

IBM Flying Club Newsletter - May 1999



Clear Prop - Dave Thomas

Having overcome the challenge of producing the March Newsletter (my first), I now have to produce the second. Earlier this week I was concerned that I didn't have enough material, but all of a sudden the ether was full of articles, so we have a bumper issue.

Since the last newsletter, I have been disappointed with the feedback that I have received - not because of a lack of positive comments, or too many negative comments, but because of the total lack of any responses to the suggestions that I made on behalf of the committee relating to the way that the club was run and the events that we are promoting. I can only take this as a vote of confidence, but it would have been nice to have received some feedback - I know you are not an apathetic lot!

On a personal front, I can at long last say that Clare and I are airborne again. After the long wait, [G-BYDX](#) is at last in the air, and although there are a few wrinkles to be ironed out, we are really looking forward to spending a lot more time in the air during the summer.

Many of us make use of a GPS - either handheld or panel- mounted to supplement our other navigational techniques, but how many of us know how they work? Whilst surfing the net one day I found an excellent article which reveals all. Although I have contacted the author (Paul Bertorelli) and gained his permission to include it in the newsletter (many thanks Paul), I have elected just to include a reference to the URL so that those of you who are interested can read it at your leisure without using up valuable/expensive phone time for those who are just happy to know that they do work!

<http://vweb1.hiway.co.uk/aviation/pplir/netwrk08.html#UPDATES>

(If you work through the articles, you will eventually find the one entitled 'GPS explained')

Talking about navigation, I have just been looking at charts for the German trip next weekend. Every time I look at foreign charts, it drives home to me how important the initial planning is. We may be familiar with our own UK charts, but I am sure that when it is necessary to divert from our planned route for whatever reason, we have to take a long hard look at the chart to check out for airspace, restricted areas, hazards, and high land. With a UK chart this is no real problem, but when you start looking at French charts, with their prolific restricted areas (difficult to spot on terra firma, let alone at 2500 ft), and the Jeppesen charts, with their poor (in my opinion) levels of contrast, it makes you think. So, for the next couple of days it's back to the drawing board (or dining room table actually) to study the charts.

And finally, congratulations to Margaret Collins on passing her IMC flight test, to Ian Abraham on his acquisition of a quarter share in G-FLAV, a Piper Warrior, based in Nottingham - we will see more of Ian this summer (I hope), to Dave Sawdon on becoming a qualified twin instructor, and to David Cooper-Maguire and John Akerman for their success with [G-EBXU](#) (see later).



Events - Clare Grange

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 Kosovo 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) 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 - **booking now closed**.

Participants:- G-ZERO, Dave Ashford, James Mason, Bob Elliott
 G-BYDX, Clare Grange, Dave Thomas, Denis Howe
 G-BCKS, Ranjit Bhagat, Gil Collins, Uli Guddat
 G-BHXX, John King, Mark Frankland, Margaret Collins
 G-BDAI, Jim and Jeanette Hull

3) 26th May - Royal Aeronautical Society talk about 'The Paperless Aeroplane' at AeroStructures on the Hamble (where they build the door for the Beluga). Full details from Danny Elliott on 01705-799148.

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

5) Bob Elliott is in the process of organising a fly-in to East Kirkby in Lincolnshire for Sunday 20th 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 Portugal. Our new Tiger (G-BYDX) will be going together with G-ZERO (surprise, surprise!). 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, or [Dave Ashford](#).

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 - 31st July. D-I-Y event. Programme includes a Harrier, the Red Arrows, the Blue Eagles, the Olympus Tiger 'Diamond Nine', a YAK50, a Lancaster, Massed Hot Air Balloons, Free Fall Parachutists, a C130 formation (!), a K21 Glider, a Spitfire, and the inevitable Middle Wallop massed helicopter approach. All to the sound of some superb music. An excellent evening is promised - contact number 01980-674421. Tickets £15 if bought in advance, £20 on the day. Take your own picnic, chairs, rugs, and bottle of bubbly.

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 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 chilli, 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?

10) BBQs - Given last year's experience, we are thinking of holding two BBQs; one 'home' and one 'away'. That way, we can all enjoy the traditional evening BBQ at Hursley without having to worry too much about the weather, but can also enjoy a lunchtime event - another excuse to go flying! The Hursley BBQ is a very good social occasion for the non flyers also - after all, most pilots would not be flying if they didn't have the support of their non-flying loved ones!

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.

DH60X Moth - G-EBXU - John Akerman



Having waited months to get [G-EBXU](#), David Cooper-Maguire, me, instructor, and exactly the right weather, in the same place at the same time, we finally gave up last weekend (March 13th) and did it ourselves. After a lot of thought, planning, and double-checking David flew her to Goodwood. I then flew her with David in

the front seat. We both flew intensively on the Sunday and Monday too, and again this last Saturday.

Here are some impressions of first few flights in a 71-year-old biplane.

On the downside, she is noisy, windy, and useless in crosswinds. The wing has enough surface area for the wind to lift long after the speed has dropped below the level for the control surfaces to work. On the other hand, this was in a nasty gusty wind, 0 - 12kt, at right angles to Goodwood's rwy 14. Not what Moths were designed for, and only necessary on Sundays at airfields with awkward neighbours. She is also a monster to wash and leather off.

On the upside, I like everything else about her. The take-off is straightforward and rapid, and the climb most impressive - maybe 1000 fpm, steeply, at 60 mph. What I learned fairly early on is that any change in power or speed requires rudder, or the bubble is off across the tube (plus it is air-in-spirit so works the opposite way to slip balls). I also discovered with some surprise that you also

need a fair dab of rudder in turns, in spite of the differential ailerons.

The nicest trait is turning. Put the stick over just a few inches, dab of rudder, wait for the aeroplane, and she'll roll elegantly into a turn. Centralise, add a bit of aft stick and more power, and she'll go round and round all day at 60 degrees or more, and then roll smoothly into a turn in the other direction when you want. It is all so gentle and fluid. On one occasion I flew two 360's one after the other and hit my own turbulence both times. Looking down, you realise how tight she's turning. Take the time to do that in most aircraft and they're rolling out of the turn or into a spiral dive by the time you're looking back at the horizon.

She is just as good vertically. Dive down at 100 mph with throttle well back, pull gently back, open the throttle to meet 60 mph with full power, and she'll do a really splendid zoom with not much over 1G. Mix the horizontal and the vertical and you can waft all over the sky all day long, effortlessly.

She's not as speed-stable as the Cub. I imagine that this is due to small gusts and high drag. I've found that if you ignore them whilst flying straight and level, she'll return to cruising speed. However you do need care on approach because of this.

She'll do an easy 80 mph at 1700 rpm, so we've tended to stick to that. No point in using more rpm. 1700 is relatively quiet, easy on the engine and light on fuel consumption. She's the perfect aerial carriage for a calm summer's evening, when you neither want nor need to roar around. By the way she seems to be doing a little under 6 gph overall, which seems very good for a big old engine.

Landing (except in crosswinds) is if anything easier than the Cub. After practising stalls and slow flight, and discovering that she'll fly quite comfortably and fairly controllably at 50 mph and stalls surprisingly benignly at 45 mph, I've taken to approaching at 60 mph, slowing to 50 over the threshold, and gently flying her on as the stall arrives. This I think means the mains arrive first, followed quite quickly by the skid. Then a good pull back and you can feel the skid biting and slowing her down rapidly. I don't think either of us has landed in more than 150 yards, even with nil wind. And no bumps / bounces - not that you can feel (except in crosswinds!). It also helps to weave slightly on finals to keep the runway markers in sight.

I suspect that rough treatment would cause dire problems - for instance a sharp pull up from a dive; or pulling abruptly into a steep turn, or attempting a really nose-high flare. I get the feeling she would stall very quickly, as the drag caused a rapid loss of speed coincident with the stall-induced loss of lift. So I'm doing everything gently.

There are still some things to be done. Wires on the port wing need a little tightening. On the ground the starboard aileron seems to be slightly lighter than the port one - could be hinges binding - unnoticeable in the air. The rudder is definitely tight in the hinges, but I expect it will free up soon. The radio is apparently very clear for the receiving station but there's a lot of ignition noise in the aircraft - so I'll be looking for some technical advice here. Paint to be touched-up, transfers to be applied, etc.

More worrying, both David and I experienced misfires at around 1200 rpm coming down finals yesterday. It has not happened before, the plugs are absolutely clean, she's fine on idle and at full power or cruise. We'll do some ground runs to see if it reappears. For the moment I haven't a clue what's wrong. Maybe she just doesn't like 1200 rpm with the prop pushing the engine. Some Lycomings don't like glide approaches, so maybe this is the Gipsy's bad rev band.

I have discovered that you must not use the R Souch carb heat device at full power. I was doing a touch-and-go on Monday, and decided to keep an eye on the runway markers and not re-trim or remove carb heat (it was humid that day - temp 10, dewpoint 9) until I was off the ground. I wasn't quick enough. She really banged and misfired, immediately cleared on taking carb heat off - but not

before a few people taking coffee on the Goodwood Clubhouse verandah had jumped to their feet in alarm. So I shan't be doing that again. Otherwise carb heat works OK, as far as I can tell.

Finally, conversation with ATC after the last flight:-

ATC to helicopter, hover-taxying: "Echo X-Ray there's a Tiger Moth manouvering behind you".

Heli: "Roger".

Me: "Er, excuse me, X-Ray Uniform is a Moth, not a Tiger Moth. Tiger Moths have bent wings and a weight penalty".

ATC: "Well wash my mouth out. Echo X-Ray there's a very nice DH60X MOTH behind you"

Me: "Thank you, Maam".

Heli: "Ho ho ho".



Altiport trip - Brian Mellor

Unfortunately, this has had to be postponed. The weather forecast for the whole weekend was poor, and there was still snow on the runway. I will rearrange for another date, later in the year. The weather may still not be guaranteed, but at least there will be (*Ed. no*) snow on the ground. If anyone has a preference for dates, please let me know.



Trip to Sun n Fun, Florida - Brian Mellor

The whole thing was a business trip for me, and nothing to do with enjoying myself. (i.e., I can explain everything, Mr. Tax man). It was very much a last-minute thing, so airline prices were higher than the "come-on" prices shown on Teletext, and there were no direct flights to Florida, since this was peak travelling time - the Easter break. My playmate for the trip was Bob Elliott, who has also visited Florida many times, so we were able to share the cost of car hire, rooms, etc.

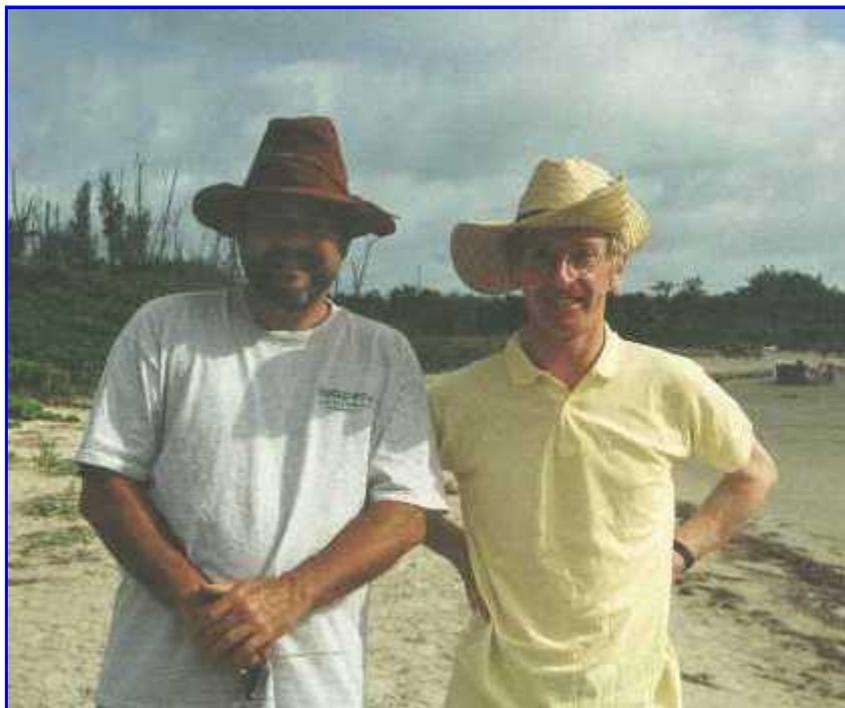
Thursday. Caught the United Airlines B747-400 to Dulles, then the B767 to Miami.

Friday am. Visited Flight Training International, at Miami Airport. Had a look round the simulator rooms, most of which had Boeing equipment in there - 747, 777, and the like. There was just one GA aircraft simulator, the Cessna Citation 1, which is as near as I will get to flying jet aircraft.

Midday. Visited the production line (free) at the New Piper Aircraft company, Vero Beach. Nice to see GA aircraft being built again, after all the manufacturers had such a disastrous 10 years or so. Over a million square feet of air-conditioned factory, but the assembly line was probably just as labour-intensive as it was 30 years ago. And they use bikes to travel between locations. Perhaps some of the computer controlled cutting equipment help efficiency a little. Bob noticed immediately that the blueprints the guys were working from were still hand-drawn - surprising, when CAD-CAM has been with us for so long. Plenty of free brochures, but no free airplanes - we finished the tour, then had a cruise round the airport.

Eagle-eyed Bob spotted an immaculate Mustang outside a hangar, and within minutes we were chatting to the owners. It was only some time after it tookoff, that it came out in conversation - it was

a scaled down replica, not the real thing! The pilot was a Brit, and was just going to get airborne for a photo-shoot - the camera ship being a Beech Mentor. The cameraman was working for the UK Pilot magazine, so expect to see an article in the near future.



Next, we went up to Melbourne, where I was to renew acquaintances with a guy who I hadn't seen for 35 years - we were at school together in Sheffield, and made contact via a Sheffield "Ex-pats" page. Two nights in Melbourne Beach, enjoying some good food and good company.

Sunday morning, and on the road (fairly) early, to Lakeland, for the first day of Sun and Fun - a great event, which I try to attend every 2 years. The best way to arrive is by air. The air traffic control is superb, but relies on pilots self-briefing properly, and listening to what they are told to do - no reply to ATC is required, or even

possible, the channel is 99% saturated with one-way speech. As it was, Bob and I arrived by road, but even that was spectacular, with 20+ aircraft visible in the small portion of airspace above us.

I go not only to see the show, and exhibits, but also to see the FAA inspectors, to renew my FAA instructor certificate. Florida is never cold, but the temperatures got above 90F, which is a bit much for me. They had so little rain, the lakes were low, the ground was parched, and fires started breaking out in other parts of the state, before we left.

Monday. Back to Winter Haven, where I flew with a British guy, at Tom McGhee's flying school, who had been trained out there for his IMC rating - I went out to finish the process off. Late afternoon, Bob and I went 1/2 mile down the road to Jack Brown's Seaplane Base, with the intention of flying one of those gorgeous Cubs on floats. The bad news was that the Cubs were all fully booked. The good news was that there was a C170 floatplane available, so we arranged 20 mins each in that. The aircraft was parked on a beach, but need to be taxied round to the ramp, for fuel. The instructor jumped in, started it up, and duly taxied round, cutting the engine about 10 feet before reaching the ramp, with the intention of coasting up to it. Unfortunately, with the low water level, the float hit a sand bar, and stopped short. The pilot (sensibly wearing shorts) jumped out, and started manoeuvring the plane by hand, complaining that his feet were in something disgusting. Bob drew to my attention something in the water which I wasn't expecting to see. I said to the pilot, still heaving at the plane, "Do alligators normally come this close inshore?" He said "Sure, but he's only a little feller, it'd take him two or three bites to get all of me".

Bob flew first, doing several splash-and-goes, then a full stop, to allow a changeover. I did some revision on the basics of seaplane flying, sailing, step turns, plow turns, then some touch and goes, finally alighting back at the base. Another business activity, of course, renewing my seaplane rating, which is not easy to do in England.

Tuesday, we travelled down to Delray Beach to Bob's favourite hotel. But not quite so favourite afterwards, on account of it had now been bought out by another chain, and expanded/forced up market (e.g. valet parking, for 8 bucks a go, instead of free parking which was always the case

before, and generally ruined the character of the place).

One day calling in at the airfields which we had flown from on previous occasions, then back to the Days Inn at Miami Airport. Nice thing about this hotel is that the bar/restaurant had a theme, of Eastern Airlines memorabilia - one of the best theme displays I have ever seen. I ordered fish and chips, which were excellent, and Bob pinched half the chips anyway, and independently gave them an Elliott Certificate of Excellence. If you get down that way, its the Days Inn, at Miami International Airport - bookable on the internet, too.

Wednesday, flew up to Washington Dulles, on an Airbus, then spent what was left of the afternoon looking round the Air and Space museum, downtown. Good value. (Free).

Thursday, flew on a Jetstream 41 to Newark, then caught the B777 back to UK. Nice feature about United - they put ATC on channel 9, so you can follow the progress of the flight (when the skipper remembers to turn it on - ours had to be reminded a few times).

A lot of ground covered in a short time, but plenty of sun and fun, should keep me going for a while.



A Tonic in Cognac - Irv Lee



Just a few words now I'm back to eating again - it's taken a long time to recover from this one! Brian Mellor and I were invited down to Cognac by 3 French pilots, to show them the delights of the IMC course, whilst they showed us French cuisine and drinks at their best. The hospitality was so good that neither of us could face real meals for two days after our return - not because of hangovers - we kept the drink fairly well controlled, it was just that we'd eaten more food in the previous 4 days than we normally eat in a couple of weeks.

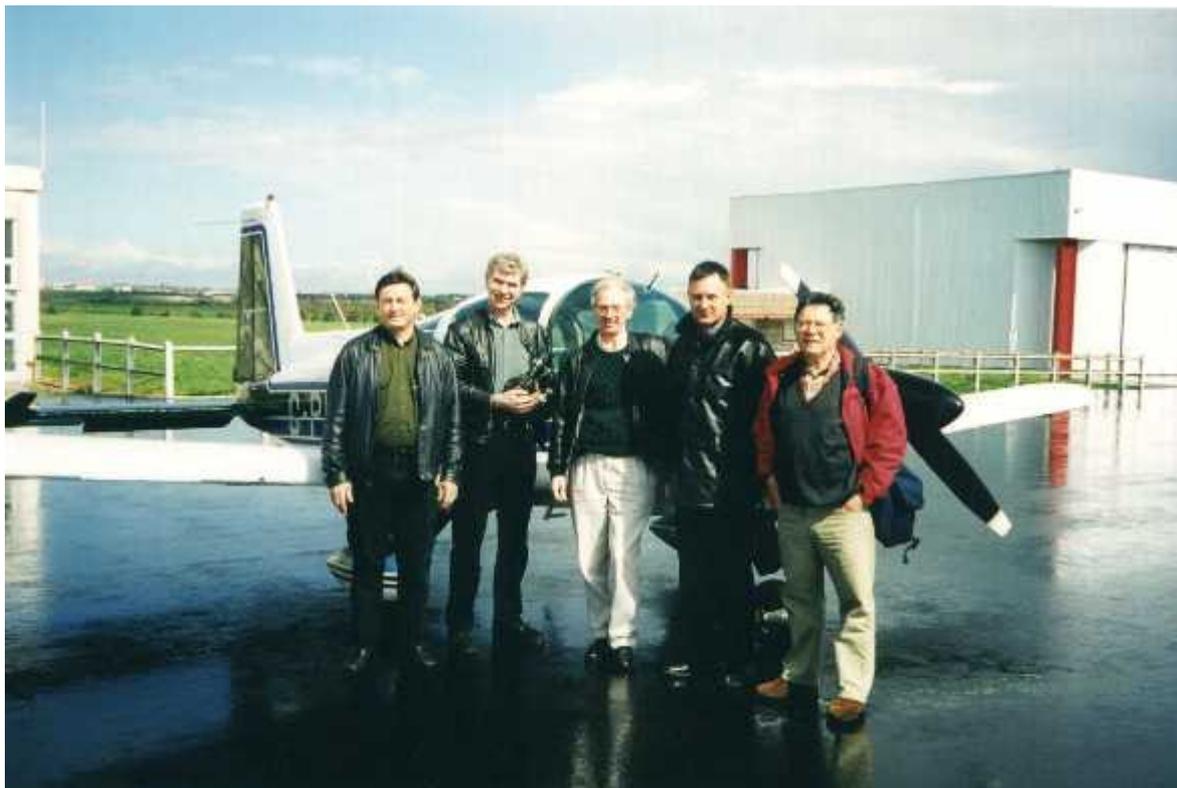
As you may know, the IMC is not valid in France, but there is no reason in good VFR conditions why French pilots should not be shown course content - indeed, with JAA, the PPL student will be given appreciation of Navigation Aids in the PPL course. Brian and I flew down in G-PORK, heading for the military airfield in Cognac, where the local flying club have their base. I was introduced to Daniel, Jean-Pierre and Pierre and their Robin 400, and in the 2 aircraft we had a tremendous few days around Cognac, Royan and Angouleme. My French aviation terms and radio phraseology improved tremendously. We were extremely fortunate with the weather, which was excellent on the way down, but then overnight saw the arrival of a big slow moving weather system from Spain through France and Germany to Poland. Fortunately, on the first morning, it just edged off about 30 miles to the East just leaving our local flying area and coast in reasonable conditions whilst it poured water over the rest of Western Europe for the duration of our visit.

Brian and I regard lunch during flying training as a something taken 'on the hoof' usually at about 14:00 when we remember we should eat. We were in the wrong country for that attitude. Each day at 13:00 it was 'abandon airfield' whichever we happened to be at, and retreat to the nearest gourmet restaurant, to spend at least two hours eating, briefing/debriefing over the local speciality or whatever, and looking forward to the evening's meal and entertainment. The evening was either an excellent time with



family

and friends of Daniel chez-lui, or in his favourite restaurant in Cognac. We even got invitations to the opening reception of the annual Cognac Film Festival, which concentrates on crime and police films released in France. Quite an evening (probably some photos around somewhere if Mr Mellor has been trying out his new scanner) - even more titbits and wine. On a social-economic point, the Cognac trade cannot be doing too well, as they are now promoting the drink of Cognac as an aperitif with tonic and ice, in order to capture the youth market. Presumably they have realised their market as a digestif is literally slowly dying out. When I lived over there for a couple of years, if I'd ever even thought of ordering cognac with a mixer as an aperitif, it would have been the local joke for the remainder of my time there, and I wouldn't have been allowed to forget it. Now, everyone in the area is drinking it that way to promote the local economy. Much as I appreciate the problem, I think I'll stick to G&T except when accepting hospitality over there.



The days there were a tremendous success, and fun was had by all. Saturday evening saw us flying back to Southam - there was obvious! a bit of low pressure around and post

frontal conditions, but very pleasant really. We had a view of a 'funnel' cloud about 15 miles off the port wing as we passed abeam Southern Brittany - I've never seen one before, and 15 miles was close enough. It didn't reach the ground, but I wouldn't have wanted to be anywhere near it. There is a Cognac fly-in this June - very tempting, but don't eat for a week before going, unless you specifically want to weigh more for the prize on offer - see Brian's write-up if that does not make sense or you want more details. Dates are 18th - 20th June 1999, not sure if I can make it myself.



28th International Cognac Air Rallye - Brian Mellor

This is for information only - I do not think I will be able to go myself, so please don't think of me as the "organiser" - but everyone is welcome. Brian

Takes place on 18th, 19th and 20th June 1999.

Upon arrival, your flying and navigational skills will be truly tested through a series of friendly

competitions.

Your ability as a cognac connoisseur will be assessed by a tasting contest. In true tradition, the winner of these competitions will win the equivalent of his weight in bottles of cognac (*Ed. could cause a weight and balance problem for some of our members!*). There will also be a variety of runner-up prizes.

Cognac will throw open its door in following the cognac trail when visiting an international cognac company.

This visit will be followed by a tour on the Atlantic beach.

I have a copy of the program, if anyone is interested, and will glad fax it. Alternatively, contact the aero club at -

phone 33(0)5 45 82 13 51
fax 33(0)5 45 82 01 85

Anyone for a trip back from la belle France?- Dave Sawdon



One of my students wants to fly himself to St Jean D'Angely (nr La Rochelle) on a weekday during the third week of June. Would anyone be interested in flying back as he will be returning later by road? It's about a 3 hour trip each way, probably with a break at the half way point.

The proposal is to take a 4-seater from Old Sarum, my student flies down (under instruction from yours truly) with 1 or 2 folks in the back, he hops out and the rest of us either spend the night in his house or turn round straight away and then fly back.

The trip down will be VFR but the trip back can be VFR, IFR or IFR in the airways. So whether you are a student PPL, want a cross channel checkout, feel like trying airways flying or just want to make a hole in the sky this is for you! If you don't already know, the advantage of these shared trips is that you only pay for the leg you fly but you learn from all the legs.

Call me if you want more info.
Dave Sawdon

Another multi-engine instructor joins the club - Dave Sawdon



I started the ME instructor course at the end of last year with the intention of completing it in early January but with weather delays, instructor availability, illness and an aeroplane that went in for a straightforward annual and then needed two new engines (necessitating a change of aircraft type and airfield) I only managed to finish the course a couple of weeks ago. The test was interesting but gave the correct result, the CAA only took 2 weeks to do their bit so I can now teach the delights of multi-

engine flying - all I need are some students!



And finally... - Dave Thomas

Whilst Clare and I were testing DX, we decided to do a recce over the 'conveyor belt' that is clearly marked on the Half-mil South chart, near Battle (21.5 miles on the 110 Radial from the Mayfield VOR). It's odd! At the South-Eastern end it appears to lead to a depot where it looks as though gravel is loaded onto lorries, but at the other end, it just disappears into someone's potting shed in the middle of some beautiful landscape - no sign of a gravel pit anywhere! Anyone ever taken a closer look at this odd feature?

[IBM Flying Club Library](#)

[IBM Flying Club Contact List](#)

When addressing external mail into IBM please call recipient to confirm latest mailpoint, then use "Name, mailpoint, and 'IBM UK Ltd' " followed by one of:

PO Box 41, North Harbour, Portsmouth, PO6 3AU

PO Box 6, Langstone Road, Havant, PO9 3AU

Hursley Park, Winchester SO21 2J

Visit our WebSite for previous newsletters, club information, memberships and more:

<http://www.flyibm.com/>