now, except less flexibility 'for those with very high refractives errors'

## **Wangen, Switzerland - Paul Eathorne**

I notice some of you have been doing it in unusual places lately, sometimes even with your own partners! I can't claim my experience has been as cheap as some of the ones I've been reading about but I thought you might like to hear what its like flying here in Switzerland.

After months of waiting I finally got around to contacting a local club and checking the requirements to validate my UK licence to Swiss standard. First hurdle... not too many PPL's speak English in Switz but after a lot of fractured German/English we made contact and I was put in touch with Felix Unholz, one of their English speaking instructors. He advised me on what I needed to do to validate... not too much as it turned out.

First, I had to complete an application form for the Swiss Licence with all the usual details, name, address, hours flown and send it off with copies of logbook, medical etc. to the Swiss CAA in Bern. Sent Thursday, received new licence quicker than it takes to say Bundesamtes fur Zivilluftfahrt on the following Monday.

Next, make an appointment for a check-ride at the local field, Wangen- Lachen, and then do 2 hours mountain flying.

The ski season arrived and having been bitten by this bug too, thoughts of flying were put on hold for the winter, one expensive hobby is enough, or so it was explained to me....

Actually there was one day we were out walking on a cracking day, up at 8000' in the mountains

when we came across a ski equipped Piper Cub... running scenic flights around the Grindelwald Glacier, under the Jungfrau and along the North Face of the Eiger. Certain train buffs in the club will bear me out when I say there are windows in the North face... and we got close enough to see just how dirty they were! (*ed: contact Paul direct if you are a dirty train buff wanting to sue, or just get in touch...*)

Excellent take off over the Lauterbrunnen valley, landing back up the slope, no idea how steep but it made anything I've seen before seem very flat.

So, back to the cunning plan. We'd been down to Lachen a couple of times, once just after Christmas on a beautiful clear day. The airfield itself is in a valley, right by the Southern end of the Zurichsee. Its r/w is 26/08, 480m of tarmac with a swamp at one end and the entrance to a yacht harbour at the other. Swans also seem to use it as a low level turning point, we counted over 20 at about 4 feet above the runway one day.

Facilities are superb, apart from a large hanger full of Moonies there is a good restaurant with tables outside to sit in the sun.... just like it should be.

Not having flown since leaving UK (Nov 97) and not having done much for the last year (no comments Paul G!) I was a bit apprehensive. Confidence started to come back after talking to Felix, he gave me a good ground brief on the procedures and local flying practice. GA Met is available on Swiss TV teletext along with NOTAM info. Lachen also have a touch screen facility to check weather, NOTAM's, file flight plans, etc. One further essential check is the KOSIF. This shows the daily active live firing locations... there are dozens of them! (for a neutral, peaceful country, there is an awful lot of military hardware around - each house has a weapon of some sort, there are rifle ranges everywhere, key bridges and tunnels are wired with explosives and at the bottom of most major car parks you find shelters with huge blast proof doors).

So, we finished the brief. Felix had recommended HB-PPK because it was 'quite new and reasonably well equipped' In fact its an Archer 3 with the new two-hole cowling + full IFR (inc GPS) and an autopilot that seems to have the same function as an airliner. It had come brand new from the factory just a few weeks ago, nice one. (*ed: ok, its working, we're going green...*)

I'd wondered how the Swiss would cope with fuel straining, surely pouring it on the ground won't do here? No, it won't say Felix... chuck it in the stream behind the fuel bay (actually, a rare example of Swiss humour... it goes in a recycling tank) While we're on re-cycling, this is a subject that tends to fascinate visitors here... they don't believe our stories about the rubbish police... Jude has actually had a written warning from them.. and as for the diary of dates which tell you when you can dispose of common household rubbish like paper, cardboard, dead animals... well! Big worry if your hamster dies, the day after the dead animal collection, you have to keep him in the fridge. (*ed: I guess the fridges can get quite big out there?*)

So refuelling mastered, we got airborne into some less than perfect weather. The Archer is heavier on the controls than either PORK or the Fuji, the types I have flown last, with some definite rudder needed. Circuits are flown over the lake with one entry point from the South. 'PPK is silenced to class D standard, which makes trips to Germany quite feasible. With virtually zero wind we tried landings on each r/w (keeping a lookout for boats leaving the yacht harbour when on short finals for 08!) With only 2 of us and 3/4 fuel all went well, no trace of any float using 65kts over the threshold. We headed away so Felix could demo the autopilot but the weather started to deteriorate into rain and lowering cloud so we headed back.

Felix pronounced himself happy with the performance so I was delighted having felt very rusty, I felt even happier when during the post-flight I asked him what type he flies for Swissair... to which the answer was 'all of them' and he instructs on them as well, something I was pleased to find out

AFTER rather than before the flight!

The next step is an Alpine flight to Samedan, near St Moritz, the highest airport in Europe I'm told. I'll let you know if it goes ok.

The cost of renting in Switzerland, where most things are twice the price of UK are:-

Cessna 152	189 CHF (£77) at today's rate
Archer 3 181	276 CHF (£112)
Archer 2 161	243 CHF (£99)
Mooney M20	327 CHF (£133)

Archer 3 and Mooney are both only weeks old. All have ELT but not all have intercom and headsets.

In addition, local landings are 10 CHF (£4) each. Instructor time is around 40 CHF an hour, all of these rates plus 6.5% local tax

You need to do a minimum of 12 hours rather than 5 to keep a valid licence and also do 3 t/o and lds in a 3 month period before you can take passengers. Oh, and windscreens will be washed, in an up and down manner after all flights.

First impressions of flying in Switzerland: well organized, efficient, superb scenery, aircraft, ground facilities.. and a very warm welcome from the people we've met so far. Superb! (*ed: Well done Paul, nice to hear you've got the Swiss flying underway, it does sound terrific fun!*)

## 1998 Membership

Here is the [1998 Membership Form](#) for those of you who haven't yet rejoined the club.