

IBM Flying Club Newsletter **February 1999**



Photo: De Havilland DH60X Moth G-EBXU.

Clear Prop! - Jon Butts



Well it doesn't seem much more than yesterday when Irv was helping me put my first Newsletter together! Two years on, here's another, and the last one from me - over to Dave Thomas for the next one! Following the recent AGM Dave T has become our new Chairman, Dave Ashford is our Treasurer again this year, and continuing as Secretary is Denis Howe - thanks guys. And welcome back to this chappie...



Mr Eathorne finally re-appears. Photo: Unknown (but I bet it wasn't Mr Sawdon).

We were told he was spending two years in Switzerland on assignment, but here he is climbing down from a Vulcan, after finally being persuaded that it didn't matter *how long* how he hid in there, he wasn't going to bag a free flight in it...

Florida in November - Roger and Verity West

Having survived our initiating Florida trip in Feb, Verity gave me a new challenge of doing a Fly-fly holiday down to the Keys...and she thought we should do it right away because presumably she thought my faculties wouldn't hold out much longer...

Luckily Hurricane Mitch has drifted over to the UK and we were set for continual mid-80's and sunshine. (*ed: Gee thanks Roger, just so long as you were ok mate...!*)

On the flight to Tampa I was reading the Flyer magazine in which some chap had blown the secret of Suncoast Flying Services, to which we were returning, and he had given them a first class write-up. As a consequence they had been inundated with correspondence and their planes were now fully booked for about the next 6 months. But they insisted the Warrior was ours for whenever we wanted it for the 9 days. They are now looking to buy more planes.

On Sat I just asked for a quick trip with an instructor for a flight to Albert Whitted in St. Pete for a coffee, some radio practice and the chance to ask a bunch of questions about our planned trip. These huge concrete runways tend to give me challenge with my flaring height judgement and Christina said my landings could do with a bit of practice. However I assured her that she had experienced some of my better examples.

Next morning we pushed our bags in the back, filled the tanks and took off into one of many sunshine days. Radio work was fairly active all down the coast but was fairly convivial, with Tampa Control coming out with such phrases as "...and what height would you like to fly at today sir?.. and... "have a nice flight sir"..... We landed at Marco Island for a coffee. As usual in the US, landing, coffees and telephone (for update from a weather briefer) were all free. Then we set off for the Keys. The usual route is to track down the Everglades coast, which effectively means a forced landing would need to be in the sea and since Verity had got this thing about alligators we decided to follow the road across the Everglades known as Alligator Alley. This way Verity was happy that, following a forced landing we would be able to thumb a ride before the alligators got us.

Not many people to talk to on this stretch until we got near to Miami, who seemed to recognise my reference to Alligator Alley but soon got shot of me as we passed Homestead. Then it was south to the start of the Keys and down to Key Marathon. I had rigged up a Warrior-holder for my tiny GPS and this was proving invaluable in finding our way across the swamp. The Marathon FBO towed our aircraft away, tied it down and organised us somewhere to stay with courtesy transport. This, including overnight parking, cost 10 dollars + tax, the most we ever paid. Because of a big power boat race in Key West that week, accommodation was difficult and we finished up in an oasis/lagoon type fairy tale surroundings for the one night. The driver turned out to be an ex-test pilot who seemed unimpressed by my record days flight time of 3.5 hours.

Next day we flew the extra distance to Key West, round the Navy air controlled zone. As we tuned into Key West International, we heard some poor chap being accused of a violation for not contacting the field before landing and being commanded to report to the tower. Key West got us special rates at a Best Western and a taxi and we set about exploring the place in a day. The most exiting thing about the power boat race was seeing a helicopter following the lead boat so close that his rotors were half covered in the spray from the boat. The pictures must have been a bit misty! Open air Cuban meal to a Cuban band that evening.

Next day we were delayed by a thunderstorm, but eventually we got the OK from the weather briefer who said anything that anything that was left would clear by the time we got airborne. He was wrong.

I had elected to file a flight plan for the first time on that flight and when I activated it I modified

my height to 1500 feet because the cloud still had not cleared completely. By the time we hit the coast (swamp-land), we were down to 1000 feet. I had planned to stop for coffee at Homestead and soon I was very pally with my GPS hoping for an early location of a runway. The only consolation was the lack of any obstacles across the Everglades, except for the odd alligator snapping at our backsides. The runway appeared straight ahead with the PAPI lights showing very red and so it was a straight-in approach on the very welcome, very large, lump of concrete.

A huge apron with lots of parked light aircraft - no sign of life. A door marked lounge led to a room with a TV and 2 people who were waiting for a Citation Jet to arrive for them?! The lady said she was very nervous as it was her first flight. I assured her that I was always nervous and I was a pilot. This may not have helped her. Anyway 2 hours passed as we waited for the weather and we got the kettle out of the plane. We did find a couple of fella's in the hanger who assured us it got even busier sometimes! I kept a straight face because he seemed to be serious.

Then all of a sudden this great jet appeared out of the sky and landed to swap passengers with the two people. The weather briefer said things were looking good again. So we got off quickly to escape a large cloud and the possibility of darkness. We once again finished up at 1000 feet but we had the sight of a lovely rainbow over the Everglades to distract us before the ceiling eventually went up like the man had promised. At Marco Island the wife of the FBO owner fixed up our accommodation and drove us to the beach hotel where we finished up with 2x25' rooms, (both with patio doors, balcony and TV's) plus a kitchen. This was good because Verity could watch the Travel channel in the bedroom while I continued to flick aimlessly through the other 70+ channels in the lounge. The FBO lady fixed us the option of a second night at a pilots rate of 80 dollars. So Verity gave us the next day off to relax. (There was a bit of confusion over which airline I worked for but we soon sorted it out.)

Then it was off up the coast to Venice, probably our favourite stop off. A pleasant location with a good balance of pavements to walk on, beach, boats and shops. (Overnight charge here 3.50 Dollars) Then after one night we arrived at the airport to return to Clearwater Air Park. This time fog held us up for a couple of hours before the Briefer told us it was OK. However I was a little apprehensive when I noticed cloud coming in from the sea some distance below us as we travelled up on our last leg at 1400 feet. As we landed a voice came through the radio "Glad to see you back Roger" which I thought had a touch of relief in the tone....or even surprise..

All-in-all an amazing experience for us both. We tried to get up to Cedar Key two days later for lunch, but a threatening cold front persuaded us to turn back and call it a day. I think they must have treated us as a special case, (or perhaps charity tax credit), since they didn't insist on charging us a minimum daily rate for the aircraft. Anyway at an hourly rate of 56 dollars, with very friendly environment and a tree to sit under, with a label on it "The Tree of Wisdom", I would thoroughly recommend Clearwater as an excellent base, for flying anywhere in the South East US.

My First Flying Trips in Florida - Jim Hull



Last November 1998 Janette and I arranged a holiday to Clearwater/ St Petersburg. This was our first out of season holiday. Janette has now retired from teaching and now we can take advantage of bargain prices.

In preparation I searched the net and found American Flying Adventures at

<http://www.amfly.com/index.html> emailed them and arranged to fly with them when we had settled in. I needed a checkout which included a BFR (Biannual Flight Review) to get my temporary FAA PPL. The aircraft fleet was listed on the net pages and we chose the Cessna 172. I downloaded maps and photos of the airfield to take with us.

Hanspeter Tschupp owns American Flying Adventures. He is from Switzerland. He passed me to Melissa Herarty who was to be my instructor. We settled into briefings that covered all I had to do to complete the BFR. Charts were explained, the Air Law covered briefly. The differences in the classes of air space were compared to the UK. Clearwater International airport is class C airspace bordering on to Tampa International, which is class B.



Photo: Janette and myself with Echo Papa at Clearwater International. Jim Hull.

Then we covered the radio procedures and how to get Met. information. It really is impressive the amount of information given by phoning the Met. people. You give them your proposed route and a wealth of detail comes back. The Plan was to go out to the coast not above 1600 feet and head for Tarpon Springs. The exercises were carried out about five miles off shore, all the usual stalling, steep turns, slow flying and radio calls. There was some time for sightseeing and Melissa pointed out useful landmarks such as the two bridges that helped locate the class B limits. We took off on runway 35 and on return emergency landings were made on 40.

There wasn't much wind. I did a go around on my first, made the mistake of thinking I'd left the carb. heat on and closed it. Only I'd already closed it and it was the throttle I opened. I was promptly into the go around. My excuse was that the two knobs were the same colour.

Near the airport I found Flightshops, a bookstore for aviators. Had a long chat with the salesman. He was really helpful and dug out a Safety Advisor bulletin on Airspace for everyone. It made a lot easier reading than the FARAIM manual Brian Mellor recommended which I also bought for all the other information I needed to swat up on. He also gave me a contact for the Arthur Whitted airfield at St Pete. His site is <http://www.awfc.com/> He is Jack Tunstill the CFI there. I made email contact with him on return to the UK. Told him we might come to Sun & Fun in 1999 and he would be happy to host us but not to allow flying from his strip to SnF as the distance is too short. Better just to drive there.

Another trip I planned was Clearwater International to Sarasota Bradenton International airport by way of the coast We used Egmont Key as a way point.. Janette came in the back with the video camera. This was a really enjoyable trip. We did a touch and go at Sarasota as we did not want a full

stop there. Circuit height was 1000 feet and birds could be a problem. The radio required all the frequencies, ATIS both on ground and in the air, Tower, Clearwater Approach Tampa controller, Sarasota equivalents and Clearance delivery. We were no 4 in a long approach into Sarasota and after finding them all we could follow the leader across Sarasota Bay on to the runway. We returned via the Skyway Bridge. More emergency landings were made on 40 at Clearwater, no mistakes this time.

After that flight Melissa was satisfied with my flying, she said she had enjoyed the trip as well. She signed my logbook and Hey Presto I can now fly solo in Florida, a big moment for me.



Photo: Janette and Melissa with Echo Papa before the Sarasota flight. Jim Hull.

I did not do any solo trips. Plan was to go to Fort Myers for 2 days to visit Edison and Henry Ford's properties then return to plan to fly to Key West to save doing the long drive. Hanspeter and Melissa assured me that with a good briefing I could tackle it OK.

However when at Fort Myers we were in two thunderstorms where the daylight vanished, the downpour was horrendous and driving was impossible. When we returned to Tampa it was Thanksgiving weekend, everything closed so we went swimming in the pool. So tiredness, not wanting to get caught in thunderstorms, not wanting a long expensive trip for my first solo we decided to leave Key West for next time.

On Sunday we travelled to Cocoa & Cape Canaveral. We called in at Fantasy of Flight on the way back to Orlando. They have a history section where you walk through a bomber, a flight simulator where I shot down a zero. We went up 200 feet in a tethered balloon and visited hangers of historic aircraft which I have on video.

We visited Kennedy Space Centre where Endeavor was on the launch pad, saw the Saturn V attraction and visited the Space Station. The 3D IMAX films were impressive. To finish off in Orlando we went to Sea World and Universal Studios.

We enjoyed an excellent holiday and it has paved the way for solo flying in Florida for the future.

Roaming around with the ZeroBoys - Tom Greenhalf

At nine o'clock Uncle Dave turned up in his Ka and rang on the doorbell. We went to Eastleigh airport and parked in the carpark. As we walked down to the main building, Dave's friend Jon joined us and started saying something about the weather involving lots of words like "CB" and "Stratus" and other things that also went straight over my head. (*ed: Love that line!*)

Having entered the building we went through a door down to the weather office and Dave and Jon both chatted to the two ladies sitting behind a large desk. One of the ladies showed Jon a new computer they had which told you the weather and so Jon sat down and started typing. Soon after a list of numbers came out of the printer. "I think there's something wrong with it," I said as I handed Jon the ten or so sheets of numbers and letters. "No problem there" Jon said and started telling me what the numbers and letters meant. After a while everything was slightly clearer and once we had what we needed we went out and then went in to Bewleys cafe. We sat down and got drinks as Dave unravelled and enormous map covered in markings. Dave planned on the map to go to Lydd airfield along the coast, past places like Selsey Bill and Beachy Head. Jon and Dave explained what most of the markings on the map meant and then Dave scribbled some of the points on a clipboard. Then we got up and went back to the weather office where we took a transit van to G-ZERO's parking space.

Having taken the cover off and putting all our stuff in it, we got in and put on our belts. Jon kindly let me sit in the front and Dave said that maybe I could take the controls for a bit. We all plugged in our headphones and as soon as Dave had tuned in the radio there were voices talking of an emergency landing. From the sounds of it a plane had some kind of problem and was going to crash land here. There were loud sirens and about three airport fire engines sped on the runway and four zoomed along the road behind. Then the pilot said instead he would land at Fair Oaks and all of the fire engines went off.

After all of the checks and a shout of "clear prop" Dave shut the canopy and started the engine. Dave radioed traffic control. After getting permission he taxied onto the apron and went down to the end. He radioed traffic control again and then moved onto the runway. "Do you want to take off," he said to me so I enthusiastically agreed to control the yolk. He pulled out the throttle and the plane lurched then accelerated up the runway. I nervously gripped the yolk. "Don't hold it so tight," he told me and I loosened off. When the airspeed indicator read 60 I was told to gently ease back on the yolk and I felt the plane rise. I didn't look down in case I lost control but I could feel when it left the ground and it rose quite quickly. "I'll take control now," Dave said and I let go of the yolk. I looked down out of the window to see that we were about 100 feet above the ground. I turned round and looked at Jon and he smiled.

We joined the coast and he let me take over for a bit longer. It was hard to keep it from rising because when it was level it looked like we were leaning forward. We went round Selsey Bill then we headed for Lydd. Unfortunately there was a large group of rain clouds all the way along the horizon and you could see the rain misting around and falling on the sea below. Jon and Dave looked at each other and then it was decided that we should turn round and go back. (*ed: after all it was 60+k viz to the west!*). We headed for the Isle of Wight and flew around the Needles. Dave then let me take the controls again and we did some steep turns and a couple of bunts. It was excellent and I would have gone on doing them but Jon didn't look very happy in the back so we headed back on course for Goodwood. When we got close we could see the race track and Dave radioed to ask about food at the airfield. Unfortunately there was none except for a vending machine, but Dave still said we'd land there. The lady warned us over the radio that the grass strip was quite soggy and slippery but we went to land anyway.

As we got low we could see how muddy and wet the runway was so we did a go-around and headed back to Eastleigh airport. As we entered Eastleigh airport airspace we heard a message over the radio saying that the airport was due to shut in fifteen minutes for repairs to the damaged runway for one

hour. Dave radioed and luckily we got there just in time and we were the last one in before it shut. Dave headed sideways to the runway then turned and landed very smoothly. As we saw there was a large patch fenced off with a couple of landrovers parked by that looked crumbly. Dave taxied over to the parking space and put it on the blocks. He went through another series of checks then turned off the engine. We opened the canopy and peeled off our headphones and then we got out and stretched our stiff legs.

We put the cover on the windscreen, put the chocks on the wheel and tied two sets of cans to the wings. Having realised we'd forgotten to radio for a lift back Dave got out his mobile phone and ten minutes later we were in the van back to the weather office. The lady explained that there had been previous repairs to the runway that had not worked and now they were fixing it properly before it got any worse.

I'd like to thank my Uncle Dave for inviting me and for a great day.
Tom Greenhalf.

(ed: Well done Tom, nice article, and it makes you the youngest ever contributor to be published in the IBM Flying Club Newsletter).

IBM Flying Club Trip to Germany - Ulrich Guddat

May 14th - May 17th 1999.

DAY1: arrival in Koblenz. Evening at a typical wine place on the river Mosel, very nice, but secret and therefore no tourists.

DAY2: drive to the Nuerburgring through one of the nicest Mittelgebirge (in my view) called Eifel. I can arrange the right cars for that to go there and back. A friend of mine participates in a racing series called Langstreckenpokal with a Porsche 911 GT2. We would have access to his box (pitlane) and the "nutrition" area. When it is a no-racing weekend perhaps they treat (even better for us). Sometimes they mount a second Recaro and we could go through the "green hell". There is also a "Ring-Taxi" (BMW M5) taking you around the course with a professional driver. Alternatively and simultaneously Koblenz can be visited. Late afternoon: flight to Jesenwang (Munich) passing by the nicest part of the Rhine and across the Odenwald.

DAY3: each plane gets a local flight-instructor (I have been renting there) for low-level valley flying through the northern Alps, combined with Schloss Neuschwanstein and Munich downtown and Ammersee, and Starnberger See,...

DAY4: visiting Daimler-Chrysler Aerospace in Manching (Eurofighter testflight facility) and restoration facilities of DASA-owned WWII a/c (FW190-D9). (This part is kind of tricky because normally impossible to get in.)

Uli

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(ed: What a smashing trip Uli, thanks!)

G-BHXX Share for Sale - Keith Male



One fifth share in a Piper Cherokee 140, 1966, GBHXK. Total Time Engine 460 hours, Total time Airframe 7900. 3 year Private Cof 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).

Grumman Tiger Share for Sale - Jon Butts



For Sale: 6th Share of Grumman AA5B Tiger, based Southampton.
6th Share £5500. Fixed Monthly £81. Hourly Rate £41 (inc engine fund).

The ZeroBoys are looking to expand the syndicate from five to six members, in order to split the costs six ways rather than five. With fifths we all have more than enough availability, and are happy to let go of some of it to accomodate a sixth flyer. G-ZERO has just had a major annual, is in good shape, and has had a new 3 year Certificate of Airworthiness issued.

AGM News - Denis Howe



At the IBM Flying Club AGM on Friday 5th February the election of club officers took place. There were no nominations for any Committee position. Club Treasurer (Dave Ashford) and Secretary (I) agreed to continue, but Club Chairman (Jon Butts), wished to stand down -due to (increasing) family commitments. As there were no nominations, the statement before the meeting by Dave

Sawdon (who was unable to attend) that he would stand for Chairman as a "back stop" if no one could be found to fill the role, was taken as a nomination and he was elected.

After the meeting, Dave Thomas said that he would be willing to volunteer for the Chairman role, provided Dave Sawdon was in agreement.

Dave Sawdon has confirmed that he would have preferred the role be taken by a volunteer, and in the knowledge that Dave Thomas is willing to be Chairman, has stood down. In such cases the constitution enables the remaining committee to appoint a volunteer to a vacant role. The committee has therefore appointed Dave Thomas to the role of Chairman. Appointments made via this process must be published to the membership, and any member who wishes to may call an EGM.

If you ain't done it yet -PLEASE send me your 1999 membership renewal asap. It makes life a lot easier for me if membership renewals are received promptly. Go on, do it now!

PS: Don't forget to include details of your IBM Club membership.

Thanks, Denis

IBM Flying Club Safety Kits - Dave Ashford



The IBM Flying club holds two sets of safety equipment which have been put together for use by club members. They are available on a first-come first-served basis, so if you want to borrow one of the kits, you should ensure that you contact one of the two holders and reserve the kit well ahead of time. You will be responsible for collecting and returning the kit on the agreed dates.

The Flying Club owns 8 Aerosafe Lifejackets which are specifically designed for aviation use. It is recommend that when crossing water you put on your lifejacket before departure and wear it until you have completed your water crossing. The Flying Club's lifejackets are comfortable to wear and do not hamper movement in the somewhat confined area of a light aircraft cockpit.

If you are unfortunate enough to have ditched at sea and need to use your lifejacket you should wait until you have exited the aircraft before inflating it, particularly if the aircraft has submerged or is inverted.

If you borrow one of the club kits it is your responsibility to ensure that what you have borrowed is suitable for your requirements. The IBM Flying Club will make reasonable efforts to ensure that the equipment contained within each kit is serviceable, but no guarantees can be given or expected and you should not consider the kits to be complete survival kits for all occasions. You may also consider taking survival training prior to taking the safety equipment on a trip, although this is not a pre-req for borrowing the kit. The Club organized a SEMS life raft training evening for members which was well attended and well received. If you would like to undergo similar training please contact one of the committee for more details.

You will be expected to return the safety equipment in a serviceable state and report any problems you encounter whilst it is in your possession. The equipment is available for all club members to use and there will be a charge of £10.00 each time you borrow the kit. You will also be charged for the cost of any damage or usage which results from improper use or negligence, however if you are unfortunate enough to have to use any of the equipment in a real emergency all charges will be waived.

This equipment cost the club a lot of money to buy and costs a lot of money to service each year (each life raft cost nearly £1000.00 and £100.00+ to service), so please treat it like a baby when you borrow it - keep it clean and dry. Don't leave it on the ground, in the wet, the boot of your car or back of an aeroplane (this applies to both the life rafts and the lifejackets). You want to be sure it will work if you ever need to use it.

At present our lifejackets do not have splash hoods, so we are considering upgrading them at their next service. The club does not have any plans to include immersion suits as part of the kit, however several club members do have their own suits, which they may be amenable to lending out, or you can rent them from SEMS (who also rent and sell other safety equipment).

(ed: see the [Safety Kits](#) section on for more info and photos).