

# IBM Flying Club Newsletter - August 2000



## Clear Prop - Dave Thomas

Well, another couple of months and another newsletter. It may seem a long time to you out there, but it seems like a very short time to me! Still, the weather's been a lot better, and I hope that you have all been able to catch up on your time aloft. But, don't forget that the new JAR regulations are now with us - read Irv's article and make sure you comply. Don't forget your medicals too!

The past two months have seen a lot of activity for me. A trip to Wroughton with the ZERO boys to see the Aladdin's cave of exhibits that the Science Museum have squirrelled away in the hangars; from a Trabant, to the original SRN1 hovercraft, a beautiful Dragon, and plenty more besides. Watch out for their open days in future and make sure you go. A trip across to Shoreham with Bob Elliott to pick up some European charts for our summer holiday - more later. A trip to Kemble - because it was there, but also enjoying the sight of a Canberra performing aeros above Cirencester. A trip to Jersey on business; on the way back the plane in front of me asked Jersey Tower if he could fly around the island at 1000', and was given approval. So, I asked for the same and was also given approval. It was a great sight, being able to pick out the office block in St. Helier where I had spent the day, and the shallow water out to the South East of the island. More recently Clare and I went down to Manston for lunch, and had a very pleasant time. It always amuses me to see more and more airports calling themselves London - xxxxx. Heathrow, Gatwick, Stansted, and Docklands I can accept, but, Luton, Southend, and Manston? What is the major criterion for calling an airport London Anything? It certainly isn't distance from London! London (Southampton) anyone?

This year's summer holiday was intended to be a trip to Paris to see Disneyland and Napoleon's grave, followed by a trip to Prague, returning via Texel in Holland. As many of you know, Clare has been doing her CPL training, and the first Monday of our holiday was the day for her BCPL test. However, the weather was poor, so the test was postponed until the Wednesday, which was then postponed until the Friday, and then until the Saturday. Meanwhile I was sitting at home (or flying to Shoreham, Kemble, or wherever) drawing and re-drawing lines on charts coming up with Plan 'B', plan 'C', and so on. However, on Saturday Clare eventually took and passed her BCPL test, adding another BCPL to the club's roster of pilots. By the time you read this, Clare will have completed the necessary hours to upgrade the BCPL to a full CPL (She now has!). An excellent achievement, and two steps up the ladder on her way to a frozen ATPL via twin and then IR. She may well need the ladder to climb into the cockpits of some of the planes that she wants to fly! The Sunday and Monday were awful, so we threw away all the plans that I had put together and just searched AVweb on the Tuesday to find anywhere that we could fly to. The West coast of France appeared to be the least worst place, so off we went, heading for an overnight stay at Nantes, only to discover that the wind there was 25knots right across the runway. No problem, back to Rennes where we had an amusing chat with the men in the tower. A nice place, where we found a reasonable hotel and had a pleasant evening. The next morning we headed off to La Rochelle for a couple of days (planned) before intending to return home via Belgium to avoid overnighing in France on Bastille Day without a hotel reservation. However, the weather hadn't finished with us - we have photographs to prove that on 13/July the cloud was on the deck and the viz was two to three k if that. So, another night in La Rochelle, and a call to Paul Goodman asking him to check the weather for us before we phoned him early in the morning. On Bastille Day, the weather looked awful, but Paul was able to confirm that it would improve by lunchtime, so off to the airport. The weather did improve, so we took off, stopped in Rennes again to clear customs, top up with fuel, and have a bio break. So, we were back home in time to pop down to the Clubhouse in the evening.

I'm surprised we don't have any articles on Farnborough (I'm excused as editor even though I went there twice - once by helicopter!). Some superb static exhibits including many historic machines from Old Warden, a very vividly painted Su32, the inevitable Beligu, etc. Anyone feel an article coming on? Any old medium will do - even hard copy.

Another reminder that I have negotiated a deal with AVBrief that allows members to have access to the chargeable parts of the service. Let me know if you are interested.

Other congratulations are due to Jason and Helen Bamford who were married on 1st July. Best wishes to both of them.



## So you think you can fly VFR - Irv Lee

There's an awful lot of confusion about very basic air law - legal flight visibilities and VFR for example, and again I'm suspicious that this is even propagated by flying schools unsure of the rules themselves. Just a re-cap - your UK PPL does not specifically cover you for "VFR flight", so it's no good looking at the cloud and visibility minima for 'VFR' and assuming your licence covers you down to all the minima associated with VFR. Your licence isn't as liberal as that.

The 'R' in VFR is for Rules, and VFR are just the rules you are adhering to when you fly - for example, when you say you are flying VFR, you are saying that you do not guarantee to be any particular height above any particular land or mast nearby, nor do you guarantee to be flying in any particular direction on any particular heading. When it comes to deciding whether you are doing this flying totally legally, you must look at other aspects of air law. To start, take an example: flying at one hundred feet above Winchester in CAVOK weather means you are flying VFR, but that doesn't mean it is legal, because other laws stop you flying so low over cities.

Everyone seems to be able to grasp this example above as being a situation where a pilot can be illegal despite being VFR. However, if you then move onto visibilities and cloud, no-one seems to be able to grasp and hold a simple concept. Forgetting VFR for the moment, it is a straight fact of Air Law that no-one with a simple UK PPL (ie: no other rating such as an I/R or IMC Rating) is allowed to fly in visibility of less than 3km. The same PPL holder is similarly banned by law from flying out of sight of the surface. Therefore, whatever the minima are for VFR, the simple UK PPL holder with no other ratings cannot fly in less than 3km visibility (ever), or out of sight of the surface (ever). Recent exchange at Popham the other day, when microlites were doing circuits in abysmal weather whilst the fixed wing crowd waited to depart to Alencon.

**Them:** "G-Mxxx, Final 08, and for anyone interested the cloudbase is 800 feet"

**Me:** "Thanks for that, and the visibility?? 3 miles or so?"

**Them:** "Good heavens NO, it can hardly be 2 km"

**Me:** "oh - ILLEGAL you mean??"

(pause)

**Them:** "Well, I wouldn't know about that"

- and continued with circuits.

The other side of this comes out with cloud. Unless you have an I/R, you cannot legally take the option available in France of flying 'VFR on top' ie: above cloud out of sight of the surface. You could do this in the UK with an IMC rating, but the IMC rating isn't legal in France. You may be able to be "VFR on top" in France, but you are illegal, as your UK licence itself is not valid out of sight of the surface. If you had an I/R, that would be legal in France, and that would allow you out of sight of the surface.



## Rules of the Air - Paul Eathorne

From the current issue of Australian Aviation Magazine (June?)

### RULES OF THE AIR

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago (ED. - and a loo 3000' below).



## Yeovilton - Clare Grange

As some of you will know the majority of aircraft did not make it to Yeovilton due to a number of reasons. For those of us at Southampton it was something known as FOG! The 10-19 TAF stated

'prob 30 tempo 10-16 0500 BKN001'. The advice from the met men at Yeovilton was also that the South coast would be fog bound that afternoon so I decided not to go. In the event the weather cleared but it left us little time to fly there, look around the museum etc. before leaving at 15:30.

I have now organised another visit for Monday 4th September. We will have more time on this occasion as Yeovilton's personnel will not be going home early. My contact there is happy for us to visit ATC and needs a list of aircraft and names again.

Currently three aircraft are going:-

G-BYDX Clare and Dave

G-PORK Paul Eathorne, Richard Valler, Barbara and John Flint

G-ZERO Dave Ashford and James Mason

Please contact me on 01962-715144 or email - [Clare@partacoona.flyer.co.uk](mailto:Clare@partacoona.flyer.co.uk) if you wish to join the merry throng.



## Yeovilton - Irv Lee



I have some good memories of Yeovilton (HMS Heron) from the past - driving in for an excellent 'helicopter dunker' course a few years ago with accompanying visits to ATC and Search and Rescue units, and a couple of years later an enjoyable navex right across it as part of the CPL test. Now it was time to fly in.

New members Ian Abraham and Sue wanted to go, and PPL Ian wanted to sample an Instrument Approach, preferably a radar talkdown, in case of any future necessity, or a taster for an IMC course! So, the plan was basically G-TASH, a 172 from Popham, Ian as pupil, me as instructor, Sue in the back, Surveillance Radar Approach arranged into Yeovilton.

The day dawned, and all the best laid plans, etc etc. I noticed patches of ground fog as I drove to Popham, but departure looked good, and Yeovilton were reporting quite acceptable conditions for an instrument approach. Change 1: Sue was confined to home, plans for a school pick up for the girls that afternoon had fallen through, so Ian and I have had to pretend ever since it was a terrible day, not worth going, etc etc. I hope she doesn't read the newsletter.

We delayed, waiting for any ground fog patches en-route to disperse, rather than worry about an engine failure whilst crossing them. After a short delay, phone calls to Thruxton, Old Sarum, Compton Abbas and Henstridge convinced us it was time to set off - and the phone rang. Change 2: Steve Pick at Blackbushe had discovered a problem on his pre-flight check, and was letting us know he was cancelling. Well, without Sue, we now had a spare seat, so if one of Steve's crew could drive down from Blackbushe immediately, all was not lost.

Half an hour later, with Jane Male settling into the back seat, we were airborne and climbing up through the cloud gaps to various high altitudes and flight levels for a pleasant trip in the sun above. Change 3: 6 miles east of Compton Abbas, Yeovil Radar informed us that we were



now the only plane inbound -

everyone else had cancelled. As well as Steve from Blackbushe, Jason from Filton had discovered a duff alternator before departure, and the whole Southampton gaggle of aircraft were grounded in thick 'coastal' fog. Did we still want to continue? Yes, of course we did, and the vectors started for a radar talkdown.

Change 4 quickly followed: a sudden requirement to test a Harrier/helicopter combination over the airfield meant that no landings were permitted for an hour, unless we could land within 15 minutes. Could we make it? On a radar approach, No, but on a direct track to a tight downwind right join for Runway 09, possibly, so let's go.

We landed a few seconds ahead of the deadline with the Harrier straining to launch, and taxied in. We signed into ATC, and identified the CPO who had been organising it for weeks with Clare by looking for the guy checking the BT share price in the paper. We paid a landing fee, produced our MOD insurance waiver, and begged an (unplanned) ATC visit for later on, then with the help of base 'MT', shipped ourselves off to the Museum.



Once in by the back door, hunger took over, and we retreated to the restaurant. By the time we finished eating, Jason and crew had arrived, driving in from Bristol. and soon, with the Harrier/heli trials over, there seemed to be an AA5 parked near our 172. G-ZERO we assumed, and so it proved later when we met them in the museum, along with the G-PORK crew who had given up early at Southampton, leapt into a car, and driven over.

The museum was pretty good, well worth a look-around, and soon it was time for the ATC visit. We were shown round the tower and the radar room and watched the radar guys at

work dealing with pilots like us within about 30 miles. In the radar room, I was pleased to meet people whose aircraft recognition was equal to mine - they recognise 'fixed wing' and 'rotary' and that's about it. One even commented that they personally did not understand aircraft types (eg: Cessna 172) mentioned in the radio calls, although they had to insist on them for standardisation purposes. I picked this up, asking if 'colour' would be just as useful (or useless) to them in the radar room if substituted for aircraft type, and received a 'nod'. I can't wait for the next visit: "G-TASH is a chestnut and white one, Popham to Yeovilton, 6 miles east of...".

Anyway, it was time to go, but no-one wanted to end the day, so the plan for both G-TASH and G-ZERO was stop offs in Henstridge and Compton Abbas on the way back, with the usual scoffing at both. I decided it was time to see if I could fly (although, yes, I did have 3 take offs and landings in the previous 90 days, I'd come prepared), so I hopped to Henstridge. Ian and I had been there before, but Jane wasn't impressed by the appearance, but it seemed ok to us lads. Heaven knows what they will (literally) dig up if they ever try to put the place in order. There must be some horrible things buried around this ex-Naval airbase.



After coffee and ice creams, Jane was next in the driver's seat, trying the 172 for the first time, and having to cope with ZERO nearby for a photo session. Compton Abbas club was its usual friendly self but the runway was 'as expected' by those who know it. Has anyone landed there smoothly in the past year? It's definitely getting worse. Cake and coffee again, and Jane took the final leg back to Popham, and really got into the feel of the 172 on the way back.

Good visit, shame about the numerous cancellations for various reasons, but I understand a re-match has been arranged for sometime in September. Thanks to Clare for the arrangements, hope you make the next one!



## It's Beginning to JAR Now - Irv Lee

There are still newsletter readers who do not understand the basics of the new rules in JAR about taking passengers. Let's try a slightly different angle to explaining the basics:

Assuming you fly a simple single engine piston aircraft by day (for example, Cessna 150, 152 and 172s, Piper Cherokees, Fuji or Grumman, which covers many of our readers), and assuming your medical is current and restrictions obeyed:

In your licence you should now have a signed-off Certificate of Experience or Test "FC 150 CJAR150" form which gives you a Single Engine Piston Rating to a given date in 2001 (or 2002 if you recently passed a test). Up to and including that date on the form, you can LEGALLY fly a simple single engine piston aircraft SOLO, but you do NOT have the automatic right to take passengers. You can only legally take passengers if you have done 3 takeoffs and three landings in the 90 days prior to your flight, as sole manipulator of the controls, in any aircraft in the Single Engine Piston Class.

From time to time, clubs or syndicates (or you personally) might insist on a check flight with an instructor, not as a legal requirement (remember you are legal to fly solo until sometime in 2001 or 2002), but as a 'sensible' safety requirement. A flight with an instructor does NOT absolve you from the 90 day passenger rule afterwards - what matters is the number of take offs and landings. If you haven't flown for 3 months, and have a refresher checkout which does not include 3 take offs and landings with you on the controls, you still need to make up your total to "3 of each in the previous 90 days" yourself before taking passengers.



## The Avranches fly-in - Brian Mellor

Every year, the flying club at Avranches invite people to fly in to their grass strip, very close to Mont St. Michel. And every year, a hundred or so Brits turn up, and have a wonderful time. This year was no exception. Eileen and I went with John and Barbara Flint in G-PORK, while Dave Thomas and Clare went in G-BYDX. The visibility was excellent, the cloud scattered at about 2000', and the fact that the danger areas between Southampton and Cherbourg were active didn't really cause a problem, since we were able to take the pretty route, all down the French coast, enjoying the views of the beautiful (and empty) beaches.

Brest Information gave us, and everyone else that called them, a good service, and duly cancelled our VFR flight plan when we requested them to do so, in sight of the airfield. After landing, we registered, and paid for the evening meal (more of a banquet really), which would be the main event of the whole weekend. Then the courtesy bus to our hotel, freshen up, and a stroll around the town, where Dave impressed us by his detailed knowledge of the Sherman tank which was the focal point of the town centre. The bus came back at the appointed time to transport us back to the airfield, where the hangar had been converted into a huge dining hall.

We grabbed a table that suited us (near the bar, not too near the loudspeakers), and before long the food and wine began to flow - excellent cuisine, naturally. Now, there is another aspect to the evening, and that is, it tends to get quite, er - silly. This is intentional - the amount of silliness is optional, and left to the participants. Naturally, as the evening wears on, the silliness increases rapidly. Just to ensure people get the message, everyone is provided with a goodie bag, which included weapons and ammunition. Peashooters and rolled paper balls, in fact.



As the evening progressed, the ammunition was put to good use, and there was a definite sense of hostility from one particular table across the hangar (all members of a certain flying school based in the Solent area). It was all the paper balls that rained down on our table from their direction that made us suspicious. And then the dirty dogs escalated the action, by making a water bomb and hurling it our way. Unfortunately for them, they were lousy shots, and missed us. Unfortunately for

my French neighbour, she took the full impact on her breast, which was then drenched. Oh, she was very surprised!

However, retribution soon followed, for she found out the guilty party, walked over, and slowly, but ceremonially, poured a glass of water all over him, while he could do nothing but take the punishment - much to the delight of his cronies - and to the great satisfaction of the wet-breasted lady herself.

The wine never seemed to stop flowing, so I don't remember all the details of the last part of the evening, only that it got funnier and funnier. On the opposite side of the table was Dave, and next to him, on one side, a French lady who had started to fall for Dave's charm and French chatup lines. On his other side was Clare, and Barbara. I do remember that it seemed appropriate for me to slide my chair back so that I could nip underneath the table to collect some of the ammunition for recycling - we were getting seriously low. While I was down there, I gave a polite pat on the knee to Barbara, who jumped, pretending she wasn't expecting it. (Clare seemed to react in the same way, now I recall).

The weather the next day was very fair, everyone seemed to have fully recovered from the excesses of the previous night, and we had a very pleasant flight back to the UK. A great weekend, good fun, super flying - just looking forward to doing it again next year. I am still smiling at many of the activities that took place, but two thoughts in



particular amuse me. Dave still doesn't realise why the French lady took such a passionate interest in him. And the French lady probably still thinks it was Dave's hand on her knee!



**Take a look at this.... - Dave Sawdon.**

<http://www.aeroplanner.com>



**Close Formation - Dave Sawdon**

Old Sarum have played with offering close (half wingspan) formation training before but it has always been difficult to find formation instructors, I've just been approved to teach close formation so we are about to start offering it more seriously. Whether you want to just experience it or to train to solo standard give me a call to discuss further. Jon Butts was involved in some of the "work up" period and has promised to produce a write-up for the newsletter.



## Air to Air photography - Dave Sawdon

I was recently involved in some air-air photography for an advertising brochure. Initially we flew two Bulldogs with a professional photographer in one whilst I whizzed about in the other one, then we put the photographer in a Citabria (door removed) and both Bulldogs formed on it. I've done slightly similar things before but never using the close formation positions, the photographer came back with a grin but we haven't seen the results yet.

The point of this write-up is to say that if anyone want some airborne pictures of their favourite steed this photographer is local, a thoroughly nice bloke and the first person I've met who specialises in air-to-air. If anyone is interested I'd be happy to see if we can get a deal for club members.



## Liferaft Training Session - James Mason

Following the previous successful liferaft training evening at the Pyramids Centre in Portsmouth and some subsequent enquiries from people who could not attend, I am investigating whether it would be worth repeating this event. The CAA safety leaflet on this subject gives the statistic that almost 90% of occupants of ditched aircraft survive the landing but only about half of those actually survive to be rescued. Having attended this training session, deploying a liferaft in the pool with wave action and learning the techniques for getting others and yourself into the liferaft I can appreciate some of the problems that could occur and the value of practicing this procedure.

I think that everyone enjoyed the previous session and it is also worth emphasising that the entire session will be covered by a lifeguard ( provided by the Pyramids Centre ) and that you can wear normal clean clothing instead of a swimming costume. In fact it is a good opportunity to test the use of lifejackets and other equipment such as immersion suits, non-swimmers can also attend and participate in the pool training.

I would like to have some idea of numbers to see whether it is worth planning a repeat of this event probably using SEMS Aerosafe as the trainers and the Pyramids Center as the venue. I will try and involve other flying clubs/establishments to get sufficient numbers, there is likely to be a subsidy for IBM flying club attendees with an individual cost of perhaps £25-30 after the subsidy. If you are seriously interested (i.e. you will attend this event at this price if the date is suitable) could you please let me know (Home Tel: 023-80-615113, Work Tel: 01962-817553, Email [mason\\_james@hotmail.com](mailto:mason_james@hotmail.com)) so that I ascertain whether it is worth going ahead.



## An Ambition Achieved - **Jim** and **Janette** **Hull**

Jim: When I first started on the road to learn to fly, one of the ambitions I set myself was to visit my daughter in Banchory, just outside Aberdeen, by flying there in a private plane. This May I achieved

that ambition and added to it another trip, or should I say sortie to Glenforsa, Isle of Mull to join Chris Thompson at one of his favourite haunts.

Once again Janette and I obtained G-BDAI for the duration and set about preparing for the trip. This time we have a Garmin GPS and it was Janette's task to use this during the flight to provide the secondary navigation I needed to check my own navigation accuracy. I planned to use the VOR and DME to track the beacons to reinforce the IMC skills development I have been attempting to master.

We bought high visibility jackets, as we would be at International Airfields. We borrowed the club life raft & lifejackets to add safety across the Firths and Sounds. We phoned Aberdeen Flying Club to see about leaving the plane there. They were both friendly and helpful and agreed to us using their facilities for the duration. Mrs Hayward agreed to look after Meg, so that was our dog catered for.

The flight plan was to refuel at Teeside then over Newcastle to St. Abbs Head where we cross the sea to Montrose then up the coast to Aberdeen. The flight went fine till West Midlands where I got the VOR wrong and corrected the wrong way. We were transferred to an RAF station who did not reply. I transferred to Waddington who provided FIS. This is where the trip to East Kirkby helped me as I was now in familiar territory. We recovered from the VOR mistake and the next challenge was lowering clouds south of Teeside. Fortunately we could get under at 2800 feet still VMC so Teeside was found OK.

*Janette adds: We landed at Teeside (preventing a Ryan Air jet from taking off. Its wheels were moving as soon as we touched down). The terminal was deserted but we eventually found someone to direct us to the Information Desk to pay the landing fee. A long trip back to the plane to refuel then back to have a sandwich. Gong back through Security a second time we were asked to produce our landing fee receipt. It took Jim 10 minutes to find where he had filed it. Note to all fliers to keep it handy if landing at Teeside.*

**Jim:** Newcastle kept us under 2000 feet till clear then we climbed to 5000 feet for the trip north. Janette had not realised we were across the sea so long and kept looking for ships below. This gave her comfort on our last channel crossing. This time there was no comfort for her. Leuchars provided a listening FIS till we approached Stonehaven where we transferred to Aberdeen for a very pleasant run into the Airfield. Just time for a chat and cup of coffee before son in law arrives to take us to Banchory.

*Janette: Nice two days with grandchildren but on Saturday the weather changed. It was teeming with rain and no way could we take off for Mull. Very frustrating as Chris assured us it was a sunny and ideal flying condition on Mull. Oh dear we had another night with the grandchildren!*

*Next day the weather improved so we were able to take off. We went south to avoid bad weather but did run through some showers around Perth. Lovely views over Loch Lomond and the Clyde estuary. No problems flying up to Mull.*

*Landed perfectly at Mull International with Chris's help. Met David who runs the Control Tower, an old caravan. Discovered he had taught at our old school, just after we had left.*

*We had a nice meal that night at the Salen Hotel.*

*There was a "window" of good weather on Monday so taking advice we gave up our idea of a day going round the Island. We took off to refuel in Oban. Three planes landed there so that made it very busy with another 6-8 sitting around the runway.*

*Lovely scenic flight down the Clyde. Turned left at Prestwick and headed south. Lunch with Chris at Carlisle. Then we took our separate routes back south. I can use the GPS now but why can't I get what is on the ground to coincide with the GPS? I found it difficult over barren landscapes.*

*Diverting to avoid gliders and parachute sites we made our way south. Landed safely at Popham about 4 o'clock.*

*An enjoyable experience and another milestone in my life as passenger.*

Jim: I chose to avoid the low level route at Manchester for my trip back. Thought I would have less hassle going over the high ground from Carlisle to Leeds using the POL beacon. We got a bit south of track due to cloud and mirage. I'll swear I saw a reservoir on top that turned out to be a reflection off a cliff side, this was quite uncanny. I had a time of it maintaining height level in the Leeds Sheffield area as I routed to Gamston. After this headed for DTY then CPT and into home ground to return to Popham.

I really enjoyed the trip and gained a lot of confidence in using the VORs with DME. I feel I can tackle the low level route next time. We were lucky with the weather, it might not be so easy next time. My height control improved.



## Events - Jim Hull

These are the known events that I am aware of. Please [email me](#) with detail of any event you wish to include.

|               |  |   |            |                          |
|---------------|--|---|------------|--------------------------|
| July/Aug      | Alpine Flying  | B Mellor<br>tel: 01962 854931   |            |                          |
| Sep-03        | Old Sarum PFA Solent Fly in  | tel: 01722 322525   |            | or 01489<br>783036       |
|               | Welshpool Airfield Pooleys Air Day   | tel: 0208 207 3749  |            |                          |
| Sep-04        | Yeovilton Fly in   | Clare Grange<br>tel: 01962 715144                                       | G-<br>BYDX | D Thomas                 |
|               |  |   | G<br>ZERO  | J Mason N<br>Fray plus 1 |
|               |  |   | G<br>PORK  | B & J Flint R<br>Valler  |
| Sept 8-<br>10 | Middle Wallop Air Show<br>( <a href="http://www.mwias.com">www.mwias.com</a> ) | Norman Luland<br>tel: 01962 863393                                      |            |                          |
| Sep-10        | Popham Auster fly-in   |   |            |                          |
| Sep-17        | PA 28 Fly in Henstridge Airfield   | tel: 01963 364231   |            | half price<br>landings   |
| Sep-24        | Skewer of Honour Bourne Park<br>BBQ and tractor rides                          | John King<br><a href="mailto:jxk@compuserve.com">jxk@compuserve.com</a> |            |                          |



## Short Final - Dasher

By popular demand (actually I was given an amusing photo) the caption competition returns this month. As usual there is no prize, just the chance to see your name in print. Please send me your suggestions and I'll publish the ones that won't get us prosecuted :-).

