

IBM Flying Club Newsletter August 1998

Clear Prop! - Jon Butts

It's not been long since the July newsletter, but there has been plenty going on. Dave Sawdon got a couple of us airborne in the Stearman, and Steve Pick's fly-out to Castlebar (Eire) got around the numerous, but sufficiently scattered CBs, to the ever friendly Irish welcome. G-AVSF and crew made the most of the weekends events at Castlebar. With so much gorgeous country to fly over G-ZERO couldn't sit still, and toured the west coast before heading home direct from Enniskillen.

The two-week flying vacation to Sardinia and Carcassonne went well; the write-up from Clare explains all (except James Mason's travel arrangements).

Most of you know the Brize trip was also a success - almost half of the club were there! RAF stations certainly are a big draw for our gang - ten 'planes on this outing. What's the score - all budding jet-jocks eh? Dave T truly could not have picked a better day weather-wise - really super viz. I bet a lot of students PPLs passed their Nav Flight Tests that day; I can't imagine an easier VFR day to go flying! The ATC tour was the best presented of several I've been on over the years. So, once again, thanks to Dave for another aviating afternoon out, esp for saving us from the torture of the office on such a cracking day.

The next cracking day's weather is booked for our BBQ at Bourne Park, Sunday afternoon, 6th September, and for the rain date, 13/9! Full briefing follows. The other news is financial - as far as budget spend goes it is December already!! Actual costs of having the two Safety Kits serviced were higher than forecast - things like an ELT expiring, defunct flares, broken life-jacket lights... a bit like an Annual really - rather a list of things that needed doing. An old pilot invoice has popped out of the ether too, so we're currently in the red. We have always said that we could pay out Safety Refresher subsidies only while we had the money - however, keep doing them - if there is any way we can cover them, perhaps by carry over to next year, we will. More from Dasher later.

We are also hoping to start a debate about how to spend the 1999 budget - as it could be as much as halved by the North Harbour club, to around £1000. Although we will argue against the cutting of funding for our safety activities, we may have to cut our cloth to suit - for example: should we not re-join AOPA (£135), AERAD? Bottlang? Stop doing the loan chart scheme (£700), increase membership fee to £15, charge for loan of library items, safety kits, cease landing fee subsidy, etc. We have to provide the best safety value to as many members as possible - your ideas and views welcomed, especially by e-mail to [Dave Ashford](mailto:Dave.Ashford) (treasurer) or myself.

BBQ at Bourne Park - Paul Goodman

Sunday 6th September 1988 12:00-16:00. (*Raindate: 13/9*)

[For details, please see our BBQ Web page](#)

Organiser is Paul Goodman, 01962 816610 (work)

Bourne Park Man is John King, 01703 265992 (home).

Chief Chef is Denis Howe, 01962 713512 (home).

Please offer a little help to Denis if you can.

Around 45 people are expected to be coming along. (*ed: many thx for all those Y/N replies*). Any

more confirmations please advise Paul Goodman.

Paul Goodman MP141 HURS x246610
Tel: 01962 816610

Bravo Tango flies South - Clare Grange

Well, everyone I'm glad to say the hard work and planning came to fruition. Dave and I had a tremendous feeling of achievement (and exhaustion!) at the end of our fortnight's excursions and are very glad we made the effort.

I won't go into too many details but give a reasonable idea of the flying and some of the highlights of our trip.

Sat 11 Jul

Arrived 09:00 at SIA to meet Dave A and James Mason. Departed promptly at 10:00 having filed flight plans well in advance, although according to ZERO's plan it was going to take them 9.5 hours to reach Dinard!! (*ed: I thought this was a cunning plan by Dasher - to fool the weather and go via Shetland; but apparently twere not his FP*). This caused some comment from ATC! (*ed: Oops - ZeroBoys strike again!*)

Journey uneventful until we were well south of the MP NDB when DT and I heard James make a PAN call announcing ZERO had engine trouble and would be diverting into Cherbourg. BT diverted also. Anyway to cut a very long story short, ZERO was fine and the problem turned out to be a rubber boot, around the port undercarriage leg, which had worked loose. Once it was taped up successfully the trouble ceased. However, it was an interesting few minutes, not least for James and Dave.

From Cherbourg we flew on to Belle Ile and were beginning to encounter more cloud. The trip across the channel had been cloudless, but we knew the forecast for the UK etc.! We stayed the night at the hotel Grand Large which Dave A thought I'd booked with him in mind! Not true, but it caused some amusement.

Sun 12 Jul

I flew us from Belle Ile on to La Rochelle. All I'll say here is that we arrived in La Rochelle just ahead of the weather all they way. The ZERO boys arrived just after us, and after a quick lunch (during which James discovered he still had the hotel room key!) DT flew us on to Biarritz to clear customs before going on to San Sebastian. The weather was much better. No-one was interested in us from a customs point of view and the Spanish were certainly very relaxed. Cash only accepted for fuel there.

We stayed at the Hotel Bowling (booked by Dave A over the net). It really was over a bowling alley and adjacent to a railway yard! Dave A got chatting in French to a very drunk Spaniard who insisted on buying our drinks. It was hilarious. There was thought to be a little more to this hotel than met the eye, but I daren't put it in writing!

Mon 13 Jul

We met a couple of Belgians at the airport who were heading for anywhere the weather was good. They also had a Tiger and had parked behind ZERO. Dave A and I were busy planning for the next leg to Carcassonne so we left the chatting to James and Dave T. The Belgian lady was most friendly and insisted on kissing us all before we left!

The weather was not so good on this leg but cleared beautifully in plenty of time for Carcassonne. I hasten to add we checked the TAFs and METARs rigorously and had alternates ready. We tuned in to ATIS when and where we could. It was on this leg that we climbed to FL75 and must admit the climb performance was markedly reduced - not surprising given the temperature.

Next time we fly in this part of France we must visit Lourdes. I'm sure a club trip to Lourdes would raise a few eyebrows - I know some of us are in need of divine help.

We arrived very safely in a warm and very windy Carcassonne.

The next day was Bastille day and Monsieur and Madame Douhaud invited us to watch the fireworks with them. We had our meal early (that was a saga, full restaurant, one waitress and the lights failing!), and made it back to the hotel for 22:00, watched the fireworks and then joined the party in the garden. The champagne flowed! I have three main memories of that evening, 1) the fireworks, 2) a Frenchman continually topping up my glass, and 3) Dave A standing up and singing Yellow Submarine to everyone! James has recorded all this and I'm sure will sell copies!! (*ed: noted for AGM. How much Champers does it take to get a live rendition?*). James might also be spreading rumours about my state of health the next day.

We spent three nights in Carcassonne and hired a car whilst there which meant we were able to enjoy local scenery etc. and visited a magnificent ruined castle, Puilaurens, near Limoux to keep Dave T happy as he loves climbing and discovering old ruins and was absolutely in his element.

Thurs 16 Jul

Dave T flew us into Cannes via the coast. Beautiful flight but complex planning. BT became a cargo plane and took all the luggage from ZERO so they had room for Paul G who was flying into Nice by EasyJet. ZERO flew on to Nice to collect Paul and we made our way to Corsica. I flew BT across the Med to Bastia. What an approach. I was 4,500 feet over a mountain ridge and there was the airport approx nine miles below. It was wonderful - I was given a straight in approach which was definitely the longest final I've ever flown. It was a case of reducing power and gliding. Brilliant! ZERO was only half an hour behind so all seemed well. We hired a funny little people carrier called a Renault Kangoo and tried to find the hotel Paul had booked. We drove miles and miles (DT was the nominated driver). James was navigator - 'straight on Dave' appeared to be his only instruction. Eventually we stopped at a hotel, which just happened to be correct. It was in the process of changing from Hotel Ibis to Hotel Corse, hence no signs etc. We were so late the restaurant was closed but the staff kindly produced cold meat and salad which was welcome.

The next day we drove to Calvi (home of the parachute regiment of the Foreign Legion) and walked and walked etc. (*ed: and they still didnt want **any** of you, not even Slim Goodman!?*). James helped Dave T on this trip as well - 'straight on Dave!' became the catch phrase for the rest of the holiday - there was no other way to go!

On Sat 18 Jul, we flew into Ajaccio to deposit James for his return journey to the UK the next day. What a scream! James was due to meet 'Rosalind' at 08:00 Sun. She was supposed to have his ticket for a 10:00 flight. By James's own admission the arrangements were very vague! The others told me off for worrying about him. The five of us spent the day in Ajaccio (where Napoleon was born) before leaving James at the airport. (He has since been spotted back in the UK).

By the time we left Corsica we had circumnavigated the island which is very beautiful indeed.

Sun 19 Jul

Dave T flew us from Bastia to Alghero in Sardinia. The controller was excellent. We found a hotel without difficulty and spent three nights there. We hired another car, the two Daves being the drivers/navigators.

Sardinia was *hot+++!!* Paul loved it but the rest of us felt like melting! We drove to a town called Sasari, and on to more prehistoric ruins called the Nuraghi. They were certainly very interesting. We also took a boat ride out to some caves called Neptunes Grotto (how original). They were well worth a visit and we all enjoyed the boat trip.

Wed 22 Jul

I flew us from Alghero into Calvi. This was an example of the weather not doing quite what it was supposed, proving islands have their own weather systems. It was a beautiful trip, 4000ft around the coastline, sea on the left, rising ground on the right. Calvi wanted me to report over point WA then WB. Point WA was fine but WB had low cloud and I wanted to descend. Checked the weather again at Calvi, which was absolutely fine. Anyway, I went further out to sea, saw a hole in the cloud and tried to descend through it. Down to 500ft and still cloud. That's it, back up again. The controller then announced she wanted me to orbit, which I did at 2000ft approx. at WB due to IFR traffic. Sounds familiar!

She then cleared me to abeam Calvi City where lo and behold I had to orbit again, but at least I was visual as the cloud disappeared over the bay. The controller cleared me to join downwind LH runway 36 and all was well.

I will say that both flights into Ajaccio and Calvi (particularly Ajaccio) really focussed my mind because of the high ground around the airfield. Again, it was an excellent learning experience.

From Calvi Dave T flew us on to Valence where we were met by a very helpful, friendly refueller who ordered the taxi and booked the hotel for us.

Thurs 23 Jul

I flew on to Chateauroux. What an amazing place in the middle of nowhere. There were four Air Afrique A320s, a Hercules and various other heavies on the ground. It was on this leg I asked Dave for a drink of water. He took the top off the bottle and it went everywhere. All I can say is it cooled me down. We did laugh. Dave soaked himself and the GPS more than me.

We managed to get some free coffee and explained we were on our way to Rouen. It turned out that the man we were chatting to was working in the tower that afternoon and gave us our departure clearance before we had a chance to ask! Dave did the next leg to Rouen and thanked our friend for the hospitality, and the coffee over the radio. (*ed: now there's a neat trick, now why cant our ATC provide in-flight refreshments?*).

Fri 24 Jul

I flew us back into Southampton. Dave and I really enjoyed Rouen. We had a superb meal there and

enjoyed its history.

I will say that I found Italian food very offputting, but the others really consumed their fish dishes with gusto (prawns, calamari, swordfish - yuk)! It put me in mind of Mark Frankland at Moulins a few years ago. (*ed: But Mark doesnt look anything like a fish dish!*)

To finish off, we had a brilliant holiday, the flying was superb, a great deal of learning occurred and now we have to think about next year! Thanks to the ZERO Boys for coming along and contributing in their own unique ways! PG arriving by EasyJet and James returning home somehow! Believe me, this is a short report - there's a lot more besides!

(ed: Keep the short reports coming Clare! Perhaps the boys will write up a tall story for us next month?)

New Books in the Club Library - Dave Sawdon

The [flying club library](#) now has two new books, donated by the ex-Hursley Gliding Club:

Meteorology for glider pilots by CK Wallington. This is a met bible, thoroughly recommended.

Cross country soaring by H Reichmann (ex world champion). This offers an interesting insight into what soaring is all about.

Boscombe Down - Jon Butts

I recently completed a course at the Empire Test Pilots School, Boscombe Down, and have a signed ETPS Certificate to prove it! I can highly recommend the course - the inverted spins in the Hunter were just fabulous!

The 1 day course starts with a rather excellent video on cold water. This may sound a bit dull but in fact it is compelling. Everyone is quick to percieve threat and danger when they see a flame or fire, but hardly anyone really appreciates the dangers while looking at an area of cold water. Well worth a viewing.

After mandatory coffee break, John Eatwell (Chief instructor, ETPS Aeromedical and Survival School) presents a lecture for GA on surviving a ditching. This includes demonstration of various survival equipment, and a rather dry sense of humour (ho-ho)!

Another coffee break (obviously part of some extensive medical trial investigating the effects of such fluids on the GA community). Nice biscuits too - you should go.

Practical exercise next in the Boscombe Down dunker. This is optional if you don't fancy it, however in reality it is a very simple thing to do. The pool is about 12ft by 12ft, so you wont need your GPS to get to the coast. It's outside - in the summer the water gets up to about 17C naturally, in the winter it's heated.

You can wear what you like, coveralls and old trainers supplied. In one corner of the 'pool', is a 4ft x 6ft frame with a seat in it, only one side of which has a 'wall'.

Each student takes a turn at strapping in, and being lowered gently down into the pool. This might sound horrendous but in fact the water only comes up to the neck of a 5ft10 person, so if you want to keep your face out of the water you can. Those of us who wanted to simulate the real thing, and try to hold our breath underwater had to drop our heads forward. Once 'dunked', the sequence is: Undo

your seatbelt, pull a lever, and exit through the partially submerged 'window' on the 'walled' side. Next inflate your life-jacket, and see what its like swimming with it, and board the life-raft. This is a very basic exercise and only takes a few minutes from strapping in to changing back into dry clothes - kids would love it!

After another coffee and wrap-up from John Eatwell, it's off to the apron for the joy-rides. Of course, this bit, is very much dependent on operational availability.... :-) like Not, I'm afraid Hunter fans.

This course is available for any groups of ten who would like to do it, for around £30 per head. Our group was made up of GA flyers from Middle Wallop, Popham, Sarum and Southampton. It is possible to fly in to do the training if you wish. Those of us who did the raft training at the Pyramids would get a lot of additional value from the Boscombe course. If you would like a place on a future course, or would like me to organise a course of our own there, let me know. Please let other PPL's you know that they can get this excellent training too.

Aerobatics----The Ultimate Machine - Danny Elliott

It was Saturday the 27th of June. We were at the Goodwood Flying club at midday having a quick lunch before going shopping when I was invited to fill a spare seat in an aircraft which I had always considered the ultimate for Airshow display aerobatics. Naturally I accepted , pointing out that although I could stand and watch Aeros all day long I had no hands on or airborne experience other than the spinning I had done for my training and GFT. Being assured that we would only do what I wanted I agreed to join my new "friend".

In common with most of today's aerobatic machines this was a tail dragger , a monoplane with the usual beefy power unit up front , a V.P. prop and tandem configuration. it was also a retractable. The only taildragger I had been in up till now was the Cub with Barry Kingsmith, so this would be a new experience There were dual controls and an intercom so I could have a go from the rear seat, apart from take off and landing, I climbed into the spare flying suit and headset and into the rear seat. We then wrestled with the straps till I couldn't move but was still relatively comfy. We went through the checks and start-up litany, some of which were foreign to me, but then I'd never been in one of these machines before.

We taxied to the threshold of Goodwoods rwy 24 requesting power checks on the runway as there was no one else around and time was short. We were ready and Norman up front released all the horses and we moved off or rather SHOT OFF with a hefty push in the back as the blades absorbed the power from that big Donkey up front. In next to no time the tail was off the ground and rudder bars slewed hard to offset the torque. Silencing on this machine was not very good so I was glad to be wearing a good set of David Clarks. A quick pull round on to base leg and climbing out of it P1, was busy trimming and setting the power, the wheels had been up and tucked away before we had reached the end of the runway these aerobatic pilots are all the same.

We were now at 2500ft at the end of the downwind leg, level and all sorted out. The headset crackled "she's all yours no need to change anything. You have control". I took the control column saying "have got control I'll just feel out the control inputs". I spent about a minute going round the axis checking the sensitivity, Breakout forces negligible in all three. Harmonisation good pitch slightly more sensitive than roll and yaw, but then that could be my Piper trained feel. We were now far enough away from the field to play around so I indulged in a few gentle turns left and right - lovely ! no wonder the people who flew these could make it look so smooth, Crackle from the front " head down over the sea, lets have a look around." A slightly more adventurous turn this time from me and the compass settled on 180 and we were still at 2500 ft wonder of wonders.

"Take her up to 5000" says my companion "power is O.K." I pull about half what I would on my Tomahawk and find that the fluffy horizon shot down and out of sight in the blinking of an eye. We

were going up almost vertical? I've never been at that angle before. "Watch your height we are about to enter controlled airspace" from up front. A quick glance down revealed the altimeter winding up the hundreds like tens and the thousands about to pass the 6000. "S--T " I thought and rapidly reversed my pull to a push and was instantly floating under a mass of negative G. What would have taken me 10 minutes in the old tomahawk had taken something less than 10 seconds in this beast. The heading was still good so I "breathed" the stick forward and eased slowly down as we headed out over the coast while I collected my thoughts and analysed those events. Briefly I'd underestimated the power in that engine and the elevators I could Hear a chuckle coming from up front "Your not the first" says he and "Before we cross the Channel lets turn back." A couple of minutes practising more turns and GENTLE climbs and descents and I took us back over the countryside where there were some nice big fluffy white cloud's and spent 5 or so minutes contour chasing and punching through some having been warned not to enter any clouds in a banked turn. A few more steep turns left and right round some of the towering giants and my new friend said "We must return to base, are you going to turn this thing on it's back? He agreed to do the honours and I would follow him through as I had no experience of doing this. A couple of slow rolls later I conceded to age and discretion and a rather greasy lunch and we headed for Goodwood turning over Ford.

I no time we were there, Norman had requested a fast fly by just for fun and to advertise the firm. Pulling up at end of this run and zooming onto the downwind leg was great fun and what a view. Checks and wheels down we turned base then onto final with a fair amount of speed to penetrate that down force always there at the threshold of 24 especially with this high wind we had a lot of inertia giving a fast touch down and a couple of inevitable gentle bounces to then taxi back to the hangar.

Downing a coffee in the clubhouse later I thought it all over: This machine had it all over the others , Yaks, Zlins, Stearman, etc you can keep them all the only dimension not to excel was the flick roll, the wing is a bit too long to win that one but in ALL other respects she wins it all. But that is what you expect when you fly a Supermarine Spitfire! Unless you can show and let me fly something better, but I think not.

P.S. Many thanks to everyone who has passed on their good wishes, and signed my card etc after my op - much appreciated! (*ed: You're welcome. Mind you I'm not sure we'd have bought you a card if we'd known what you've been up to at Goodwood! :-)*)

Spitfire Gala Dinner 25th September 1998 - via Dave Ashford

I have received some information about a Dinner to be held at the Southampton Hall of Aviation on 25th September 1998 in support of the Mitchell Memorial Museum (aka Southampton Hall of Aviation, I think). The information sheet I have invites us to 'Swing "In The Mood" to the Glenn Miller Sound Band', surrounded by aircraft in a '40s atmosphere. It is a black tie event (or period costume/uniform) and costs £29.50 per person. Apparently the organisers are selling tables of 10 for the function, so if someone is interested in organising a group, please let me know and I will forward the information I have.

Stearman Day - Dave Sawdon

The hope had been to get several members there and to get people up in the Auster as well as the Stearman but only Chris Thompson and Tony Warner were able to make it on the day. Not much to report other than it was perfect weather, both seemed to enjoy flying this lovely aeroplane and both managed better landings than I did when I took one of my kids up later (I blamed the 9 year old!).

Anyone interested in a subsidised flight to Stockholm?

I need to be in Stockholm on business for a couple of days at the end of September and am keen to fly but I need to find one or more people to come along and share the flying? It could be in a single or a twin and it could be VFR or IFR (on or off airways). This is a good opportunity to get some useful experience (and a short break in Stockholm) at a subsidised rate, give me a call if you're interested. Regards, Dave Sawdon

Treasury Update - Dave Ashford

As a Club one of the way we try to promote safety is to encourage all our flying members to undertake refresher training in some of the more critical aspects of piloting an aircraft. By way of encouragement we even offer financial inducements in the form a subsidy for completing any or all of the four [Safety Refreshers](#). Each year a handful of pilots claim this subsidy, but the numbers are still very low - so far this year 6 pilots have claimed out of a membership of 61 (less than 10%). It is with a certain amount of concern that I have to announce that there is no more money left of our budget for this year, so we will have difficulty subsidising further Safety Refreshers.

In fact our 1998 budget is completely spent now and we are in the red. This is not, I hasten to add, due to poor accounting (well I would say that, wouldn't I?), but due to an outstanding invoice from several years back that has emerged from the ether to push us over the edge and some higher than expected maintenance costs on the safety equipment..

Nevertheless I would urge all of you to spend at least an hour this year flying with a qualified instructor doing PFLs, steep turns, recoveries from unusual attitudes or any other manoeuvres that you haven't used for a while or are perhaps uncomfortable performing (<-these parentheses are here for 'ed' to add a witty or suggestive comment->). (*ed: who me? Witty comments I leave to Irv; suggestive ones I make only to Debs!*)

As ever, don't be shy or afraid or worry about getting 'caught out' or being 'shown up'. Yes, you might find out that you have forgotten how to fly a PFL and you might make a total hash of a recovery from a stall, but it won't matter. You'll have someone to get you out of any mess and let you try again until you are happy.

If something unexpected happens on your next flight you'll be able to buy that instructor a drink next time you see him. (*ed: I'm sure he\she would buy YOU one - for having done the refresher sooner rather than later! Seriously though, it's a bit of a shocker the people who have never claimed a refresher subsidy - the scheme started in 1995! So this is either the fourth year (at least) since some refresher practice was undertaken, or maybe it's just that our cash safety subsidies aren't being claimed. I hope its mainly the latter - I wouldn't like to be sitting in the back of plane commanded by the former, would you? Really?*).

1998 Financial Update - Dave Ashford

<u>Item</u>	<u>Income</u>	<u>Expenditure</u>
1998 Safety Refreshers		£280.00
1997 refreshers/pilot mag/landing fees		£310.00
Service Liferrafts & Jackets		£450.00
Flares+replacement ELB		£235.00
Aerad renewal		£170.00
Loan Charts + books + videos		£750.00
AOPA membership renewal		£135.00
1996 Pilot bill		£200.00

Brize fly-in		£100.00
Liferaft Drill	£715.00	£850.00
1998 Membership Fees	£610.00	
Club grant	£1,950.00	
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Totals	£3,275.00	£3,480.00
Operating loss		£205.00

The £310 from 1997 was the items I carried over from last year because we spent too much on fly-ins! We haven't made that mistake this year.

Share for Sale - via Irv Lee

1/4 share for sale in G-AVFX, a Piper Cherokee PA28-140 (affectionately known as 'Muttley') £5,500. Friendly, well run group based at Thrupton Airfield. Aircraft can be viewed in open hangar opposite apron. New Private C of A expires 6 July 2001. Airframe Hours 3116, Engine Hours 1225. Running costs £50 pcm and £35 ph wet. 90-95kts cruise on 7.5gph. Avionics include Skymap, 760 Channel Radio, Transponder & ADF.

Contact Paul Bradley (01264) 335423 or Email gavfx@pbradley.demon.co.uk

Visit Air Atlantique - James Mason

I've been speaking again to Air Atlantique and they say that we are welcome to organise a flyin to them and have suggested Saturday 26th September. We are able to fly in the Dakota and it may also be possible to go in the Twin Pioneer, they need to check crew status. (*ed: of special interest for some kind of report on earthling flying machines...?*)

Flying in to Coventry is no problem, they will send me details of that along with the AA details and are also going to check whether we can get any discount on landing fees. They will also help us with parking to keep our aircraft away from their exhibits in case anyone has a problem with security.

Cheers, James

Tel: 01962 818915

(*ed: Despite my earlier comments, I don't think James can somehow know in advance who will want to go - so those of us who do had tell him so, please.*)

Overheard (but wish I hadn't) - Anon

[The joke that was here has caused some offence to one or two people, so if you are of a sensitive nature, please do not follow this link.](#)

Well that its for another Newsletter - except for a plea to anyone who can help Denis access a gas BBQ setup for the barbie to give him a call on 01962 713512. Cheers, ed.