

IBM Flying Club Newsletter - February 2001



Clear Prop! - Dave Ashford

Hi everyone and welcome to my first Newsletter as Chairman. First of all I'd like to give my thanks to Dave Thomas for his contribution as Chairman and to the other members of the flying club who have contributed in numerous ways over the years. Thanks for all your efforts and please keep it up - this club will only work if everyone makes a contribution. I know Dave has stepped down mainly due to his current work-load, but I know that he has still found time to get involved in Project Propellor event, so those of you who have a little more time on your hands please take note: we are looking for more Club members to organize events this year.

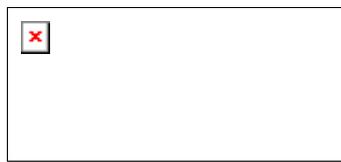
If you want to see an event take place or are planning a trip somewhere, why not make it into a Club event? [Jim Hull](#) is our Events Co-ordinator, so please let him know what you are planning and he will let you know if it conflicts with other Club events. He will help you with publicity but his role is that of co-ordinator, not organizer, so please don't expect him to make the arrangements - that will be your responsibility. I appreciate that some events can take quite a bit of effort to arrange, so why not team up with another member and share the load? You might also think about making joint plans with a local Flying Club - [Mike Gannaway](#) at Solent Flight is very helpful and friendly and is always looking for suggestions for events. They have aircraft and students/pilots who are often looking for their first solo outings, so it doesn't have to be a marathon event (like some of the ZERO Boys outings!). As an incentive to organizers and participants, I have set aside a sum of money for flying events this year. Rather than set rules in concrete I am looking for proposals for events - you send me outline for an event and I will discuss it with the committee to decide what level of subsidy is appropriate (and how much money is left in the budget). The general rule will be that the wider the appeal of the event and the more people that attend, the higher the subsidy. So get your thinking caps on and start planning the events for 2001. Let's make this year the busiest ever for the Flying Club.

Our Web site has been growing in popularity since its inception and a number of people have contacted us as a result of finding it on the Web. During this year I'd like to extend it with more information about the sort of flying we do. I have some ideas for new sections: Where is the best place to eat?; Which airfields have the best museums?; Where do I go for the best sight-seeing?; What are the prettiest routes to fly?; Who does the cheapest medicals in the area? I think you can see the kind of thing I'd like to introduce - if you have any ideas, please let me know. I'm also looking for people to create and maintain these extra pages, so if you'd like to have a go at some Web design, please get in touch. It's really not difficult, so why not have a go? I've already had one volunteer (thanks Gary, I'll be in touch), so if you want to have a go there are at least two of us who can provide help and assistance to get you started.

Every year the IBM Club allocates us a budget based on the number of Full club members we have. Unfortunately this amount appears to decrease each year, so it is important to keep our existing members as well as attract new ones. If someone expresses an interest in flying, please let them know about the IBM Flying Club and point them to [our Web site](#). You can point out that all they need to do is be a member of the IBM North Harbour Club (or another IBM Club) and then join the Flying Club. Our fees are, as you know, almost exactly the cost of a new aviation chart, so the net annual cost is almost zero, but the benefits are many and varied. One other important factor in receiving the budget from the IBM Club is our attendance at the IBM Club AGM, which will take place this year in the IBM North Harbour Auditorium at 17:30 on Tuesday 17th April (it usually takes less than an hour). If you do go along, please let the organizers know you are from the Flying subsection (that's us!). Paul Eathorne and I plan to be there, but business commitments may prevent

us from attending, so if you plan to go, please let me know - we must have representation in order to receive our budget.

Finally a few words about the Newsletter. I hope to maintain the high standards achieved by my predecessors but like each of them, I will need your help in the form of articles and snippets of news to provide the content. You can Email your contributions to me at Dave_Ashford@uk.ibm.com or snail-mail to Mail Point 206, IBM UK Laboratories, Hursley Park, Hursley, Winchester, SO21 2JN. I can accept articles in almost any format but would prefer a flat file (eg .rtf format or a plain Email). Pictures can be sent in any format, but I'd prefer JPEGs - please keep each image size to less than 25k and send them as attachments, rather than imbedded in the text (if you don't understand this, don't worry, I'll cope!). If you prefer to send me photos I can scan them and return them provided you include a return address. Without your contributions the Newsletter will be empty and you'll have to read my ramblings, so please, next time you go on a trip to somewhere interesting, jot down a few lines and send them to me. If you have a couple of photos, so much the better, but don't worry if you don't.



Wishing you Blue Skies and Safe Flying.



IBM Flying Club AGM held on 26th January 2001 - Paul



Eathorne

Present

Dave Thomas (Chairman), Dave Ashford (Treasurer), Paul Eathorne (Secretary), Jim Hull (Events Co-ordinator), Claire Grange, James Mason, Brian Mellor, Chris Thompson, Phil Russell, John King, Tim Ellison, Gil Collins, Graham Cogle, Hazel Fix, Paul Goodman, Danny Elliott, Don Milton, Richard Valler.

Apologies

Dave Sawdon, Irvin lee, Jason Bamford, Dennis & Ann Howe, Jonathan Airey, Ranjit Baghat, Mark Frankland, Adrian Spann, Clive Edwards,

The Secretary opened the meeting at 19:40

1) Minutes of the previous meeting

These were read and accepted (Prop: D Ashford, Sec: J Hull)

2) Secretary's Report

The Secretary reported an excellent response to the new style membership letter sent out before

Christmas, as a consequence of which, membership on the 26th January was already up to 49, higher than 2000 and expected to increase.

| Membership Type | 1998 | 1999 | 2000 | 2001 |
|-----------------|------|------|------|------|
| Full | 39 | 35 | 23 | 28 |
| Retiree | 19 | 12 | 10 | 9 |
| Family | 3 | 3 | 5 | 5 |
| Guest | 6 | 7 | 4 | 5 |
| Life | 0 | 2 | 2 | 2 |
| Totals: | 67 | 59 | 44 | 49 |

3) Chairman's Report

The Chairman presented some of the highlights of year 2000:

- Visit to East Kirkby, to visit the Lancaster
- RAF Leeming - Safety Day
- Avranches - mind the sheep!
- Wroughton - Science museum remote storage
- RNAS Yeovilton - fly in and museum visit (twice for some flyers!)
- The BBQ's
- Seawings 2000
- Life raft training session - safety in rubber at the Pyramids, Southsea

In addition, club members participated in a host of local and not so local fly outs and social events, including the BMA Xmas Bash at the Hursley clubhouse. Some 'bad bits' were also mentioned, notably a lack of commitment and willingness to get involved in helping organize and support club activities. The Chairman announced that the competition to design a club emblem was now closed and a decision on the winner would be made shortly. He also announced that after 2 years in office he would like to stand down as work commitments meant he is spending an increasing amount of time in Saudi Arabia, Bahrein and Manchester!

4) Treasurer's Report

The subsection finances were in good order last year, the subsection finished the year with a small surplus, despite the fact that the IBM subsidy was again reduced from previous years' levels. The subsidy is based on the number of full IBM club members at the end of the previous year, so existing members are encouraged to find new budding pilots to swell our ranks and past members who have not renewed their membership are encouraged to do so if they wish to benefit from the various advantages of being a member (see Web site for details). Money collected as rental for the safety equipment marginally exceeded the amount it cost to service the kit. We also invested in additional safety items as well as replacing the heavier life raft with a Survival Products 4-man lightweight raft. We also renewed Bottlang and AERAD subscriptions

The treasurer presented his budget for 2001, which is largely similar to 2000, based upon the expectation of a reduced subsidy again this year from the IBM Club. Items such as Pooley's, Pilot Magazine and Safety Equipment have a zero net cost to the club, and the Loan Charts cost about the same as membership, so the majority of the subsidy can be used to finance activities such as Safety Refresher Flights and Fly-Ins, where the objective is very much on safety and sharing skills and experience. Provided the money is made available by the IBM Club, the Flying Club GPS will be replaced this year.

5) Awards

The Friends of the IBM Flying Club Award was presented to Aerofab (Prop: C Thompson, Sec: Jon Butts) for their excellent support and hosting the 'flying BBQ'

The Chairman's Award was presented to Dave Ashford for the excellent support he has given to the Chairman and also the creation of the membership database and renewal letter.

A special Chairman's Award was made to Clare Grange in recognition of her hard work in graduating from PPL to CPL/IR.

6) Election of the Committee

There was a volunteer for each of the Committee posts, so the following were elected unopposed:

| | | Proposed by | Seconded by |
|------------------------------|---------------|-------------|-------------|
| Chairman | Dave Ashford | D Thomas | J Mason |
| Treasurer | Dave Sawdon | D Ashford | P Eathorne |
| Secretary | Paul Eathorne | D Thomas | R Valler |
| Events Co-ordinator | Jim Hull | P Eathorne | G Collins |
| Transair Co-ordinator | Phil Russell | J Mason | J King |

7) The Meeting closed at 20:40



Old Sarum - Dave Sawdon

It's nearly too late if you want to do or refresh a Night "rating"

If you've been dithering about adding a night rating (or refreshing one that you already have) there isn't much time left as the clocks change in the early hours of 25th March. Give me a call if you want to know more about what's involved.

The Old Sarum Seneca is back

G-EMER had two factory-new engines last year but, despite going well, looked tired because the paint work and avionics were a bit scruffy. Last weekend it came back from the paintshop with a gleaming new paint finish, new GNS430 and new HSI. See later for rates.

New (and good) Frequent Flyer rates

The normal Old Sarum rates are generally competitive but this years frequent flyer scheme has surprised me, just look at these hourly rates:

| | | | |
|--|---|-------------|------------------|
| | Frequent flyer rate Membership 1000/year | Normal rate | Normal Dual rate |
|--|---|-------------|------------------|

| | Add 35 for dual | | |
|--|-----------------|------|------|
| C150 C152 Texas taildragger Citabria C172 (with 1 or 2 people) | £50 | £90 | £109 |
| Sky Arrow | £50 | £82 | £99 |
| PA28 (Warrior 2) DR400 (Robin) C172 (with 3 or 4 people) | £60 | £102 | £115 |
| C172RR (Reims Rocket) PA28R (Arrow) | £70 | £112 | £130 |
| B120 (Bulldog) | £90 | £125 | £145 |
| PA34 (Seneca) | £145 | £165 | £195 |

Treat yourself to a checkout in the Sky Arrow

This is the cheapest aircraft that we have yet it's amazing to fly, easy and with an astonishing view out of the cockpit.

The layout is a tricycle undercarriage, tandem seating, high wing, Rotax pusher with a side-stick. The speeds and weights are roughly the same as a C152 but the climb and handling are much better. I guarantee that the view out of the cockpit will astonish you on your first take-off!

Try your hand at Formation Flying

Old Sarum will be offering training in Formation Flying again this year in the Bulldogs. You can either do one trip, just for the experience, or a series of flights to develop your ability. It's great fun and concentrates the mind wonderfully. Jon Butts did several hours last year and (I think) found it useful. Give me a call for more info.



"Fam" Flight - Paul Eathorne

An old pal of the Flying club, Ali Loweth, who used to work in Ops at Southampton has returned to work on the South coast after having spent time working away in the Isle of Man and Leeds. She has also moved from the world of Operations to the right hand seat of a British Regional Embraer ERJ 145 jet, after a bit of time spent on the Jetstream.

We met up again at Brian's Christmas bash and during the course of some chatting about flying, Ali offered to try and arrange a 'Fam Flight' for me. This is where the airline seek to encourage people who are interested in a career in aviation. It lets you see how the crew prepare for and carry out a flight. In my case, it was arranged for me to fly in the jump seat from Southampton - Glasgow and back.



All flights start with a cup of tea and

this was no different. Ali told me that normally crews report for duty 45 minutes before brakes off. This did not seem to allow a lot of time to prepare for the flight, however I had not realized how much information is prepared for the crew beforehand. We went up to the crew room where the first officer starts on the paperwork. (no sign of the captain at this point!) A sheet with the afternoons sectors for the aircraft, the number of passengers and recommended fuel load is printed out for the crew. Details are added to another printout of the route to be flown which effectively becomes the flight log. Ian, the captain appeared with the weather. The forecast 2000m viz at Glasow was not really remarked on. As Ian and Ali went out to set up the route and start pre-flighting, I went down to the gate with Rob, Alis's other half.

We talked a bit about the Embraer, and noticed the 300th production machine parked outside on the apron. This has been a really successful jet for Embraer. In relative terms it is cheap at 12-18m USD and hence very popular. I gather build quality on the newly arrived machines is not what it might be and there are usually some snags to be sorted. The jets have been very successful at Southampton, especially with customers who view propellers as noisy and a bit 'old hat' Load factors have been very good and there is talk of buying the new 70 seat Embraer ERJ 170 version which is due to fly at the end of 2001.

Sitting in the jump seat (technically known as a plank) the first impression is how clean and clear the glass display is. Engine details on the centre screen and route data/performance data/TCAS/weather radar etc, etc very clearly presented on each of the two pilots screens. The two com boxes in the centre console got a *lot* of use.

The jet I think really looks good. As it looks so sleek and powerful, I was surprised to hear that departures from Southampton are sometimes weight restricted, especially on warm days from 20 when an early performance turn is required very shortly after wheels off. Heading North, Ali started to make the first of many frequency changes. I had not appreciated how many ATSU's were worked on such a relatively short (1.05) flight. The amount of real flying done is usually 'not a lot!' Approaches are hands on but apart from that its flown on autopilot with the crews kept busy talking to ATC and the passengers (I remember the question 'shall I let them out now' from Ali before cancelling the seat belts sign!) I wondered why Ian had a pair of sturdy David Clark green cans but when I lifted my headset briefly I realized why - there is a lot of wind noise in the cockpit.



The approach to Glasgow was flown by Ian, the inbound route and final approach to the ILS being presented so clearly on the screens. I gather life is not so tranquil if you are ever struck by lightning as all the pretty coloured pictures tend to vanish.

A 30 minute turnaround, during which we had a quick chat, spotted Sue Elcombe, (who Bob will remember from a trip to Mull some time back) and I learned that Ian's background is flying ski's and float in Canada, then we were off back to Southampton. The TCAS was interesting to watch, displaying height and range of other traffic squawking mode C on the transponder. The crew suggested it would be a good idea for any light aircraft with mode C to turn it on, especially when operating near the Northern approaches to Southampton (Popham area for example)

Landing on 20, the runway suddenly seems very short! The Embraer relies totally on wheel braking, there is no reverse thrust fitted. The new grooved and grippy runway surface at Southampton is therefore a great help.

This was a very different form of flying for me, so far away from the sort of stuff we usually do and I had a great afternoon out. I can understand why jet drivers often seem to have a J3 Cub tucked away somewhere as therapy from all that technology though! Ali and Rob are actually quite keen to get back into some PPL fun flying, so we plan to do a bit of local flying in PORK soon.

Finally, some things are the same at both ends of the flying spectrum - when I asked Ian where the jets go for maintenance he told me the Isle of Man - but it seems they often go into the hanger with snags - and mysteriously come out again with the snag signed off - but the fault still remaining!

If anyone offers you the chance of a trip like this, I can recommend it - its a great experience. Thanks Ali!



New Met site - Dave Sawdon



Have a look at this site, it gives freezing level forecasts for large parts of europe: <http://www.snow-forecast.com/uk.html>



HM Coast guard - Lee on Solent S-61hangar visit - Paul



Eathorne

Is anyone interested in a visit to HM Coast guard at Lee on Solent ?

We have been offered the chance to fly or drive in to visit their base, hear from the crew on the work they do and then have a look in the back of India Juliet. Anyone who has done the life raft training might like to come along and ask the crew 'what happens next' once you've got in the dinghy. The provisional date is 26th May, arriving at 14:00 with the visit expected to take around 2 hours.

Incidentally, many of you will know that access to Lee is very restricted these days. It is operated by Hampshire Police who require a copy of Crown Indemnity insurance of £7.5m for all visiting aircraft. (Unfortunately, there is not the flexibility to pay an additional fee, as we have done at some

military airfields) Anyone wanting to fly in will need to give me those details beforehand so I can provide a copy to Hampshire Police. I will get a briefing on arrival procedures nearer the time.

The numbers we can take are likely to be limited as its quite a small base with limited facilities. Anyone who is interested, please let me know, first come first served!



Hebrides Trip - Jason Bamford



I have booked a plane from 25th Aug to 2nd Sep with a plan for me, Helen & Michael to get to Stornaway. No real route plans yet, but want to make a good few stops up there. If anyone would like to join us with another aircraft and make more of an event of it, please get in touch. Email jason_bamford@uk.ibm.com



Events - Jim Hull



If you are planning on organizing a trip, please contact Jim Hull either by Email at jahull@tcp.co.uk or by telephone on 01962 882270.

| Date | Event | Organiser | Pilot/Notes |
|-----------|--|---|---|
| 07-Mar-01 | Mitchell Memorial Lecture R Ae S Ultimate Systems Aircrew safety in the 21st Century a talk about ejector seats | Danny Elliott 02392 799148 | 19:30 Turner Simms Concert Hall tickets free from Danny Give him time to order them. Buffet after @ £6.00 per head. |
| 14-Mar-01 | ATC Lasham visit with Gliding Club Air Tools Company at Lasham curry in Alton afterwards | Nichol Riggott 020 7202 6243 nichol_riggott@uk.ibm.com | Dennis Howe going |
| 24-Mar-01 | Farnborough Air Sciences Trust Association Public day arrive by car, split into groups visit wind tunnel view artefacts See archived films | J Hull 01962 882270 | see www.fasta.co.uk for details of the site Groups start at 10 00 am Looking into a Fly In to Farnborough to visit the site more on this later |
| April/May | Coast guard Base Lee on Solent Fly in and safety briefing | Paul Eathorne 023 9256 5593 | Need Crown Indemnity of £7.5m prior to visit |

| | | | |
|-----------|---|--|--|
| 16-Apr-01 | Museum of Army Flying & Andover Strut Middle Wallop Fly-In (max 100 aircraft) Invitation only via application form. | Rosie Barnes 01980 674421 | MOD third party insurance @ £8.50 needed free access to museum copy of form from download or Jim Hull/Dave Ashford |
| 19-May-01 | Project Propellor fly to BBMF base at RAF Conningsby on Sat. (Or Sunday if Sat. is rained off) volunteer pilots needed to fly war veterans | Dennis Ray 01962 817142 Dave Thomas 01962 715144 | projectpropellor@easynet.co.uk Dave Thomas & Clare attending |
| 25-May-01 | Glenforsa Mull Fly In week end with possible mass fly out on the Saturday. Joint event with Paul Keegan Oban also possibility of Black bottle challenge | Chris Thompson 02392 597965 Jim Hull 01962 882270 | Info pack from 01586 553797 land at Tiree Islay and Campbeltown within 24 hours. |
| May/June | Farnborough F1 Project Richard Noble | Paul Goodman 01962 816610 (Internal Ext 246610) | details to follow |
| 23-Jun-01 | Avranches Fly In France looks like becoming an annual event for us. | | maybe Silvie Hardy sferd@liberty.surf.fr Club Tel 00 33 2 33 58 02 91 |
| 15-Jul-01 | Perranporth cream teas Fly In | James Mason | Maybe this year we'll get there. We have a good week end offer from Rose in Vale hotel |

Spare seat? Want a trip? Let me know and I'll try and match up. Jim Hull tel: 01962 882270.



Short Final - Dave Ashford

As I am now the Chairman and editor the Newsletter, I get to write my own piece in *Clear Prop!* so I am looking for a volunteer to take over this closing spot in our Newsletter. Could you write a witty or informative piece about flying every other month? Do you have a strong view on a flying matter that you'd like to share with the Club? Do you have some amusing pictures which are crying out for captions? If so, then this is the perfect job for you. If you feel you could do it, please drop me a note.

I'm just looking for a paragraph or two, so any little anecdote or flying story will do, provided it is original.