

IBM Flying Club Newsletter - March 1999

Clear Prop - Dave Thomas



Well, here I am, Chairman of the IBM Flying Club - that highly trained, highly motivated bunch of aviators never known to refuse the offer of lunch in Le Touquet or an opportunity to don a survival suit.

Frankly, I'm still trying to understand what I did wrong, especially in the light of Brian Mellor's comment below. It is good to inherit a club that is in such good shape (the club, not necessarily the members!) - the number of members is growing, the number of aircraft is growing, and our events calendar (see below) is already looking very complete for 1999. It worries me to think that things can only get worse, however, after the initial committee meeting of the new year, I think that we have a few ideas up our sleeve to keep the pot on the boil. One of my main aims is to try and persuade more members to become more actively involved in the club - when you look at the list of roles and responsibilities at the end of the newsletter, then you can realise how few share the load. **WE NEED MORE VOLUNTEERS!**

My first challenge is to overcome the technology - I have never written anything to go on a web page before, and I have to start from scratch to build a distribution list. If you receive this, I will have succeeded, if you don't, then you will be none the wiser, just puzzled about why the newsletter has never appeared. The newsletter itself will no longer be 'posted'. It seems daft to have one version on the web page and another that we send out to our members. In future, when a new newsletter is available, I will send out a note to that effect, and then you can all look at/print out the new version from the web. For those of you who aren't connected yet, then your traditional 'partner' will continue to print it out and put it in the post; no changes there. I am also looking at reducing the size of the newsletter by taking out some of the repetitive information that appears at the end - if it's on the web page, you can print it out and keep it for reference once, rather than have no choice but to print it out every time. If it changes, you will be told!

Talking of the committee meeting... Dave Ashford (Treasurer), Denis Howe (Secretary), Clare Grange (Events) and I met a couple of weeks ago in the Clubhouse to discuss a few issues. One of the main items on the agenda was to try and find out what you as the members want the Club to do for you, or just as importantly, what you can do for your Club (apologies to JFK). Knowing that it is very difficult to persuade people (or persons) to respond to surveys, we thought that if we gave you some ideas, then we may increase the number of votes/responses. So, here are some ideas of 'events' which could possibly be organised - what are your interests, and bear in mind, that if an idea proves popular, someone will have to organise it, so are you willing to volunteer to make something happen?

Cross-channel trip (checkouts for those who have never been across before)

Weekend to Disneyland Paris

A trip to the Scottish Isles

Aerial treasure hunt followed by a BBQ

Fly-in picnic

Aerobatic day

Trip to Lasham

Autogyro day at Shipdham

Trips to military bases

Trips to airshows

Navigation competition

Formation flying day

Trip to FAST helicopters

Hot-air balloon trip

Wroughton (Imperial War Museum) by ground

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| Young Eagles Day | Safety drill - liferafts etc. |
| Simulator event | Seaplane day - Scotland or France |
| Old Warden | Eclipse event |
| Beating the Bounds - a trip around Hampshire visiting all the airfields | |

Which of these takes your fancy? Which one could you help to organise - please let me know. The committee will then meet again, simmer the pot, and see what we can brew up!

Vote of confidence:-

Hearty congratulations on becoming the President-for-life! (What do you mean, no-one told you that?) - Brian Mellor

Sent to my normal IBM id over the ether:-

Dear Sir

Please send me application materials for Private Pilot, Commercial pilot and other courses. Send me all relevant papers to my address furnished below by regular mail as I don't have E mail access right now. Please mention all cost for school. I need I-20, as I am an international student.

Thanking You

Name : zzzzzzzzz xxxxxxxx
 Address : P.O. Box- nnnn
 Al- Khobar -mnmnm
 Saudia Arabia

Thomas Butts - Jon Butts



Thomas Butts (*Ed: excellent choice of name!*) was born at 04:58 on Fri 5th March at the Wessex Maternity Centre - that this wonderful facility overlooks the runway at Southampton is purely coincidental! However it was nice during one brief foray over the road to Haskins garden centre, for much needed supplies of chocolate, to see G-ZERO whizz by on short final to 02.

Thomas took us by surprise arriving 10 days early, with labour only 6.5 hours from 'somethings happening, I'm going to ring my mum' to 'see if he'll suckle mum'! He weighed in at 7lb5, with all systems functioning normally after a 'natural' birth - no complications, and no pain relief - just pain transfer, to my right arm!

After two nightstops at the Wessex - a great place to host visiting doting relatives - we returned home on the Sunday, with Deb's mum providing on-site motherly and mid-wifery support. On our doorstep was a bouquet of flowers from Sacha, which was quite a mystery as we do not know anyone by that name, especially not with the peculiar spelling of Sasher. I rang Interflora to say that our card had got mixed up with someone else's so who had sent these, but although they couldn't find out who had paid for them they were adamant they had put the right card with our flowers, and written exactly what was on the telex message. The only clue they could supply was that the order was placed with the Chandlers Ford florist - with that the penny dropped - thanks were indeed due to Sasher, a.k.a Dave 'Dasher' Ashford!

During his first two weeks Thomas has been a hungry, sleepy, crying baby in the ratios of 8 : 15 : 1, requiring only one-feed during the night. Just recently though the tummy troubles/cholic have upset him, so who knows what the future holds for our sleep patterns!

Many thanks to everyone who encouraged Debbie during her pregnancy, and the many of you who have already passed on congratulations and best wishes to us - it is a real pleasure for us to share our good news with our flying friends. Thanks again, we look forward to showing him off soon!

Altiport Trip - Fri 23rd - Sun 25th April - Brian Mellor



I have been saying for two years now that I would organise a trip to an Altiport in France, and each year, something has happened to prevent it. This time, there are no foreseeable problems to prevent it, so here is the information.

Background

About 3 years ago, I flew with a friend to Germany, and on the long flight back, after we had almost exhausted conversation topics, he said to me "I would like to do the Altiport rating - do you fancy it?". I have never said "yes" as quickly to any question before in my life. The course was duly organised, and we flew to Chambéry (a fascinating field, at the southern end of a long north-south lake, surrounded by mountains). We stayed there that night, and were picked up the next day by the Cessna 172 from Courchevel. The next 20 minutes of flying were so spectacular, the trip down had already justified itself.

We spent two and a half days, in Courchevel, staying in a "lodge" owned by a British couple, and excellent accommodation it was too. It was also quite reasonable, since it was August, and outside the peak skiing period. Even the restaurants had sensible prices, and the quality was exactly what you would expect. The owners ran us up to the altiport each day (5 minute drive), and the flying school ran us back down.

The lessons learnt during the course are very interesting. Joining procedure (assuming no-one in the tower, providing the AFIS service) is to fly by a certain mountain restaurant, (wave at the customers who are waving to you), reset your altimeter to the known elevation, then proceed to overfly the runway, and out for the teardrop procedure. Radio calls are mandatory. The rules of the air state that a landing aircraft has a higher priority than an aircraft taking off. Damn right! Especially at a place like this, where, beyond a certain point, a goaround is NOT an option. (Did I mention that the runway elevation is 6368 feet amsl? Or if you want the other end, we are talking about 6581 feet). HINT - after landing, use anything up to full power, to reach the top of the slope. The rules are, if you stop on the runway, and can't get going again, the people who come to help you must be bought a bottle of Champagne.

There are several important aspects of landing at such an airport, which I won't go into here, but suffice to say, the course is essential. The course covers other things, besides the takeoffs and landings. Flying towards a mountain side - always do it at an angle of 45 degrees. Why? because the enormity of the mountain side makes it difficult for beginners to appreciate their distance from it. It would be rather bad to approach at 90 degrees, become intoxicated by the view, then find out that you are only feet away. At least, approaching at an angle, you get a much better perception of distance, and can turn more quickly, if required.

Want to nip over that ridge, separating your valley from the next? Fly parallel to the mountain side,

then nip over. If you approach at 90 degrees, you may not find out until too late that there is a downdraft, stronger than the climb performance of your aircraft. By flying parallel, you get early warning, and can still turn in time to fly back to safety.

The arrangements

Firstly, this is all subject to weather. If the forecast is bad, we won't go. Next, I need to know who wants to go, and what aircraft they are flying (I hope to be able to make WD and RK available, but I need a seat in one of them).

Friday 23rd April

I envisage setting off from UK on Friday morning, and getting down to Albertville later that afternoon, with stopoffs as required. No rules about how we get there, if you fancy calling in at one or two airports en-route, then great. Albertville is a typical small French airfield, mainly for club use, and neighbouring airport aircraft. However, it is usually possible to get permission for visitors, and I will do this nearer the time. If time permits, it may be able to make one or two trips to Courchevel that evening, but I somehow doubt it. Once deposited in the restaurant, usual evening entertainment - eating, drinking, and merciless mickey-taking out of fellow-pilots.

Saturday

Meet up with club instructors, who will ride with 2 pilots in each aircraft, to the altiport. One flies in, the other flies out. This will all take quite a while. If you are so inclined, have a flight in the local area, before or after your "dual" slot. Evening arrangements as before.

Sunday

Depart for UK, to arrive later that afternoon/evening. Route to be decided by each crew, unless we can all agree on the same one.

Now I need to know who would like to come!

PLEASE, let me know as soon as possible, if you would like to do the trip, and which aircraft you will use (or whether you need to rent an aircraft). I will send out another note later (everyone on email?), confirming the latest status of the trip.

Please contact me at brian@aviation.demon.co.uk

Brian

Some Thoughts For The Newsletter - Dave Sawdon



Flight International

Is anyone interested in sharing a subscription to Flight International? If so contact Dave Sawdon.

Night ratings and Night revalidations

The nights are getting shorter so if you are thinking of doing a Night rating or if you want to revalidate an existing rating with an instructor you don't have much time to do it! Brian Mellor and I both have night instructor ratings so give one of us a call.

NVQ changes in the budget

There was an important change in the budget that you may not have noticed.....

Under the present NVQ system, payments made after 5/April/99 will no longer be eligible for relief at higher rate.

The implication is that if you pay 40% tax and are either working on an instructor rating (level 3 training NVQ) or on your CPL/ATPL/IR (level 4 NVQ) you can save yourself 17% of the training cost by paying for any training before 5/April!!!

Also:

The Vocational Training Relief (VTR) will end during the 2000-2001 tax year and be replaced by Individual Learning Accounts (ILA), tax relief will be limited to basic rate and various other changes will be introduced.

PFLs - Clare Grange

The idea of the engine stopping puts the fear of God into most of us (I don't know what expression to use for the non-believers! (ed: *DEATH*)), and bearing this in mind I generally make a point of looking for a suitable landing place whenever flying in VMC. (It's a bit difficult in cloud!) However, I also realised that my PFLs were a bit rusty and definitely needed revision and practice. A quick phone call to Brian Mellor and lo and behold we were aloft in G-PORK carrying out the dreaded exercise.

In all honesty my first attempt was not one of my better efforts (especially judging by the expression on BM's face). I have always been taught the 'traditional' method of PFLs where the initial action is to trim for the appropriate glide speed, but Brian teaches it a little differently!

Using the 'Mellor' method the initial action is:- fuel pump on, change tanks, carb heat to hot - then trim for the glide speed. I can already hear people debating this and saying 'fly the aircraft first and foremost', and I'm not disagreeing, but think about it, as I have done constantly (more or less) since. It takes about 3 seconds to carry out the actions I've just described, in which time the aircraft isn't really going to go very far, and if you've been daft enough to let a tank run dry then your problem is solved without further ado. After all it's a well known fact that many incidents of engine failure are due to poor fuel management, or allowing carb ice to accumulate.

Some people may comment that when the engine fails the pilot could panic and make a hash of these initial actions, but I would argue that if he/she is going to panic they'd panic whichever method they use. The rest of the 'Mellor' method is then more or less 'traditional'. Brian and I carried out a few more PFLs South of Salisbury with him showing me certain 'unnatural acts' (his phrase, not mine) on how to lose height (*Ed: wouldn't have thought that was necessary for Clare!*).

We returned to Southampton when BM was deposited at the base of the control tower and I then went off to do some night circuits (don't worry, it was daylight for the PFLs). I have to say the night circuits were really enjoyable and the controller couldn't have been more helpful. (I can think of one little and one large member who will groan when they've read that).

Finally, I'm very glad I revised the PFLs, it was a good session and I really strongly recommend all pilots do the same (*and don't forget the safety subsidy, Ed*).

Transair - Dave Thomas



Over the past few years we have done very well out of Transair, both as a club (discounts on charts, Pooleys, etc.), but also as individuals as we have been able to obtain discounts even for individual items. However, I have recently received a letter from Transair explaining that the privilege that we have been granted on occasions of being able to receive discounts on singleton items has been withdrawn. I had a long telephone conversation with their Financial Director to see what, if anything, I could do to recover the situation, but to no avail. From a business point of view I can clearly understand their rationale, but as one who has benefitted from the discount, I have to say that I was a bit miffed. Sorry, folks!

Exeter Airport - Dave Thomas



Last weekend Clare and I rented G-PORK and went down to Exeter via the coast (at 500'), Torbay, and Dartmouth. When we arrived, we eventually found the 'C' to be met by a fairly grumpy individual (*who assumed Dave had done the flying! Clare*) who informed us that we should really have high visibility vests if we wanted to walk on the apron, and that as we didn't, he would need to find someone to escort us out to our plane when we returned. He did offer to sell us a bright yellow vest, but we regretfully declined as this was the first time we had been to Exeter in over three years. However, the letter he gave us talks about CAP 642, which requires that persons (what is the difference between persons and people?) present within aircraft manoeuvring areas wear high visibility clothing. We may hear more of this at other airports.

Events - Clare Grange



The 'Deutschlandtrip' - Uli Guddat

The program is as follows:

Friday:

Arrival in Koblenz early afternoon. "Briefing" on the trip. Walk through the vineyards or visit to Bueckermuseum (walking distance on the river).

Informal dinner (hopefully outside) at Remstecken.

Transfer to hotel by minivan (we drive).

Saturday:

Leaving the hotel early without breakfast. Drive (you drive + minivan) to Maria Laach (monastery) on the lake. Breakfast at the hotel there. "Briefing" on the day, roadbooks for individual routes. Continue to Nuerburgring (Racing day Langsteckenpokal, the man to support will be announced later ;-)) or alternatively walk around the volcanic lake. Gridwalk from 11am. Start at 12. Watch the race either in the pits or along the track until max 4pm. Drive home individual routes (Mosel, Rhine, whatever) back to hotel. Informal dinner at old wine-place on the Mosel (we drive, minivan).

Sunday:

Breakfast at hotel. "Briefing" at the airport. Flight to Munich (Rhinecastles,..). Landing to pick up the local instructors. Alpine valley flying in the (late) afternoon. Landing in Schleissheim. Drink in the nice bar there. Transfer to Hotel in Munich center. Evening individually (I provide recommendations).

Monday:

Breakfast in the hotel. "Briefing" on the day. Flight to Manching. Walk around the facilities (Taifun). Lunch at the company. Flight home to England in the afternoon.

Uli is in charge of this trip. He has set up an e-mail id which can be used by all and sundry to register interest, ask questions, and generally to handle communication. Please can you use it! Deutschlandtrip@yahoo.com. If you don't have an e-mail, please liase with your normal 'newsletter' partner for communication. Thanks, Clare.

Other events ...

1) 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.

2) 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

3) Long Weekend in Germany. Ulrich Guddat has offered to arrange a flying weekend to Germany for us (ed: details elsewhere in Newsletter) over the weekend of 14th-17th May

4) Isle of Mull:- 29th thru 31st of May. Contact Chris Thompson for details. Accomodation needs to be booked asap.

5) Bob Elliott is in the process of organising a fly-in to East Kirby in Lincolnshire for Saturday 19/June. 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. Again Dave T and I will be going along, anyone else interested should contact Bob on 01703-254611

5) Our big trip this year is to fly to the North Cape of Norway (or Portugal - decision not yet made!). Our new Tiger (G-BYDX) will be going. We are aiming to go in 10th-24th 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.

6) The Alderney fly-in this year will be on the 11th 12th 13th June. Usual procedure, contact Ralph Burrige at Alderney to join in the fun.

7) Middle Wallop open air concert - date to be confirmed. D-I-Y event, but we will publish contact points for tickets etc. nearer the time.

8) We are also planning to hold a number of events in the Hursley Clubhouse during the year as we have had a number of offers ideas from people to organise interesting talks. More information will be forthcoming as this progresses, but if you have anyone who could come and give us an entertaining chat, then please contact me on 01962-715144. We don't have any funds for this, but we could probably run to a bowl of chili, some salad, and a glass of wine or pint of beer.

9) From the Henstridge Airfield newsletter - the British Rotorcraft Association will be holding 'Gyro days' at the Airfield on the fourth Saturday of each month, at which interested parties can experience these intriguing machines in the capable company of one of their approved instructors. Anyone interested in going?

Does anyone have any contacts at other aeroclubs? Do they hold interesting events to which outsiders would be welcome? If so, please let me know of the events so that we can publicise them and help to add to their numbers.

Adverts - from various sources...

Cessna 150 group formed at Popham - Brian Mellor



The aircraft is a 1976 Reims-built Cessna 150, based at Popham



Avionics

- 1 x nav/com (VOR)
- 1 x 720 channel com (flip-flop)
- 1 Skyforce moving map GPS display

The cost

- £1000 to buy in - this will be refunded on leaving
- £35 per month
- £35 per hour (£40 per hour, if used for training)

The members are not liable for any maintenance costs - that is covered by the monthly contribution. (Members also need to join the club at Popham)

Contact Brian Mellor - 01962 842555

FOR SALE - from new ZERO boy - Phil Russell



SHARE in C-152 G-BRTD Group based Popham



- Excellent aeroplane maintained to high standard
- New engine last year & recent respray
- COM1, KNS-80 with ILS and DME, VOR2, Mode C and GPS55
- £25/month, £30/hour wet
- Good availability for cheap quality flying

Share price £1850

Contact Phil Russell Work 01962-816397; Home 01962-733127
email pjr@hursley.ibm.com

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