

# IBM Flying Club Newsletter **January** **1999**



IBM Flying Club trip to Russia, 1993. Photo: Simon Brown

## Clear Prop! - Jon Butts



Happy New Year everyone, and welcome to our latest new member David Dewar, from Kirkbymoorside - currently a student pilot flying Robins out of Leeds. How about a write-up for a Newsletter David? Basically, any flying related thoughts\experiences so far would make interesting reading for our bunch! Many thanks to Brian for organizing another very successful Christmas Bash last month - and to Denis for video highlights of the multifarious things we got up to!

Our AGM is going to take place on the 5th of Feb 1930 at Hursley House . Agenda items, nominations, etc please contact club secretary Denis Howe ([d.f.howe@cwcom.net](mailto:d.f.howe@cwcom.net) or 01962 713512). All jobs other than Chairman are covered. We could vote Paul Eathorne into a job, as he won't *quite* be back from Switzerland in time to object... :-).

The 1999 Membership form will be issued in the next few days, and will include a section for those that wish to to order Pooleys Flight Guide through us at £25 a copy. Our membership fee is going up to £15 this year - its been at least ten years since we had to raise the fee (and that was before we began running loan charts as an additional service to the membership).

## Roaming Around with the ZeroBoys - Ulrich Guddat

*(ed: I trust this title of yours is not a reflection on the standard of our Nav Uli?! :-)  
For those who have not yet had the pleasure of meeting him Ulrich is a German 70+  
hours PPL who recently came over to study at Southampton University. Uli discovered  
us and got in touch through the club website, joining the group of us who meet up for a  
drink at Hursley clubhouse on a friday evening.)*

The last of 1998's regular Friday evening meetings at the Clubhouse turned out to be my personal Christmas party - at least as far as the presents are concerned. Dave and Jon asked me if I would like to come along for a flight on Saturday. And yes, indeed, I had time on Saturday to join the party.

Looking up my logbook I found out that I had gone through 114 dark days without being airborne - I guess that is what you call a valley of tears. They always say studying in a foreign country means to pay a price for it (although you get a lot back). This was definitely part of the bill. We met at Southampton airport and a few phone calls later the route was settled. Beside myself there was a briefcase to care for, and return to Jason Bamford at Kemble airfield. (How practical as they have great bacon toasts, I was told, and found out myself later). I found myself in the right seat on our way to Swansea, Jon in command.

Getting used to the UK style maps and listening to English radio were the two premiers on that day with a lot more of them still to come. Entering "Welsh airspace" Jon asked me if I dared to contact Cardiff for Flight Information Service. I dared, but they had probably never heard of anything like my (our) call sign DG-ZERO - next time. *(ed: the call was complete and correct apart from the DG - not bad eh? And he can fly straight and hold a heading.. ...clever clogs!).* Mr No-Flaps landed the aircraft smoothly in Swansea and we committed ourselves to the second most important thing beside flying (same thing in Germany, by the way) refuelling the crew. During lunch Dave and Jon offered me to change seats, not to the back like expected, no, to the left! I honestly would have been more than happy with the second row, and now I was offered to some handling myself, Dave being Pilot In Command. We agreed about the payment (which I have just finished about half right now) and set out for the second leg.

By the way this turned out to be premier #3 : I had never been flying a Tiger before and to cut a long story short, it is my favourite plane for what I think flying is about, admitting that my experience is limited to more or less the ordinary stuff (enough restricting the argument, I hope, for not insulting the there-are-better-planes-than-the-Tiger party). Dave - as responsible - looked after what I was doing and, great compliment to me, kept the hands off the control even during flaring. We stayed for a coffee at Kemble and I caused a minor crisis when I asked for a stamp in my logbook proofing that I was there ("Just to show off", as they said). Jason turned up on one of his rather nice motorbikes, and we handed him his large briefcase from the aeroplane - very suspicious looking!

The last leg came up with another premier - night flight. I sat in the back happy with myself and the rest of the world on our way back to Southampton. Unfortunately Jon had to buy some presents and so the crew was reduced to two for the final (and most important) part of a flying-day - the what-a-great-day beer. Dave and I sat in the airport bar and I learned about another strange way to get infected with the flying-virus. *(ed: Don't ask me. I was Christmas shopping).*

To be honest this day really "setzte dem ersten Teil meines Englandsaufenthaltes die Krone auf" (at least Denis will know what I mean). I simply could not get rid of that grin on my face for hours. Thanks Dave and Jon for "preponing" Christmas five days!

PS: No, Dave, I did not find a Tiger under the Christmas-tree, unfortunately.

Uli

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Ulrich Guddat  
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## Learning to Fly in the Midlands - Ian Davies

I'm considering learning to fly, but am still trying to decide where to learn. I was wondering if any of the IBM Flying Club members might be able to offer any advice regarding the local clubs in the Warwick area, as I have the choice of Coventry airport, Birmingham airport, or several clubs at Wellesbourne airfield. All these places are about the same distance away.

I've been for a trial flight at Wellesbourne, and would make this airfield my choice, but someone once said it is better to learn at a bigger airport (Coventry) and get used to the extra radio traffic etc, rather than having to adapt to it later? Any advice would be gratefully appreciated.

regards

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*(Ed: go on some of you, drop an e-mail to Ian, everyone's got a view or two on flying training... )*

## Cubbing Over Maryland - Irv Lee



I'd like to say a big thanks to Mike Allen and Lyn Leet over in Maryland for the hospitality for a couple of days in November. I've been sending Mike newsletters from the days of being Chairman, and Mike recently wrote to me saying that he wouldn't mind being contacted if anyone was in the Washington DC area - I passed the note to Jon and it was in one of the recent newsletters. When Mike wrote to me, I had just booked a flight out to Boston and back from DC in November, so towards the end of the time in the US we found ourselves invited to the most fantastic home cooked dinner and staying the night at a wonderful location (on a quiet creek on Chesapeake Bay) courtesy of Lyn, who is Mike's "better half". It's hard to believe Lyn's place exists in such an idyllic and quiet location so close to Washington. Lyn had some interesting photos around the house of family back to the Civil War days (American Civil War, not English, even I know they didn't have photos 350 years ago).

Mike is actually British, but has been in the US for many years, and is an active member of the Civil Air Patrol, an organization which would make our Air Cadets jealous if they knew about it. On the Friday Mike decided to introduce me to his favourite Cub. Everyone knows that my aircraft recognition is based mainly on colour and smell rather than anything like shape, number of engines or seats, so I was pleased to add 'if it is yellow, assume it is a Cub' to my mental list. The aircraft is based in Hayfield, a small grass airfield NNE of Washington. The flight took us between Baltimore and Washington to hit Chesapeake Bay at Annapolis, Maryland's beautiful capital. We continued further South to examine Lyn's place from the air, and then back to Haysfield. It was an excellent afternoon, both from the scenery around the bay and the experience of the Cub. - Thanks Mike.

*"You've got that cubbing feeling..., whoah-oh... that cubbing feeling.. "*



Mike Allen cubbing, by Irv Lee (very professional photo considering that other earpiece is on Irv's starboard ear!)

The only thing left to do is recommend flying on Friday 13th. It's safer for GA, and much more comfortable for commercial travel. That final day was Friday 13th - there was hardly any traffic in the air during the Cub flight, and the evening B.A. flight out

of Washington to Heathrow was only 30% full instead of teeming with people, leaving Jill and myself each with a bank of 4 seats to convert into sleeping bunks for the overnight return.

## Another Gem from AvWeb - Dave Sawdon



Pilots flying heavy iron are sometimes known for their light-hearted jibes at pilots of smaller aircraft. One day at Toronto's Pearson International Airport, an Airbus 340 was in line for departure behind a Fokker F-28, an aircraft that has a tail that splits to act as a large speed brake. The Airbus captain was heard on the radio, making some comment about the "cute little plane" in front of him, and boasting about the brand new jumbo he was flying. Ahead, the Fokker's fuselage speed brakes opened wide, and over the radio a very loud, "Pbbbbbbbt!" was heard. "I do believe we've been mooned!" said the A-340 first officer to his Captain.

## G-BHXX Share for Sale - Keith Male

One fifth share in a Piper Cherokee 140, 1966, [G-BHXX](#). Total Time Engine 460 hours, Total time Airframe 7900. 3 year Private C of A until May 2000. Very well Maintained and in good condition. Had a complete new panel with new AI/DI/VSI/Altimeter and 4 place intercom during our ownership. GPS, VOR/COM, DME, ADF, Mode C. Has an Aerial for Backup hand held NAV/COM (Can plug your ICOM in and get much better range). Cambri cover. Based at Thrupton. Sixty Pounds per month and 36 pounds per hour. These numbers are very realistic and currently have lead to a surplus in the accounts. A conservative engine fund is maintained out of the hourly payments to allow for a top overhaul at 1000 hours and a replacement at 2000 hours. New purchaser picks up the share of the fund. Well established group in existence for the last 10 years. Simple admin as we have a fuel account at Thrupton.



Very good availability, in fact someone who would like to fly a lot is very welcome!

Purchase of the share is subject to agreement of the existing group members, and entering in to a detailed ownership agreement, stating ownership rights and responsibilities. One lady owner from new, never raced or rallied, best plane on the lot, I'm losing money on it but I want it to go to a good home etc etc.....

Contact the vendor Keith Male on 01703 265375, or Honest Marks used aeroplane lot on 24 7502 or 01730 829366 and ask for Honest Mark (Aviation consultant, aircraft sales, painting and decorating).

## A new NVQ for Aviation - Dave Sawdon



Here's an update on the NVQ situation:

- The level 4 NVQ in Piloting Air Transport Aircraft is closed for anyone not already registered.
- The level 3 NVQ in Training & Development is still available for budding flying instructors, there is no requirement to register.
- The level 1 NVQ in Sport, Recreation & Allied Occupations is apparently being developed so that it can apply to PPL training - I'll provide an update as soon as I get more info.

In case you've missed earlier notes on this thread the benefits of an NVQ are:

- you get a nationally recognized qualification if you complete it , and
- all training towards it is charged less the basic rate of tax (currently 23%), if you pay the higher rate then you reclaim the extra tax (currently a further 17%) on your annual return.

## C-FJNU C182 For Sale - Khalil Barsoum



I am returning to North America (New York more specifically) , so [C-FJNU](#) must be either sold in the UK or on it's way back to Canada from Blackbushe by the second week of February... It is due for it's annual by 5 March 99. I am planning to fly the plane back in mid-Feb, if there is no buyer here. I've listed it in Canada, it would fetch \$USD 75,000-\$78,000 there. It is Vat free here, and would remain Vat free when converted to G register.



**Cessna 182P Skylane. Serial # 18262147.** As at 4/12/98: 2091 TT Airframe, 859 TT Engine SO, 112 TT Prop SO.

**Specification includes:**

King Audio panel, VOR/ILS, DME, KLN89B VFR Navigation System.

Narco VOR/LOC, Transponder

ADF, Century Autopilot coupled Horizon & Directional Gyros

Strikefinder Weather Avoidance System, Dave Clark Isocom

Standby Vacuum System, 2 axis autopilot, Long Range Tank, Engine Pre-Heat system,

...

**Interested parties please contact:**

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## IBM Flying Club Events 1999- Clare Grange



The year has only just started but we already have a few events in the pipeline:-

1) IBM Flying Club AGM. Friday 5th February 1999. 19:00 for 19:30 start. Room H015, Hursley House, Hursley, Nr Winchester.

Nominations (Chairman anybody?), volunteers, apologies to our club secretary Denis Howe please:

[d.f.howe@cwcom.net](mailto:d.f.howe@cwcom.net)

tel: 01962 713512 (home)

2) Brize Norton - visit to 101 Squadron. This was cancelled last year due to the international situation with 'Saddam'. Dave Thomas is still waiting to hear from the RAF but it's unlikely anything will happen until the Gulf situation is resolved - we will keep you informed. Given that the list of attendees was closed at the time, Dave T will be giving priority for the re-arranged trip to those who were disappointed last time - they know who they are! Anyone else who is interested should contact Dave via the normal means to be added to the waiting list.

3) Gil Collins wishes to rent a Cherokee Six or a twin to fly to Jersey on 12 May (rain date probably 14 May). Gil intends to take his 80yr old father and his new wife (new step-mother, not replacement for Margaret) for a flight along the Normandy coast and wonders if anyone would like to go along with him and instructor to enjoy some of the flying plus share costs. Other planes welcome - the more the merrier. The idea is also to spend a day in Jersey or one of the other Islands and generally have a good time. Contact Gil on 01489- 877625

4) Gil Collins (again!) has volunteered to organize a fly-in to Henstridge on the 15th or 16th May for the Cholesterol Fest Breakfast fly-in. Dave T and I will be going in our new machine. Anyone else interested please contact Gil as above.

5) Bob Elliott is in the process of organizing a fly-in to East Kirkby in Lincolnshire. Two gentlemen there have an old Lancaster (featured on TV recently) plus parts of a Shackleton and a Hampden, and are keen for us to visit. Bob aims to set a date after the clocks have gone forward and will be checking runway details etc. Again Dave T and I will be going along, anyone else interested should contact Bob on 01703-254611

6) Norway. Our big trip this year is to fly to the North Cape of Norway. Our new Tiger (G-BYDX we believe) will be going. We are aiming to go in Sat 10th July and will probably be away for 10 to 14 days. Anyone interested in joining us (with own plane!), please contact me on 01962 715144.

7) Brian Mellor's Altiport trip is coming together. Current plan is: Friday April 23rd fly out to Albertville/similar. This is about 4.5 hours away (spam can speeds) so there will be an en-route stop. The altiport flying and training on Sat 24th, return to UK Sun 25th. Keep Monday 26th April free from work commitments!!! Please contact Brian on 01962 842555 or email to [brian@demon.co.uk](mailto:brian@demon.co.uk)