

IBM Flying Club Newsletter - February 2000



Clear Prop - Dave Thomas

A New Year, and a new committee for the Flying Club.

The AGM was held on 21/Jan in the Clubhouse with about 20 people in attendance. Rather than give you all a 'blow by blow' account of what went on, let me just summarise the important items.

I have remained as Chairman - no-one else wants the job - and Dave Ashford has stayed on as Treasurer, which I am very pleased about. Dave has done an excellent job for the club, and as those of you who were at the AGM will realise just how well he understands the challenges of the job. Denis Howe has retired as Secretary and Paul Eathorne has taken over. Once again, the club owes a vote of thanks to Denis for the excellent work that he has done as Secretary for the past two years; I am sure that Paul will prove himself to be capable of following in Denis's footsteps! Clare has stepped down as Events Coordinator and Jim Hull has taken on the challenge of trying to keep up a steady flow of events for us all. Again, my thanks to Clare for the work that she has done over the past two years, not only coordinating events but also organising many herself. I am sure that Jim will bring his own style to the task. Finally, Phil Russell has taken over from me as the Transair coordinator - no longer will I have to fold all the charts albeit aided by Clare. No doubt Phil will find his own little helper!

The Lawrence Wright Memorial Shield was awarded to Paul Goodman for organising 'Pilot' distribution over the past few five years. Everyone relies on them turning up on a regular basis, but few realise the amount of effort that needs to be put into the task of assuring a regular flow of magazines from Pilot and then distributing them to the masses. Thanks Paul.

The 'Friend of the IBM Flying Club' went to Mike McDonnell the Hursley Club Steward. For many years now Mike has acted as our host on a Friday evening, reserving tables for us when the clubhouse is full, arranging our own curry evenings at short notice, and also being friendly, chatty, and willing to please. A worthy choice, who was somewhat taken aback at the award; we had to drag him away from the kitchen to receive the award!

My own messages at the AGM were that the club had had another good year, with some excellent events, and moves into 2000 as strong as it has ever been. My major disappointment was that the club is still run by too few people; it is encouraging to see Phil, Jim, and Paul E becoming involved in the club, but we still need more people to volunteer to organise events. It doesn't have to be anything too exotic or too far afield. Just think of an idea, talk to Jim to check dates, and we can take it from there. I'm particularly keen to have a few events organised by those of you North of Elstree.

Your club needs you!

Spotted in a copy of an inflight magazine recently when I flew up to Glasgow:-

Instructions on a child's superman costume - *wearing of this garment does not enable you to fly!*

And finally, Clare and I are very pleased to know that G-BYDX is back operational again. I had never realised just how difficult it can be to find spare parts for aircraft. But, eventually, the Internet

scored where humans had failed. Last Saturday I was down on the tarmac helping to fit the new starter motor, and once we had it fitted, we found that the battery was flat. So, we borrowed a battery box from one of the maintenance organisations at Southampton, only to find eventually that that was flat as well. Another one was found and that did the trick. So, we are airborne again, but now the weather has closed in. Oh well!



News from the Microlight World - Jim Hull

I attended the International Air Sports Exhibition at Telford on Saturday 4 December 1999. I think it a good time to share with you an insight into the activities in the Microlight field. You will then be aware of what else you are likely to meet in the air as we go on our trips. Also the Radio Communications Agency are actively pursuing a licensing awareness campaign. The exhibition covered Microlighting, Gliding, Hang Gliding, Paramotoring and Hot Air Ballooning.

On the Microlight front there were Floatplanes on show, principally the Thruster model in the new 450 kg weight category. See www.thruster.co.uk.

The Xair l'ulm also has a floats version.



This is a French ultralight which is distributed by the Camelford & Wessex Light Aeroplane Co. Davidstow. Details from mfc@avnet.co.uk.

A number of new engines were on display. I am not too much into engines at the moment so I bypassed this area (Zanzottera range www.av8r.co.uk also Jabiru).

The two principal planes on display were the Jabiru.

There are now over 100 flying. They were first introduced as a PFA home build. The build time is around 600 hours. To use as a plane for training it has to be factory built. There are moves afoot to supply Training Clubs with a CAA approved Microlight. Some clubs already use them for training. They cruise at 105 knots and have a range of 500nm and a ceiling of 15000 ft. The throttle is between your knees. More details on web site www.jabiru.co.uk

A new type was on display. The CT "an aircraft for the new Millenium". This is a high performance in the 450 kg category. It is a composite two seater in carbon fibre monocoque with enough cockpit room to



take two Dashers. It has a cantilever high wing with the wings removable in 5 minutes for easy storage. This aircraft will be available as factory built. So you can go microlight flying, where your medical is less demanding, your annual permit is cheaper and your fuel bill is likely to be less than half. Performance? It cruises at 140 to 160 mph with a 900fpm climb rate and stalls at 40 mph. Vne is 190 mph. Fuelled with 100ll the range is 950 statute miles. Noise level is low, having passed all the German tests. Tricycle undercarriage and Gullwing doors.

The disadvantages? Cost is likely to be £35 000 and it will be March 2000 before it is introduced into the UK. Information from ct@pegasusaviation.co.uk

The UFM-11/13 Lumbada is from the Czech Republic. Another glass and carbon fibre design with high wing it has won several gold medals. Stress tested to 11.5 and -10 G with a mtow of 450 kg, It stalls at 65km/h and cruises at 175 km/h with Vne of 190., has excellent glide performance. (tormeyengineering@tinet.ie)

Mike Martin of Radiocommunications Agency was running a stand in the midst of the Exhibition. Time has come that Microlighters and indeed all pilots were made aware of the WT regulations and the fact that the RC Agency is now pursuing a policy of enforcement. They have the job of regulating the use of radio. An appropriate licence must be held. The apparatus can only be used within the terms of the licence. So if you have an ICOM or similar you need an Aircraft Transportable Licence: a licence for 1 hand held portable radio for use in various aircraft. Cost annually is £30. The Agency is required to recover the full costs of its work. This is done by charging fees for the WT Act Licences etc. Fees are reviewed each year and set by order of Parliament. More details at www.open.gov.uk/radiocom/ or from Mike Martin on 0171 211 0212.



The Mosquito and the Doodle Bug are powered hang gliders. You can lie flat (Mosquito) and be powered by a chain saw engine of 120cc, or you can sit normally with your feet in a stirrup in the Doodle Bug.

Paramotors have the freedom of the skies. Take your 20kg aircraft from the boot of your car, launch from corner of a field. It is legal, no licencing required.

Fly from 500 feet to 3000feet. The record stands at 82 miles. Climb rate is 400fpm. Four day paraglider course is followed by four more, training under power.

Heated clothing might be of interest. Brian has often commented on how cold his sortie has been. Anything from gloves & socks to jacket and trousers (66watts). Providing heating from 1 hour to 12 hours depending on the supply. See www.giali.com

Wendy Windblows offers three forecasts with a new faxback service. Automatic weather stations are established in England & Wales. Ring the station get a message, enter the code of the station you want. You then choose a full report or temp and cloud first or you can opt for a fast version. Wind readings in winter may be nil. The wind cups may have frozen up. You have to wait till the thaw. Ice & snow will block the gauge then measure lots of rain when it thaws.

Waters and Stanton plc offered very good deals on Garmin GPS. They seemed to be worth a mention as they had lots of accessories as well. www.waters-and-stanton.co.uk I bought a Garmin 111 Plus and used it on the way home to record the journey. I found it a lot easier to use than the club Magellan.

PS I have had an email from Pegasus since the show. The CT has now 13 orders out of an allocation of 20 for year 2000.



Events - Clare Grange with a little help from Bob Elliott

Date	Event	Contact
End of Feb and End of March	Henstridge Indian lunch fly-in (Recommended routes in and out can be found here)	Gil Collins
March	Hovercraft Experience	Dave T
9-15 Apr	Sun 'n Fun - Lakeland, Florida	Bob E
25 Apr	East Kirkby	Names/planes to Bob E asap please
18-21 May	Paris le Bourget air show for GA aircraft	Bob E
20-21 May	Air Britain Fly-in, Coventry. This has a dual theme - 80th anniversary of de Havilland and 40th anniversary of the Cherokee. 'XD and 'WD?	Bob E again
May Bank Holiday	Mull Fly-in	Chris Thompson
2/3/4 June	Swansea	Gil Collins
23-25 June	PFA Rally Cranfield	Bob E
June/July	Norway	Clare, Dave T
24-31 July	Farnborough Air Show	Bob E

TBA

Perranporth - Cream tea fly-in

Yeovilton

Clare

Brize Norton

Dave T

Boscombe Down

Paul G

EASTER BANK HOLIDAY MONDAY 24th APR 2000. -



Norman Luland

Museum of Army Flying Ltd.,
Middle Wallop, Stockbridge,
Hampshire S020 8DY
Tel: (01980) 674421/28
(01264) 781086
Fax: (01264) 781694

On Easter Bank Holiday Monday 24th April 2000 the Andover Strut of the PFA in co-operation with the Museum of Army Flying will be hosting a Fly-in at Middle Wallop Airfield (BGVP).

Because we have to apply a strict limit on the number of aircraft attending this event, it must be by invitation only. If you would like to attend please complete and return the [application form](#) by the 13th March. Notification of acceptance or otherwise will be posted out by the 24th March 2000.

Visiting aircraft will be allocated arrival slots between 09:30hrs. & 12:00hrs. Between 12:00hrs & 14:00hrs the Aircraft Park will be opened to the public (Cranfield style, a chance to meet the people and sell GA) but no aircraft can be manoeuvred during this time. If this is unacceptable to you for any reason, there will be a secondary Aircraft Park not open to the public and available for arrivals and departures during this time.

Departures from the main Aircraft Park can start immediately after 14:00hrs. and the airfield must be cleared by 18:00hrs.

No landing fee will be charged but you will require MOD Third Party insurance which, if you do not already have it, can be purchased on the day for £8.50. Aircrew will be given free access to the Museum.

Please feel free to photo copy the application forms and pass them on to anyone you know who might be interested.

If you require any further information please contact Rosie Barnes on the numbers given above.



Membership Renewal reminder - Dave Ashford

A new financial year has now begun, so it is time to remind you again that Membership Subscriptions for 2000 are now due. If you would like to renew for this year and order your Pooley's Flight Guide for 2000 (at a special reduced price), please complete and return a [Membership Form](#) now.

Tiger Moths in Southern Africa - Video from Andre van Rensberg

Many of you will remember the fascinating article written by our Southern correspondent about his

flight in a Twin Com from South Africa to the UK and back. We have now been presented with a video of a trip that Andre and some of his colleagues made around Southern Africa in a fleet of Tiger Moths. The video is superb, with some excellent footage of Tiger Moths flying low over game parks and over the Victoria Falls. The presentation is excellent, and the music fits the mood of the video very well.

Dave Sawdon has the video along with all of our other videos.



Another couple of sites of interest - Dave Sawdon

www.weatherweb.net/avuk.html - no explanation necessary!

www.open.gov.uk/aaib/aaibhome.htm - links to the AAIB home page - some interesting information



Subsidised twin flying - Dave Sawdon

There's another opportunity to do some (slightly) subsidised twin flying with me in the near future. This might appeal if: you've never flown a twin and want to "have a go", if you need some sectors to revalidate your MEL rating, if you'd like to try a new type or if you'd like to try more adventurous airfields. Get in touch for details.



Night Ratings/Qualifications - Dave Sawdon

Night Rating/Qualification

The clocks change at the end of March so if you are thinking of expanding your privileges by adding a Night Rating (Night Qualification) contact your friendly instructors ASAP. The course is only 5 hours and like any post-PPL training it will improve your skills and enjoyment as well as the versatility of your license.

Class Rating Revalidation

Everyone should know by now that their SPSEPL (did I get that right?) class rating needs revalidating every 2 years rather than the old 13 month CofE. To revalidate you need to either:

- Pass a proficiency check with an examiner within the final 3 months,
or
- Within the final 12 months:
 - Complete at least 12 hours of flight time (min 6 hrs P1 & 12 take-off & landings), AND
 - Complete a training flight of at least 1 hour.

The required content of this flight is listed in AIC 127/1999 (White 378), available at www.ais.org.uk/AIC/AIC_W/4W378.PDF.



Pre- Preflight Checklist - Irv Lee

There are now so many things the conscientious VFR pilot is supposed to do before leaving the clubhouse that it's becoming impossible to remember them all. I've gone into serious production of a PRE Preflight Checklist which is going on sale either by mail order or at flying clubs. Pilot and Flyer are reviewing it soon. An invaluable list of over 50+ tips and legalities to consider, and in ADDITION to that, appendices covering, amongst other things, JAR Revalidation Rules, Variant Rules and the 90 Day Passenger Rules, VFR/SVFR rules, Met Decodes, Docs required for International Flights, and much more. Every effort has been made to write this in language understandable to the GA pilot, at whom it is aimed. It's a sturdy plastic bound flip checklist. Have a look at www.higherplane.flyer.co.uk/Checklist.htm.

Special offer to any IBM Newsletter readers - you supply an a5 self addressed envelope with two 1st class stamps, and you can have a checklist for 20% off (£8) until the end of February! Just put IBM N/L on the back of the cheque made out to me and sent to

1
Birchlands,

ROMSEY,

SO51
8FX

or see me to inspect before purchase.



Short Finals - Dasher

Last Newsletter's competition yielded the best answer so far: Irv Lee wins with his caption for this picture of Dave and Clare on holiday in Portugal:



"Clare Prop!"

Sorry folk, no competition in this issue, but if you have a suitable picture, please send it to me via [Email](#) (small (<30k) JPEGs please) or send me the original via the internal mail to: Dave Ashford, Mail Point 206, Hursley (I'll return it to you after I've scanned it, provided you enclose your return address).