



## Newsletter - October 2001



### Clear Prop! - Dave Ashford

Suddenly it's Autumn and as I sit here compiling this Newsletter it's blowing a gale and pouring with rain outside. Right now I should be touching down at Southampton after a flight back from Dinard, but we decided to cancel our trip because of today's forecast. Unusually - it seems to me - the actual weather has turned out exactly as forecast, so whilst I'm disappointed at having missed out on an evening of French food and wine in the company of like-minded friends, at least I'm not stuck in France waiting for a weather window, wishing I hadn't set off in the first place. Perhaps the disappointment of the odd cancelled trip makes the successful trips even more enjoyable - it certainly brings them to mind while I'm sat here looking out at the trees bent almost double in the wind. It would be very easy to consider the flying year over and pack away my flight gear until the spring, but as those of you who know me will realize, this is unlikely to happen! I'm addicted to flying and will take to the air at the drop of a hat, although even I won't fly in the sort of conditions that are outside at the moment. So I'm going to keep my fingers crossed for some good weather over the next few months and keep an eye on the forecasts, hoping to get a couple of days' notice of flyable conditions. When I see good weather on the horizon I'll phone around to see if anyone fancies a trip to Scotland or Ireland or France or wherever the weather is good. I've done some of my most memorable trips in the autumn and winter - a winter High pressure system can give visibility in excess of 100miles! The conditions can also be challenging at times, but with proper planning and up-to-date weather information, it is possible to keep flying all year round.

This month's Newsletter has several reports of trips and other events that have taken place in the last couple of months. In particular I was pleased to include an introduction from Ian Longshaw, one of our newer members. Welcome Ian! As I said in the last Newsletter, I'd like to include more of this kind of article, both from new members and the old timers, so please, get writing and send me your flying autobiographies (one or two paragraphs please) and don't forget to include a picture if you have one!

The Aerofab BBQ at Bourne Park was once again very well attended and most enjoyable. Although the weather could have been better five aircraft still managed to fly in, although I understand that about 15 were expected, including a P51 Mustang, which sadly didn't make it. Thanks to John King and Linda Taylor and all the Aerofab folks who who made the day a great success.



Wishing you Blue Skies and Safe Flying.



## Club Icom - James Mason



Will the member who currently has the club Icom IC-A22 transceiver please contact J. Mason on 01962-817553 or [mason\\_james@hotmail.com](mailto:mason_james@hotmail.com).



## Odiham departure - Chris Thompson



The general problem raised itself as we were the first to land there when we were asked to contact Ground on 373.5 e.g. UHF! We then got lumbered for marshalling as Odiham did not have anyone to do it!

G-ARLG was almost the last to leave Odiham and we called on VHF or "Start" and then eventually "Taxi Clearance" with no problem.

The approximate conversations then went as follows:

Ground: G-LG taxi to R28

G-  
ARLG: G-LG taxiing to R28

Ground: Do you have the Chinook in sight approaching dispersal?

G-  
ARLG: Affirm - we are happy to wait for him

Ground: LG hold position

we stop on the disused about 200m from the approaching Chinook which lands right across and begins to offload pax with rotors running

G-  
ARLG: LG holding for the Chinook

Tony and I discuss the fact that the Chinook will be a few minutes unloading more pax still with rotors running but as we were still warming up it was of no consequence to us

Ground: LG can you taxi past the Chinook?

I estimate the gap as being narrow but plenty wide enough for us - remember, we are used to taxiing out of our hangar with only a few yards to spare

G-  
ARLG: LG can taxi past the front of the Chinook

ARLG:

Ground: LG taxi to R28

G-  
ARLG: LG confirm taxiing to R28 past the front of the Chinook

Ground: Roger - I am talking to the helicopter now

we creep down the side of the taxi way as we assume that Ground talks to the Chinook on UHF as we hear nothing. As we get level with the Chinook....

Ground: LG hold position, the helicopter has a problem.

we stop immediately

G-  
ARLG: LG holding

The Chinook pilot is waving to us out of his window but this form of communication does not work at all - still nothing on VHF for a couple of minutes - we are still holding in front of helicopter discussing what his problem might be. I then take initiative

G-  
ARLG: Would you like me to go on to the grass to pass the Chinook?

Ground: LG affirm, taxi on the grass

We trundle left on to the grass and pass the Chinook and continue to R28 where after contacting TWR a normal departure and transfer to APP is made. On climb out I am asked to contact the SATCO Squadron Leader the next day.

The next day I contacted the said SATCO who informed me that he had been watching us taxi over the grass round the helicopter and he considered that a dangerous incident had occurred with the Chinook. As he was not privy to the RT conversations at that time he wanted to understand exactly what had happened in order to train his ATC to more fully understand the relative characteristics of light aircraft and Chinooks. I told him I was quite happy for him to listen to the ATC tapes as we considered that we were under positive ATC control at all times and were only doing what we had been asked to do. We also considered that although the Chinook had rotors running there would be no down wash as his cyclic would have been in neutral (or not generating any lift). I pointed out that we would not have gone anywhere near the beast if we thought that he was going to use any power. The Auster is quite a heavy plane (even heavier with Tony and I in it!) and we were not experiencing any movement as we taxied past).

The Squadron Leader accepted that we had been as careful as we could and was not laying any blame. He pointed out that for safety reasons they always considered that a Chinook generated rotor tip vortices even when the cyclic is down. As it turned out, the helicopter pilot who was using UHF (that we could not hear) was wanting to lift off just as we came past hence his (what we now know to be irate!) waving as we appeared out of his left window. He was not listening to VHF and so assumed he was going to get an immediate lift!

If that had happened he would definitely have blown us away!

This mix up of VHF and UHF transmission is something we could all learn from should we go to a military field again! You cannot assume that if hear nothing on VHF that nothing is going on! the reverse is also true for the UHF boys.



## Le Touquet, the first time - Russell Young



more than one passenger anywhere too - eager to please (or not put off) my brother-in-law and his girlfriend. The date was set in advance, the previous booking being cancelled due to poor weather early in July. Things didn't look too hopeful until the day before, and instead of looking unflyable looked reasonably pleasant. Arriving at Southampton the weather looked fine and bright with many sunny intervals. All strapped in with the IBM safety kit on board, we set off just gone 9am. The cloud base was lower than reported, and we found a gap between a layer of few and a much thicker layer above at about 2000'. Not ideal for inexperienced passengers, but the mood was cheerful enough. I'd planned to route via SFD direct to Le Touquet, but the cloud was quite thick, and I didn't fancy crossing the channel skidding along at low level. London Information gave an excellent service and provided me with the weather in Le Touquet - far below the vis I needed to get in, and the cloud base was under 1000' too - I decided to divert to my alternate, Lydd, and wait there for an hour or two while the weather cleared up in France. The Lydd controller took care of closing my flight plan for me.

The flying club at Lydd were very helpful and friendly, they faxed off my flight plan and got me regular weather updates from Le Touquet. As soon as the vis and cloud base were acceptable (>8km), we set off again; no cloud at all over the channel, smooth and lovely; the French coast, however, was cloaked in cumulus. We descended below the blanket of cloud, unable to contact Lille Information at all. I spoke to Paris Information, who were not interested in me at all, and asked if I wanted to go back to Lille, which I did, then changed to Le Touquet tower, who answered and asked me to report downwind right for 32, watching out for microlights. (Strangely enough, the microlights were above us, and were in the cloud, I would have thought barely visual with the surface). Again, the people at the airport desk were very helpful and friendly. I faxed my return flight plan through, thinking I was being pretty efficient and getting through the airport nice and quickly (see later!).



A short taxi ride into Le Touquet, some moules marinières for lunch, shopping for bread, cheeses and wines all passed too quickly. I was renting a Warrior III 160 from Solent Flight, and was supposed to be back by 5pm, and due to

the Lydd diversion we would only have had an hour in the town - I phoned them up and they said they'd swap their booked student to another aircraft, so we didn't have to rush back. A while later, the salesman in the wine shop offered to call a taxi for us and we were back in the aircraft loaded up within about 15 minutes. Requesting engine start, the tower had no knowledge of my flight plan - I'd assumed it had got lost - he asked me to find my copy and check the time on it. I confirmed the time, thinking it an odd request, and then he asked me to confirm the aircraft registration. Ooops. I'd filled it out incorrectly in my hurry, remembering the registration of a 152 I've flown about twice. The controller said he'd sort it for me, and allowed me to start up. We took off from 24 over a short stretch of scenic forest, then climbed out over the channel to 5000'. Gorgeous weather all the way back to SFD, once levelled out I didn't have to touch the controls. My passengers loved every minute of the flying, and were surprised at how smooth light aircraft were. Approaching the coast, we descended to 3000', following the coast along until we were within range of Solent approach, then we ducked under the cloud, passed through a very light rain shower, and soon landed uneventfully back home. A very enjoyable first for me and the passengers have already been making requests for longer trips into France.



Things the trip has taught me: 1) if the clouds few/scattered/broken enough at low level, it's nicer to be above it still in sight of the surface than below it being bumped along. 2) if someone in France doesn't talk back to you on the radio, try someone else a bit sooner, 3) double check flight plans before filing them.



## A Short report from Helsinki - Martin Talbot

I seem to have settled into what looks like a bad habit; my log book entries come in groups about a year apart, starting with an hour or two check-flight with instructors named Arttu Makila or Timo Koskenranta and continuing with cross-country flying to Lappeenranta or turning at Jarvenpaa. Working for the last ten years in Moscow, most of that time based there, I started flying from Malmi airfield in Helsinki, Finland about 4 years ago when I left IBM to join Telecom Finland. Each business trip, at least in the Summer, from Moscow to see my bosses in Helsinki, I'd get some time in the air, at a time when the restrictions and cost of flying in Moscow made it a less attractive option. Nowadays I'm with Cable & Wireless, still in Moscow, and manage much less frequent trips to maintain legality and short-term currency.

The club I use, BF-Lento, has a large fleet of C152 and C172 as well as a thriving air-taxi business run by the owner, Mr. Baker, who proudly displays a large framed portrait of Adolf Galland and his FW-190 on the wall in honour of the part played by the German Air Force at Malmi in fighting the Russians during their terrible Winter War attack on the Finns. With my CofE running out in January, and the northern autumn weather approaching, my wife Nina, daughter Mary and I decided to go for a long weekend in Helsinki, mostly for the flying (or the shopping, or the swings and roundabouts, depending on your viewpoint). Irv provided consultancy on the new rules for getting the CofE, and although the jury is still out, it looks as though the JAA-instructor and examiner at BF-Lento are recognized for the purposes of doing the hour's check-flight.

I'm quite familiar with the procedures at Malmi now, so Friday afternoon's check with Arttu was very much focussed on safety. Malmi's under the Helsinki-Vantaa (international airport) airspace, so

clearance is needed to exit the Malmi zone via one of two reporting points. The first takes you out over the port and sea front of Helsinki itself, giving stunning views of the city; on this occasion we went out via Deger, to the East of the city where the club does its training flights. I chose a C172 to have the chance of taking the family up the next day, and Arttu put me through my paces. Above a glorious sea-and-landscape (you can see the coast of Estonia in decent weather) we practised slow flight, steep turns, stalls, radio navigation and PFLs; the latter I have not done (shame!) for a very long time, and once back at the field we added PFLs from high downwind to a good number of touch-and-gos in different configurations. Since both Arttu and I were satisfied with my flying, Saturday's trip to the beach was replaced by a family air outing.

This was Mary's second GA flight (the first was on customer entertainment, in a Twin Squirrel from Nice to Monaco!) but the first with Papa at the controls (she's two years old. My step-daughter Marina has the family record, for flying as a passenger in a helicopter championship in a Mil-2 at the age of 12 months).

We left Malmi's zone via Nokka for sightseeing over the southern waterfront of the city. Helsinki is fascinating and beautiful from the air on a good day, with moored icebreakers, a Russian orthodox cathedral, our hotel, and hundreds of yachts. Military Danger areas are close by (the 'tricky' direct route south to Tallinn goes between two so close together you need to put the wings vertical). Mary was most intrigued by the new bungee-jumping crane (listed on Malmi's Notams) which we'd seen from the beach on Friday and which seemed not far below us at 1000ft above the water. On short final back at Malmi we seemed to be making eye contact with the landing parachutists at the threshold of 18, evidently more unnerving for me than for them. A final trip for navigation practise on my own around the Helsinki-Vantaa controlled airspace put a couple more hours in the book; quite good practise as it turned out, with a cloud base initially at 1100ft, lowered to 800ft away from the coast but within 30 minutes rising to give a high ceiling and unlimited visibility. I didn't get lost whilst re-routing in the air to avoid a lurking shower/CB cell despite the rather confusing array of lakes and forest below, and finished with a few more touch-and-gos for the record (nose to nose with the parachutists again). Now I'm missing a few more hours to meet the CofE requirement, so I'll be going back to Helsinki in September, but it's a lot less certain with the weather already at that time. In the worst case, there's always the sauna.



## Charts - Danny Elliott

Presumably readers of the August "Pilot" magazine will have seen the note on page 14 under "pilots notes" describing the CAA web page which details updates etc. This is [www.caa.co.uk/dap](http://www.caa.co.uk/dap). What interested me was the statement that they are proposing to once again introduce the "low level" half mil chart. Apparently the previous issue did not sell too well which surprises me as I found it very useful for my purposes. the cut off of flight levels was set at 5k which would have allowed for the transition level etc, personally I never go that high not having an IMC/IFR rating. It was certainly much easier to plan with, being without an awful lot of clutter. The only thing which I found off putting was the fact that all built up areas villages etc were coloured in a pale wishy washy grey. This tended to lose the "picture" as a map of the terrain etc just a little, but was not really a problem. Anyway I did pas that comment on to Paula Eversfield of the CAA who is the charts Editor and is seeking any comments on this proposed reissue using the above website. Anyone else got any other points to make? If we show enough interest this proposal could become reality.

Here is the Email I sent (to: [vfrcharts@dap.caa.co.uk](mailto:vfrcharts@dap.caa.co.uk)):

*Dear Ms Eversfield,*

*I refer to my earlier Email on the topic of the Low Level charts. I recommended a change to the colour used for built up areas cities etc as , in my view, the pale grey used was not effective. I also suggested a pale magenta. Having thought further I realise that here is already a considerable amount of magenta used on the chart, so that would not be suitable. However something such as a bright red would be much more obvious and have the desired effect and would be my preference. Presumably you wish to use a colour other than yellow inprder to differentiate btween the "low" and "all levels" charts? I would be interested to know if you have had any similar comments from elsewhere*

*Yours faithfully Mr A.H.Elliott.*

.... and here is the reply from the CAA:

*Dear Mr. Elliott,*

*Thank you for your e-mail, it is always good to hear peoples comments on our charts.Sorry for the delay in replying, this was due to me being off for a few days. In answer to your query on colours used for the depiction of built up areas etc, the UK. being a member of ICAO (International Civil Aviation Organization) have to be compliant with Annex 4 which lays down guidelines to all member states for the production of 1/2 Mill charts.This recommends that built up areas and cities should be shown in either Grey or Yellow.*

*Thank you once again for your e-mail*

*Best Regards*

*Howard Dubovie  
VFR Editor*



## **'DD And 'PORK Visit Deauville - Clare Grange**

A few weekends ago Dave T and I had planned to fly to Belgium for the weekend as I wanted to visit the Atomium which I haven't seen since I was 13 - this was on a school trip which entailed staying in a Convent! The wind was gusting 35kts at Ostend so we cancelled the trip. Meanwhile Dave A said he and Arndt Eade were planning lunch in Le Havre the next day and would we like to join them. They would be flying in Arndt's Mooney G-BYDD and Dave T and I in our new toy G-PORK.

Sunday was a beautiful day but still windy although not as bad and within limits. I made 2 approaches into Le Havre and experienced wind shear on both and therefore decided to divert into Deauville where there was a nice into wind runway and we made an uneventful landing. I had passed a message to Arndt and Dave and they followed us into Deauville. Customs were waiting for us and after inspecting our passports we caught a taxi into Trouville for lunch . Trouville is a very pretty place but lunch was only mediocre which is unusual for France. The four of us went for a walk and were certainly woken up by the breeze and particularly noticed the choppy sea - all of us saying we didn't like the idea of trying to ditch/survive in that. The flight back was a bit bumpy and flown by Dave T as efficiently as ever. We would certainly recommend Trouville for another visit and commented on the fact it's often the spur of the moment trips which turn out to be very enjoyable.



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## New Member Details - Ian Longshaw

As an even newer member than Adrian, who introduced himself in the August newsletter I thought I would follow suit and provide a short profile so that I'm not a complete stranger when I get to meet some of you.

I've been with IBM for about three years having joined as part of the C&W outsource and I am now in the AMS Transition team currently working on ntl: transition out of Basingstoke.

I'm 33 and live in Teddington, Middlesex (South West London). My claim to 'fame' is that I could fly before I could drive, having gained my PPL at the age of 17, in August 1985 (largely courtesy of an RAF flying scholarship) flying PA28-140's out of Southend. Sadly the RAF subsequently turned me down on medical grounds, no-one else was prepared to train me to fly commercially and two years later costs meant that I had to let the licence lapse. Fast forward to Autumn 1999, the place a remote airport in the desert wastes of Northern Chile with a four hour wait for a commercial flight and a perfectly good light aircraft sitting on the apron on a perfect flying day. I realized then that I needed to be back in the left-hand seat and thus to March 2000 where cash in hand I presented myself at Redhill Aviation. Some 36 hours and 6 months later, I received a new JAR PPL (so much for renewing my 'valid for life' lapsed CAA PPL). Since then I have increased my total hours to 145, added an IMC and am planning a night rating in the next few weeks.

Although I no longer aspire to airline flying, a commercial and instrument rating still beckon and the ATPL ground school is waiting. In the interim I have become involved in a new syndicate that is forming around a four seat low wing aircraft based at Blackbushe (shares available if anyone is interested!). Although a number of aircraft are on the possibles list the group founder is keen on an AA5B, having fallen in love with the Tiger after a cross-channel trip in G-ZERO about two years ago.

Well, that's me in a nutshell; I look forward to meeting some of you at a future fly-in – in the meantime, please feel free to contact me.

Ian

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## Online Flight Plan Form - Russell Young

I thought this might be useful for some, it's quite nice to use:

At <http://www.ais.org.uk/CA48/CA48.pdf> is an "interactive flight plan form" - you can't submit via the internet yet, but it does help in filling the thing out, so all you have to do is print it or fax it directly from your pc.

Once you've loaded the page, do a Save As to store it locally. When I tried to get it first time it took ages to come up.



## All change at the RK corral - Dave Thomas

As many of you are aware, G-PORK (an AA5B Tiger) has been associated with the IBM Flying Club for many years, being owned by John and Barbara Flint and operated by Brian Mellor. Recently Barbara retired and decided that she no longer wanted to continue flying so PORK was put on the market. After a lot of late night discussions over a few bottles of wine, Clare and I decided that we would negotiate with John and Barbara to buy PORK. The main reason was that we wanted to establish ourselves in a position where we could take advantage of Clare's Commercial licence; as part of a syndicate this is difficult to do. PORK also had a public C of A which is a prior requirement for any commercial work. Negotiations were successful so on the 20th August we became the registered owner of G-PORK. Obviously we couldn't afford to retain our shares in G-BYDX as well, so we have sold them to Ian Abraham and Graham Cogle, keeping 'DX' as part of the overall IBM fleet, and introducing two more pilots to the delights of syndicate ownership.



## Four Women And A Tigger Called Piglet - Clare Grange

At the beginning of August Eileen Mellor asked me if I would fly her plus two friends, Sally and Sylvia, to Alderney for the day. Thurs 9th was wet and windy to put it mildly but the following day was an absolute contrast with little wind and hardly a cloud in the sky. I checked the weather, notams, filed the flight plan and Gen Dec by fax thinking this would be saving time and making life easier! Not a bit of it as we were delayed for quite some time when we reached the airport.

We checked the aircraft, donned life jackets, made sure we were all strapped in properly and away we went after a safety brief. The flight to Alderney was smooth with visibility of approximately 40nm. Jersey Zone cleared us to enter immediately I called and we were duly handed over to Guernsey Approach which was when the fun started. Guernsey App vectored us to the west, the south and I was then asked if I had Bray Harbour in front - not knowing Alderney that well I described to the controller that I certainly had a harbour in front with a breakwater and he was happy. I was then told to orbit north of the harbour because of commercial traffic which he had to fit in first, then to move nearer the harbour and orbit there also. My passengers were taking this in their stride the only problem being a couple of fairly full bladders and we'd left Brian's Lord John at home! Meanwhile six French helicopters made their presence known and the controller informed me he had to fit them in first also!! Eventually we were handed over to the Alderney controller who told me to descend to circuit height, join downwind for runway 26 but to extend downwind because of these helicopters. I called for base, was cleared to final, called 2.5 nm final and was told "it should be okay" as these helicopters were still crossing the runway! Called 0.5 nm final ready to go around and eventually was cleared to land.

As soon as I'd parked the 'plane my companions dashed to the loo whilst I attended to the formalities and just guess who was in front of me in the queue. Yes 6 French helicopter pilots!! Needless to say it was difficult for the Customs man to spot me behind these gents but eventually I succeeded and when I said goodbye to the official all 6 pilots said goodbye to me also!

I found my friends and we wandered into town where we had a very nice lunch. The weather was so nice we went for a paddle and Eileen and Sylvia debated staying a couple of nights, deciding all they really needed was a toothbrush. A quick 'phone call to Dave T soon elicited the information that the wx would not be good enough to fly back and collect them so that idea was abandoned. We took the little train ride where Eileen lost her hat having already mislaid her sunglasses (found later at EGHI, having been left in the Ladies loo!) Two little boys in kilts amused us on that train ride as one of them was determined to show us what he was wearing under his kilt! Football shorts!! He was an entertaining little character and was definitely enjoying showing off.

The flight back was smooth with no delays, only problem being the carb heat got stuck in hot position on final approach. Thanks to Eileen and her friends for being such nice company and for an excellent day out.



## Tour de France par Avion et Bateau - Janette Hull

### The Passenger's viewpoint

When our friends invited us to join them on their yacht for the last part of their journey through the French canals to the Mediterranean, Jim's immediate response was "Great! We'll fly down!" Gulp!

Pilot worked on navigation and planned out the fuel stops. Plane was loaded up and on 17th September we flew off. Good channel crossing and first stop Deauville. Customs clearance? Gallic shrug. Monsieur was at lunch - Allez! So we did. Next stop, Saint Yan - where?

There was a very strong wind blowing. We had a warning by mobile from our friends that the Mistral had been blowing for 2 weeks at Avignon. To go on or not to? The weather was clear but what was the wind direction? Monsieur in the



Tower waited for us to walk from one end of the airport to the other to give us the good news that the Mistral was blowing down the runway. Pilot said "we can do it." We did. He made a perfect landing

in a wind of over 30 knots. He let out a yell of triumph- nearly deafening me - as we taxied to a halt. Parked plane refuelled got luggage. Got a taxi and joined our friends on their yacht moored just above "Le Pont d' Avignon" at the Capitannarie. We had a relaxing day sightseeing in Avignon.

Then the next part of our journey was much slower. Boat speed was around 5 knots! You can't go fast on canals. We motored from Avignon to Arles, then Aigues Mortes, Palavas. Final destination Sete. We had the easy part of the journey - only two big locks to go through. But a lot of time was spent waiting for bridges to open up. A number of road and rail bridges cross the canals at various points. Some only open twice a day so you have just got to wait for them. We managed to see quite a lot of the towns we stopped at, sight seeing mainly late afternoon and evening.



Monday 24 September we started the return journey from Sete. It was a glorious sunny morning when we got on the train to Avignon. By the time we got to Nimes the sky was dark with low clouds. At Avignon it was pouring with rain. We waited at the airport for promised improvement in the weather. Late afternoon it was flyable.

I had been promised a trip to Carcassonne sometime (I had been outvoted by family 20 odd years ago when on a camping holiday). We made it to Carcassonne. Taxi to the Hotel Central, near to the Old City. Dumped luggage and off we walked. It was a wonderful sight, hardly any tourists and as it gradually drew darker there was a wonderful atmosphere in the Old City. We found a superb restaurant. After our meal we came out to view the moonlight city. Magical!

Next morning. What's the weather doing? Nice here but bad ahead. Wait at the airport all morning. Fly off in the afternoon aiming for Bergerac. Control said we had to avoid something and must divert- it sounded like falling bullocks to me but surely! I must have misheard! Diverted to Agen. Meteo lady said "Wait. Heavy rain for over an hour, then it will pass." She was right. Off again after the rain. Getting later and a bit bumpy. Pilot decided to stop at Saumur (he had been there before). Controller eventually spoke to us. We landed. Controller got us a taxi and booked us into a hotel. A pilot and his wife, members of Saumur Aero Club ran the Hotel. He recommended a restaurant and offered to give us the meteo weather in the morning. He also offered to drive us to the airport.

Weather not so good in the morning so walked round the town. We were taken to the airport at 11 30. We then discovered Saumur Airport is closed on Wednesdays. However it was open to us, coffee machine was working and we had some food with us. Ever been the only people in a little airport with the wind whistling around and dark clouds overhead? Anyway Controller turned up to give us fuel. We waited again. Skies lightened and eventually Let's go, said pilot. This is when I experienced turbulence. Very bumpy flight. Passenger very glad to stop at Dinard. Taxi, hotel again. Rather crummy hotel but really nice meal in town. By this time I was doing my ET impersonation: finger pointing upwards and saying "Home" plaintively.

Next day, Thursday now, weather good in Dinard but warned of it being bad in England during the morning. Pilot plotted navigation very carefully! Refuelled, paid fees and cleared customs. Took off. Broken clouds all across the channel, couldn't see many boats. Pilot had to deviate round danger areas. Why was my GPS pointing towards Devon? Course correction. We are heading in the right

direction.

Very dark clouds. Thrupton where are you? There's Old Sarum. Pilot decides to land there. Coffee, bacon sandwich and a fag. Felt much better. Arrangements made for Jim and another pilot to take the plane to Thrupton and collect the car. By this time it was clear at Thrupton and we could have got in with no problem (Sod's Law). Pilot did a great job and we are both much more experienced.

Note to Pilot: saying "Holy sh\*t!" is not conducive to passenger's mental comfort when surrounded by cloud.

*Janette*



## Avbrief - Dave Thomas

Many of you are aware of the Avbrief website ([www.avbrief.co.uk](http://www.avbrief.co.uk)) which provides access to many services including Weather, Airport Information and Route Briefings. Other services are available for an additional cost including SIGMETs, Forms 414 and 415, Hourly rainfall radar displays and so on. All of the additional services are listed on the web pages. Members of the IBM Flying Club are privileged in that we can have access to all of the additional services at no charge. If anyone wishes to take advantage of this, please contact me so that I can register you. It is imperative that you register with the site first before I can add you to the list.



## The day we didn't make West Freugh! - Innes Read

Three of us were involved in this jaunt up north - Jon Butts, Neale Fray and myself, Innes Read. I got a message at work on Wednesday afternoon from Jon, "Innes, got a spare seat in the back of G-ZERO for tomorrow, sorry for the late notice but are you interested?" Well, how could I say no?! I'm currently training for my PPL, 28 hours in and getting there slowly - Jon and Neale are both pilots with lots of experience. So, I duly returned Jon's call and accepted, agreeing to turn up in Southampton at 8:30am the next morning armed with a passport in case we landed somewhere unexpected - the plan, if it could be called that, was to do some IMC refresher flying and then see where we could get to.

Thursday dawned looking fine enough with scattered clouds around 2400' and a steady 20-30kt wind from the north-west. Found my way to Gate 11 at Southampton and met up with Jon and Neale. It turned out that Jon had planned a route initially IFR to Shawbury via Brize Norton and then onwards VFR up over Liverpool to West Freugh. Apparently it was somewhere he had never visited (nor had anyone else for that matter!) Given the more or less headwind, we estimated a 3.5 hr northerly flight and a quicker 2-2.5 hr return.

We got the plane checked out and all of us installed, plenty of room in the back of G-ZERO for my 6'2" frame and departed to the north with Jon under the hood. Climbed up to 4500' and headed roughly 350 towards Brize Norton. Initially we were above the first layer of clouds and in some lovely sunshine - occasional breaks in the cloud allowing at least two of us to see roughly where we were! Slowly the tops of the clouds came up to meet us and we finally disappeared into the murk to give the plane a bit of a wash! Brize came and went underneath us as Jon demonstrated his

navigational prowess and his anti-GPS feelings! I was at least seeing a live demonstration of how to use a radial from a beacon to pinpoint our half-way point over Droitwich on the next leg up to Shawbury - it's not just a textbook explanation any more!

Assessing the general no-viz in cloud situation as 'boring for the passengers', Jon negotiated a descent down to 2200' and switched to VFR just south of Shawbury. We were just beneath the cloud base which was now noticeably thicker than it had been further south. Continuing onward we passed just east of Chester and headed into Liverpool's zone - directly over their East-West runway. As we cleared the zone on the northern side of Liverpool we spotted rain and the cloud base was already holding us down under 2000' so after a bit of discussion it was decided that we would probably be best to turn around rather than fly into the worsening weather. A few calculations were made about the pace of the approaching weather and landing costs were considered before Jon and Neale settled on Sleaf (just west of Shawbury) as having the best restaurant around!

We routed back around the western edge of the Liverpool zone over the entrance of the Mersey and down the river Dee over Wrexham and directly to Sleaf. Sleepy it was, no-one responded to our initial shout and then we spoke to a just-departing local flight who confirmed the runway in use and an estimated QFE. With the wind still steady from the north-west we landed on 01 and found the well-signposted apron. With the landing fee of £7 dealt with, the next stop was the bar/restaurant where we all thoroughly enjoyed a plate of sausage, egg and chips plus a cup of coffee.

As Neale was flying back and his original route was now not applicable, I joined him for a demo of flight planning in action while Jon phoned through to West Freugh to inform them that we had diverted elsewhere. I originally come from around Derby in the Midlands and had spent a while a few weeks before looking for Derby airport from the road - with no success. Noting that it was due east of us and then a more or less direct route back between the E.Midlands/Birmingham zones then straight down to Southampton, Neale agreed that we could plan that route. We went for a turn over Derby then down to Turweston turning again there for Southampton. Jon and Neale had another cuppa while discussing all things flying with a local flyer who popped over for a chat. The rain that we'd met slightly to the north failed to materialize over Sleaf and we made our way back to the plane in more beautiful sunshine.

This time Jon offered to jump in the back seat and let me sit on the right so Neale could take over - I didn't hesitate to let him change his mind! Soon after we'd taken off and gotten clearance for a right turn onto an easterly heading passing over the top of Ternhill, Neale started me working on the navigation more seriously. We ended up very slightly north of our intended track but a major railway line leads directly to Derby airport, splitting north/south around it so that put us exactly on the spot. Despite that, my inexperienced eyes still didn't perceive the grass strips until we'd almost flown right over! We made our turn and Neale graciously let me take over the controls as we headed down towards Turweston.

Up to now I've only flown in Piper Warriors, Archers and a Cessna 172, all training school planes. G-ZERO is a slightly more compact, older Grumman AA5 and I was surprised to feel the sharpness of the controls, especially in pitch - the rudder felt very sensitive too. Having gotten used to the requirement for more gentle control inputs, I managed to maintain straight and level(ish) as I navigated down over Nuneaton and ending up almost dead-on overhead Turweston using Silverstone as a landmark. There we turned for Southampton and picked up the M40 followed by the A34 as we headed down just skirting the eastern side of Oxford. We had to take a little detour to miss the Benson MATZ and then back on track passing over Newbury and Greenham Common. As we approached Southampton we were instructed to head slightly west to enter the zone at Romsey - now we were approaching an area of the sky I felt I might recognize a little better and so we started our descent down to 1500' as we headed towards Romsey.

Into the zone and I handed the controls back to Neale as we headed for a left downwind join for 02 -

I didn't want to attempt a landing having stolen most of Neale's flight time and having my worries about the rather feeble looking nose wheel if I made a mess of things! We made an extended base listening to a bit of chatting up going on between the pilot of an approaching Jetstream and the female ATC in the tower before making a smooth landing and taxiing back to the prime parking position just beneath the tower. Actually the chat up line was rather good:

Jetstream: "Tower, do you know the name of the big boat that's docked here, I want to tell my passengers what it's called and I can't go low enough to see the name can I?"

Tower:, "Er, no I don't know the name...I'm not a boat spotter!"

Jetstream: "Just a pilot spotter eh?!"

Tower: "That would be telling wouldn't it!"

Anyway, a decent jolly, a good lunch and some flying experience for me. It was good for me to see the confident radio handling and the careful considered approach that both Jon and Neale applied to all aspects of their planning and flying. Experience like this helps me a lot while I'm learning so Jon, Neale - thanks again for a great day out in the skies, hope we can do it again soon!



## **PORK in Coventry - Clare Grange**

Sept 11th Dave T flew PORK to Coventry on business with the intention of flying back the next day. As a result of the dreadful events in USA all GA was grounded and Dave had to find a lift home. PORK was stranded for a few days until the ZERO Rescue Organization helped out. Paul Goodman and James Mason met us at Gate 11 at Southampton where PG discovered he'd mislaid his passport which he required as proof of i.d. As a result he was frisked. Dave T needed his PPL but that was in PORK and he was frisked also. James and I were okay. We understood the security staff were being extra vigilant and they have their job to do especially given the terrible circumstances. We walked out to G-ZERO where James discovered he'd lost his key. We were looking high and low when he discovered it was in his pocket after all!! PG's passport was later found at home.

The flight to Coventry was very bumpy - nothing to do with Paul's flying, just another windy day. I'd been banished to the back seat by Paul, who also announced he didn't want Dave T and I in the back together but he relented. I had a plastic bag handy as I did expect Dave to be sick again and he did look a bit pale. He's not a good back seat passenger. However all was well and Paul carried out a very good landing from a challenging crosswind approach. There were a variety of aircraft powered by Viper engines which gave us our own private display e.g Vampire, Sea Vixen, Gloster Meteor. We then walked to the museum and lost James for some time! We intended to fly back to EGHI where I would get out and drive to Bournemouth with DT flying PORK there as it was due for maintenance. In the event James kindly said he'd drive to Bournemouth and collect us, which obviously saved a lot of time. I flew PORK to EGHH where DT and I sorted things out with the engineer and James appeared shortly after.

We met Paul in the pub later but unfortunately James couldn't make it so we definitely owe him a pint or two. Many thanks to Paul and James for their help which we really appreciated.





## G-BHXX goes to the Mediterranean and back - Jim Hull

### The Pilot's version

We were lucky this year to have the opportunity to fly to Avignon for a week's holiday with friends who were taking their yacht through the French canals. Preparation started some months ago, agreeing the use of the plane, making sure it was all OK and getting together the charts and documents needed to plan the trip. I got a complete set of French charts, studied the Bottlang and took relevant plates to cover the airfields likely to fall within our reach. I also bought copies of Pooleys, Delage 2001 France and Documents VFR. The latter was great for planning as it had 1 mil charts of France North and South. They were super for planning routes as they showed the control areas and danger zones. The Guide VFR and the complement aux cartes, with full description of the danger zones helped to ensure a successful trip.



Weather info this side of the channel was no problem using Avbrief. I also used [www.phd.nl/aviation](http://www.phd.nl/aviation), particularly the USAF weather pages with coloured charts of Europe showing cloud and rainfall. So when we left for Deauville we had routes planned, charts all folded into appropriate sections and goodness knows how many alternatives in mind. It got to a mental stage there were so many possibilities on what might happen. I had to discipline myself to just the trip in hand and let it unfold as planned. Handle whatever was needed when it happened. I gave

Janette a kneepad this time; to note towns on route, to note Controller details. She correlated the towns with GPS moving map data.

We were quickly refuelled at Deauville did not have to move the plane from the pumps and gained time, picking up an hour I thought we would have needed there. Off to St Yan with Moulins and Nevers as alternatives. A 3-hour trip. We thought we were to be refuelled by a tanker but it turned out that the engine wouldn't start so we were refuelled from the Club pump. Lots of discussions in French to check that Avignon would be open when we got there and what was the weather like there? Telephone calls to meteo were not that clear so we went to the Tower where the controller stayed late to go through the meteo with us. The Mistral was blowing but it was down the runway. Yes, Avignon was open till 2300 hours. He recommended flying via Macon and down the Rhone valley. Very gratifying - this was the route I had planned to take.

This next leg to Avignon was super flying. We went at Flight level 65 to Lyon Control. He dropped us down to FL 60 and changed us to a different controller. Jets were flying 1000 feet above. The

weather was very scenic with cloud shadows, sun rays and several rainbows in view. The river unfolded below us and we could see the mountains, in the distance, with white peaks. There was quite a bit of turbulence as we landed at Avignon. I think all my microlight flying helped me take it all in my stride and the landing was smooth.

I thought the tyres were a bit soft, must see to that before taking off again. BP insisted on refuelling me before we left the field.

Taxi to our friends and start a week of living aboard their yacht. Forget about flying for a few days.

Then it is time to think about planning the return trip home. I can get the volmet in English from Marseille Radio. Then the yacht moves out of range. Try for Internet cafes but no joy. Phone the Meteo but it is all in rapid French, Too fast - need more practice. Phone a Belgian friend living near Carpentras. He phones back the details. Spent a whole day planning the return routes,



commandeering the main table, leaving off planning to help with ropes and for meals. The return plan is in place - well maybe. It is not easy on a yacht. Sunday no good for return weather is overcast. Monday is fine and we take the train from Sete to Avignon. Heavy rain at Avignon. Check the plane anyway and go to flying club to get the tyres inflated to 1.6 bar. A Minitel service is available. With some local help get weather and file a flight plan to Carcassonne. Took off at 14:45. Planned 4000 feet but settled for 3000 feet (below cloud base). Passed to Perpignan which was OK till it became strength 3 and could not interpret the messages. Should have changed to Toulouse earlier but when I did he told me I was so close to Carcassonne to call them direct. Janette really enjoyed the view coming in over the city but I was busy on the approach. Taxi, hotel, meal out- a magical evening.

Next morning at the Airport, Ryan Air fly to Carcassonne, the place is full of English people. Weather OK here but not where we are going. Use the time waiting to use the Minitel for weather and TAF info. Mastered it and printed out the results. Not so happy with the flight plan. Took a written copy to the Tower. Carcassonne to Revel to Montauban to Bouloc to Bergerac. Took off at 12:35. Diverted into Agen. Long wait for weather to clear. No food, not even a drinks machine! Planned another route and filed another flight plan. This time to Angers. Started engine at 16:35. All Ok till Limoges Control. He does not want me crossing military zone at FL55 Drop to below 3000feet and puts me on to Cognac controller. He checks and says not active, OK to proceed. Back to Limoges, he does not believe me and phones Cognac. OK to proceed at FL55. Negative I say I'll stay at 3000 feet "not climbing through cloud". Poitiers controller straight forward and I clear his zone. The sun is still quite high, still Ok for Angers. Well maybe we will not risk it. Let's head for Saumur. It is a shorter journey into town and I have been there before and like the town. Controller very helpful and we end up at Hotel de Londres. Owner is a pilot and club member and helps us a lot. Very friendly, shares tales of flying trips. Meal at Auberge Saint Pierre then a good night's sleep.

Weather bad in morning but should be able to dodge showers in afternoon. Use the morning to explore Saumur centre and do some shopping. Hotellier takes us to the Airport. It is open but no one there. Go searching for fuel. Controller found and he refuels us. No Minitel only typed TAFs etc on the notice board. Does not look good for returning home. Need more up to date weather report. Try

various approaches and eventually phone Thruxton. Not good there. He gives me a Bracknell number to phone. They give me METAR and TAF for Southampton, Cherbourg and Dinard. It is clearing at Dinard. Made a flight plan to Dinard. At least it is nearer home and another stop. Add to the experience of the holiday. We took off for Dinard 15:50. Rennes controller was helpful. DIN VOR not working but the DME is. Used RNE VOR with DIN DME for navigation checks. All OK till coming in to land on runway 17 at Dinard when a really heavy shower met us and I went around. Controller offered me runway 30 and we landed on it. Another taxi, hotel and meal out. Taxi driver next morning was a retired Hercules Flight Engineer, interesting chat. Weather looks OK for the afternoon in England, I phone Thruxton again for local weather information. Refuelling? Do it yourself and pay at the Fire Station. Took off at 12:00p.m.

Deauville could not raise G-BN. asked me to try - no reply. Problem there. Danger areas active - keep clear. Changed to Solent, they wanted me to call Bournemouth, as I was to cross their zone. Standby! Far too busy with IMC traffic to get a word in. Climbed and went over the top at FL56 and called Boscombe for support. If Bournemouth is to provide this LARS service they need more radio time available to them. The controller was talking non-stop all the time I was on his frequency. Overloaded! Now which valley to go down in the cloud scene? Boscombe have me steer 110 degrees. Descended when suitable. Descended to just south of Salisbury but cloud base is 1300 feet patchy. Old Sarum is in sight so decide to go there for safety. Showers at West Dean. After cup of tea and sandwich an IR rated pilot offers to go with me to Thruxton. This we did. Flew VFR all the way, could have gone on ourselves but better safe than sorry. Made another friend, so something gained.

Drove to Old Sarum to collect Janette then home.



## PPL Masterclass Seminars - Irv Lee



Recently qualified PPLs plus many who are just trying to enjoy the licence privileges rather than make a career out of aviation have the same gaps in their knowledge, similar misconceptions or confusions, and even think that they are the only ones feeling that something has been missed out in their initial training. It might be that the work done for initial PPL ground school passes is not a 100% match with the real PPL's needs after qualification.

You've probably heard the phrase "PPL - a licence to learn". I've had my PPL for 30 years in September, and I remember all the 'learning by mistakes' I've been involved with personally over the years!

In order to short cut those 30 years for others, I'm forming Higherplane Aviation Training, to run day-long seminars for PPLs. These will start Friday 26th October near Romsey (M27 jn 2), spreading over the country in the following weeks and months via various conference facilities - the following seminars will be Friday 9th November near Basingstoke (M3 Jn 7). Hopefully, as well as filling knowledge gaps and clarifying previous misconceptions, these seminars will also keep the average GA (S.E.P.) pilot "thinking flying" over the worst of our weather, and perhaps help safety when the good flying weather returns.

If the idea interests you and you want to know more, please digest all the details on <http://www.higherplane.flyer.co.uk/seminars.htm>. The seminars are to be 'announced' to various people and organizations (AOPA, PFA, etc) in early September, on my 30th anniversary of the PPL,

As you will see, the venues/locations table is somewhat sparse today, but the first date is there and more will follow. IBM Club Discounts will be available.



## G-ZERO sent to Coventry - James Mason

On Saturday 15th September, G-ZERO departed 'four up' from Southampton to allow Dave and Clare to bring back G-BYDX which had been stranded at Coventry following the temporary restrictions on private flights after the events of September 11. After a



fairly uneventful, if bumpy flight, we landed at Coventry just in front of a Jet Provost performing a low level fly past and it passed over us as we turned off runway 23 at A1. We subsequently found that Coventry was hosting a 50th anniversary of the Viper jet engine and we were soon treated to watching a Meteor, Hunter and Sea Vixen perform circuits around the airfield. This was rather ironic in that we had had to cancel a planned trip to Jersey to watch the airshow the previous Thursday and this was going to include the Sea Vixen which had been one of the reasons for attending and it was a treat to watch the aircraft taxi in past us after completing several circuits.



Whilst at Coventry, we had decided to visit the Midland Air Museum which is on the perimeter of the airfield and includes exhibits on Sir Frank Whittle and his early jet engine development. Armstrong Whitworth also did much early jet engine development at Coventry and their facility which is now part of Rolls Royce was hosting the Viper day. The museum is quite some distance from the Air Atlantique GA terminal but after a brisk walk around the perimeter fence and Baginton village we arrived just in

time for a healthy lunch of meat pies and crisps before we started the serious business of looking around. Armstrong Whitworth manufactured aircraft at Coventry for many years and probably one of the most spectacular exhibits at the museum is the Argosy freighter. As most club members know, Paul is a keen fan of the Bristol Freighter and I have to admit to liking the Argosy so it was a treat to be able to look around the aircraft. The cockpit is reached by a ladder from the cargo deck and the aircraft was in a nice condition having been used until relatively recent times. Just behind the Argosy is an rare, and I suspect unique, example of a supersonic research aircraft built by Boulton Paul who I believe were based in Wolverhampton, it always amazes me that you can find aircraft like this tucked away in corners of static parks at museums around the country.

Another aircraft that was open for viewing at Coventry was the Vulcan, although I have seen quite a few Vulcans I have never been inside one before and it was quite an experience to clamber up the ladder behind the nose wheel and to sit in the crew area behind the pilot's seat. The aircraft has an almost complete fit of equipment including much of the navigation and radar equipment in the area behind the cockpit. However the total space is not that great and when you consider that a crew of five could spend hours in the aircraft and it is apparent how uncomfortable conditions could be. The Vulcan also has a bomb aimer's window at the front of the cockpit which was a feature added by Avro although this was really obsolete by the time that the aircraft was in service. Another feature was that only the pilot and co-pilot had an escape system from the aircraft, we were told that this led to questions being asked about the Vulcan's design in Parliament when the consequences were more widely appreciated following an incident with the aircraft. The condition of the aircraft was so good that you felt that it had just been brought in, this reminded me of our previous visit to Coventry which had included a visit around an Air Atlantique Shackleton which was in similar condition, on opening a drawer at the navigator's position I found charts of Northern Scotland as if the aircraft had just been flown in.



Whilst looking around the aircraft, we were also able to watch a Spitfire display which was also part of the Viper celebrations and there was a DH Dragon Rapide performing pleasure flights around the airfield. The jet engine display based on Whittle's early work at Power Jets was also fascinating along with some of the Armstrong Whitworth early jet engine development including the Mamba and double Mamba engines which found use on the Fairey Gannet aircraft.. I would thoroughly recommend a visit to Coventry for anyone interested in aviation heritage since there is so much to see with the Midland Air Museum and Air Atlantique.

It was now time to get back and after walking back to the GA terminal and checking out the aircraft, G-ZERO was first to depart to Southampton with G-BYDX returning to Bournemouth for maintenance. After landing, I made the trip down to Bournemouth to collect Dave and Clare after another excellent day of aviation!



## NOTAM - Dave Sawdon

An extract from a US newsgroup:

"Recent NOTAM.....  
!USD 09/001 SLC  
FAIRFIELD FIVE DEPARTURE.  
JAZZZ THREE DEPARTURE.  
MILFORD THREE DEPARTURE.  
SALT LAKE SEVEN DEPARTURE.  
LOST COMMUNICATIONS NOT AUTHORIZED.

"These departures have distinct detailed lost comm procedures due to the high terrain in the area. Of course it means that the charted procedures are not to be used (although I see no reason like an outage to explain it), but it certainly looks as if I am no longer authorized to have a radio failure."



## Short Final - Dave Ashford

Well that's the end of another bumper edition of the Newsletter. Thank you to everyone who has contributed - please keep the articles coming and don't forget to include pictures if you have them. The next Newsletter will probably be in early December, so if you can let me have your copy by the end of November that will be very helpful. I prefer plain text files for the words and JPEGs for the pictures, but just about any popular formats will suffice.

Finally, on behalf of the members of the IBM Flying Club I would like to extend our deepest sympathy to the families and friends of everyone whose lives were touched by the horrific events that took place in the USA on September 11th.

