



Newsletter - August 2001



Clear Prop! - Dave Ashford

As the summer flying season is well under way it is probably timely to remind you that the prime focus of this Club is the safety of its members and so I'd like to encourage all of you to take a little time to think about how safe you are when you take to the skies. Have you done all the planning you could before you walk out to the aircraft? Did you *really* check the NOTAMs? Have you borrowed one of the Club's Safety Kits for an over-water flight? Did you do a proper job on your pre-flight checks? Have you got enough fuel for a diversion when you get to your destination? Have you thought about what you'll do if you have an engine problem on the climb-out? When did you last do a PFL? I could go on, but my intention is not to write a check-list it is to prompt you to think about those things that will "never happen". Sadly they do happen occasionally and tragically they often seem to result in serious injury or death. I'm sure these things were in the minds of the JAR folks who now insist that you take a flight at least every 2 years with an instructor, giving you a chance to practice some skills that you may not have exercised since you took your GFT. The IBM Flying Club has long recognized the need to keep all flying skills current, particularly emergency drills, and for many years we have offered subsidies to ease the cost of taking such flights. You can claim a subsidy for each of the Safety Refreshers every year, giving you a great opportunity to hone the skills that just might save your life. If you'd like more details, please look at the [Safety Refresher Subsidies](#) page.

Thank you to everyone for pulling together over the last couple of months. We've had several very well attended events - Perranporth and Odiham were great successes, helped of course by good weather. I'm reliably informed by Bob Elliott that the turn out of 13 aircraft at Odiham was a Club Fly-In record for concurrent attendance. Apparently there was a fly-in to Old Sarum in the early '90s which was also attended by 13 aircraft but one of them arrived and departed before the rest, so there were only 12 on the ground at the same time! The barbecue was also very well attended, with in excess of 35 people enjoying superb food and good company. We managed to avoid the rain until everyone had finished eating, when we adjourned to the Clubhouse, which at least saved the long walk to get a beer! A big "Thank You" to everyone involved in organizing the events so far. Now all it needs is for the rest of you who attended the events to write a little something for the Newsletter to let those who didn't attend know what they missed! A couple of paragraphs and a picture or two would be great.

In the last couple of months we have also welcomed a couple of new joiners to the Club, taking our membership up to over 60 people. Adrian Spann has written a short introduction in this Newsletter - if anyone else would like to do something similar, please feel free to do so and I'll publish them in

future Newsletters. Perhaps some of you 'old hands' might like to introduce yourselves to the newer members - don't be shy, jot down a few words and send them to me. If you have a picture to go with your article, even better. I can scan pictures if you only have hardcopy or I can use image files - JPEGs preferred, but I can convert most formats. All photos will be returned provided you include a return address.

We have also had a new aircraft join our 'fleet' - Arndt Eade's Mooney M20J G-BYDD. Arndt and I spent a most enjoyable week touring around France in 'DD just after he bought it and I can vouch that it is great fun to fly - 155 kts at 50 litres/hour - that's what I call performance! It reminds me very much of a sports car both in seating position and performance and it has the same effect on my smiling muscles :-). I look forward to seeing 'DD at future Club fly-ins.

Whilst on the topic of our 'fleet' I realize that our [Web page](#) is a little out of date, so I plan to spend some time soon updating it to reflect the latest information. If you own an aircraft please check the details and let me know if any corrections are needed. If I have missed your aircraft off our pages and you would like me to include it, please let me know too.

Thank you to all our contributors for this Newsletter - there is a good crop of articles on a variety of topics. Please keep them coming and don't forget a picture or two if you have it. I think I have published everything I have received over the last two months, however if you sent me an article and it is not in the Newsletter, please accept my apologies and would you send it again. My PC crashed last month and so I had to rebuild from back-up information and I don't know whether or not I lost any Email. It happened a week before I started a new job, which I guess just proves another variant of Murphy's Law - *if it's going to fail, it will fail at the most inconvenient moment!*



Wishing you Blue Skies and Safe Flying.



Project Propeller - Duxford 9/6/01 - Paul Eathorne

Some of you may remember that earlier in the year, Dave Thomas asked if any of us were interested in supporting Project Propeller. This is a scheme where private pilots donate their time and aircraft to get veteran WW2 aircrew together, usually at an RAF Airfield - its rather like an older version of the 'Young Eagles' scheme. I'd not heard about this before but it seemed like a good thing to do so throwing caution to the wind I 'volunteered' and at the same time roped in Richard Valler to come along. (his daughters reckon he is already a veteran anyway!)

The original plan to fly as many aircrew as possible to Cottesmore was cancelled due to the foot and mouth problems, however Duxford - mysteriously unaffected by foot & mouth - was soon identified as an alternate venue.

We were allocated 2 aircrew, Jack Cranston and Haydn Jones, who are (respectively) ex RAF Lancaster pilot and navigator. The stories both have to tell are remarkable. When I first rang Jack, he told me that he used to fly Lancasters and Lincolns. He then mentioned quietly that he'd had 'quite an

interesting time.' I asked him what he meant. The story is a remarkable one, he was shot down on his 21 trip, went on the run but was eventually caught and put on a train under German guard. By the time the 3rd train had been shot up (by the British!) it was decided road might be a safer way to travel! Jack escaped again and met up with an American tank column, then worked his way to Paris where he managed to bag a trip in a communications Avro Anson back to Croydon. This was one of many remarkable wartime stories that we were to hear during the day.

I've become used to the weather changing for the worse at the merest thought of flying so it was a pleasant surprise to find CAVOK conditions on Saturday. We met our passengers in the terminal, loaded up and set off for Duxford. Conditions remained excellent. Haydn as ex-navigator had a spare chart and followed our track. Consequently, every so often we would hear comments like...ah thats Benson, I was at OTU there. Or ah, thats such and such airfield...I knew a WAAF there.....!

Duxford were pretty busy with Project Prop arrivals, there must have been about 100 visitors during the day, most parked in a line on the southern side of the runway. Despite being cut up on short finals by someone on a tight left base who later claimed he had right of way because he'd had a 'clearance to land' (from Duxford Information.....) Richard made a nice smooth landing.

Going across from the parking area in the crew bus I spotted an old friend, DH89 Rapide G-AIYR, once owned by Viv Bellamy of Hampshire Aero club fame who operated it on scenic flights from Lands End back in the '70's, she is still looking and sounding magnificent.

After booking in, there was time for a chat over a cup of tea and a sarnie. Given that our flight up had taken just over an hour, we asked what was the longest missions that they flew. Milan usually took around 8 hours. Anticipating the obvious question of what happened to all the coffee you drank?... it seems the pilot would put the aircraft on 'George' and nip to the Elsan! I'd heard stories of peeing over the tailwheel for luck but it seems one radio operators idea of 'luck' was to do it over the main spar. Being at 20,000' this quickly froze and made movement in the rear fuselage very slippery! Navigation training involved astro navigation, practised on starlit nights in the middle of an aerodrome. The most accurate trainee got no closer than 7 miles off the field!

After refreshments, we split up, Haydn & Jack to chat to old pals and Richard and I to explore as much of Duxford as we could. The museum there gets better and better, with so much to see and perhaps best of all, many interesting aircraft under restoration - I remember seeing a Beaufighter, Gladiator, Sea Fury, Heinkel-11...and many more which I will defer to Richard on as his knowledge of the various types is as vast as mine is small. I think he could pick up a job as airshow commentator as he usually knows the aircraft, type, history and not infrequently the name of the pilot!

During the day, a Dakota did a low display and various heavy single engines types (Skyraider, Corsair?) flew off. Of course many will remember that Duxford was used for filming The Battle of Britain, which I actually watched again just recently. This is the reason for the 'missing hangar' at Duxford, it was blown up during the film.

We got away just after 4 to keep ahead of a cold front that was forecast to appear from the North. The trip back was very pleasant with lots of things to see, and good visibility on our route, although showers could be seen in the distance.

We had a great day out. It was a pleasure and a privilege to take Jack & Haydn to Duxford...we asked if they had had a good day...and the answer was a very definite 'Yes!!' Their enthusiasm is terrific. Haydn's son is close to getting a PPL but Jack had not been in a light aircraft before and apart from airliners, he had last flown in 1946 in a Lincoln...so PORK was rather different!

If you get a chance next year, give your support to Project Prop...the thanks we received made it a

day to remember, however as one who feels rather lucky to be able to fly, I rather think its the other way around: our thanks to Haydn and Jack for making a great day possible!



The View From Behind - Clare Grange

Gil and Paul E kindly invited me to join them recently when they hired G-AZWD and went off for a day's flying. I was the back seat passenger hence the title of this article. The plan was to fly from Southampton to Lydd (Gil's leg), Lydd to Manston (Paul's leg), Manston to Rochester (Gil again) and finally Paul flew from Rochester back home. The day got off to a good start for two reasons 1) the weather was good and 2) we were all absolutely punctual. As we all know it helps if everyone turns up on time! We easily got through security (my pass seemed to be sufficient) and were met quite quickly by a member of the Ops staff. WD was refuelled (after weight and balance calculations) and all checks complete we were away.

The trip to Lydd was picturesque tracking eastwards initially then south towards Portsmouth and along the coast from there. Gil was keen to point out Corhampton and various golf courses en route! We had a good view of Beachy Head as a result of which our conversation took a slightly gruesome turn (Beachy Head is known locally as a favourite suicide spot!). Speaking to the Lydd controller we were informed that D044 was active and to take care joining. We joined overhead for runway 04 right hand and landed in time for elevenses. It was quite breezy at Lydd which was actually very pleasant as the temperature was climbing to the high twenties. Lydd to Manston was a short hop with Paul showing off by landing long(runway is 2752m). Not only did he land long but carried out a very nice flapless landing. I think he must have been practising! We paid our landing fee to TG Aviation and walked to the terminal for a good lunch.

Suitably refreshed we flew on to Rochester where Gil performed a very nice approach in quite tricky conditions. There was a considerable crosswind and local turbulence on short final. We landed,refuelled the 'plane and ourselves,paid our money and departed. Paul's track took us just south of Biggin to Godalming, Haslemere, Petersfield, Bishop's Waltam and after the usual orbits into Southampton. We were receiving a FIS from Farnborough when we heard another aircraft call up. The controller asked the other pilot if he required MATZ transit. "No" said the pilot "I'll go under!" The controller was taken aback "Under?" he said in a very quizzical and bemused voice. We were giggling by this time and it transpired the pilot was planning to fly under the stub but he must have been low. I didn't hear anymore details about him so have no idea whwere he came from etc.

We arrived back at Southampton about 17:00 and adjourned to the bar to talk over the day's events. The three of us agreed we'd had a very enjoyable day, nice flying, nice company, nice weather and as Paul said you don't have to go very far to enjoy yourself!

Thanks again to Gil and Paul.





Men of Kent.....or Kentish Men - Gil Collins

On Monday 25th June three intrepid travellers set out in WD to do the grand tour of Kent for no better reason than we had not done it before and we could cop a few more new airfields. There was not a cloud in the sky, the wind was light and variable but the haze brought the viz down to about 7K.

It all started well, we met outside the gate and were searched and got through the novel (different each time) departure procedures. Capt Eathorne donned a reflective yellow jacket which he averred was essential not to be arrested but though there were many of these jackets hanging up in control, the talking baggage and I were not thought worthy of one. So while the jacketed Eathorne filed a flight plan the unjacketed meandered around the apron readying the plane stacking the cover and chatting to the fuel man and sundry pompiers.

It was decided on fullish tanks after calculation and by about 10:00 we were ready to leave. The checks all went well, except the carbheat did not seem to move as much as usual. The heavy load, fuel and talking baggage meant a slow climb out and we turned to pass over Fishers Pond and set course east towards the general region of Bishops Waltham. We were about a mile north when the controller kept burbling on about BW so we got rid of him and headed for the coast crossing it at Thorney Island and then tracking it past Shoreham to Lydd. There was a problem or two: the low charge light kept coming on and then going off but we were charging at 30amps and the carb heat was causing a drop but not very much.

Lydd demanded an overhead join as they can only see one way. This seemed to be a slight problem to me as both danger areas were open and they wanted a LH circuit. I did a narrow circuit and half a teardrop and all came out well. On reviewing the charts in the restaurant afterwards it was obvious that I could have achieved a normal circuitwhen in doubt you can always read the instructions later.

We paid the controller, a wierdo in shirt, tie and trousers with enormous braces and rolled up to just below the knee. After coffee we went to book out and were told to do so via the RT.

Capt Eathorne took the short leg to Manston which could be seen from miles away. the runway is Jumbo length and also wide enough to land WD. No problems here except we were asked to expedite leaving the runway or get a Hunter up the fundamental orifice. We waited for the Hunter to come by ...beautiful trainer in silver ...and then went for lunch. Very good and the talking baggage had a large beer. After lunch we talked to the mechanics, one of whom received a phone call, 'er indoors we opined, no the mistress opined his mate. This caused considerable hilarity from the talking baggage ...half cut again.

I took over for the leg to Rochester and booked out over the RT. Wrong, through the control tower next time please. Another along the coast run, I like easy navigation! Past Sheppey and the Medway where I have never been before, to Rochester. Hmm! A little difficulty in the form of a rough grass strip with a 16kt crosswind over a dual carriageway and a slight cliff. All coped with by a diagonal crossed control setup.

There was a cup of tea and an honesty box and lots of planes around. My eyes lit up with G-DENI a 300HP Cherokee 6 in excellent condition available at £140 per tacho hour to 200hr+ pilots (01-795-844321). The club could use this on some trips to improve the baggage loading ***** Please Note.

At this point the talking baggage remarked that it had been a good day and that "you didnt have to go very far to have a lot of fun". At the same time in the background Capt Eathorne was murmuring something about "hot muffs" I was not sure what to make of it!

All became clear later, Capt Eathorne had resolved the carbheat problem. The hot air casing had detached and cool as well as hot air was arriving at the carb. This was repaired and as the battery low light was now out permanently out all was well.

Capt Eathorne went to book out, do it over the RT said the controller.

We fuelled, booked out and taxied towards the runway when I called the Captain's attention to a red light. We stopped hurriedly....oh that one is for cars said the controller. We took off and set sail for home via the direct route carefully avoiding the various zones and got into Southampton without an orbit.

This called for a round of drinks at the bar .

That was Weald done !



Planning Policies and Proposals--Aviation - Danny Elliott

Here is a copy of a letter I sent to my local authority. Please would you publish it in the Newsletter:

Mr A.H.Elliott.
59 Stansted Crescent.
Havant. Hants.
PO.9. 5NL.

023 92799148.

8/7/01.

Havant Borough council Civic Offices
Havant Hants.

For the Attn of Mr. F Campbell, Environmental Services.

Dear Sir,

Planning Policies and Proposals--Aviation.

I have recently become aware that Central Government have strengthened their support for all branches of Aviation in a new edition of their "Planning Policy Guidance Notes PPG13 - Transport". This makes particular reference to "General Aviation" i.e Light aircraft, private pilots, and student training. amongst others I am a private pilot belonging to the IBM Social club flying section and the Plessey southern flying group. I wonder if you would be so kind as to advise me if you have also been made aware of the details of these revised notes. For convenience I enclose a copy of the relevant passages from this document. I am aware that the H&WUDC. is not exactly rich in aviation sites, if indeed

there are any at all However this could alter in time; for instance a resident or local business may wish to lay down a private grass strip or Heliport site for his/her own use. This, of course, would be subject to all the usual rules/regulations surrounding such an operation. Should this occur then the above provisions (PPG 13) could apply and due consideration would need to be given to the effects of any further planning proposals near the aviation site and which could affect the site(s). This would also apply to any such plans made by any neighbouring district or county Authorities with abutting boundaries.

It is my understanding that our H&WUDC, "local plan" is in the process of being revised and I ask if you would be so kind as to confirm that it will reflect your consideration/acceptance of the advice contained in PPG 13- Transport and of DETR's Airports policy Division on draft development policies and proposals relating to airports and airfields. As a secondary request could you also advise me if there are any existing sites. I am not aware of any myself.

Yours faithfully,

A.H.Elliott.

C/C Mr Bruce Nielson Forward Planning Dept.



New Member Details - Adrian Spann

Now that I have met a number of you at the BBQ and Odiham fly in I thought I would introduce myself to the group: I joined the IBM flying club within a couple of weeks of joining IBM in November 2000.

I completed the vast majority of my PPL training at Goodwood Flying School between October 1998 and November 1999. Due to bad weather my QXC was postponed a number of times across about 8 weeks, in the end I decided to complete my PPL with Britannia Flight School in Florida. I passed the skills test on 1 Dec 99.

I now have 130 hrs. I fly the PA38 Tomahawks and PA28 Warriors from Goodwood. I prefer cross country flights, the £100 burger is quite an attraction.

I would love to fly to France (and further afield). Goodwood has a rule that the first cross channel trip has to be with either an instructor or a pilot with cross channel experience. Any volunteers?

Please feel free to contact me:

Adrian Spann

Internal x251694
Direct 02392 561694
Mobile 07780 660673
Home 01243 533483

E-mail: adrianspann@uk.ibm.com



RAF Odiham Families Day - Irv Lee

Just a quick wrap up note for Odiham - I haven't yet heard how much money they got in their charities day, but they were pleased with our contribution, which was £107.50, made up of £50 cash plus £57.50 towards a trial lesson for their raffle prize winner, so to use a Yorkshire expression, they were 'right glad we kem'. Funnily enough I found I had 14 contributions from 13 aircraft, but I spotted it BEFORE I paid the money in, so I do have £7.50 to refund to G-ZERO who shelled up twice just because they trusted me. Speaking of trust, the whole event was organised by the Odiham SATCO, Lou, and the idea of the fly-in and the raffle prize was discussed over a lot of apres-ski wine in March half way up an Italian mountain when I met her and her partner for the first time. Only 4 months later, despite it being arranged in a bar, it all actually happened, and 'the final act' of the whole arrangement was the drawing of the raffle - and out of all the prizes on offer, Lou's partner, Darryl, (the Army Major who commands the 'gun crews' we saw doing a joint operation with the Chinooks), won the trial lesson!



How many people can you get in an Auster? The Thompson party relaxing at Odiham.

Bob seems to think this was the best turn out ever for an IBM Fly In (whether this is 'equal best' or not I don't know yet). Those of you who weren't able to produce an MOD insurance certificate on the day will be getting bills via me for the insurance for the day - should be £8.50, I wonder how long it takes... (for it to arrive, not for you to pay).



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.



When Zero Went Marching In - Paul Goodman

A couple of years ago I was asked by Bob 'the informer' Elliott if I could take his nephew to an away Southampton FC fixture. Unfortunately the answer was 'no' as Southampton Airport closes too early on a Saturday evening and the extension fee is well beyond my means. However, Saints announced that they had arranged a pre-season friendly against Feyenoord on Sunday afternoon so no time constraints now. For those not aware Feyenoord play in Rotterdam so I planned a 2 hour flight routing Southampton - Heathfield (5 miles south east of Mayfield VOR) - Manston - Ostende - Rotterdam.



I originally intended to route north of Gatwick and back via the southern route but there was an all-day restricted airspace restriction at Brands Hatch and I did not fancy joining an aerobatic display team. We,

myself

resplendent in new Saints away shirt, Bob in garish red pullover and Adrian, Bob's nephew, met at Southampton airport at 9:00am aiming for a 10:00 departure. Aircraft readied, refuelled, flight plan submitted and then I spotted the starboard tyre was significantly deflated. Unfortunately I could not source a foot pump so I ended up phoning Dave Thomas who saved the day (thanks Dave - I owe you). So half an hour later we backtracked the runway but I could not lock the canopy as the key lock had 'turned' on the outside so I had to return to the parking area to resolve the problem. After another 20 minutes we were at last airborne but not 'on track' as we were asked to route to the south to leave the zone due to conflicting incoming commercial traffic. Eventually we regained track north east of Goodwood but due to the lost hour it would be tight getting to the match on time. Apart from a dogleg (due to parachuting) around Headcorn the journey was straightforward and we landed at Rotterdam with 40 minutes to go before kick-off. No more delays eh - wrong.....we found a batch of taxis but no drivers. Apparently they leave their vehicles in front of the terminal but go for coffee in a building a couple of hundred metres away. Bob, now the 'berater', vented his feelings towards some guy who did indeed manage to summon a driver for us. 20 minutes later we were climbing the mountain of steps to the stadium terrace. We made it!

Now the next paragraph could've been the most interesting as you no doubt want to know how the boys performed but I suspect editorial control would call rank.....save to say that on another day we would've won! If this trip was to prove anything then it was to confirm to allow for at least an hour's delay when flying abroad. Just like it was for outbound, our return journey was also snagged with delays. Firstly we were sent 'up and down' the terminal trying to find where to pay our landing fees and when we found the place the fire alarm sounded and we had to evacuate the building with Bob the 'moaner' shouting "But we just want to go home"! 20 minutes later we re-entered the terminal but after 30 seconds we were told to evacuate again.....exasperation turned to blissful ignorance as we were told that they had problems resetting the alarm. Next I found out that I had to pay for the fuel in Guilders so I had to find a cashpoint - not a long walk for a change but I did have to do a quick bit of mental arithmetic to work out how many litres of fuel we required. Now we had to ask how we got back out to Zero - 'you go through the Arrivals gate' was the obvious response we got but as soon as we stepped past the first door we were apprehended by a security official. "Where are you going?" he inquired and after he was informed we were heading back to our plane he let us pass but only on condition I returned with my pilot's licence. So we got to the plane, I retrieved my licence and walked back to the security guy who was now more interested in finishing his curry!

Eventually, back at the plane, I requested start and taxied to the fuel pump. Once there I picked up the phone to request a pump attendant only to be informed that there would be a delay for up to half an hour. Nothing new here but we were 'gaining' an hour going back due to the time zone difference so not a major concern. Once refuelled we retraced our original route back to Southampton and landed at 20:40. We quickly put Zero to bed and headed for the proverbial pint and chat about what a great day. Now we are just looking forward to all the overseas journeys next year when Southampton FC qualify for the European Cup.....



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
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	Black bottle challenge	Jim Hull 01962 882270	Info pack from 01586 553797 land at Tiree Islay and Campbeltown within 24 hours.
Second Sunday of each month	Popham Fly-Ins	Chris Thompson, Email: thompsoncr2001@aol.com	<p>Why not fly in to Popham on one of the regular fly-in second Sundays? There are no landing fees so the additional expense would be minimal. I would be doing ATC anyway. I may be able to give some rides in the Auster after 17:00 when the flying dies down a bit.</p> <p>Upcoming Popham Events:</p> <p>Aug 12 Douglas Bader vintage Fly In Aug 16 Starlight Foundation Day Sept 2 Microlight & Vintage day (Pooleys day) Sept 9 Auster Fly In</p>
Thursday 16th August	Starlight Day, Popham Airfield	Chris Thompson, Email: thompsoncr2001@aol.com	<p>Another excellent day if anyone wants to do some Charitable flying is the Starlight Day at Popham. This is where all the pilots offer their services and their aircraft free to take terminally ill children for the flight of their lives. Each flight is just one big circuit but the challenge of numerous aircraft in the air at once is almost as good (or manic) as Cranfield! We can have as many as 10-12 waiting for departure while there can be 10-12 in the air at the same time. Everyone flies a standard route (e.g. Popham R26 to A34 to Whitchurch to Overton and back on a wide right base to R21 again if wind allows) and remains on QFE. There is a pilot briefing beforehand so we all know what everyone is doing. There are already a couple of helicopters volunteered.</p> <p>There will be lots going on including a parachute drop and motorcycle displays. It would mean giving up a whole day because you would have to be into Popham by about 10:00.</p>
18th & 19th August	Schaffendiest, Belgium Fly-In	Paul Eathorne, Email: eathorp@uk.ibm.com	

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





Short Final - Dave Ashford

And finally the result of last month's caption competition. In third place is Gil Colins with "OK! OK! So where's the ruddy flaps?". Second place goes to James Mason with "Its more bovver with a hover.". The winning caption was from Chris Thompson with:

"This check list is hopeless - The windscreen wiper switch is supposed to be here somewhere next to the reversing lights...."

