

# IBM Flying Club Newsletter - July 1999



## Clear Prop - Dave Thomas

Well, it's certainly been an action packed few weeks since I edited the last newsletter:- trips to Koblenz, the Rhine Valley, the Black Forest, Guernsey, Cherbourg, and Portugal, plus the inevitable few tourist trips to the Cerne Abbas Giant. Now that Clare and I have G-BYDX available, the hours are mounting up again, and so are the bills! Still, it's much better to be broke and aloft than broke with no plane - we seem to spend the money anyway. We still have to sort out the avionics, but we are getting there slowly!

There are plenty of articles this month - Koblenz, Glenforsa, a few light articles, a few planes for sale, and a couple of interesting thoughts.

Congratulations are due this issue to Jason (Big Grin) Bamford who has become engaged to Helen. Luckily for Jason, Helen shares his enthusiasm for flying, but rumour has it that they are likely to hold the ceremony on the SS Great Britain - I hope this doesn't mean a change in allegiance to the yachting fraternity!

I am also very pleased to publicise that our very own Brian Mellor has now gained his 'Instructors Instructor' ticket. I know that this is a really tough challenge so I'm really pleased for Brian - another qualification/feather in his cap as it were.

I still have a copy of a 1999 Pooleys available to anyone who needs one. Now that the fine weather has at last appeared, I'm sure that there is someone out there who must need one.

For those of you who were puzzled (as I was) about the so-called conveyor belt that I had discovered on the chart, I am now pleased to be able to confirm that Clare and I have seen it from the ground - it is about eight feet square and transports gypsum from the mine to the railhead approximately eight miles away. Fascinating! Well, I think so.

Finally, please take note of the BBQ date - 20/Aug at the Hursley Clubhouse. If any of you folk from the far flung corners of the universe wish to join us, then we will be happy to pick up the cost of the landing fee at Southampton, and I am sure that we can find someone to put you up for the night. Can't say more than that!

P.S. Seen somewhere (but I can't remember where) - 'The second greatest thing in life is flying, the first is landing'.



## Benefits of IBM Flying Club Membership - Dave Ashford

Now that the flying season is well under way, it is a good time to remind you of some of the benefits of membership of the IBM Flying Club:

### Safety Refresher Subsidies

There are 4 different [Safety Refresher Subsidies](#) which are designed to help you brush up on some of the skills that you may have let slip since you first obtained your PPL.

### Safety Equipment Loan

The club owns 2 complete sets of [safety equipment](#) for travel over water (£10 fee to cover annual maintenance) as well as a copy of the Bottlang Airfields manual (most of Europe). Next time you plan an outing why not 'go foreign'?

### Video and Book Library

We have a good selection of aviation-related [books and videos](#), ideal if you are considering adding a new rating to your licence or perhaps brushing up on your existing skills.

### Club Events

Club "fly-outs" often offer the opportunity to visit places you may otherwise not visit or perhaps go further afield than you might on your own. We rely totally on Club members to organise these events, so if you have something in mind, please contact our Events co-ordinator, Clare Grange, and she will make sure that the Club members hear about your event.



### 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 and will be chasing them now that he's back from sunny Portugal. 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) Bob Elliott is in the process of organising a fly-in to East Kirkby in Lincolnshire - date yet to be confirmed. 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
- 3) Irv Lee (our own resident journalist) has offered to run a short talk at the Clubhouse entitled 'JAA for the PPL'. This will purely be for GA pilots flying GA aircraft so won't contain anything complex, but just cover the 95% that 95% of us need to know.
- 4) 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.
- 5) 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?
- 6) BBQs - We are planning the traditional event at Hursley particularly so that we can include non-

flyers and other/better halves. In the past this has been a very good social occasion. The date is Friday, Aug/20. We understand that Bourne Park are also organising their own BBQ - more details of that to follow.

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.



### **Event: Reno Air Races. 16-19th September 1999 - Dave Ashford**

I am planning to visit the Reno Air Races this year and wondered if anyone else would like to join me. My plans are still open, but would probably involve an additional week before or after the races to do some flying and visit other airfields, probably in California or maybe Arizona. Please let [me](#) know by mid-August if you are interested.

Details of the air races can be found at <http://www.airrace.org/>.



### **JAA is Here, isn't it? - Irv Lee**

Well, not if you want a licence issue - not available until October. Don't forget, you don't need to convert, this really only concerns students doing a JAA course and finishing well before October! (Actually wanting to convert the physical licence might be evidence that you are mentally unfit anyway - but you do have to obey JAA regulations even if you have a CAA licence).

With July 1st about now, here's a Quick Word: JAR. Longer version: 90 days passenger carrying rule - no passengers unless you have had 3 take offs and landings in the past 90 days. (If passengers at night, minimum one of the 3 must have been at night). Variants: If you normally fly a simple tricycle undercarriage aircraft, and it is more than 2 years since you flew something with any of VP Prop, Retracting Undercarriage, Cabin Pressurisation, Turbocharging, tailwheel, don't fly one again without an instructor check. If you've never flown one, you need instructor training on the difference. If you have flown the 'variant' in the last 2 years before your planned flight, then you can continue.

There are moves afoot (but don't panic yet) to have another look at the idea of JAA State residents (like you and me) flying permanently on non-JAA licences. In other words, at the moment you can go the US, get a US licence, come back, and fly UK aircraft in UK Airspace all the time whilst your FAA license remains valid, without talking to the CAA or JAA. There are discussions around the table as to whether residents in JAA states should be forced to convert after a certain time of residence to the JAA licence. (Don't panic, just talk right now). The very first thing they hope to settle is how would you convert from an FAA license to a JAA one IF you wanted to, and the current "almost agreed but not quite" criteria are:

- 100 Hours in the Logbook
- Air Law ground exam
- Human Factors ground exam
- and this bit is not agreed yet and might not happen: The actual "PPL Skill Test" (old gft/nft)

Once that is agreed, there are people looking to push for forced conversion after a certain time in

residence. At the moment, JAA FCL regulations actually state that any non-JAA licence must be 'validated' by the National Authority before it can be used in that member state. In other words, whatever the Germans, British, Swiss, etc want to ask holders of FAA licenses to do before flying in the relevant country still applies. In Britain, that was 'nothing', and I have heard nothing to say there is a change, but just be aware that a JAA review of the subject has been mooted!



### Speechlessly Lucky! - Irv Lee

It's not unknown at Popham to hear a 'carrier wave only' transmission, and this, 99% of the time, is yet another microlite with a radio battery almost discharged. When I hear this, I teach people just to look at the normal points of the circuit where a radio call might be made (downwind, finals, etc) and usually you can pick out the one involved. The other day, I was sitting by the radio and heard a carrier wave, and couldn't relate it to any known microlite positions, so I actually went through the 'speechless' routine and sure enough, identified an aircraft approaching Popham with transmitter problems. Various questions from me and 'blip-transmission' answers established they were intending to come to Popham, and understood me when I passed the runway and QFE, and had no other problems. What turned out to be a Twin duly arrived overhead, was identified as the speechless aircraft, flew the circuit and landed, and accepted parking directions. Out jumped the pilot with "hello, I'm from the CAA, I'd just like to thank... etc etc ". Cynical readers will no doubt suggest that one of the questions passed for 'blip answers' should be "are you from the CAA?", and if you get an affirmative blip you just add 30 mb to the QFE you pass....



### Spinning Balls - Irv Lee

I've been (successfully) through the stress of my biennial instructor test, and thanks to everyone who loaned me revision books, etc). The test consists of up to 2 hours flying and 4 hours ground grilling. The only 'funny' from the whole experience came when I was being questioned in detail about spinning - a real hot potato for instructor tests, as you have to convince (and demonstrate during the flight) that if the student gets you into one, you can get out of it, even in cloud. You are also supposed to be able to answer any question on any instrument (eg: how it works, how it reacts, errors in it, etc.)

*Examiner: In a spin, which instrument do you look at to see which way you are spinning?*

Me: Instrument? the "Turn and Slip"

*Examiner: Good, now, that has two components, the ball and the needle, which of those do you look at?*

Me: The needle - it shows the direction of the spin (Note: This is CORRECT!)

*Examiner (feigning surprise): The Needle??*

Me: Yes, the needle. Anything else and you could easily be misled. You apply opposite rudder to the needle direction.

*Examiner: Good, I just wanted to make sure you had no doubts, it MUST be the needle, but now tell me what the ball does in a spin.*

Me: I've absolutely no idea, I never look at it in a spin, I look at the needle.

(Yes, he was amused, enough to accept the answer and then tell me what happens! Don't worry - you don't need to know, look at the needle!) Final word on this: If you have a "turn coordinator" rather than a "turn and slip", the little aircraft symbol will help you if you are in a normal spin, but mislead you if you are in an inverted spin! - people have died not knowing that.

## Popham Radio - Anon

"Popham, G-XX Finals"

"G-XX, caution microlight ahead, recommended spacing is to land at another airfield"



## Syndicate News - Irv Lee

Well, a long association of the Rutan LongEz G-BLMN with IBM Flying Club members ended last week, when a cheque cashed successfully. I'm sorry to 'lose' it, but the amount of flying I'm doing at Popham just means we are not using the share, so it has gone - and before a queue forms, no, I'm not looking for another share just at the moment - if I had time, I'd have kept the Rutan, it was good fun! However, two other planes which might be of interest to Club members forming a syndicate are on sale by friends:

### G-AVFX

Piper Cherokee PA28-140  
£24,000 ono,

Well looked after and hangared, Private C of A expires July 2001.  
Airframe Hours 3176, Engine Hours 1288.  
90-95kts cruise on 7.5gph,  
Avionics : Skymap, 760 Channel Radio, Transponder & ADF.

### G-OMOG

Grumman AA5A Cheetah.  
Any offer over £18499.99 will secure! Details through me.



## Starduster Too, G-BOBT and self portrait over the Needles! - Simon Lever



Picture taken with a Canon Eos 500 SLR, with an electronic shutter release cable extended (greatly) by courtesy of Tandy. Camera held on to interplane strut with a small camera clamp bought from Jessops, and a LOT of gaffer tape. I'm currently

trying to figure out how to mount the camera on the upper wing looking back and down toward the rear-seat pilot. I'm looking to do some air-to-air work next, so if anyone has a suitable aircraft (ie open cockpit or can remove doors or open windows) and has an eye for a photograph, I'd be interested in organising a mutual shoot.

G-BOBT is doing as much flying these days as ever, and has now raised more than £3,000 for charity in auctions for free rides. The next one comes up later in May.



### **Yak 18T Flying - Simon Lever**

I was ready to submit a new aircraft to the club fleet last year. LY-AMI a Yak 18T based at White Waltham. I had joined the syndicate in April 1998, and just as I was (ok, slowly) getting the pictures ready for the web page, it, amazingly, lost an argument with an AN-2 in the middle of the night last November. Gale force winds apparently (well, I never noticed them that night), blew the 16-seat, world's largest bi-plane, backwards, breaking it loose from its tie-downs, and regrettably AMI suffered sufficient damage for the insurers to declare it a write-off. (Richard Goode's outfit promptly bought it and have flown over a Russian Engineer to repair it - it'll be back flying in a few months). So we are getting a replacement from Lithuania, via the other Yak outfit in the UK, Mark Jefferies' YAK-UK. Should be in the UK with duly completed beurocracy in a couple of weeks. Will submit it to the fleet page then.



### **"Going Foreign" ..... again! - Dave Ashford**

This weekend a small group of Club members spent a very pleasant day in Cherbourg. This wasn't our original destination - we had planned to spend the day in Guernsey, taking a boat ride to go and look at some of the smaller Channel Islands, but the best laid plans.....

Before leaving Southampton we checked the TAFs and METARs and everything looked good, or at least it looked good for Guernsey. The forecast for Southampton was for the weather to turn worse in the early evening, but as the pilots for the return leg both hold IMC ratings this was not a major concern - the weather was forecast to be well within our limits. We could always take an IFR return into Southampton if required or at worst spend the night in the Channel Islands or France.

We set off for Guernsey and had an uneventful journey, although on arrival at Guernsey the cloud base was a little lower than expected, SCT012, but still well within the SVFR limits for the Jersey Zone. In fact the cloud was just sitting over the island - everywhere else was clear. Having landed, refuelled and paid our fees we checked the TAFs - and were glad we did. The Guernsey forecast now predicted that the cloud base would become broken at 200 feet within the next 2 hours and the viz would drop to 2500m. If we stayed any longer we'd probably have to stay all night, so we changed our plans and headed for Cherbourg, where the weather was forecast to be much better. This time the forecast matched reality and we had a great time - a lovely meal by the harbour and then a wander around Cherbourg.

Our taxi (a stretched Mercedes) dropped us back at the airport where we checked the weather again and filed our flight plans. Southampton was now forecasting SCT035 and 10k+ viz with light winds - very different from the forecast we saw in the morning. The journey home was smooth and clear

and G-ZERO and G-BYDX arrived back on terra firma with two very relaxed and happy crews - we'll just have to arrange our boat trip around Guernsey for another day.



### **The Web Page - Dave Ashford**

So far this year 53 people have rejoined the Flying Club and they are shown on our Membership page. 24 of us have provided pictures of ourselves (or had them provided by other people), which still leaves half the club 'faceless'. If you have a recent picture of yourself, or an interesting one of someone else in the club, please send it to me and I will add it to our Web site. It's nice to be able to put a face to the name of someone who you have not met in person, particularly for our new members, so don't be shy, send me those pictures.

You can either send the original photographs (which I will return) or electronic image files. For image files I would prefer JPEGs of 20kB or less, although any format will do as I can convert just about any format to JPEGs (that is NOT a challenge to find one I can't convert!). Don't forget, if you don't send in a picture of yourself, someone else might have sent me one that you'd prefer not to see on the Web.....:-).

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### **A nice extract from AVWEB, be grateful that our in-house instructors are unlikely**



### **to try this....- Dave Sawdon**

**STUPID CFI TRICKS:** The FAA encourages CFIs to train their students to deal with distractions, but you can take a good thing too far. For example, we offer an Arlington, Texas, CFI described in a recent FAA prelim. The instructor, the report says, distracted his student, unbuckled the student's seat belt, then put a high negative G-load on the Cessna 152. The student was slammed into the roof of the plane and knocked unconscious. The student's legs then briefly got in the CFI's way as he tried to regain control of the aircraft. When the student awoke, he asked the instructor to return to the airport and then drove himself to the hospital, where he was diagnosed with an injury to the neck. One can only guess what that CFI was thinking.

### **Cessna 150 Popham to Koblenz - Janette Hull**

Sitting in G-BDAI in a torrential downpour at the fuel pumps at Popham I began to wonder if setting off to fly to Koblenz was really a good idea! However I had faith in my pilot and kept my mouth shut!

In improving weather we crossed the channel and landed safely at Le Touquet. Coffee, sandwiches, refueling being done while we ate, loo visit (do all small plane fliers have a fixation with their bladder?)

Then onwards we flew to Charleroi through not very good weather conditions. No I have promised, I can't tell you what happened at Charleroi! Tired pilot and passenger decided to be sensible and stay the night there. We eventually got a taxi and hotel in the centre of town and went out for a very tasty Belgian Chinese meal.

Next morning we were again cosily and closely (arm to arm and hip to hip) strapped in our faithful Cessna and off we went on the final leg. Well we got a bit disorientated avoiding a rain storm and clouds but Jim and the flight controllers sorted us out and I gave a big sigh of relief when we flew over Trier and could follow the river.

A safe arrival in windy Koblenz, a call to Uli and soon Thomas appeared to take us to our superb hotel.

Our reunion with the rest of the group required a beer- then all the fliers could compare flying stories.

That evening we had a drive down the Rhine valley to a superb restaurant in an Old Mill. I met a fellow smoker (*Ed. the original text said 'sinner', but rumour has it that Jim censored that version!*) that night, Uli's father. Great meal, great company.



discussion the decision was Mannheim! I got to play musical planes in that I was in a different plane on each leg. I enjoyed the experience of flying in three different planes. Looking down on the Black Forest was an exhilarating experience especially when we could see the white gliders outlined over the green trees. Altogether a superb day crowned by a wonderful meal at the hotel that night.

Weather warnings were out on the Monday morning so it was "head for home before we got caught". All five planes set off (eventually!) on their assorted routes home. My Biggles navigated us via Valenciennes- a very strange little airport, which did have the essentials-control tower, fuel and loo. As the wind was very strong now we refueled and set off as quickly as possible.

Popham in a strong wind was no problem ( I only said oops once!). So we were safely back, the only plane landing there that afternoon.

Thanks to all you intrepid fliers and friends. I had a super time and look forward to my next outing.



### **The Captain's View - Jim Hull**

This was an opportunity not to be missed. An event with the strength of group experience to fly across five countries over distances not tackled before and with the attraction of a host site where Uli learned to fly. Of course there were risks. I spent a long while assessing them and how best to minimise the exposures. Things did not start well. I checked the plane the day before and found the landing lights were not working. They were still repairing them when I arrived to fly. We only managed to get lifejackets at the last moment.

Then the heavy showers! Phone calls to Thruxton and Southampton planes reassured me the others were taking off. In the event the rain was not a problem. The initial part of the trip was familiar, we had been to Le Touquet before. We lost Lydd frequency across the channel and the French coast was cloudy. We called Le Touquet directly as we were so close. We circled to descend below the clouds and went to Le Touquet at 1300 feet. Landing was fine and we rested, rechecked the plans and filed a flight plan to Charleroi.

We took off for Charleroi. Everything was going fine, then suddenly it wasn't. Strange cluttered chart, border crossings, clouds to contend with. This was where I came between two skills. I am only half way through my IMC training. My work load increased dramatically. We recovered to the south of our course. There were still some heavy black showers to avoid so with the help of the controller we steered round them to Charleroi. We decided to rest in Charleroi so found the Holiday Inn in the town centre and stayed there. The Orient Chinese Restaurant gave us an excellent meal.

We routed to Koblenz via Trier so we could enjoy flying along the Mosel. I noted there were very few diversion airfields along this first leg. Again we had to skirt round clouds to stay VFR. We found ourselves over a town, circled to identify it on the chart but did not identify it. Traffic control had trouble identifying us so we were advised to fly east till we came to a motorway. That went on for ages. Frankfurt passed us to Hann EDFH but they did not reply, so back to Frankfurt. The ground got flatter and there was no sign of any large river. I advised we were turning west to retrace our path

as there was one road we flew over, maybe that was the one. This took us towards Luxemburg which was where it all sorted out. Luxemburg took over and we routed to Trier after which it was a sightseeing trip.



Uli flew with me on Sunday. As he was on home ground I could rest and enjoy the trips, conserving my resources for the flight home on Monday. We were in formation

with XK. We took photographs from each plane. Lunch at Mannheim and then over the Black Forest. We flew back to Speyer to land and see the aircraft for sale. Then return to Koblenz with magnificent views of the Rhine.

I was really pleased with the return trip. Navigation went well. I got both VORs working and the VFR navigation all came together. We crossed into the different air spaces and found Valenciennes. We had to circle there while we sorted out the French instructions. Then they changed to an English speaking controller and we landed on 11 with a strong cross wind from 06. The controller handled all needs, customs clearance form, weather from minitel, pages of it, and offered grass runway 06 to take off into wind. The cloud base half way across the channel kept me from going as high as I wanted but we negotiated the channel satisfactorily. I heard my IMC Instructor on the radio. He was off to a holiday in Holland. Both VORs confirmed my Petersfield VFR waypoint and it was on home ground to Popham.

We covered approximately 1000 miles and had over 15 hours flying. What an experience! Never did I think I would achieve this when I first started out to learn to fly.



### **ZEROing to Germany and beyond - Bob Elliott**

A late invitation to join the Koblenz fly-out seemed too good to miss. An unusually early start had us heading along the coast towards Charleroi. 'DX was in hot pursuit and seemed to be taking a more northerly route, presumably assisted by Gatwick radar (Clare's mate!) in marginal conditions. 'XK and 'KS were soon to follow out of Thruxton, but Jim was still in bed! Our route took us past Goodwood, 'Shoreham Radio' (to their chagrin), Dover, Calais, Merville (did you spot the Viscount?) and thence Charleroi.

Lunch was taken. I had a Belgian egg - aargh! I'm going to die! - and the others tucked in. Credit cards were not acceptable but we scraped enough BFRs together to settle the bill. Getting fuel was a pain, but the Chairman sorted it out (*Ed. this has returned to haunt me with individual bills being sent to each aircraft even though I'd paid the lot. Still, a letter in French to the Belgians should sort them out I hope*).

Dasher took left seat for the next leg to Koblenz. We arrived first and found the parking area to be a bit tricky. Long grass with embedded tyres presented a potential for disaster, but James (*Web Ed: actually it was Dasher*) made little piles of tyres to guide the latecomers through. The airfield is delightfully positioned high above the Moselle, and you can imagine it might provide interesting crosswinds at times!

Ulrich's dad met us with two Merc people-carriers. These were to be complemented with various BMWs and Mercs provided by the family Guddat, and sought after as 'toys for the boys' by various boy-racers in the party.

The hotel was excellent. Single rooms were allocated to the snorers and others with anti-social habits, but Margaret complained that she had lost out in the draw to share with Gil!

Next day we went to the 'Ring. I'm not really into cars, but it was interesting to visit the pits and see it all from the 'inside' as it were. It was here that we heard Jim had arrived. Well done, Jim!

My request for an omelette at the evening dinner was greeted with a look of horror, so I settled for a plate of baked potatoes and a bottle of wine!

A fly-out to the South was planned for the next day and crews were mixed up a bit to accommodate Uli's dad and give Jim a break from total responsibility for 'AI. The first leg to Mannheim was not uneventful! A peculiar noise had me looking for a suitable field and searching for the rosary (*Ed. carried in ZERO for nervous passengers*). It turned out to be nothing to do with the engine, but a split rubber boot on the undercarriage leg that required bandaging before the next flight to Speyer.

There was a fly-in/used aircraft sale at Speyer, so there were plenty of aircraft to see. I went with Gil in the Fuji and we went direct (10 minutes) whilst the others went on a tour of the Black Forest before arriving for a 'Burger!



For the final leg back to Koblenz I went with Mark and John in 'XK. Good day out. The evening meal was taken in the hotel, and jolly good it was too! The highlight was the pudding - a ginormous helping of ice cream and strawberries.

It was back to original crews for the trip home. ZERO went to Luxembourg and BYDX went to Speyer again to pick up Clare's belongings (*Ed. Only an*

*excuse to enable us to overfly the US Air Base at Ramstein).* BHXK and BCKS flew in loose formation with BDAI towards Le touquet. Jim opted to go into Valenciennes, and, as it turned out, was first home. The wind had got up and all crews reported 'interesting' arrivals.

All in all an excellent weekend. Thanks to everyone for making it so, especially my crew James (I've always wanted a pot bellied pig) Mason and Dasher, and Uli and his dad for the ground transport and accommodation.



## **GLENFORSA '99 - Chris Thompson**

As most people know by now I always go up to Scotland for the Glenforsa fly-in over the last Bank Holiday weekend in May. This is one of the prettiest airfields in the UK and one really has to spend some time there to fully appreciate the scenery.

The master plan this year was to try and get both the Cub (BCPJ) and the Auster (ARLG) up to Glenforsa. Due to the limited range of the Cub this would have meant that the Auster would have had to carry some Cub luggage and also we would have had to make more stops on the way. Anyone who has tried this type of trip in a small aircraft will realise that it is very difficult to get good weather all the way up the country and a large amount of contingency planning is required together with a total resignation that you may get stranded anyway along the way!

In the end the weather ruled out the Cub and I launched LG "Heavy" over the trees at Hook International on Tuesday the 25th, exactly meeting the allocated 0800 slot time for an IFR (I Follow Roads and Railways) departure to Wellesbourne Mountford.

Wellesbourne did not open until 0900 and we called two miles south just as they powered up their radio at 0855. A quick uplift of 36L and Tony took over to fly us on to Manchester Barton where the forecast winds had begun to show themselves and we landed there into an 18kt gale. Another 40L of Avgas and two "all day 8\* breakfasts" sustained both us and the plane and a call to Carlisle gave the winds up there as 280 @ 22kts (landing runway 25). The viz. was still good and I was able to loosely follow the M6 and get a clear run over the Lake District at 2500ft which meant that we only had to negotiate a few of the hills on the way. The landing at Carlisle was interesting in that the ground roll was about 20yds!

Carlisle were very helpful with weather reports for Prestwick and Glasgow (both of giving rain showers and broken at 1300ft and fairly strong westerly winds). A call to David at Craignure Craft shop revealed that Glenforsa was 20 miles viz and broken at 2000ft so Tony took us off for the last leg, landing straight in on 25 at 15:20 for a total flight time of 5:25 (only four minutes longer than estimated the night before so we were quite pleased about that). David arrived almost immediately after we got the plane tied down and we were refuelling in the bar at 17:45.

The next day was quite pleasant although the weather was doom and gloom everywhere else. We liaised with the council to get the airstrip cut, painted all the concrete slabs white, obtained cones for the taxi way to the camping area, herded some cattle, moved some sheep, sorted the ATC motor scooter, checked out the ATC Land Rover, prepared the answerphone, sorted the radios, and did a hundred and one other tasks to get ready for the fly in. In the evening I took several people for trips around the bay in LG before mandatory refuelling at the Salen Hotel.

On Thursday evening we had finished work and just driven to the SRP "Salen Refuelling Point" when "Heli-Med 5" called up to pick up a patient. Hastily completing initial "refuelling" we leapt in

the car back to the airstrip to radio in the large red Dauphin helicopter land to meet the waiting ambulance. After a quick chat to the crew and patient safely off to the Southern General hospital at Glasgow we then returned to the SRP because by that time we were dangerously sober.

By Friday evening we had three aircraft in: LG from Hook, ARCC from Popham, XENA from Blackbushe, and none from anywhere in Scotland! Later in the evening the weather deteriorated to 3K viz. and overcast at 100ft in heavy rain and I had to telephone the Scottish FIR controller to say that if they were working any aircraft expecting to get in to Glenforsa than this was definitely not a good idea. Even with my knowledge of the area I would not have tried it.

It rained solidly all night on Friday and through until 10:00 on Saturday. Then Glenforsa cleared spectacularly to >10k and broken at 2000ft. The main problem was that weather was still disastrous everywhere across the north of Scotland so although we were totally flyable, only hardened IMC/IFR types could launch to get to us. John managed to get GXK up to Oban and we had around twenty other aircraft arrive during the day. Tony took a couple of locals flying in a typical beautiful Glenforsa evening sunset where you could see the Statue of Liberty from 1000ft. Bear in mind that you can only fly at Glenforsa at this time of year between 03:30L and 23:00L (because it's dark the rest of the time!).

On Sunday we were really busy with about 65 aircraft arriving during the day and many of those there taking the time to make numerous "photographicopportunities" of the airstrip. The Scottish Air Ambulance BJOP (BN2 Islander) called up on its way back from Islay to Glasgow and requested a fly-by which was of course granted after suitable liaison with Glenforsa Radar. During the day John brought GXK over from Oban and George Cormack then arrived in his Islander BNXA and I beat him up for a ride (P1 of course!). ATC temporarily closed down while I took five passengers for a quick trip round the bay. These really are nice aeroplanes to fly with an initial approach speed of only 65kts and full flaps over the fence at 55kts I easliy made the turn off at Glenforsa. A Dutch PA28 arrived and while they were having a meal in the bar they asked about any flying restrictions at Glenforsa. After repeatedly telling them they only had to be back by 23:00 (because it was dark) they went off flying after having had a couple of pints of "Old Speckeled Hen" each. The last aircraft arrived at the airfield at 22:35 that night and set off for RAF Kinloss at 22:58 in the gloom!

By Monday most of the planes had left and Tony went off to play trains on the Mull railway. I tidied up the airfield then we took LG over to Oban to get some Avgas before taking a trip up to Plockton and Skye.

On Tuesday I lifted LG off exactly on its 0900 slot time for Cumbernauld for a quick uplift of 80L Avgas then Tony took us down the M74 at 800ft below some serious crud passing via Carlisle city then to Penrith. The viz. then improved dramatically and we took the A66 to Scotch Corner, working Teeside then Leeming. Leeming let us fly right down the A1M though their overhead then over Dishforth down to Church Fenton to Sherburn-in-Elmet for a lunch stop. I then did the last leg home to Hook International via Retford and Sywell for a total return flight time of 5:10hrs.

Total flight time for the week was around 16 hours and total "fuel" consumption unmentionable.

Where were you all? This is a really enjoyable trip to make so why not think about it for next year? With fuel now available at Oban it is really quite straightforward and I can give any local advice you.



**Terrain Clearance - Clare Grange**

I have recently read [AIC 32/1999\(Yellow 325\)](#) and was surprised to learn that the CAA and Met Office have devised a system of colour coded altimeter setting regions.

The reason behind these colour coded ASRs is concern for pilots who become lost and subsequently fly into terrain. This new system is designed to enable the pilot to quickly determine an MSA. The CAA states this system will not resolve all situations as climbing to MSA may put the pilot into IMC conditions which he/she may not be qualified for. It is essential for any pilot who is lost to contact D and D asap (121.5).

The AIC contains a coloured table defining the ASRs which can be carried in the aircraft and is very easy to use. It takes moments only.

None of the above excuses the pilot from carrying out proper pre-flight planning but this new system could definitely save lives. It's certainly worth reading.



**And Finally..... by Dasher**



can think of a witty caption, please send it to [me](#) and I'll publish the best ones in the next Newsletter.