

# IBM Flying Club Newsletter June 1998

## Clear Prop! - Jon Butts

This issue is a few days early, to tell you that the club's 1998 Summer BBQ is scheduled for Friday the 26th of June. Under the masterful management of Denis Howe Enterprises, here's looking forward to another enjoyable evening at Hursley - all welcome, do come on down! How about making a weekend of it, and join in the fly-out to Mont St Michel next day? This would be a great time to get that cross-channel checkout you've been promising yourself. Book yourself a plane and an experienced flyer to ride shotgun!

James Mason's liferaft training session in the wave pool at Southsea went down a real storm - I know for a fact that twenty-eight private pilots and passengers had themselves a real swell time! The SEMS instructors were excellent and we learned a great deal from their lecture and practical exercises. I won't say anymore as I am hoping there will be a couple of 'wave' reviews to print next month! If you went, please drop me just a single paragraph of your top three lessons learned - someone else can learn them too!

It was great to have flight instructors from Solent Flight join us for the pool evening - apparently there are others there who are keen to go now, so if you missed out this time, there may be a another chance to have a go. Register your interest with myself or James; this'll increase the odds of another session being arranged.

BTW A certain person said it looked such good fun we should make it an annual event - and next time we could try it in the sea. Well, tell you what Denis, if so, I WILL VIDEO YOU!! (The pool was heated to a Florida-beating 29 degrees C and a couple of people were still getting cold after an hour and a half - well illustrates what the pro's mean when they say 'its the cold that gets you - you need to get in that raft, pronto!').

Moving on, The North Sea Tour got around successfully, two planes and six crew, routing Southampton Rotterdam Bremen Barth Bornholm Gothenburg Kristiansand Bergen Aberdeen Humberside Home - 2000 or so n.m. over four days. Well organised Dasher, thanks. Whilst it was good VFR, mainly CAVOK, over the continent, with typically British weather closing in on Scotland from the North had to keep moving, and so didn't really get time with our German hosts - although Irv was there for the whole party (wot no write-up Irv?). We shall have to arrange another trip to Germany! Talking of trips, we dont have many of you booked in for the Dutch or Eire trips yet - both make great destinations, get a G- or N- reg sorted if you can.

To save embarrassment, those of us who meet up at the Hursley Clubhouse on Friday evenings ought to be aware that the clubhouse will be verifying that membership cards are valid, and that guests are signed in. If you need to join/re-join forms are available behind the bar; if you aren't eligible to join, do ask one of us to sign you in.

Henstridge airfield are very keen to host one of our club events and Gil Collins is looking to co-ordinate a variety of activities there - suggestions welcome, see Events Calendar. As well as a BBQ we could have a spot landing competition, experience flights, safety refreshers... ..whatever people are willing to make happen really. Once a date is set I think we should try and get as many members to fly in as possible - go for the record!

## After a while they all look the same - Paul Eathorne

Mountains and valleys that is!

Stage 2 in being allowed to fly in Switzerland was to complete 2 hours of Alpine flying. Each year, aircraft come unstuck in the Alps. The local club has had a Cessna force land (successfully) on a Glacier so its something you need to take seriously. Felix, my instructor, suggested we make a trip from Lachen through the Alps to Samedan, near St Moritz which is about an hour each way, taking in a few detours en route.

The weather here has been Spring like, ie very changeable but for once, we were ok, the conditions were just perfect. There are standard VFR routes in the Swiss Alps, each one numbered on a chart. To check if your route is clear you ring or check teletext for the GAFOR. This shows if the various passes are classed as:

Oscar = Open	(8k viz, 2,000' ceiling agl)
Delta = Difficult	(5k viz, 1,500' ceiling agl)
Mike = Marginal	(2k viz, 1,000' ceiling agl)
X-Ray = Closed	(everything grey)

On the day we had 9999 with SCT at 10,000 so it was fine. Felix had suggested we load the a/c to a realistic weight so we could see the effects on performance, Jude was impressed to learn she had been invited along as essential ballast rather than to admire the view! I failed to talk my way out of it, not likely to be allowed to forget, the bruises will last a long time...

We also checked the Kosif for daily firings, which looked like preventing us using one of the passes into Samedan (..bad luck surviving low cloud, high winds, cables, US Marine jets only to be shot down by the Swiss Home Guard...)

The a/c this time was a slightly older but stil immaculate PA28-181, actually lighter than the new PA28 I flew here recently. No Intercom and no headsets though, good for understanding Swiss English on R/T.

Lachen is quiet during the week so shortly after getting to circuit height, Felix, clearly a man after Irv's heart, cut the throttle, a PFL, over the lake but close to the field. I was half expecting this, Judith however, is still relatively new to flying and expects any unannounced departure from s+l to be a 'bad situation' (a term the Swiss like to use a lot, it covers anything from force landing on water with the doors jammed to running out of snuff). Still, the stains should come out over time. Recovering to a reasonable altitude, we went straight into another one. Felix pronounced himself happy with that so we went on our way, up to 9,500. (Thinking about the lengthy climb + descents that must be normal for engines here I asked if cracked cylinders were a common problem but just got a puzzled look as an answer...) (*ed: don't happen to know why the Cessna had to force land do you?*)

We headed down the valley passing lake Wallensee, a small airfield at Bad Ragaz and on towards Chur. On route, we explored a few valleys, all of which were still deep in snow, quite a sight.

Lesson 1. never enter a valley lower than the highest pass and expect to be able to climb above it, by the time you discover there isn't the performance to do so, you probably don't have the room to turn back... demonstrated perfectly in a valley that narrowed to a V-shape at the same time as it ended in a wall of rock.

Lesson 2. Felix: "do you think you can get over that mountain ridge over there?" Me: "well it looks ok but you must be asking me for a reason." "Yes, bear in mind updrafts on one side and downdrafts on the other." (we saw evidence of this effect later, +1500' ROC on the VSI..the downdrafts come down at the same rate so always cross a ridge at 90 degrees to clear the area of disturbed air quickly.

They usually fly up the r/h side of the valleys if possible, however sometimes its safer to stay in the middle of a valley to avoid cables which are numerous and largely invisible, lesson 3 was to look out for clues to their presence, although the larger ones are marked with orange balls they are pretty hard

to spot, so you need to look out for the towers, mountain farms (which often have their own cable-ways) ski-runs etc.

Our approach into Samedan was via the Julia pass, only recently opened to road traffic, still very white. Over the pass, instead of turning left for the approach we went right to look at St Moritz, then around in a big circle to bring us back to Julia again. Samedan managed to understand who we were, cleared finals but with lots of height to lose, lots of side slipping but a little too fast meant lots of float but fortunately lots of concrete to sort it out on, not sure how they coped in the Falcon that followed us in but they sure had a long way to taxi back to the apron!

We got a warm welcome (I think) in ATC and sat outside with a coffee in stunning scenery and beautiful sunshine. I did my Cap'n Elliot bit and checked out all the photos of a/c hanging on the wall. Samedan is the airport for St Moritz and also a base for the SAF. Best shot was of a squadron of Vampires, lined up in the snow. Lots of shots of exec-jets belonging to the rich and famous. Most unlikely was a private 737 (no, didn't see the reg, Bob). This airfield is 6,000' up, in a narrow valley, 1800m long with obstacles on short finals at each end. The go around even without an engine problem would be...well, let's say marginal.

Heading back out after coffee we saw the new Pilatus, quite a large one, no idea of type, sort of Skyvan size. The climb out was down the longer wider end of the valley...it needed to be as the Falcon took off behind us. It was here we got the 1500' rate of climb as we picked up the updraft. Interesting, as the winds were light that day. The route back was a little more direct, over the snow covered mountains near Lenzerheide, Valbella and Arosa. We had reached a wide deep valley when Felix remembered he had wanted to show me an 'evolution'. This turned out to be a dive for airspeed followed by a 60 degree climb and roll... a chandelle? Whatever the name, I could tell from the look on Jude's face that more than one would be unwise!

Landing at Lachen was much better than at Samedan, even with a r/w almost a quarter the size. Taxying to the apron, Felix had one more surprise... go off and do 3 circuits on your own! I'm not sure when I last flew on my own...it was either to France in 'WD or back from Filton in 'UK on the day of the visit to Lee on Solent...either way, a long time ago. They went well, lots of side slipping to get rid of height on the second one... you need to be accurate on speed and approach at Lachen and I had not extended far enough downwind. (this was r/w 26 with the optional dip in the lake at the end as an incentive to not 'land-long')

The aircraft must be cleaned after each flight, wings wiped, screen bug-free. We celebrated getting a Swiss validation stamp in the log-book with a beer with Felix and his friend who flies medic flights for Sega. Snuff seems to be popular with Swiss Pilots, but having tried it once I stuck to beer. It's only a little restaurant but Jude pointed out the most expensive wine on the menu...150 CHF (*ed: passengers revenge!*). This is around 65 quid...you wouldn't want to celebrate a first solo here!

The only downside of flying in CH is a shortage of people to go with, we have a backlog of people from the office but they are all non-flyers, a shame. Anyway, the plans are coming together for a few visits to small fields like Gruyere and maybe Lausanne sometime...but as the first flying bill has just arrived that may have to wait a month! (There is also the temptation of checking out on the new Mooney...aaargh!)

Regards to all in the UK...see you soon, Paul

### **First time French touring - Jim Hull**

I seem to have had a long absence from contributing to the Newsletters. It is so long since I wrote anything. Last July '97 I intended to write up my first solo Cessna flying trip to France. It was a 3 day trip with Old Sarum Club. 2 planes, Ranjit's G-BCKS with Drew Guyat (Instructor) and 3 other

pilots wanting experience on longer trips as well as IMC practice. I came along near the end of the arrangements and we did not find another pilot to accompany me. I left from Popham, the Fuji from Old Sarum and we met up at Lydd. We cleared customs at Lydd and refuelled. We crossed the channel to Le Touquet where we had a coffee break and checked flight plans to Chartres.

The flight to Chartres was an excellent trip for me. I had good visibility with the sky to myself and navigation went well. The Fuji arrived at Chartres airfield first so I heard the radio instructions for landing. I followed the same till on landing I was puzzled to see the gliders all on a parallel grass strip facing the opposite way! It turned out the Fuji had landed 180 to the radio call. Now I understood the French dialogue between a glider pilot and Control which I interpreted as "L Angleterre!" Anyway they gave us a good reception and organised a taxi and good cheap hotel for us. So we sat at a cafe opposite the Cathedral and enjoyed a good meal and got to know each other. Drew had been the lead dancer in Evita. Tim was an ex jockey and had ridden a Grand National winner. Brian was ex British Aerospace, missiles design and John had his own business. (*ed: did they tell you this at the beginning, or at the end, of the evening??*).

Next day it was off to Saumur for lunch. We visited a chateau before taking off for our next overnight stop at Dinard. The weather got a bit murky and I had Tim with me showing me how to fly on instruments. Only it did not work out well and we finished with Dinard Control directing us to the airfield. It seems that round St Michael's Mount there is interference with the signals and others have gone astray. (*ed: crumbs, thanks for the tip-off...*) Dinard told us later they considered sending us to a strip which was covered at high tide had we had a fuel problem. (*ed: great sense of humour these French controllers, ay*). The Fuji with Instructor we discovered later had landed at Laval, had a cup of coffee and waited till the front had passed. More lessons learned!!!

Next morning there was the thrill of the flying activity. After breakfast we strolled along the shore walk enjoying the scenery and company before taking the taxi to the airfield. The flight plan was filed to Cherbourg for lunch via Granville and then home. The flight to Cherbourg was in good viz and enjoyable. I lost Caen Control near Cherbourg and Cherbourg Control said they did not hear me till downwind. The landing was fine. Lunch together then refuel. I chose to fly above the danger zone along the preferred route. The Fuji went around. My mistake this leg was to forget to correct from French time!! (*ed: when passing ETA to London I think*) Another lesson learned!!

## **From our Southern African correspondent II - Dave Thomas**

At the end of my last article, I had just obtained my South African licence validation - so, now was the time to use it.

My first trip was to Nelspruit - a small town way out to the East of Jo'burg, just beyond the escarpment between the High and Low Velds. I rented a PA-228 161 (ZS-KFF) from 'The Flight Training College of South Africa', the folk who had helped me to validate my licence. My passengers were one of the SA Business Managers and his daughter - neither of whom had been up in a light plane before! The first challenge was to find a way through the complex airspace around Jo'burg. This involved using a VFR route running parallel to the Jo'burg TMA boundary, but within military airspace. Terrain height is 5200 feet, and we were cleared through at 6500 via an NDB. Once we were past the VFR route, we were back in the Jo'Burg Special Rules Area which necessitated blind calls announcing your position, height and intentions. This can be tricky if you don't know the geography too well. Still, I stuck to clearly identifiable features, and with a bit of local knowledge from my passengers we made it through with no incidents.

Then we were out into the huge expanse of uncontrolled air space in SA. Out here, navigation is by NDBs and easily identifiable features - towns, rivers, roads etc. After a long time of flying across a fairly featureless landscape, we approached the escarpment, and flew over the edge where the ground drops away from about 6000 feet to nearer 3000 feet. Nelspruit airport is literally at the foot of the

escarpment with a runway alignment of 04/22, with all landings on 04. We were coming from the South, so as we flew over the edge it was good to see the runway in front of us, so it was very straightforward to join downwind, losing height rapidly, and then turn in and land on 04. We only had time to stop for a quick coke before returning to Jo'Burg to ensure that we landed before nightfall (UK night rating is not valid in SA where it's part of their Instrument Rating).

The journey back was relatively uneventful; a steep climb initially to get over the escarpment, followed by an hour or so over the high veld before returning via the Special Rules Area and the VFR route (this time at 6000 feet), to Grand Central. Another 3.5 hours in the log book!

The following day KFF wouldn't start, so I had to settle for MEB a PA-28 151 with a steam driven ADF complete with tuning dial, and a sensitivity meter. The object of the exercise was to fly to the West of Jo'Burg to the Pilansberg Game Reserve and Sun city. With three men on board, and three quarter tanks, our ascent was somewhat leisurely with only 150 h.p. up front.

The flight to Sun City was uneventful, but when we approached the ATZ around Pilansberg, I found it a real struggle to communicate with the controller - his notion of English and mine were miles apart, but eventually we struck up a sort of conversation. Sun City from 1500 feet is quite spectacular - the architecture, the artificial beach and just this somewhat bizarre oasis in the middle of nowhere. Clare and I eventually went there on foot, and it looks even more bizarre from ground level. Although we spent about half an hour circling over the Game Reserve, we saw no game, so returned back to Grand Central for a well deserved beer.

The next weekend I could only get the plane for the Sunday, so decided to go out to the South West to take a look at some of the scenery on the way down to Durban (a bit too far for a day's run). I was supposed to have two passengers, but one of them was having to fix a leak caused by his own attempts at d-i-y plumbing. So, off we set, straight over the top of Jo'Burg (well slightly to the West) at 1500 feet. It's perfectly legal over there, and there are quite a lot of areas where one could put down if the fan stopped. It certainly feels strange, and you certainly concentrate on your height, the radio (to ensure there's no traffic near you - Jo'Burg Special Rules area again), and building up a picture of possible landing places.

We flew overhead Soweto - nothing much to see, just a large sprawling council estate - and then over to the VaalDam, which is Jo'Burg's main source of water - huge. From there to Newcastle, there was just miles and miles of nothing at all - the occasional village, and the occasional NDB. During this time, we were talking to Jo'Burg Information, whose last instructions to me were to report at the FIR boundary, but to talk to Durban if I couldn't raise them. As luck would have it I couldn't raise either Jo'Burg or Durban, but did manage to find a friendly fellow-traveller who relayed for me so that I could talk to Newcastle direct. No-one there, so blind calls, a quick overhead join to determine the wind direction, and a nice smooth landing. The only person there was the lad manning the pumps (and the fridge), who promptly told us his life story as a haemophiliac! After a can of Coke, we clambered on board, and took off, heading back to Grand Central. Just after take off someone made a blind call asking for QNH and wind direction, which I supplied. We then had a brief discussion at the end of which he suggested that I should return to Grand Central at low level (1500' agl rather than FL85), given the strength of the winds. This made sense given the 30 knot tailwind that we had had on the outward leg. And, it was very picturesque too.

Every large town has a small township alongside it, and some of the small townships have even smaller shanty towns next to them. My passenger, my boss while I was out there as it happened, had actually lived in one of the shanty towns that we flew over during one of the summer holidays when he had worked down the coalmine. Past the coal mines, turn left, through the VFR corridor at 6000 feet, and then left-hand down a bit to land at Grand Central to celebrate with another welcome beer. Hot work, flying in South Africa.

The next great adventure was after Clare arrived. We had debated whether or not Clare should validate her licence, but given the time available, we decided that it wasn't worth the time, particularly as she would have to sort things out over the Bank Holiday, leaving us with very little time to take advantage of the privilege. So, after a few days sightseeing, we rented a PA28-161 (JOD) for four days and set off Northwards to Gateway International Airport. It sounds very grand, but it is an old airforce base with a small terminal building and eight flights a day - four each way to and from Jo'Burg! We then headed South-East back to Nelspruit for fuel, and then headed off for the day's real adventure - Blyde Poort. This is a grass strip, 1000 metres long at 4800 feet, serving a resort complex. We had hoped to have a really good view of the Blyde River Canyon before looking for the field, but it was too hazy to go too close to the hills, so we settled for a high approach, looking for the airfield. We found it without too much trouble, and spied out the lie of the land.

The runway was on a slope, so you had no choice but to land uphill. As we came closer and closer, we realised just how steep the slope was - we needed only a short roll before we came to a complete stop. Having said that, the prospect of trying to taxi up the hill the next morning was a bit daunting. A little bus rolled up to take us to the hotel, where we had an excellent evening, albeit we were limited in terms of what we could do because we had no wheels. The next morning we set off for the airfield, loaded up the plane and started up the engine. As expected, it was a struggle to taxi up the hill, but we made it. Clare and I had done a lot of calculations to ensure that we had enough runway to take off before we decided to go there; given the slope of the runway, we were well clear after about 300 metres, with another 700 to go. It was still hazy, so we elected to drop down off the plateau asap, and descended through a gap in the peaks to clearer air. We then continued towards the Kruger Park over the flat, dry plain.

It is quite surprising to see the number of airstrips that there are in the Kruger. It makes finding the one that you want a bit tricky, but thanks to a good description of the field, and the GPS, we found it. The only problem was that the published altitude and the actual altitude were out by about 500'. So, I executed a low pass! After that, we landed, but not without excitement; when we contacted Thorneybush about 10 miles out, we were told that they would send a ranger out to clear the runway, which they did. However, that didn't stop a family of three warthogs running out in front of the plane just as we touched down. They accelerated, I uttered a few chosen words, and braked hard, managing to avoid mincing a warthog. We then parked the plane in an area surrounded by electric fence so that the hyenas wouldn't eat the tyres. We had a very pleasant couple of days at the game reserve seeing all sorts of wildlife. It was quite tiring though - I don't like getting up at 5 in the morning even to see lions and cheetahs (no tigers!).

Anyway, we freed the plane from the electric fence and headed South West to Nelspruit yet again to pick up fuel. Then up and over the escarpment, heading for Grand Central, and home. Some excitement was still to come! On the way back we had to return to Grand Central via the VFR route just to the North of the Jo'Burg TMA. On previous occasions I had heard aircraft being cleared 'not above 5500ft', thinking that that's a bit low. Well, it was our turn; with one above us at 6000' and another above that at 6500', that was all that was left. So, with one eye on the altimeter, one eye on the ground, and Clare keeping a general good look out for anything else, we descended.

Frankly, it was an uneventful ten minutes, but an interesting experience especially given that the ground is only 250' below you (perfectly legal in SA). The odd set of power lines increases the heartbeat a bit, but they all slide below, until with a big sigh of relief we came out of the military zone, three hundred feet below and two miles to the North of the runway that we had to land on. I should add, that the terrain below is mostly agricultural so there are plenty of places to land should anything go wrong. The only real time for panic would be if the fan stopped just as you were approaching one of the pylons, but even those could just about be avoided.

All in all I did twenty hours flying out there, a lot of which was over mundane scenery, but some of which was over really spectacular scenery. The experience was wonderful and I would heartily

recommend it to anyone.

## News from Old Sarum - Dave Sawdon

We've just got a Stearman on a Public Transport CofA and I got checked to instruct in it recently. Built in 1944 it's a PT13 with the 220HP Lycoming radial so the power to weight ratio is only slightly better than a C150, but it's much more fun. Salient features are climb at 80mph, cruise at 100mph, approach at 75mph, Vne 150mph (near vertical because of the drag!), nicely aerobatic (in a gentle way). It handles like an ordinary (if rather big) taildragger, the bits that take getting used to are the eye height and lack of forward view in the hold off, having to climb onto the front cowling (about 8 ft up) to refuel, an inertial starter and a 2100RPM rev limit. The cost is £160/hr, give me a call if you'd to experience some big biplane flying.

We are now offering "air combat" trips in the Bulldogs, the instructors are ex-RAF fighter pilots. The trip consists of a 25 minute brief followed by 55 minutes in the luft including 2 combats, some formation work, a tailchase and a run and break. The price is £125/person, call for details. It obviously needs 2 students and it's more fun if they know each other so howsabout forming a league and seeing who's the IBM flying club ace?

The 2-ship formation flying lessons have started again, hopefully later in the year we'll be able to get a 3-ship going. This really is the most amazing fun, the instructors are ex-RAF and teach the standard close formation positions followed by a couple of tailchases and a run and break. I've just had a second session and it's starting to come together. Cost is about £125/person, call for details. Once again, it's probably more fun if the students know each other so I'll try to pair up anyone who contacts me.

Aircraft arrivals and departures. A C150 has been sold and a Stearman, C152, Robin and Reims Rocket added. I think this makes the fleet:

- Bulldog (3)
- C150/2 (5?)
- Texas Taildragger (1)
- C172 (2)
- T67A (1)
- Stearman (1)
- Cub (1)
- Citabria (1)
- PA28 (1)
- Arrow (1)
- Robin (1)
- Seneca (1)

- coupled with good food, a good atmosphere and good surroundings this makes Old Sarum a fun place to be. Give me a call if you would like to try out any of the types, why not use your safety subsidy?

## Accomodation in LOT et GARONNE, France - John King

Recently, I've been talking to Terry & Jenny Evans who have a choice of gites in this area. Terry had a share in the Piper Arrow G-ECJM and is currently considering purchase of Robin HR100/210; he intends to commute between the UK and France in it. There are several airfields close to the gites, if you need further details try their website: <http://ourworld.compuserve.com/homepages/JennysGites> OR email: [JennyGites@compuserve.com](mailto:JennyGites@compuserve.com) OR telephone: 01703 454897.

M. Jean le Roi (1000) (*ed: Tu as 1000 ans, Jean le mille?*)

## Member Sketches - Jon Butts

From time to time I've noticed that we have members in our club who do not know about each other, yet who fly from the same airfield (perhaps in the same rental airplanes), or live in the same vicinity as each other, but don't know it. I think that's a shame. If you can link up with other PPLs in your area/airfield you can open up your flying horizons, or just have another person to talk flying with, at work, or at your local. So in the hope of making likeminded flyers more aware of each others existence I'm pulling out some of the information volunteered by people on this years membership forms. In the order Denis filed the membership forms...

[Steve Adcock](#) is one of our IBMers, a PPL, currently renting C152, C172 and PA28 out of Old Sarum. [Jonathan Airey](#) has gliding and PPL qualifications, and as drawn out of the hat, also rents C152, C172 PA28 from Sarum.

[D John Akerman](#) is a PPL flying J3 Cub and DH60 Moth from the strip at Findon (Worthing), and is also a member of the PFA, EAA and Goodwood Flying Club.

[James Bamford](#) operates from Bristol Filton, using his PPL, IMC and Night ratings in PA28-161 of the Bristol Aero Club. [Khalil Barsoum](#) flies his C182 out of Blackbushe, and lists touring Europe as his main interest. Student pilot [Ranjit Bhagat](#) can be found at Thruxton, along with his Fuji FA200. [Margaret Collins](#) has a PPL who enjoys touring, and is a member of a PA28 syndicate at Thruxton.

[Steve Blackmore](#) PPL, is also a member of the Hunsdon Microlight Club, flying microlights from Hunsdon/Popham. [Alan Chandler](#) PPL usually flies from Glasgow in C172, PA28 and is an AOPA member, mostly interested in touring. [Gil Collins](#) PPL flies a Fuji FA200 out of Southampton, touring and general flying.

Mostly interested in 'vintage, touring, and pretty much everything' is PFA member [Andy Coulson](#), a PPL flying Piper L4A out of Priory Farm, Norfolk. [John D'arcy](#) usually flies Robin, Supercub, Pawnee, Tigermoth, Gliders and Motorgliders from Lasham and Headcorn. John is a PFA and AOPA member, who says he is mostly interested in 'gliding, instructing, anything, anywhere'!

[Paul Eathorne](#) PPL, Night usually gets his sky from Southampton, or Wangen-Lachen (Switzerland) in Fuji, AA5B and PA28. [Danny Elliott](#) is interested in fly-ins and touring, usually in Robin 2112, Fuji or Tomahawks from Goodwood/Southampton. [Bob Elliott](#) (NO relation!) is also a PFA, AOPA and Air Britain member, who describes himself as 'an enthusiastic passenger, lapsed PPL, usually flying from Eastleigh (Southampton) in Fuji 200'.

[Julian Wheldon](#) is studying for his IMC and flies the PA28 Cherokee, Warrior and Archer out of Gloucester Staverton. [Jim Farquhar](#) has a PPL and IMC, usually flying from RAF Henlow and Little Gransden in J3 Cub and Fournier RF3. [Barbara Flint](#) is a PPL flying from Southampton in AA5B who is particularly interested in, and I quote, 'flying instructors in their mid-40s, and early 50's'!

I'd better stop it there, and do another batch of sketches from the forms in the next issue! I didn't realise we have quite so many members poling Cubs around the place - maybe they'll get together one of these fine days? If you're interested in getting in touch with other members, you can get email ids/phone no's from the IBM systems, or a committee member (I oughtn't publish those details here).

## Aero-Club des Greves Du Mont St. Michel - Brian Mellor

I received a fax today advertising the Aero-Club Des Greves Du Mont St. Michel (*ed: AKA Avranches, on the chart*)



The sheep of the Aero club des G du SM request the pleasure of your company to graze at their INTERNATIONAL PARTY taking place on 27 and 28 June, 1998. (*ed: Wow, the sheep back home were never this forward!*).

Customs will be on our field from 1200 to 2000 GMT on Saturday, and from 1000 to 1800 GMT on Sunday.

Our grounds may be used for sleepings purposes or take your bleatings to our secretary to find out about alternate sheeps pens.

For better organisation, it would be kind to give in advance the number of people coming to the party. If you could not join us as planned, remember to cancel your bookings.

Aerodrome du Val Saint Pere 50300. Tel 02.33.58.02.91

G-PORK should be going with John, Barbara, Eileen and myself, but we haven't booked accommodation yet. This is a DIY organise job, so please contact the french club directly. Cheers, Brian

### **New Syndicate - Jon Butts**

Are you interested in being a founder member of a new syndicate? Did you notice there are an unusually high number (3) of Grumman Tigers for sale at the moment? It could be a really great time to get-together with like-minded flyers and buy some rather nice wings of your own, Tiger or otherwise.

Have a think about it - perhaps it's the next step for your flying! If so, then let me know. There is a wealth of syndicate experience across the club which a new group could make good use of. If the time is right I'll be able to put prospective syndicate partners in touch with each other, and we'll take it from there.

### **Glenforsa, Mull - Chris Thomspson**

I took the Auster with Tony Warner (one of the other group members) up to Glenforsa this year.

As Tony is somewhat over the average 170lb pilot we were seriously limited on fuel capacity and could only take 12 gallons on departure from Hook International on Tuesday 19th May. We got airborne at 08:45 and easily cleared the trees by 50ft in nil wind and made our first fuel stop at Wellesbourne Mountford in perfect weather. Next fuel uplift was at Manchester Barton where we were given a really friendly welcome, free tea/coffee vouchers, and members rate for fuel and landing fee (£5.88) even though not members! We also took advantage of their splendid club restaurant to uplift two curries.

Onwards and upwards, still in CAVOK, we made the next stop Carlisle where we entered a total "war zone" and thought we had made a mistake and returned to Odiham. There was a full Military exercise taking place on the airfield with 16 Chinooks, 25 Pumas, a full army of support vehicles and a temporary military camouflaged refuelling point and the sky alive with fast jets. A call to Prestwick and the Craft Shop at the Pier Head at Craignure indicated that we were CAVOK all the way. After tea and crumpet, LG Heavy set off up the valleys and out over Bute and the Crinnan Canal on the last two hour leg to Mull landing at 18:20 local (with only four hours of daylight to spare before dark). Not a cloud was seen all the way up. Total flight time for the four legs was 5:35 hours.

Wednesday was glorious and we spent all day getting Tony his 1179 type conversion on the official ATC Honda motor scooter and also filling in all the rabbit holes on the runway. The bunnies at the 25 threshold slabs had set up what we called the "Eastern Bunker" and it took several hundred weight of material to fill in the encampment along with numerous decoy holes along the side markers. In the evening we had a severe attack of crosswind landing practice when we took quite half a dozen of the locals for runway inspection flights.

On Thursday the Argyll & Bute Council (Roads Department) sent a team of four guys up to cut the grass and finish off the strip. They had recently completed a brand new car park and a new aircraft park in front of the Glenforsa Hotel. The unfortunate part of the plan was that they forgot that aeroplanes cannot cross a two foot deep rutted track, nor can they climb a 1 in 10 hill to get to their super new area! Extensive discussions were started with the men on the job but they would not do anything unless their boss told them to. When the boss man did arrive later we managed a compromise whereby a diagonal run was approved and the additional holes filled in. We took a well earned "flying interrupt" and buzzed over to Oban (SGC - self given clearance - not above 200ft) to see the new set up run by Paul Keegan. He will shortly have fuel available there which will make a big difference to getting to Mull for smaller capacity aircraft. On the return Tony did some real mountain flying (SGC not above 1500ft) up to Fort William and through some 3000ft narrow granite valleys to Loch Sunart and then a return to Glenforsa via Tobermory the biggest town on Mull.

On Friday we had some German visitors in a C182. They had flown in from Norway via Wick. The plane had special long range tanks and the guys were a laugh a minute. We placed them in the Salen hotel and met them later for the mandatory drink. They departed IFR to Londonderry the next day. That evening several of the staunch Inverness supporters arrived in their Jodel's and set up camp, making about six planes on the field. No sign of Zero boys and I had got all the beer in specially.....  
*(ed: So \*sorry\* you had to drink ours for us Chris! We were having some at Aberdeen that evening...  
...but that's another story! Write-up's please boys!)*

On Saturday the weather deteriorated rapidly and the morning was a wash out with low cloud and poor visibility. In the afternoon it lifted to about 1000ft and good visibility below but this still precluded all but the locals arriving. We had numerous planes stranded around the mainland waiting to get in but if you did not know where the Cumulus Granitus was it was not worth the risk. About another 15 planes arrived and some stayed.

Sunday was miserable, visibility 1500m, cloud on the deck, sky obscured, message on the answer-phone "if you are thinking of flying in -don't"!! Lots of aeroplanes that had stayed over were now completely stuck. Lots of time spent in the bar.....

Monday was still total Charlie Romeo Alpha Papa because although we were flyable and everywhere else was clear it was impossible to get down the Sound of Mull due to low cloud right down on the sea surface between Craignure and Lismore Island. Tony had to get back for work (I didn't recognise the word but went along with it anyway) without fail by Wednesday and the forecast was all doom and gloom. He decided to bite the bullet and go by ferry/road with Eric & Pat to Largs and catch an early train on Tuesday morning. This would leave me clear to take lots of fuel in the Auster and make a run south later in the week (at this stage Wednesday or Thursday looked the better options). Various planes slowly escaped to the mainland.

Tuesday dawned brilliant but with a strong northerly wind and very poor forecast for Manchester/Birmingham. The forecast for Scotland and the rest of the week looked worse and worse. Armed with a ton of TAF and METARS I decided to make a run for Carlisle on the basis that I could definitely get there and I would then have more options to go east or west down the country. I had rough ride to Carlisle in a lot of mountain wave turbulence, making a frightening (for an Auster) 106kts ground speed whilst only doing 85mph (75kts)! After a short stop for a full fuel load I calculated where the weather front would be and ran through it between the Manchester low level

corridor and Birmingham. With several deviations to keep out of the heavy rain showers I landed back at Hook at 16:05, managing to completely upset Tony. He was walking down his road to his house having spent all day on trains when I flew overhead on the CAS for Hook! Realistically we could not have made the trip with the two of us on board because we would not have had enough fuel for diversions. With the tail wind the total flight time from Glenforsa to Hook was 4 hours and 22 minutes!

Why don't you try the adventure next year? It is always the Bank Holiday weekend towards the end of May. When the weather is good its brilliant and when its bad you can finish up anywhere! I will definitely be there.

## **Bristol Aero Club - Jason Bamford**

The Bristol AeroClub was formed on the 1st of June 1994 for employees of the Filton based BAe/RR/MMS companies and is affiliated to BAWA. The Club aims to provide and promote interest in flying as a social activity, building on the close association and historic interest in all aspects of aviation at Filton. To achieve this the Club provides training and recreational hire of aircraft on a non-profit making basis and organises social activities connected with aviation.

The aircraft hire charges (which are about 30% cheaper than other local flying clubs) are:

	G-BCDJ	G-BSSW	
Private	£60	£65	+£7.50 landing/flight
Training	£75	£80	

G-BCDJ is a Piper Cherokee and G-BSSW a Piper Warrior. Both aircraft are equipped with dual controls and are maintained under CAA regulations for training. The Club provides excellent professional training from qualified instructors on a part time basis who can also provide more advanced training such as IMC and Night Rating. Students can complete all CAA exams and flight tests with the Club. To date 8 members have attained their PPL and 4 have added additional qualifications to their licence.

The membership rates are as follows: Full Flying £60 (employees of BAe/RR /MMS); Associate £80 (other BAWA) members; social £5.

On the social front, the Club arranges a Club night at the BAWA on the first Wednesday of the month. Social activities arranged in the past have included BBQ's, Quiz nights, talks and visits. Members have flown to France, the Channel Islands and Ireland as well as the majority of airfields in southern England. Last year the Club have over 70 members and flew 575 hours.

If you want more information on flying or the Club's activities you are welcome to attend the Club Night or contact Brian Graham on 0117 918 8335 or John Ferguson BAe 936 4459, Martin Jones RR (97)95585, Alan Roberts Dyn (931)6353 or Roger Bishop RR Associates 974 8501.

## **Microlighting - Jim Hull**

Microlight activity August to October was extremely busy for me. I took the BMAA AFI Course and after a hard slog and lots of flying I took the examination. My Examiner was Paul Dewhurst. He won the Gold at the World Air Games in Turkey. My exam lasted all day and left me like a wet rag that evening. I was awarded my CAA AFI Certificate (Microlights). Great News! Now I get paid to do some flying!. But now it is into winter and the flying has almost all been grounded!!

Things started moving in Feb. '98 and I got my first student. He is Head of Human Resources in HM Prisons. Turns up on a really expensive BMW motor cycle. He took a week off work and fortunately

the weather was good and we made good progress. My students increased over time. Now I have over 150 hours instructing under my belt. It is interesting to meet with the variety of people coming to learn to fly. I have four people fast approaching going solo soon.

Some Highlights. I took an aircraft to the factory at Marlborough for the 150 hour check. When I arrived there were 2 Pegasus Quantum Flexwings being hosed down. To get the desert dust off them I was told. They are just back from the (*ed: Thrust II*) World Speed Record Trials at Black Rock Nevada USA. They were used each time before the record attempt as spotter and security aircraft to check the track was clear of any obstructions or intruders. We have a talk arranged at Popham for the autumn to hear all about it.

Then there was the Saturday lunch time at Popham when aircraft were grounded. 5 parachutists dropped in to land by the signals square. Lady Bader was having a birthday lunch and the free fall birthday gifts included the "Box of Cadbury's Milk Tray".

I had my first real emergency with a student on board. First flight of the day . We were at 2500 feet and attempted to level out. The engine wouldn't throttle back!! There it was going full climb. After wishing I was somewhere else we made our way back over Popham, called Mayday and switched off. Just like in practice we glided down to make a landing on 03 (*ed: Well done!*) and had enough momentum to clear the runway at the exit slip. The guys in the know advised me my throttle cable had iced up. So we sprayed it with a moisture remover spray and went flying again. Seems the ailerons can also freeze up in the hinges and they can be freed by tugging at the stick (*ed: or by a good whack from mother earth*). I haven't suffered that one yet. (*ed: dont risk it, please. Microlights aren't cleared into icing conditions, are they?*)

I have experienced some breathtaking cloud scenery and my reading of the weather is getting better.

Airbourne (Mac Smith) facilities are improving. A computer with MS Flight Simulator has been introduced to the club for when the weather is poor, or for training people waiting on different aspects of flying. There is a microlight program which is being developed to simulate closely the behaviour of the AX3. This is additional to the Air Law on the computer and the videos on Meteorology Navigation and Theory of Flight as well as the general videos on flying.

Two new planes are on order. An AX2000 with a 4 stroke engine and a range of 7 hours, I believe. Also a Nosewheel Thruster, the latest from that stable. This will bring his total three axis planes to six. He now has at least six Instructors, some part time and we seem to be generating the customers to keep them all running. Mac's son, Greg runs Paramotor training and Mac still has his Autogiro which is just getting over gearbox maintenance. Flexwings are available for students but we don't seem to be doing much on them. They are more work in the stronger winds. Maybe in the summer there will be some courses on them. Martin is instructing a disabled student on the Fleaplane Balerit Microlight. It is supplied by Fleaplanes UK Ltd. The owner/pilot has his own strip north of Stockbridge (in the MATZ) Martin goes there and flies it with student back to Popham for the training. The student has gone solo now. It is a two axis control and quite different to fly.

Two club members, Richard & Jim completed building a Rans Coyote recently. I have been offered a flight in it sometime soon. They are happily flying circuits and getting used to it. Another member has purchase a Jabiru kit and has started his building program.

I am willing to organise a club day or week end to offer Microlight Flying to you. I will discuss this on Friday Night meetings and if wanted I'll arrange it.

1 Try your hand in the AX3 with an Instructor , chandelle turns, low hops a foot above the runway, or something simpler to suit your taste.

2 Flight in a Flexwing

3 Paramotor demonstration or a day's course  
 4 Autogiro demo if available  
 Tour of the facilities

Now the weather is improving I hope to do some more Light a/c flying again and to join in the club outings. I want to add IMC rating to my skills this year. I started with a check flight at Old Sarum last week. Still want to get to Alderney etc. so if someone is going that way please remember me.

### **Henstridge Advert - via Brian Mellor**

Henstridge Barnstormers and Biplane fly-in, and blues/rock w/e, 25th/26th July. Free landings for vintage aircraft and biplanes. Reduced landing fees for all other aircraft. Live music, Saturday and Sunday nights. Good selection of food. For details, phone ops, on 01963-364231.

### **WANTED - Dave Sawdon**

I'd like to borrow Pilot magazines for: July/72, August/82 and April/88. Can you help? Dave Sawdon 246120 (01962-882827 home)

### **Stearman flying day 8th Aug - Dave Sawdon**

A few people have expressed an interest in flying the Old Sarum Stearman so I propose setting 8/Aug as a club Stearman day.

You will fly from the front seat and log the flight as P1/S (I will fly/patter the take-off and landing for anyone without significant recent tailwheel experience). The flight can either be a gentle float around the sky or be mildly aerobic.

The aircraft is a PT-13D, a fairly large open cockpit biplane with a 220HP Lycoming radial, esigned in 1935 and built in 1944. It comes with bone domes but you will need some sort of coverall as it's fairly draughty!

Flight times can be from 20 minutes to 2 hours, the cost will be based on a maximum of £160/hr (and possibly slightly less).

If you want to book a slot then please contact me without delay. Regards, Dave Sawdon

### **SUMMER BBQ Friday 26 JUNE 19:00 IBM Hursley Club Denis Howe**

The great summer BBQ event! Same format as previous years:

- Ann+Denis Howe and Janette+Jim Hull organising cooking, with help from
- Volunteers to bring spuds, salads or desserts (costs refunded)
- £5.00 per person (collected on night) - any profits to charity
- BYOB or support Club by buying drinks from bar.

Practical considerations:

- Book places by contacting Denis Howe by Mon 22 June at LATEST:
  - e-mail [d.f.howe@mcmail.com](mailto:d.f.howe@mcmail.com) or IBMMAIL(I8224626) or failing that
  - phone 01962-713512. Please say what you'll bring (Salad/dessert)
- Please bring own plates, glasses and cutlery
- If the weather is (still) dreadful we will postpone until early Sept (we'll broadcast a message

via e-mail on Thursday 25th)

## **Le Mans, 5-7 June 1998 - Dave Ashford**

On Friday, Neale Fray, Ian Pellow (an old school friend of mine) and I set off for Le Mans. The weather forecast wasn't perfect, but they were giving SCT018 BKN023 at Le Mans with all the nines, so it looked like we could land there, although there was also a TEMPO for scattered CBs and thunderstorms. We set off across the channel toward the 'MP' NDB at Cherbourg and with about 10 miles to run, the cloud started to fill in below and soon we were flying above a solid layer, the top of which was about 1500 feet. We turned at 'MP' on a direct track for Le Mans and as we got nearer, so the cloud layer below us started to creep up until we were skimming the tops at about FL50. Then, with about 20 miles to run, the clouds just dropped away beneath us to reveal a scattered layer at about 1800 feet, as forecast. We started out descent and as we neared the airfield a layer of scattered cloud started to appear above us. Isn't it nice when the forecast actually predicts the weather you get? Neale landed 'ZERO exactly on time and we parked up alongside a number of other single-engined aircraft.

After clearing customs and immigration (well saying hello to the lady with the uniform and gun and filling out a form), we picked up our Hertz car (eventually) and headed into town. Le Mans is a one-way system to end all one-way systems, but we did eventually find our accommodation. Back in January I had tried to find somewhere for us to stay, but every hotel and guest house within a 30 mile radius was fully booked, so I called the Tourist Office, who had a list of people looking for accommodation. Local families offer rooms to visitors for the race weekend at very reasonable rates (FF250 per night) and we managed to get somewhere with three single rooms. Our hosts were very friendly and the accommodation was perfect - in the centre of Le Mans with on-street parking. We felt a little guilty when we saw a tent in the garden, but our host assured us that his daughters thought it was a great adventure. Neale and Ian each got the girls' cabin beds - I managed to wangle the double bed.

Friday evening we attended the TVR Car Club BBQ (we met up with my sister and brother in-law, who own a TVR) and saw some very interesting cars. Just before dusk we were treated to a natural son-et-lumier by a large CB that proceeded to drop about an inch of rain and marble-sized hail on us in a period of about 20 minutes. It was very impressive and I'm glad I wasn't anywhere near it in the air.

Saturday morning dawned grey and dull with a cloud base of about 400 feet, which didn't seem to bother the helicopters hovering over the start-finish line. There were three of them at one point, sitting just below the base of the clouds. We also saw a light twin arrive to land at the airport and judging by his steep low turns, he saw the runway very late indeed. I understand that a number of other aircraft had to divert on Saturday, due to the poor conditions. Anyway at 14:00 local the 24 hour race started and at that precise moment the skies cleared and we spent a glorious afternoon watching the cars and listening to the wonderful roar of highly tuned, powerful racing engines. The Panoz took the prize for loudest car by a long margin. If anyone wants to know what to get me for my birthday.....

At about 19:00 we left the circuit and met up with my sister and bother-in-law for dinner in town and at midnight we went back to the circuit to watch the cars still screaming around the circuit. I was amazed at the speed they entered the corners and the rate at which they accelerated away - I think the best word to describe it was awesome. We stayed until about 1am and then turned in for the night.

Sunday morning was glorious so we had a quick breakfast, said our good-byes and headed off to the airport to check the weather and refuel 'ZERO. The forecast was for flyable but deteriorating weather. By now there must have been 100+ light aircraft on the grass parking (probably 90% of them Brits) so we decided to meet the others at the circuit as planned, but to leave just before the

race ended to make sure we got away in good time. We took off at 14:00, just as the race ended.

On the way back to Southampton we had to route around some pretty nasty looking weather just West of Caen, but otherwise it was a good trip and we made in back in 1 hour 50 minutes.

We all had a fantastic time and I would recommend it to any 'petrol head' and even those not really interested in motor racing. There's plenty to do and the town of Le Mans looks interesting, although we didn't really see much of it - I suppose we will have to go back when the race isn't on. Oh yes, the Porsches were first and second and it was good to see the IBM logo prominently displayed on the side of both cars. If you fancy going next year and haven't been before, I'd be happy to pass on a few tips we learned this year.

## **Surviving at Sea - James Mason**

The SEMS liferaft demonstration has the primary objective of providing hands-on experience in the use of lifejackets, liferafts and other survival equipment. The most important points that they list for survival are:

**PROTECTION** - Lifejackets only keep you afloat. Assume the HELP position, \*crunching\* yourself up to preserve body heat. If you have an immersion suit make sure that it is worn on over water crossings since it will make all the difference and will give you a much greater chance of making it into the:

**LIFERAFT** - This is the best protection to help you get warm and dry. The action to take once in the raft is: CUT - STREAM - CLOSE - MAINTAIN

1. Cut the operation line to free the raft from the aircraft
2. Stream / deploy sea anchor to assist stability and reduce drift
3. Close raft entrances to protect yourself
4. Maintain raft, bale out water and check out any leaks, repair if necessary using kits inside the raft.

Take seasick pills and inspect equipment to make sure that you know how it works

## **LOCATION**

Let People know where you are and that you have a problem with a Mayday message using hand held VHF radio in waterproof bag (*ed: The [club safety kits](#) now include such a bag to put your Icom/ELT in*), PLB, EPIRB (keep antenna vertical not lying flat on bottom of raft), visual signals, lights, strobe, pyrotechnics, hand held flare, signal mirror (simple but can be very effective), sea dye (but only deploy when it can be seen immediately as it quickly disperses), whistle or any other means of attracting attention

**WATER.** You can survive around the UK for 4-10 days without water. However seasickness will dehydrate you very quickly so take the tablets. If you have water drink at the headache stage only.

**FOOD.** This is a small problem, you can survive 3-4 weeks without food and eating food will also increase your need for water. Incidentally the record survival in a liferaft is 117 days!

## **Friendly Advice from a SAR Captain - James Mason**

The following is advice passed to me during a telephone conversation with the captain of the Search And Rescue (SAR) operation at Bristow Helicopters in Lee on Solent. I have tried to reproduce this

information below:

The SAR team at Lee on Solent is required to perform an annual sea survival drill check. They believe that it is important to do this with the same equipment (lifejacket and dinghy) that is used in their everyday work.

Attend the servicing of your liferaft so that you can see what it looks like when it is inflated (*ed: photos of one of rafts inflated are going on the web site shortly*), it is important to be familiar with how your liferaft operates and not to have to find out in an emergency! (*ed: how many times had I read that in Gasils etc before it finally sank in!!*).

During a practice inflation, take pictures or a video so that you can check features at a later time. (*ed: Denis has videoed our raft session in the pool, I'm sure there are a number of 'features'!*).

Although professionally qualified, the captain mentioned that he is a yachtsman and even attends the servicing of his own liferaft!

The RYA runs a liferaft session for yachtsmen at Warsash and the first section of this is the same as their helicopter training session. The latter has an additional session with a helicopter simulator ditching within a tank and is organised by Andark diving. The liferaft training includes a classroom session followed by a practical session on using flares and the liferaft.

Aircraft generally provide SAR operations with the least problems (*ed: locating the incident*) because accurate flight information exists. The flight plan is important as are any changes to it. Recently Lee on Solent were involved in looking for a missing aircraft which was overdue at Exeter. It later transpired that the pilot had diverted to Yeovilton and not notified anyone!

It is important to be familiar with flares since it can be difficult for SAR teams to locate survivors in the sea.

Miniflares are carried by the SAR teams, they are quite safe as the charge is kept separate and so they cannot go off accidentally. (*ed: The Clubs Safety Kits now include a mini-flare pack each - they are safe to carry aboard a light aircraft, you should read instructions \*before\* flight. Kit users must ensure they do not fall into irresponsible hands*). They are quite effective and can reach up to 100 ft in height, they should be used when the helicopter is close by and in a position to see the flare. (*ed: just dont shoot it down!*).

The day/night flare is the most effective since its source is the person to be rescued. (*ed: The Yellow Raft Kit has one of these inside the raft*). It is a hand held flare with one end being red smoke for day usage and the other end being a night flare. These flares can be seen from a long distance and can also be seen on the thermal imaging system fitted to SAR helicopters. Day/night flares are also carried by SAR teams.

Should wear an immersion suit if the water temperature is below 15 degC, the SAR teams wear immersion suits when the water temperature is below 15 degC and cotton flying suits when the temperature is above this limit.

If it is appropriate to wear immersion suits then recommend that suit is worn all the time and this also includes having the suit fully fastened. There have been incidents in the North Sea with helicopter ditchings where suits have not been fully fastened, sometimes with only 2 inches of zip unfastened, when the occupants have become immersed water has entered the suit rendering it ineffective. SAR teams in the North Sea routinely wear immersion suits for 10 hours without a problem. (*ed: Provided you have a suit that fits! One of us had scrunched up toes, another had to be careful in the nether region, but apart from that we wore our suits comfortably for our 3 hour*



*Bergen-Aberdeen leg. And they are \*perfect\* for those cold windswept aprons!).*

Recommends carrying rescue beacons and the SAR helicopter can detect 121.5mhz and 406 encoded types. Important to keep aerial upright, often they are laid flat in the dinghy which greatly reduces their effectiveness. In 25 years of SAR experience, all incidents that he has attended with these beacons have been false! There is quite a problem with these units going off accidentally in the back of cars or aircraft. In fact SAR helicopters have tried to track emergency beacons when they have actually been accidentally triggered in the back of moving aircraft.

### **Well, they made me smile - ed**

Virgin Airways have named one of their Airbus A340s 'Maiden Toulouse'. One of their 747's is named 'Tubular Belle'.

Next, a true story via Reuters. A woman came home to find her husband in the kitchen, shaking frantically with what looked like a wire running from his waist towards the electric kettle. Intending to jolt him away from the deadly current she whacked him with a handy plank of wood by the back door, breaking his arm in two places. A shame, as he had merely been listening to his walkman.

Where are those handy planks of wood when you want them on those long-distance flights?