



## Newsletter - June 2001



### Clear Prop! - Dave Ashford

Testing, Testing, One, Two, Three, Testing. Is there anybody out there? I'm beginning to think that I'm the only one around. Do you know that feeling? You're alone in IMC, you're not *quite* sure where you are but you do know that there is some high ground close by, the radio has gone quiet apart from the faint crackle of near-by lightning and you suddenly doubt whether the AI is telling the truth? Did you make a bad decision to start out or were you just unlucky? It's very lonely and you wish you could see something or hear someone to reassure you that everything is OK. Have you ever felt like that? That's a bit how I feel as Chairman of this Club - I'm working away trying to keep things going but it feels like I'm completely alone and what I'm doing really doesn't matter to anyone else. I hope I'm wrong, but in the last four months the only event that has been proposed is the BBQ - nobody else has suggested any events for the Club, even though I offered a subsidy if you wanted to arrange something. In the last Newsletter I suggested a fly-out BBQ at Compton Abbas, one of the most beautiful airfields in the world, and asked for people to let me know if they would be interested in coming along. I received 3 replies - 5 people in total, which is far too few to make it viable. I also asked if anyone would be interested in T-shirts, ties, Baseball caps or whatever bearing the new IBM Flying Club Logo. So far I received no replies at all. Total silence.

This is **your** Club and it is up to you to make it work, so *please* let me have some feedback. Tell me what you want from the Club. If you don't want flying events, please tell me. If you want to fly to France every other weekend, please tell me. If you'd prefer a dinner dance or an outing to an aviation museum, please let me know. I need input. At the moment our Club appears to be dying from lack of interest - is that what you want?

On a lighter note, I've had a good time recently with my flying. 'ZERO is finally back in the air with its new paint and engine and the ZERO Boys are starting to plan trips and holidays for the remainder of the year. I'm looking forward to some touring in France later in the year plus a trip up to southern Scotland and the Western Isles, not to mention the odd fly-in or airshow that I'm sure I'll attend during the year. Last month I flew Brian's C172 into Wroughton for the excellent 'Great Vintage Fly-In Weekend' and I've just returned from a very pleasant three days in the Champagne Region, flying G-PORK to Reims and returning via Le Touquet. Reims cost just 77 French Francs for a landing and 2 nights parking, which was considerably less than the amount we spent on food and wine :-).



Wishing you Blue Skies and Safe Flying.



## New Member Details - Nick Cutler

I am a new member of the IBM flying club having passed my PPL at a 4 week intensive course at Welshpool Flying School in June last year. I had been flying Paragliders for 4 years before that. My logged hours total 62 and I am hoping to gain more experience and confidence by flying with other members of the club. In January this year I joined Old Sarum Flying club but have not had the opportunity to get fully checked out, so I am looking forward to rejoining for this year and being able to hire their planes out. I was taught on PA38 Tomahawks and have also flown Cessna 152's. I would be very keen to share the costs on any flights that have a spare seat. For the future and as soon as I have a few more hours under my belt I will be looking towards joining a syndicate and getting as much flying in as possible. Please feel free to contact me on any of the below numbers.

Nick Cutler  
Internal x248700  
Direct 01962 818700  
Mobile 07712 892989  
Home 01425 672812

E-mail [nick.cutler@uk.ibm.com](mailto:nick.cutler@uk.ibm.com)



## Share for sale in [G-ZERO](#) - Jon Butts



Grumman AA5B Tiger, based at Southampton  
180bhp, 125kt cruise, 900lbs useful load, 4.5hr range  
Zero-timed engine, New paint  
Well run and active Syndicate  
£7000 ono  
If you are interested, please contact [jon\\_butts@uk.ibm.com](mailto:jon_butts@uk.ibm.com).



## The Story So Far - Brian Mellor



Whilst on holiday in Florida in April, I happened to call in to the airport at Fort Pierce, in Florida, and introduced myself to the head of training for the JAA instructor program. We got on well, went for a beer and a meal, and there was talk of me possibly doing some work for the school (Pan Am - yes, the same as the now defunct airline).

Time passes, and suddenly, there is an invitation to do some instructor training here. The school is going great guns with JAA training, the only slight problem is that the CAA are very conscious of

the major differences between the instructor training in the UK and USA. They will only accept, for JAA licences and ratings, students trained by JAA certified instructors. But the US Immigration will not allow an unlimited number of JAA instructors into the country, when there are so many US instructors looking for jobs. So, the solution is to retrain the US instructors to teach in the JAA format. And that is what I am now doing - JAA standardization training.

Fortunately, the school has relaxed the dress code from May 1st onwards, so that no-one needs to wear a tie - it is getting quite hot now. Even the students have to wear uniforms, initially with no stripes, then they get one, or two, after obtaining appropriate licences or ratings. The fleet is mainly new Pipers - they do have some older Warriors and Cadets, but it seems they are being replaced with brand new planes. I am used to seeing the Warriors in the UK, having flown over the Atlantic on their ferry flights from Vero Beach. The ferry flight in this case lasts about 10 minutes, since Vero Beach is only about 10 - 15 miles north of Fort Pierce.

The first day was spent getting familiar with the school and the procedures. It is all quite sophisticated, 30-40 aircraft, and you have to 'bid' for aircraft a day or so beforehand. The airport itself gets very busy at peak times, but so far I have only done local training flights, no circuits or cross-country. The two students that I am working with quickly realized just how different the US/UK training is - it is a very steep learning curve for them, and they get very frustrated when they can't get the correct patter going. They try to use the familiar US expressions, instead of the UK ones (like "You have control"). When they say "It's my plane", I have to say "I don't care who the owner is, just tell me who is controlling it". They are getting the message!

The school had a meeting of instructors the other day, to discuss hurricane evacuation plans, and asked for volunteers to fly the aircraft out to safer parts, in case a hurricane was forecast to hit. Not everyone put their hand up. Isn't that amazing? I would want to get the hell out of there regardless, so being offered a free flight sounds like a VERY good deal.

Last weekend I went up to a skydiving site at Sebastian, about 30 miles north. I managed to blag my way into the front seat of the jump plane (my brother Dave was in the back). The pilot was also an instructor, so now I have some official Twin Otter time logged. I just hope the video I took works out OK, especially the pilot's technique for converting potential energy into kinetic energy - a Stuka dive, until the target airspeed is reached, then continuing as a spiral dive. My brother was quite surprised when he was passed, in free-fall, by the plane he had just jumped out of!

The other amazing thing is the coincidence of it all? I used to fly for the owner of a skydive outfit in N. Carolina, 20 years ago, and it turns out this aircraft (and several other Twin Otters, King Airs and various piston engine machines) is owned by the same guy. Hmm. If I come back this way again, I can see me sniffing round for a bit of freebie twin turbine time at the weekends.

All in all, this little exercise is proving quite interesting, in some ways it will be a shame to have to leave. Still, there may be some other opportunities at some future date, so I will keep my fingers crossed that I may get back here again this year.

Happy flying. Brian



**Lee On Solent (Saturday 26th April) - James Mason**



out

of some discussions after the second life raft session at the Pyramids when Paul decided to contact Lee on Solent to see if there was any possibility of a flyin, they had previously been very helpful when I organised the first life raft session providing some information and advice for the evening. We left Southampton for one of our shortest trips in G-ZERO and with impeccable timing our arrival at Lee on Solent was greeted by the departure of India Juliet on a job, G-ZERO held on the taxi way as the S61 departed in front.

After parking, we were met by Dave Gibbs who is a first officer on the S-61 and a Topsy Nipper owner, he enthusiastically showed us around the operation at Lee on Solent and patiently answered all of our questions, he even made tea and coffee for us on our arrival! After an overview of rescue helicopter operations around the UK including some of the history of the division between RAF and coast guard operations, Dave explained the S-61 aircraft operated and their equipment. Bristow



Helicopter are the contractors for the coast guard at Lee on Solent and they operate two helicopters, IJ and VA which is the backup aircraft, although IJ is the best know I had

seen VA operating around the Solent so it was interesting to learn of its role. The S-61 is essentially a stretched Sea King and was originally developed in 1961, apparently the number attached by Sikorsky to their models denotes the year of development although it soon became clear the aircraft systems are constantly being developed and improved. Our visit to the hangar started with looking at VA since IJ was still away, one of the advantages of the S-61 is its high cabin height which allows most people to stand comfortably inside and provides an advantage over later models such as the S-76.

Dave invited us up into the cockpit to talk through the systems of the aircraft and I was impressed by the systems that exist for automating the flying, for example on IJ it is possible for the winch operators to manoeuvre the aircraft in the hover so that they position the winch man exactly where they need to be. We were also shown the homing instrument for finding the emergency locator beacons which we carry in the club life raft kits, together with all the other techniques for location in the helicopter such as radar and visual cameras. The S-61 flies in the cruise at



110 knots and so the operational range from Lee on Solent extends to Dover and down to the Channel Islands/Northern France, occasionally the Lee on Solent helicopter does jobs in Northern France.

We then heard IJ return to Lee and after a short while were able to look around her as well, IJ had a double winch and some more advanced equipment such as FLIR ( forward looking infra red ). Operating this machine was fascinating providing a 360 degree view around the aircraft both in visible and infrared, the latter was particularly interesting allowing us to detect the birds on the airfield around the helicopter! In the picture below the FLIR detector head is being shown to us, the black radome nose for the radar is in front of the pilots position on the nose with the pitot for the S-61 being mounted on top of the rotor head.



We were then given an overview of the medical equipment on board the helicopt and some

of their typical operations. At the end of the trip, we headed back to our planes for the short trip back to Southampton with some wisps of sea mist starting to roll in which is sometimes a problem at Lee on Solent but not for the rescue helicopters with their radar systems. I brought G-ZERO back to Southampton after adding another airfield to my logbook and a fascinating visit to the coast guard helicopter operation who made us very welcome during our tour.



## Events - Jim Hull

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

Date	Event	Organiser	Pilot/Notes
	Black bottle challenge	<a href="#">Jim Hull</a> 01962 882270	Info pack from 01586 553797 land at Tiree Islay and Campbeltown within 24 hours.
June	Farnborough F1 Project Richard Noble	<a href="#">Paul Goodman</a> 01962 816610	details to follow

June	Fly-In BBQ to Compton Abbas	<a href="#">Dave Ashford</a>	** cancelled due to lack of interest **
23 Jun	Avranches Fly In France looks like becoming an annual event for us.		** cancelled due to runway maintenance **
15 Jul	Perranporth cream teas Fly In	<a href="#">James Mason</a>	Maybe this year we'll get there. We have a good week end offer from Rose in Vale hotel
27 Jul	RAF Odiham Family Day	<a href="#">Irv Lee</a>	<ul style="list-style-type: none"> <li>• As many aircraft as we want (pre-booked via me) to arrive before showtime begins and stay til finish. (There may be slots available to leave during the day - to be decided)</li> <li>• Each aircraft pays Crown Indemnity Insurance if needed (under a tenner)</li> <li>• We have a flight line of our aircraft and are willing from time to time to show families around an aircraft (doesn't have to be all aircraft all the time)</li> <li>• Landing fee: I'm working on a scheme where we don't have a landing fee as such but we want to collect about 50 or 60 quid towards their charity day (split between all our aircraft attending) for their charity. (ie: 5 aircraft, about a tenner each, 10 aircraft fiver or six each). Could even be done per person attending, as long as it raises the required amount. I'll finalise this later.</li> </ul>

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



## Short Final - Dave Ashford

Thank you to Bob & Danny for their comments about the new Logo - I have changed it slightly to accommodate their suggestions and the version at the top of this Newsletter will become our official logo unless anyone objects.

That's almost it for this month I'm afraid - a short Newsletter due to the lack of reports. If you want more, please send me articles - I plan to publish the next Newsletter at the beginning of July provided I have enough information. Don't forget to let me know what you want from the IBM Flying Club - hopefully we'll have a bumper edition packed with ideas for future events and reports of flying that you have done over the next month.

And finally, as they say, this month's caption competition is a photograph supplied by James Mason. As usual it is just for fun, so please send your captions to [dave\\_ashford@uk.ibm.com](mailto:dave_ashford@uk.ibm.com) and I'll publish the best ones in the next Newsletter.

