

IBM Flying Club Newsletter - November 1999



Clear Prop - Dave Thomas

Once again a bumper issue with some fascinating articles. I apologize for the fact that this year's newsletters are only every other month, and would plead pressure of work in a normal environment, but at IBM, well, ...

You will see that our two next events are the traditional Christmas Bash (see below) and the AGM. The current date set for the AGM is Friday 21st January 2000 in Hursley House as usual. Currently, Dave Ashford has stated that he is willing to stay on as Treasurer if nobody else volunteers to take over, Denis would like to stand down as Hon Secretary (any volunteers?), Clare would like to stand down as Hon Events Co-ordinator (any volunteers?), and I will continue as Chairman if no-one else wants the job. However, I do want to relinquish the role of Transair co-ordinator, having done that now for about five years. Any volunteers? Basically the job consists ordering the charts and Pooleys at the beginning of the year, and placing a few orders during the year. The main challenge is folding the charts, but that's one evening's work, and think of the benefit to the rest of the club! I'm also looking for suggestions for the 'Friend of the IBM Flying Club' award - someone who has done something for us over and above the call of normal duty - put your thinking caps on and let me know.

For a variety of reasons, neither Clare nor I have done much flying recently, but we hope to catch up again soon. Until this past weekend, my own experiences had been limited to one night circuit at Southampton to keep my night rating valid, followed by an abortive trip when I had hoped to introduce Ian Abraham to the delights of the South, now that he has moved down here. I had planned a usual tourist agenda of the Needles, the Bournemouth Beach, Corfe Castle, the Cerne Abbas Giant, and so on, but we got no further than generating crop circles on the grass park at Southampton. DX would only turn to port - a problem with the starboard brake cylinder. So that was abandoned and we tried again the following week, but that was 'weathered' off. Still it gave me an excuse to talk to Chris Thompson at Popham to have his expert opinion on the weather there, and listen to him waxing lyrical about the quality of the breakfast! Sounded much better than my Sugar Puffs.

This weekend, things looked up dramatically as we were able to fly up to Caernarfon, accompanied in ZERO by Dave Ashford and James Mason. They performed a clockwise circuit of Wales, and we went round anti-clockwise. Apart from one or two bumpy bits, the weather was fine. At long last I have been able to see Snowdon from the air; flying over the top, looking down on the railway station and the human stick insects was a superb sight - well worth the wait. When we were planning the trip, Dave A checked to see if the restaurant was open (it wasn't, but the cafe was), but we didn't think if the Museum was open - it wasn't. However, the quality of the flying made up for our disappointment at not being able to wander around the Museum. Another time perhaps.

I have been in touch with the Hovercraft Museum in Lee-on-Solent. Anyone interested in trying their hand at a Hovercraft? The idea is that we rent two 4-seater craft with instructors for a day; cost £800. Divided between 16 folk, the cost would be £50 each for which you would have charge of one of these machines for 1+ hrs, and be a passenger for another 3+. Anyone interested? I am also trying to organize a trip around the Museum - let me know if you're interested.

Finally, you may have noticed that the Web Site has moved. Some time ago we were informed that IBM wanted to ensure that all of its external web sites had the same corporate feel. This obviously affected us and a number of other IBM Club sites. So, we either had to move inside the firewall or

find an external Service Provider who would provide us with some free web space.

In the interest of ensuring that our retirees can continue to access the web pages, we decided to find another Service Provider. Thanks yet again to Dave Ashford, we now have a new home on Freeserve, and hope that this will serve us for many years to come.



Events - Clare Grange

1999 Christmas Bash - Brian Mellor is organizing his usual Xmas 'do' on Saturday 4/Dec at 20:00 UTC in the Hursley Clubhouse. The cost will be about £5 per head and will include a buffet. Please let Brian know if you are planning to attend.

You can contact Brian as follows -

email brian@aviation.demon.co.uk

phone 01962-842555

mail 117, Olivers Battery Road South, Winchester SO22 4HA



Pilot Magazine Year 2000 Renewal - Paul Goodman

If you wish to subscribe to Pilot magazine for next year please send a cheque for £26-00 (payable to IBM Club - North Harbour) to Paul Goodman. For your money you will get 12 issues at a reduced cover price. Please note your cheques must be received before 31st December, 1999 so act now.



Membership Renewal reminder - Dave Ashford

The year is drawing to a close, so it is timely to remind you that Membership Subscriptions for 2000 will be due from 1st January. If you would like to renew for next year, order your Pilot Magazine and your Pooley's Flight Guide for next year (at a special reduced price), please complete and return a [Membership Form](#) before the end of this year.

What if Operating systems ran the Airlines - Barry Vincent

UNIX Airways

Everyone brings one piece of the plane along when they come to the airport. They all go out on the runway and put the plane together piece by piece, arguing non-stop about what kind of plane they are supposed to be building.

Air DOS

Everybody pushes the airplane until it glides, then they jump on and let the plane coast until it hits the ground again. Then they push again, jump on again, and so on ...

MAC Airlines

All the stewards, captains, baggage handlers, and ticket agents look and act exactly the same. Every time you ask questions about details, you are gently but firmly told that you don't need to know, don't want to know, and everything will be done for you without your ever having to know, so just shut up.

Windows Air

The terminal is pretty and colourful, with friendly stewards, easy baggage check and boarding, and a smooth take-off. After about 10 minutes in the air, the plane explodes with no warning whatsoever.

Windows NT Air

Just like Windows Air, but costs more, uses much bigger planes, and takes out all the other aircraft within a 40-mile radius when it explodes.

Linux Air

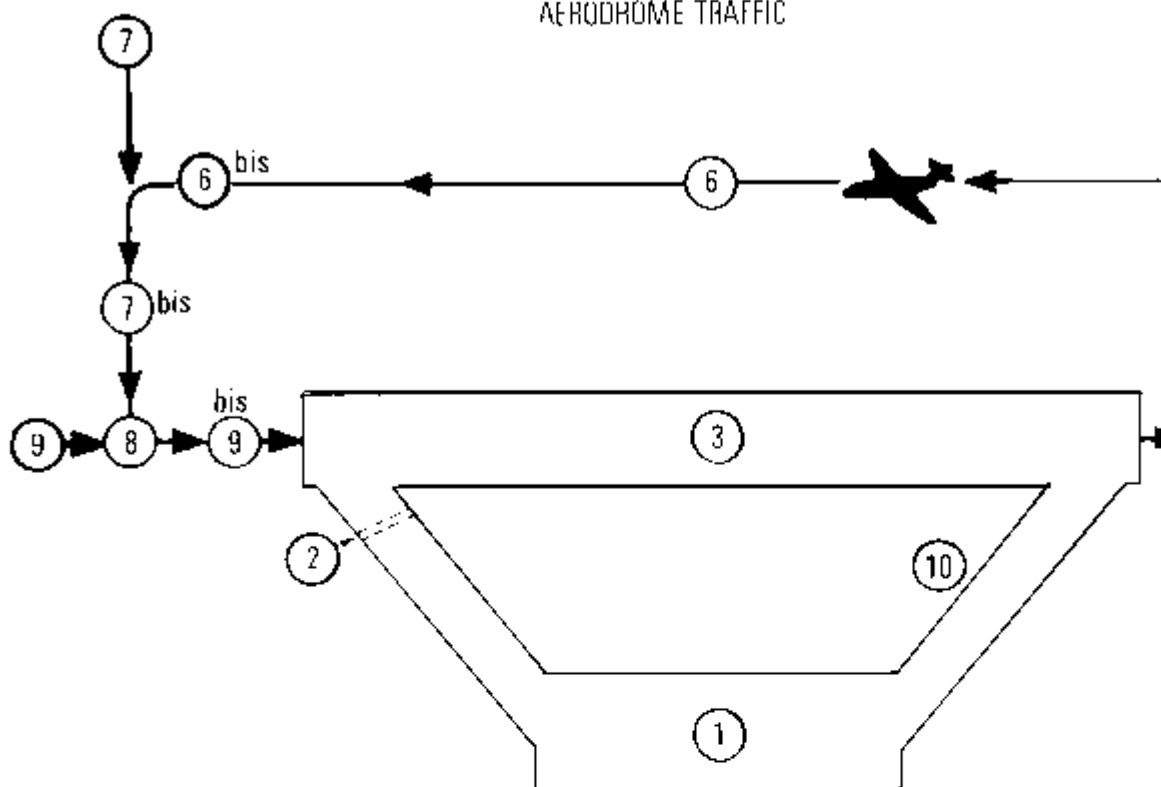
Disgruntled employees of all the other OS airlines decide to start their own airline. They build the planes, ticket counters, and pave the runways themselves. They charge a small fee to cover the cost of printing the ticket, but you can also download and print the ticket yourself. When you board the plane, you are given a seat, four bolts, a wrench and a copy of the seat-HOWTO.html. Once settled, the fully adjustable seat is very comfortable, the plane leaves and arrives on time without a single problem, the in-flight meal is wonderful. You try to tell customers of the other airlines about the great trip, but all they can say is, "You had to do what with the seat?"



A little help with your French - Dave Sawdon

Some time ago, Dave sent me some diagrams relating to Air Traffic at French Airfields. Unfortunately, at the time, I didn't know how to 'size' them to be able to include them in the Newsletter. However, with my new found skills... Here they are. Ed.

CIRCULATION D'AÉRODROME
AERODROME TRAFFIC



aire de trafic

point d'arrêt

aligné

montée initiale

vent traversier

vent arrière, travers mi-piste

fin de vent arrière

entrée en base (à l'extérieur du circuit)

base

dernier virage

longue finale (à la hauteur du circuit)

finale

piste dégagée

①

traffic area

②

holding point

③

line up

④

initial climb

⑤

cross wind

⑥

down wind

⑥ bis

end of down wind

⑦

base leg entry

⑦ bis

base leg

⑧

last turn

⑨

long final (at the traff

⑨ bis

final

⑩

runway vacated

PHRASÉOLOGIE**PHRASEOLOGY****Au Sol**

PIL - Trinidad VM bonjour, demande roulage (vol local ou navigation)

PIL - FZG demande à traverser piste 20

Twr - FZG maintenez position

PIL - FZG je maintiens position

Twr - FZG accélérez le roulage si possible

Twr - FZG laissez passer le 747

Twr - FVM alignez vous

PIL - FVM je m'aligne

Twr - FVM autorisé au décollage

PIL - FVM je décolle

On Ground

{Request taxi (local flight or navigation)}

{Request cross runway 20}

{Hold position}

{Holding position}

{Can you expedite taxi ?}

{Give way to the 747}

{Line up}

{Lining up}

{Cleared to take off}

{Taking off}

En Vol**In Flight**

PIL - TB20 ZG au point Echo 1500 Ft pour atterrissage

{At Echo point 1500 Ft for landing}

Twr - FZG entrez en vent arrière piste 03 ... faites une approche direct ... attendez verticale ...

{Join down wind Runway 03 ... make straight approach ... hold over ...}

Twr - FZG faites une approche courte

{make a short approach}

Twr - FZG allongez le vent arrière

{Extend down wind}

Twr - FZG rappelez en finale

{Report final}

Twr - FZG AUTORISÉ à l'atterrissage

{Cleared to land}

PIL - FZG j'atterris

{I'm landing}

Twr - FZF rappelez piste dégagée

{report Runway vacated}

PIL - FZG demande toucher

{Request touch and go}

Vocabulaire usuel**Usual vocabulary**

Accusez réception ...

Acknowledge ...

Annulez ...

Cancel ...

Approuvé ...

Approved ...

Collationnez ...

Read back ...

Comment recevez-vous ? ...

How do you read ? ...

Confirmez ...

Confirm ...

Circuit à gauche ...

Left hand circuit ...

Dépasser ...

Overtake ...

Demande heure exacte ...

Request time check ...

Laissez passer ...

Give way ...

Maintenez position ...

Hold position ...

Rappelez après décollage ...

Report airborne ...

One of our newest members - Paul Tydeman

I've held my licence for 3 years, somehow managing to stay a low hours PPL. Since gaining my licence I have been a syndicate member (based at Popham) of GARDAN PARTY. We currently have a Luscombe (G-NIGE) tail dragger on a 'Permit to Fly', and a French designed Gardan GY-80 4-seater semi-retractable (G-AWAC). For the non spotters, the Gardan is a bit small, but will take 4 up plus full fuel, and can cruise at a leisurely IAS 120 kts (max true=132 kts @ 13000').

My ambitions have always been to put in some long distance jaunts, but so far, I seem to end up either flying to the IOW, or the other locals (Old Sarum & Compton seem to be regularly visited locations). I do the occasional trip to Le Touquet (best grub in France), and the Channel isles (Recommend the Rose in Alderney to stay). I would ideally like to fly further afield in Europe (or the UK), but to be honest, I don't quite have confidence for longer trips. (If anyone is looking to organize a mini Euro tour ???).

Recently the other things, such as work, & the garden have taken up an unhealthy amount of time. (Skiing, Running, and Scuba Diving haven't even had a look in so far this year!) So the flying has taken a bit of a back seat, with the odd flight to stay current. One advantage of not flying quite so regularly, is that I can enjoy my wine a little more frequently :)

I was planning to do the JAA equivalent to the IMC this year (same commitment I made in the previous 2 years !). No doubt I shall use the excuse that we still haven't got round to fixing the ADF in G-AWAC (been on the 'to do' list for the last 3 years at least!

Avoid being in the Dark about being in the Dark! - Dave



Sawdon

Aaah, the shortening days and lengthening nights are with us again.

When I was very young I looked forward to the short days of Autumn and Winter because playing in the park in the dark, with friends of either sex, was exciting. When I was in my middle teenage years I looked forward to the dark evenings because playing in the park in the dark with the opposite sex was exciting. Now that time has moved on a few years I can look forward to this time of year because playing in the dark is exciting with either sex again - providing it's in an aeroplane and not in the park! In case you hadn't guessed, this ramble is leading up to the topic of Night Ratings.

A few factoids:

The night rating is no longer called a "rating" under JAR but the pre-requisities (apologies to Monty Python) and training are unchanged. The minimum pre-requisites are:

- 50 hours total time including 20 hours P1. 10 of the P1 hours must be flown after applying for the PPL..
- 5 hours dual instrument training, at least 2 of these must be post-PPL.
- The training is a minimum of 5 hours at night, this can count towards the 50.
- A valid Instrument Rating still brings with it an automatic permanent night rating.

For anyone who already has a rating (old habits die hard) the "night recency" rules have changed.

Before carrying passengers at night you must now have completed at least three take-offs and landings as the sole manipulator of the controls within the previous 90 days including at least one at night. You can choose to just go and fly these by yourself but common sense (and the insurance company) may suggest that you have a short refresher with an instructor first.

So whether you want to develop a new skill for the sake of it, to expand your capabilities for practical reasons, to try flying at night for the experience or to just refresh an existing rating the time to do so is fast approaching. Consider well and don't forget to warn your true love that you might be playing in the park again soon.

[Contact the club instructors](#) if you want any more info.

Overheard - Anon.

1. It is rumoured that the self proclaimed fixed wing CFI at Popham has been seen looking in the bins for back copies of Flyer to salvage the free landing coupons for Old Sarum. I knew that Flying Instructors were poorly paid, but ...
2. It is alleged that Bob Elliott is going to South Africa in the near future to watch some cricket.
Chris Thompson - 'Who's playing?'
Bob - British Airways.
3. Microlight pilot at Popham - 'Please can you confirm the direction of take-off'
ATC - 'Upwards'
Pilot in the circuit - 'India Juliet on final, Downwards'.



The ZERO boys go to France (again!) - Paul Goodman

Thought you might be interested in the following phone conversation (I admit that as Phil elected to do the outbound so he could partake in the wine I said that he should get PPR into Dieppe):

Phil: Bon jour Monsieur
Dieppe ATC: Bon jour
Phil (French was attempted but the controller spoke in English so Phil did too): Can I bring my aircraft into Dieppe on Sunday?
Dieppe ATC: I am going on holiday tomorrow but you can land anyway. You will need to use French in the air as we will not be controlled (we have printed sheets of the phrases)
Phil: Thanks.....and oh do you know "La Rose des Vents" restaurant?
Dieppe ATC: But of course!
Phil: Do you know the phone number so I can call a taxi.
Dieppe ATC: Why call a taxi when you could call the restaurant direct and ask them to collect you?
Phil: OK, do you have the restaurant's phone number?
Dieppe ATC: That is easy.....just change the last 2 digits of my number to nn.
Phil: Thank you
Dieppe ATC: Have a good meal and goodbye



Some interesting sites - Dave Sawdon

Russell Young recently found a fun url for all you IMC-rated pilots out there. Have a look at <http://www.visi.com/~mim/nav/>

Here's a link to a fascinating site, look particularly at the last two articles:

"Should You Turn Back?" -- Discusses the optimal manoeuvre for a turn back after engine failure during take-off, and

"The Possible 'Impossible' Turn" - the complete AIAA (American Institute of Aeronautics and Astronautics) paper that discusses the optimal manoeuvre for a turn back after engine failure during take-off

http://web.usna.navy.mil/~dfr/technical_flying.html



Wanted - Dave Sawdon

Can anyone lend me a copy of Pilot magazine dated September 1975?

Topic of conversation! - Irv Lee

I met a CAA guy on Saturday - they train them well nowadays- he actually approached ME and asked if there was anything I wanted to talk to HIM about. (I was passing a desk in an exhibition), so I decided if he was lonely I would talk to him:

Me: I think there should be some way a student can go to an unlicensed airfield with an instructor during his training.

Him: It's in the ANO - you can't.

Me: Yes I know, that's why it doesn't happen, but the world would be a safer place if it did, as the student would see a place like Popham for the first time whilst with an instructor.

Him: Yes, that's true, but YOU would have to get the ANO changed

Me: I thought the CAA did that? And, (looking at his badge, which said 'Airfield Standards'), wouldn't perhaps mentioning it to someone in CAA 'Airfield Standards' for an opinion be the first step?

Him: I left Airfield Standards 2 months ago, but I haven't changed my badge yet.



Who wants to fly in to Heathrow? - Dave Sawdon

If you haven't got Heathrow in your log book you may be interested in this.....

I'm hatching a plan to take the OSFC Seneca into Heathrow - interested? The handling/landing/nav charge (at sensible times) are £300 + £6.75/hr parking for a PA34. Airborne aircraft time would be about 40 mins (but subject to holding delays!) each way which would be at 160/hr, possibly further reduced by NVQ.

The idea is that we have me plus 3 or 4 aboard: one person is left seat going in and someone else is left seat coming out. Those in the back get the joy of watching whoever is in the front sweat, get to see EGLL air side and (if they're that way inclined) to write down a lot of registrations and take a lot of photos. Max time on the ground would probably be 2 hours. The only restrictions are that whoever is left seat must have a current IMC rating and have a multi rating. Naturally we will brief thoroughly before flight. Passengers would be expected to contribute to the costs for those in the left seat, the amount to be agreed by whoever goes.

Total cost therefore about 500. Assume 2 pax who put 20 in each, that leaves 230 each for the two that fly, they will probably log about an hour as P1/S each. Interested? Give me a call or send me a note.



JAR Reminder - Irv Lee

A few points to remember: If you have a CAA (Group A) licence, remember the new JAR rules do still apply to you, they are not confined to JAA licences.

Passenger Carrying: From January 1st 2000, you cannot carry passengers day or night unless you have done 3 take offs and landings in the previous 90 days, and if you want to carry passengers at night, at least one of those 3 pairs must have been at night. Syndicates should review their procedures, as syndicate checkers count as 'passengers' unless they have a valid instructor rating. The catch-22 comes if you only fly a syndicate aircraft and need a check, but cannot show 3 take off and landings in 90 days! In that case, the only way is to use an instructor in your or another aircraft to complete the 3 pairs.

Night Ratings: From January 1st 2000, if you have a UK Night Rating, you no longer have to do 5 take offs and landings every 13 months. If you only ever fly solo, you never need worry specifically about 'night'.

Certificate of Experience: If you haven't had a Certificate of Experience in 1999, please get one before the New Year. If your last one was signed in December LAST year, it is worth coming along for another December THIS year after 12 months rather than waiting for the full 13 months. If you leave it until the New Year you will be judged on the new JAR criteria, not the old 5 hours in 13 months.

Instructor Checks under JAR: For Single engine piston aircraft, you have a 2 year 'life' after your 1999 Certificate of Experience. Unless you want to do a proficiency test with an examiner in the final 3 months of the two years, then in the 2nd of the two years you will have to have an instructor check. Everyone is asking what this is. The latest from the CAA to instructors is:

SECTION 1 Pre Flight and Departure

- a Aircraft knowledge
- b Mass and balance
- c Pre flight preparation
- d Pre start and after starting checks
- e Taxiing
- f Pre takeoff procedures
- g Take off and departure from the aerodrome
- h ATC liaison and compliance - altimeter setting and R/T procedures

SECTION 2

General Air work

- a Climbing at best angle and best rate.
- b Straight and level cruising flight
- c Steep turns - at not less than 450 of bank
- d Recovery from the power off clean stall - fully developed
- e Recovery from the approach to the stall in the landing configuration
- f Recovery from the approach to the stall in the approach configuration whilst in the turn.
- g Recovery from the incipient spin

SECTION 3

- a Simulated engine failure after take off
- b Simulated forced landing from a height of not less than 2000 ft
- c Simulated precautionary landing
- d Fire in the air and other simulated emergencies

SECTION 4

Arrival and Landing Procedures

- a Aerodrome arrival procedures
- b Precision landing in accordance with performance criteria
- c Flapless landing
- d Cross wind landing - if conditions permit

Debriefing: The debriefing must be clear and concise. Where the standard was sound and there was no need for instruction or where instruction took place during the course of the flight and the final standard reached was satisfactory, then the instructor should sign the log book and record the flight as dual training.

If the instructor is not satisfied with the standard achieved then he should not sign the log book. In this case it is clear that further dual training must be recommended in the debrief.

Three men in a boat: a tale of KOK, DIK and BULUX (with



apologies to JKJ) - Dave Sawdon

Well, not quite a boat but a Partenavia looks slightly more like a boat than the average twin. I needed to be in Brussels and Luxembourg recently for meetings so it seemed a good opportunity to use some of the expensively gained skills and bits of paper. The plan was for Dave Ashford to fly the legs to Brussels and Luxembourg and for Arndt Eade to fly back to Bournemouth - and remarkably that's how it worked out - about 6 hours of IFR. Flying to business trips is always a little fraught because of the need to get there and the chance that the gods of weather and unserviceability may have other ideas, having an IR helps to stack the odds in the right direction but is no guarantee. In this case the main concern was with freezing levels and the fact that the de-ice equipment was u/s. I found that

with meetings on successive days in different places I didn't really relax until we reached Luxembourg. The IFR flight plan was accepted on the first attempt and the departure from Bournemouth into the airways was straightforward without any delay. Sometimes the airway system gets a little full and flow control is "turned on", this means that it may not be possible to get a departure slot until a couple of hours after you wanted it. If you add the magic words "RMK/IFPL AMENDMENT ACCEPTABLE" to the flight plan it tells Brussels that you'd rather have a route or FL change than have a slot imposed or the flight plan rejected. In this case we got the acknowledgement back and the only change they made was to bump us up higher (FL90) after Dover. I thought our speed was reasonable at 135 kts but we heard London vectoring a couple of jets "because of a slow mover at FL70" - us.

IFR arrivals to major airfields are often pre-defined on a Standard Arrival (or STAR) which is published with the approach plates; different pre-defined routes are given names such as KOK-1A to save having to pass detailed routing and descent instructions on a busy RT channel. Arrival at Brussels was on a STAR from KOK and then vectors to the ILS. Once on the ground taxiing took concentration because of the size of Brussels (about the same as Heathrow and with a similar layout), we were the smallest aircraft by far. Handling was efficient. I went off to my meeting whilst Arndt and Dave explored Brussels.

Next day we taxied round what seemed like miles of concrete in a stream of 747s, 757s, etc until a SID (Standard Instrument Departure, like a STAR but for departure) took us to DIK (past a reporting point of BULUX) and thence to Luxembourg. Despite an IFR flight plan and IFR departure clearance we couldn't get a Radar service from anyone until near to Luxembourg. The air temperature was just at freezing and there was a little icing on this leg but it didn't affect handling or speed, vectors to the ILS again. And now we faced a problem. Departure would be at night but it would be IMC and the freezing level would be below the sector MSA - and I was convinced that night VFR was only permitted in France on prescribed routes. It looked like being a night in a hotel. Fortunately the guy in ELLX briefing suggested filing VFR and if the flight plan was accepted just going and sorting it out en-route. This is exactly what we did later that day after my meeting. Because of the weather and concerns about icing and French airspace we sat at the hold for a while whilst agreeing the plan. The ELLX approach aids were fully set up and identified before departure in case we had to return in a hurry plus we had the plates ready for another airfield a short way down our track, on this basis we agreed to go. In practise we stayed low until away from the Luxembourg area and then flew the rest of the trip at 3000 ft, in air temperatures that were on the right side of zero, to a vectored ILS at Bournemouth - nobody in France seemed to care about us.

So what did we learn? Dave and Arndt found the trip useful because of the exposure to airways IFR procedures, a seriously big airfield and a new type of aircraft. I learned that I'd prefer to have working de-ice kit at this time of year (especially at night), not to forget VFR when icing levels are low and to check the night departure/transit VFR rules around Europe. I've found before that flying to a business mtg on the same day is quite stressful because of the need to get there but this is the first time I've tried 2 in 2 days - it's more than twice as stressful.

If anyone else would like to have a go in the Partenavia or to try some airways flying all they have to do is give me a call. At some time in the next few months I hope to take arrange a flight into Heathrow, see the separate announcement.



To IMC-rated and IR pilots - Dave Sawdon

There's a small change in the AIP that will affect anyone who uses the AIP OCH figures to calculate

a DH.

Page AD 1-1-8 (15 Jul 99), para 3.2.2 states "Those OCHs listed for individual aerodromes at items AD2.22 or AD2.23 are for category A aeroplanes and include a standard 50ft altimeter correction for DHs." This means that if you use the AIP OCH to calculate a DH for a cat A aircraft you don't need to add 50ft. AERAD say that they will not be changing their minima so if you use data from AERAD you still need to add 50ft.

Obviously system minima and IMC "restrictions" still apply.

Comanche in South Africa - Andre Van Rensberg

(The article below is an account of a trip made by Andre Van Rensberg (a South African IBM'er) this summer to the UK. I have met Andre when he was over here (in March of this year on business) and normally speak with him on a regular basis as I work on an MVS system which supports South Africa. I myself am basically an aircraft spotter and a member of Air Britain - Steve Thompson.)

Well, I got back from my epic flying trip to the UK and back, quickly had to get into the swing of things at work, and have now managed to document who, what and where before I forget. This was quite a big project with plenty of planning involved and Jeff (whose idea it was and the owner of the Twin Comanche) spent quite a bit of time (and lots of money) preparing the aircraft to get it to the level it was, and that it performed beautifully all the way.

Northbound route

Day 1, Sunday 18 July 1999, the birds weren't even awake yet, got to the airport, cleared customs and packed the plane and at about 6 am local time, we set sail from Grand Central to Lilongwe (Malawi), distance 825 nm (nautical miles), flying time 6 hours 15 mins. Saw the sun come up at 10000 feet which was absolutely stunning. All systems were working like clockwork, except on this leg the left hand side pump would not transfer fuel from the nacelle tank to the auxiliary. No worries, on this leg we had enough fuel to destination in the other tanks so otherwise an uneventful leg. Got to Lilongwe, place was a bit warmer than SA, you could walk around in short sleeves, sorted out the landing fees and the flight plan for the next leg and then got to know African time, 'Yes....the fuel.....she is coming.....' Much later 'Yes....the fuel.....she is still coming.....' Much, much later 'Yes....the fuel.....yes....she is still coming.....' hehehehe.

Anyway. after about 2 hours got going again on Leg 2, Lilongwe to Nairobi (Kenya), distance 785 nm, flying time 5 hours 10 mins and flew over Lake Malawi. This lake is huge, so we had our lifejackets and inflatable dinghies within easy reach. On this leg the left pump worked ok but the right hand side one wouldn't transfer. No worries, we still had enough fuel to dest in the other tanks. Arrived at about 18h15, very friendly chap on the ground dressed in a suit (see the colonial influence) gave us all the directions we needed, where to clear customs, go through immigration and then told us where the East Africa Flying club was. There was quite a bit of bureaucracy here and ended up filling in about 8 copies of a general declaration of cargo. (Not that we had any but anyway) We tried to refuel that night but somebody saw an opportunity here and only responded to the fuel call 2 minutes to 7 pm, said they were closing at 7 pm and there was a 'surcharge' for after hours fuel. We said we'd refuel next morning. Big mistake - African time on the horizon. We should have paid the surcharge and refuelled. Taxied across the airfield, got to our rooms at the club and then we wanted to have a bite to eat. Only, the club doesn't take credit cards, US Dollars, GB Pounds or ZA Rands. Only local funny money. Somebody bought us a beer in the bar and eventually we swapped 50 Dollars for some local currency and then could order more beers (hehehe) and a cottage

pie. Not the small pastry type pie variety but a whole bowl full. Quite lekka and filling. The club's rooms were pretty basic, but comfortable, clean and cheap.

Monday, day 2, got up early and packed the plane and got across to the customs office just after 6. The airport only opened at 6h30 so absolutely nothing was happening when we got there. Waited for the guys to arrive to do all the documentation, flight plan, clearances, etc. What impressed me here was the friendliness of all the people we dealt with. This is where we learnt about African time, but big time. We waited about an hour and a half for the fuel to arrive and only got off the ground at about 8h30. Place was completely covered in cloud and there was high ground around, so we set off on a safe heading and popped out on top after about 20 minutes. We had all the necessary IFR maps with safety altitudes, and the GPS told us exactly where we were all the time, so there was no danger at any time while in cloud. The cloud cover cleared up later on and we saw the ground every now and again. This leg from Nairobi (Wilson) to Djibouti was 895 nm and took us 6 hours 45 mins. Due to the late start and the fact that Djibouti was ahead another hour, we only arrived at about 3 pm. It was scorchingly hot here, about 45 degrees on the ground. When the wind blows the hot air across your face it feels like your face is cooking. (zizzle) Here we could start seeing the Arab influence in Africa, but once again, the guys were very friendly. Djibouti is a French protectorate, a little pocket of a country on the Horn of Africa in between war ravaged Somalia/Somaliland to the South & East with another war raging in Ethiopia/Eritrea in the North-West. We decided to have an unscheduled night stop as it was getting late and the next leg was quite a long one that we didn't want to do at night. We had an Iridium satellite phone with us which came in very handy as once again we didn't have the local funny money, I slipped in my cell phone (mobile) sim card and Bob's your uncle. Phoned back to Marlaine at Aerospace Handling in SA that organized our clearances and they could reschedule the arrangements further en route accommodating the delay. Got a lift to the hotel in a really dilapidated taxi. By any normal Western standards this car would have been scrapped. Not for spares 'cos there was nothing you could use on it again. The hotel was quite comfortable. It had to be 'cos we were paying plenty in US Dollars. Every thing in Africa was US Dollars. We were learning fast and we were getting used to by now. Anyhow, met up with an American and a Frenchman in the lounge and later on went to a local restaurant down the road. The people here are extremely poor but you could see they were trying. The restaurant was clean and the seafood very fresh and tasty.

Day 3, set sail quite early headed for Luxor in Egypt. We went to a point in the middle of the Red Sea and our routing took us across international waters along the FIR boundary between Saudi Arabia and Sudan. After using the fuel in the auxiliary tanks we started transferring from the nacelles to the auxiliaries, only no fuel was transferring on the right hand side. Later we found out this fuel was transferring overboard because a pipe fitting had come loose. However, the net result was that we lost that endurance and halfway into this leg approximately abeam Port Sudan our calculations said we had 4 hours 30 mins to destination with only 4 hours 20 mins fuel on board. This meant we would definitely arrive without reserves and probably run out of fuel before reaching our destination. Of the 2 countries we had more information about the Sudan so we diverted to Port Sudan on the coast. After advising the controller of our diversion he told us they had no Avgas on the field, but we had pretty much no alternatives, and continued to land. Due to the heat it was a pretty bumpy approach and you had to ensure your harness was tight. This leg to Port Sudan was 700 nm and took us just on 5 hours. They welcomed us here, gave us coffee and made us feel most welcome. The controller got hold of the Shell guy, sent him into town where he found a drum of Avgas. He tested the fuel, said it was ok and refuelled the plane. Three hours later we were on our way again to Luxor in Egypt. This leg was only 450 nm and took us 3 hours 15 mins. Got to Luxor later that evening and everybody descended upon us. The local handlers was like a mini cavalry arrival, but we realized why is because the rip-off in US Dollars to land here was horrendous. This left a bit of a bad taste, however Luxor was very nice as we had a hotel right next to the Nile river. Very nice setting and the town has lots of interesting tourist shops. After supper had a relatively early night as there was a long day ahead of us.

Next morning, day 4, the local handlers were at the hotel early to take us to the airport and we got

going to Alexandria, still in Egypt. This leg was a short 315 nm and took us 2 hours 40 mins. We elected to do this additional technical stop due to the fact that we were anticipating headwinds on our next leg in a Westerly direction across the Mediterranean. The ITCZ moves away from the equator and generates these winds in a Easterly direction at this time of year. Here we were once again ripped off in US Dollars to land plus we paid 20 US Dollars for a weather report which was at the wrong flight level. Anyway, big learning curve in Egypt. Avoid at all costs.

After keeping us waiting on the Apron for a so called slot time for about 30 minutes, they allowed us to start and taxi. Then they kept us on the threshold of the runway for another 15 minutes before allowing us to take off. Egypt was not our best experience however we would like to go back sometime (on a scheduled airline) to see the rest of the country. From Alexandria we headed West towards Malta, total distance 830 nm which took us 6 hours over the sea. Malta is a beautiful pair of islands south of Italy in the Mediterranean. The local handler was very professional and we got VIP service all the way.

As we had sorted out the fuel problem we had, we replanned the next day's flight and filed one leg from Malta to Southampton in the UK, with alternates of Lyon in the middle of France and Calais in the north of France. If we weren't happy with the fuel reserves en route, dependant on headwinds, we could divert to any one of these. This leg was 1225 nm and in the end took us 9 hours 35 mins. We encountered headwinds of up to 50 knots and at one stage our ground speed dropped to below 100 knots. The French controllers also instructed us numerous times to change our routing. Eventually we weren't speaking to anyone so just kept quiet for awhile until the channel and then started speaking to London control. By doing careful fuel planning and management of the tanks on this leg we found we had sufficient fuel and actually landed at Southampton with at least an hour and a half fuel as reserve.

The total distance travelled North was 6025 nm and the total flying time was 44 hours 40 mins over 5 days.

United Kingdom

From Southampton we went to Filton airport in Bristol which was a short hop of 60 nm and took about 20 minutes. Here we settled down for a couple days as Jeff's son was living here and we had free accommodation in his (very small) flat. With the hire car we could commute to the Fairford airshow on the Saturday and Sunday. Next day used the bus service and several trains to get to Kemble, jumped into a taxi to get to Fairford where the hire car had been delivered. Why I say several trains cos we got to see the countryside more than we planned. Like typical tourists at Swindon we got on the right train but it was headed in the wrong direction, so ended up having an unplanned burger and chips in London at Paddington station. This all added to the fun of being on holiday, but did waste a bit of time. (Actually all day). Back in Bristol we met up with Flippie Vermeulen from the SAA Historic Flight as he had come across for the airshow as well.

The Fairford airshow was awesome. The amount of people and visiting aircraft at the show was incredible. On the Saturday, we were invited for lunch at the hospitality suites by Hunting Aviation (UK). Hunting sponsored our registration cost of the Comanche convention in Cambridge. England was in the middle of a heat wave, it was about 32 degrees C, very nice weather for us but it got a bit hot walking around in a suit. Because we went to the hospitality suites we had to be a little more formal. On the Sunday we opted for shorts and T-shirts and avoided the hospitality suites.

On Monday we drove north past Birmingham as Jeff had a business meeting there, and on the way back stopped at Staverton airport and got a briefing from one of the local instructors on flying around the UK. We also bought some more maps here and some more aviation related toys. (What

else?)

On Tuesday we got a late start from Filton, as you have to get prior permission before you may go to some airports. Galway was one of them and only opened at 10 am. Hey man, things are relaxed in Ireland, ek se. We phoned, got permission and headed West over the channel towards Ireland. Galway is on the west coast of Ireland and this leg was 280 nm and took us 1 hour 45 mins. We flew this leg VFR at about 3000 feet. Ireland was beautiful from the air, very green with all these patchwork type lands. Our B&B here was a bit out of town, so we took a trap into town. Was quite good humour initially, but after a few k's we decided we'd catch the bus back to the B&B. hehehehe

On Wednesday we flew from Galway to Inverness in Scotland, distance 325 nm flying time 2 hours 5 mins. Here we arranged a B&B only 5 minutes walking to the centre of town, (better plan eh?) so got to see quite a bit here. The monster in Loch Ness must've been sleeping as we didn't even get a glimpse of her.

On Thursday we flew from Inverness to Duxford close to Cambridge. Distance 370 nm flying time 2 hours 40 mins. The European Tribe of the ICS (International Comanche Society) were hosting the 1999 convention here and they had arranged for a coach to take us from the airport to our hotels. We went across to the Holiday Inn for registration and met up with a lot of people and made friends very quickly. Nice people these Comanche owners. That evening was a cocktail get-together at one of the colleges in Cambridge and afterwards went back to our hotels for supper.

On Friday was the ICS AGM and there was also a talk by a Concorde pilot on the development of the Concorde. He also talked about some of the handling characteristics of the Concorde and the complications of flying at this speed and how these complications were overcome.

On Saturday we visited 'The Shuttleworth Collection' at Old Warden. It was not a flying day so there weren't too many people and we could spend time to look at all the exhibits in detail in the hangars. I'd been here before but this time saw a lot of other things I'd missed.

On Sunday we went to Duxford where we could see all the Comanche's that had flown in. There were a total of 33 Comanche's, singles and twins, and spent lots of hours chatting to the other owners and seeing and discussing any mods that they had done to their aircraft. That evening we had supper in the officers mess at Duxford and tried to dance the 'sakkie-sakkie' to music from the 40's. Not very successful but it was good humour anyway.

On Monday we had a walking tour of Cambridge, getting to see the inside of some of the colleges and hearing about the history of Cambridge. Amazing that some of these buildings are older than my country. The advantage of that fact is that I didn't have to learn so much history in school. Back to the story. That evening we had supper in one of the colleges where Jeff and I got the prize for travelling the longest distance to the convention.

On Tuesday we said sad goodbye's to new friends and flew from Duxford to Biggin Hill, which is a war-time airfield south of London. This was also a short hop of 60 nm and took about 20 mins. Here we had the opportunity to do an oil change and I replanned the whole trip south. What we intended to do was to do longer legs and plan to complete the southbound route in 5 legs over the 5 days. By comparison we had planned the Northbound route in 8 legs but due to the experience we now had in our fuel management which we gained on the Malta to Southampton leg, we were confident that 5 legs south was a breeze.

The total distance flown while in the UK was 1095 nm with time in the air of 7 hours 10 mins. We had spent 10 days travelling around the UK.

Southbound route

After the oil change at Biggin Hill, on Wednesday the 4th August (my birthday, a reminder 'cos most of you had forgotten and didn't send me a card/email/message, *sob*), we took off from Biggin Hill (UK) and headed for Malta, total distance 1245 nm which took us 8 hours 45 mins. We requested a 6:30 am slot time for take off but they could only accommodate us way after 8 am, so we elected to take off VFR over England low level and climb to altitude over France. The weather over England and the channel was excellent with visibility from the white cliffs of Dover all the way to France, but that is pretty much all we saw of France that day. Most of the time was spent over and in cloud and further South just before Nice and St. Tropez (Nope, H, no topless women on the beach) we had a bit of rain, but then it cleared up and we saw quite a bit of Corsica en route. Got to Malta and our ground handler was very professional again and organized the fuel, hotel, taxi and a weather briefing for the next morning. Seeing as this was my birthday Jeff and I had supper at a restaurant next to the hotel.

Next day headed East across the Mediterranean to Luxor in Egypt. This leg was 1180 nm and took us 8 hours 15 mins. Over Egypt we could cut the corner as we didn't have to go to Alexandria but they routed us via New Valley which added about 20 minutes to this leg. Because we were flying longer legs we were arriving at our final destinations earlier than on the Northbound route, as we were eliminating a midday pit stop for fuel. One of the Swiss Comanche guys had primed us about Egypt so we chased all the locals away refusing handling. This stop proved to be a bit more difficult than the Northbound stop but it saved us quite a bit of US Dollars doing it this way. Word of warning in that the airport staff here in Egypt are generally not helpful at all. We arrived at the hotel late afternoon and had time to relax at the pool for a while before going for supper at the Kings Head Pub. To top it all I had an Indian buffet here in a British pub in the middle of Egypt. Talk about having an international meal. However it was good food and company.

Day 3 from Luxor set a course to a point in the middle of the Red Sea and once again flew along the International Waterline between Saudi Arabia and Sudan/Eritrea to Djibouti which was 1080 nm away. This was a relatively short leg of 7 hours 35 mins. By now we knew what to expect from Africa and things were going like clockwork on the ground. Jeff had his job refuelling the aircraft and I had my job sorting out the paperwork like the landing fees and flight plan. Friday night in Djibouti, sounds like a movie, Friday night in Djibouti, but it wasn't. Walked down to the local fish restaurant that we went to on the way up North and midway through the meal there was the usual power failure. Shows the candles on the tables have a function and are not just there for decoration. Being a coastal town close to the sea and desert it was quite hot and humid, but the food was good and the fish was fresh.

The next leg from Djibouti to Zanzibar we crossed the equator again. To those who have never crossed the equator, there is no bump as you go over it. This leg of 1145 nm took us 8 hours 5 mins and we also didn't see much land as we were above clouds most of the way. We knew Kilimanjaro mountain was on the right somewhere but we didn't see it. Took a photo in that direction anyway. Closer to Zanzibar it cleared up and we had a magnificent view of this island off the East coast of Tanzania. Jeff did a bit of fancy footwork on the radio to organize the clearance to land at Zanzibar, as to land here you need a different clearance from Tanzania. Zanzibar is very nice, typical Indian ocean island type setting, warm water, white beaches with palm trees all around. The motel we stayed in was basic but very comfortable. If we weren't so close to home (one leg left) I'm sure I could have stayed here a couple more days to chill out.

As I mentioned, home was one leg away and we took off at Zanzibar next day in a big rainstorm, climbed out through the cloud and after 10 minutes it was clear above the clouds. Had a couple of glimpses of Dar-es-Salaam through the gaps in the cloud and basically the whole route to Lanseria was broken cloud all the way. This leg was our longest one of the Southbound route which was 1370

nm and took us 9 hours 20 mins. Once again diligent fuel management was the order of the day. Although a longer leg than the Malta/Southampton one we had better speeds so it took us 15 mins shorter

At Lanseria we cleared customs quickly and headed straight for Vereeniging where family and friends were waiting to welcome us home. The Southbound total distance flown was 6060 nm and took us 42 hours 15 minutes over 5 days.

We planned the whole route, North and South at a speed of 140 kts, taking into account headwinds en route. According to our GPS the average speed was 137 kts. We flew a total distance of 13180 nm and spent 94 hours 5 minutes in the air. The aircraft consumed 5330 litres of Avgas, which gives a average fuel burn of 57 litres per hour or 28.5 litres per motor per hour. We had planned the trip at 30 litres per motor per hour so at all times we had sufficient reserves of 250 nm miles or more. (Equivalent of Johannesburg to Durban reserves) We flew most of our legs at 10000 and 11000 feet and we were not pressurized. Although the aircraft has got oxygen facilities, the cylinder was not taken with to save on weight cos we were not planning to fly so high where we would need it. We also planned our route with a bit of a dogleg to avoid the Alps in Europe and also to avoid the wars in Africa.

The Twin Comanche proved that this was the trip it was designed for. Jeff had spent long hours preparing the aircraft and the aircraft performed beautifully as planned all the way, never missing a beat. Personally I learned a lot on this trip and saw a lot of different places. If ever I had the opportunity to do this trip again, I'd be there like a shot. We did not have a 100% sponsor, but this trip was made more affordable by the generous sponsorships of Placo (South Africa), Air BP (South Africa) and Hunting Aviation (UK). We also had use of the latest Iridium Satellite phone which came in very handy at Djibouti, Malta and it even worked in the plane at 10000 feet above Kenya where we phoned South Africa. All the clearances were efficiently organized by Marlaine from Aerospace Handling and the success of this trip can be attributed to proper planning and teamwork, including all the effort of friends that helped us prepare the aircraft prior to departure.



Short Finals - Dasher

Last issue's Caption Competition resulted in a grand total of 1 response - from a non club member - so by default Geoff Belding wins with the following:



"Psst, you want feelthy pictures?"

Let's hope that this month's competition yields more replies:



Please send your suggestions for captions to [Dasher](#). As usual the prize is the smug satisfaction of knowing that you have out-witted your fellow pilots.