



## Newsletter - December 2001



### Clear Prop! - Dave Ashford

Well that's very nearly another year over, several more hours in my log book and a couple of new airfields to add to the list of those I've visited. I hope your flying year has been as enjoyable as mine. I started the year on a high note with a fantastic trip to Oban and the Western Isles. The weather was perfect VFR - a winter high pressure system gave us almost unlimited visibility but it was VERY cold walking around Oban in the evening looking for somewhere to eat.

Spring was equally good for me with several trips to the Channel Islands and France, mainly in rented aircraft as 'ZERO was out for maintenance. In the early summer Arndt Eade and I rented a BE76 and flew down to Le Mans for the 24 hour race and a few weeks later we toured around France and Spain in his Mooney. In August I took 'ZERO to East Fortune for the PFA strut fly-in. The airfield is only open one day per year (for the fly-in) and is worth a visit - the museum is very good and I managed to win a picture caption competition they were running, so I'm better off to the tune of a £15 gift voucher from their gift shop :-).

Late summer/early Autumn seems to be the time of year when I visit France the most and this year was no exception. Living on the south coast it is very easy to just hop across the Channel for a good meal and little shopping - in fact yesterday we flew to Cherbourg for the Christmas market that was being held in the airport building. It was packed with local people and there was a good variety of stalls selling everything from candles and glassware to cheese and cider. It was a bit of shame that there were only 3 or 4 G-reg aircraft there, although it wasn't very well advertised in the UK, so I suppose I shouldn't have been surprised. If you like these small French markets then I'd recommend keeping an eye open for something similar next year - I'm sure they'll organize one.

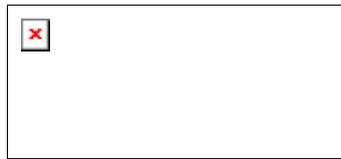
Which brings us to winter: short days and cold, wet weather, although looking back through my log books I see that I've had some excellent trips during December. It's usually a case of turning up at the airport, checking the weather and then making a decision on where to go. How often have you written off flying at the weekend based on the weather forecast on a Thursday or Friday evening only to find that Saturday turned out much better than forecast? I know I've missed some good flying weather that way in the past, but not now - I don't call it off until I'm certain I won't be able to fly. OK, I've had one or two wasted mornings waiting for things to improve, but I've also got airborne when many others have stayed in bed, so I'm hoping for some good December flying again this year and hope that you can do the same.

Don't forget that the Christmas Bash is on Saturday 8th December in the Hursley Clubhouse - if you

plan to come but haven't let Brian know, please do so as soon as possible by sending an Email to [brian@aviation.demon.co.uk](mailto:brian@aviation.demon.co.uk). I understand that Uli Guddat will be in the UK next week and will probably join us on the 8th, so if you know Uli, why not come along and say hello, I know he'd love to see you.

If you haven't done a Safety Refresher yet this year and are planning to do so, please make sure that your claims are sent to Dave Sawdon as soon as possible. In past years the IBM Club has been very strict with year-end accounting and usually closes the books around Christmas time, so if you don't make your claim by then you will miss out this year. For details of the Safety Refreshers, please see our [web page](#). We are planning to restructure the Safety Refreshers for next year, so if you have any suggestion on how we could improve them, please drop [Dave Sawdon](#) or [me](#) a note.

Here is a reminder that the Flying Club AGM is drawing near (it will be some time in January, as soon as we arrange it) and I understand from Dave Sawdon and Paul Eathorne that neither will continue in their posts next year, so we will be looking for volunteers to take on these roles. The Treasurer's position must be a permanent IBM employee, however the secretary's job can be a retiree or family member, although you will need access to a computer to maintain the Membership information and create the renewal mailings. Please have a think about whether you could take on one of these positions - if we share the jobs around everyone will have a chance to make a contribution and we will ensure the continued success of the IBM Flying Club.



Wishing you Blue Skies and Safe Flying.



## Bluemers hang out at Old Sarum - James Mason

On Saturday November 3rd, the Old Sarum flying club hosted a navigation evening and several of the IBM Flying Club members joined Dave Sawdon in the 'Bluemers' team. Consequently after a good day's flying to Sandtoft, Dave Thomas, Clare, Paul Goodman and I headed off to the Old Sarum clubhouse for the quiz after some quick revision on long forgotten uses of the flight computer such as mach number calculation after some 'useful' hints by Mr Sawdon. The entrance fee was a crisp fiver which covered a drink and buffet which proved to be excellent, we were all hungry after a day's flying and it must have seemed that a plague of locusts had arrived at Sarum but there was plenty of food to go around.

Next on to the serious business of the quiz and the various teams congregated around the papers handed out by Phil Mummery, an instructor at the Old Sarum club and our quiz master for the evening. The quiz was very professionally prepared and was based on a planned navigation exercise from Old Sarum to Cherbourg, the Channel Islands and back again, amongst the planning questions were quite a few general knowledge questions which provided a good handicap for some of the less aviation minded teams to compete as well. At this stage, we got our instrument rated pilots to work on the quiz while the rest of us supervised and kept an eye on the other teams for cheating. Almost immediately, Phil handicapped Dave Sawdon in the nicest way by giving us three penalty points for not correctly counting the team members which should have totalled four. However, the other teams did not escape either, some external help was being obtained with mobile phones which also did not go unnoticed, there was plenty of good natured cheating going on which apparently is par for the

course at these events!

Back to the quiz where Dave S and Clare had done an excellent job and it was just left to the rest of us to check their work and to debate when we thought the Mary Rose had sunk which was one of the more difficult general knowledge questions. Next came the marking session and we were pleasantly surprised to find that we had just scraped the top score despite our penalty points, I think that Clare's knowledge of history and Dave's knowledge of the Old Sarum runway length clinched it for us. Anyway, after collecting our prize of a road atlas which came in useful for finding our way back from Old Sarum in the dark, we chatted with Phil Mummery who is also an HS748 pilot flying out of Bournemouth and an instructor at Old Sarum. We hope to be able to invite Phil along to the club for a talk on his work with the HS748 and possibly a quiz evening early in the new year.



## DC9 & Trident Simulators - Dave Sawdon

I've had some discussions with an outfit that has DC9 and Trident simulators, here's the relevant correspondence. I need to sound out the level of interest in the club, please contact [me](#) if you're interested.

*Thanks for your enquiry. We are very keen to come up a package to attract members of your club. I have given it some thought and set out below some ideas that may interest you.*

*Firstly, let me cover the initial points: -*

*There is no problem in sending you details of configurations, speeds etc in advance of any session.*

*Each group will receive a through half-hour briefing before their flying session. This is not counted as part of your time in the Simulator. When time are quoted, this is for Sim time, with the briefing being on top and part of the package.*

*Both Simulators can be set up to give levels of challenge appropriate to the skill level of the operator. The basic set up is "night visuals" (day visuals are not possible), though we can arrange for lower levels of visibility (Cat 1,2 and 3) plus other events.*

*The instructor will normally comment on what has gone on during the session. But we can arrange for a special debrief session if you want, though that might be at extra charge. Please let me know if you do and I will check on that.*

### **Packages.**

*I have come up with several options. Three sizes of group are quoted for.*

*Groups. Each person gets 40 minutes in both the P1 and P2 seats. I have designed the session to be a quick familiarization flight (say 10 minutes) then one with challenges included, if appropriate. The pairings of flyers can be fixed or swapped around, for a bit more fun. This will depend on the evenness of skills. All groups members arrive together for the pre-flight briefing. The two flight approach means people are not waiting around quite so much while others fly, but we can occupy*

*their time by setting some parameters for their next flight (eg destination, wind speeds and directions) so they can be preparing a "flight plan". I have included the services of a Pilot instructor for the whole session (but not an extensive debrief, as mentioned above). Some additional time has been built in to allow for changeovers/slight overruns so as not to affect the time for succeeding flyers. I have not included for provision of meals, though we could provide that at extra cost.! Basic refreshments are provided.*

#### For the DC9

*Groups of 4. Total time 3hrs. Total Cost £968.50. Cost per person £242 approx.*

*Groups of 5. Total time 3.5hrs. Total cost £1128.75. Cost per person £225.75*

*Groups of 6. Total time 4hrs 20mins. Total cost £1397.50. Cost per person £233 approx.*

#### For the Trident

*Groups of 4. Total time 3 hrs. Total cost £645. Cost per person £161.25.*

*Groups of 5. Total time 3.5hrs. Total cost £752.50. Cost per person £152.50.*

*Groups of 6. Total time 4hrs 20 mins. Total cost £931.67. Cost per person £155.28.*

*I have not quoted for larger groups, as the waiting time will get too long. If you have more people interested, eg 8 then I would suggest it be broken into two groups of four, and so on.*

*The prices are based on our PPL tariff, which already gives a discount, as that is a group we want to encourage. If your club were able to book several groups, we could look at some further reduction, though this would not be huge as prices are already lower than anywhere else. With the arrangements above, the rate per hour in the simulator is as little as £102!*

*I hope the above is of some interest to you.*



## **Flying the other Tiger - James Mason**

Some years ago, I was talking to someone about my PPL training when he told me about his training during the 60s on a Tiger Moth and the fun that he had getting his license. Reading through Pilot some years back, I noticed that it was still possible to train for your PPL on a Tiger Moth and never having flown a biplane, I started wondering about flying the DH82 and after reading Geoffrey DeHavilland's autobiography and his development of the Moth I decided it just had to be done! The



type

so I duly booked a trial flight and made my way up to Cambridge one October morning. My flight was in G-AHIZ with CFG pilot Dennis Cash who has decades of experience with the Moth and it certainly showed with the pre-flight briefing which was very thorough, on walking out to the aircraft I was immediately impressed by its immaculate condition. Dennis showed me the engine and the air intake flow and explained why carb heat was not necessary at low altitude as the air basically flowed around the engine and back into the carburettor and the engine just gleamed. The organization at CFG was very good with several ground crew looking after the two Moths flying and refuelling from a small bowser. Choosing the leather helmet over the alternative bone dome, I sat in the rear seat and strapped up while Dennis went through the pre-flight checks, talking through them at the same time.

After starting the engine, we started taxiing towards the grass runway 05/23 which is 895m long. I had a go at taxiing which is quite an experience with no brakes and a tail skid, it was fun crossing the main asphalt 05/23 runway with the tail skid scraping behind! I did not find taxiing as difficult as I feared without brakes because reducing the power quickly causes the aeroplane to slow although I was warned that the Moth is susceptible to going over on a wing during taxiing, however the wind was low which obviously made things a lot easier. Lining up at the hold for 05 we went through the take off checks: Trim ( half to two-thirds forward ), Mags ( dead cut check ), Fuel ( on and sufficient ), Freedom ( of controls and slats on leading edge of wings ), Gyro ( also checking QFE/QNH and oil pressure at 35lb/in<sup>2</sup> ) and Hatches/Harnesses. After our clearance and a good lookout, we lined up on 05 and applying power we accelerated along the grass, the prop rotates anti clockwise which is opposite to most aircraft and the min RPM for takeoff is 2200RPM. Checking for good oil pressure and air speed indication, I eased the Moth off the grass and started the climb out at 65mph, at 500ft I turned right onto the crosswind leg and at 950ft levelled the nose and reduced the power to 1850RPM to achieve the circuit height of 1000ft. The visibility was not good and we restricted our flight to circuits around the airfield which actually suited me but the workload was high and I found myself concentrating hard. Turning onto base leg, we went through the landing



and the slats when unlocked will drop from the leading edge of the wing at 55mph which provides an early indication that the stall is being approached. On finals, the lookout changes from looking out in front to out over the side as the landing approaches, at this stage I was getting some help from Dennis on the controls. After landing, it was back on with the power, pushing forward on the stick to lift the tail skid and accelerating to take off, this time round the runway direction was changed and

we followed a teardrop course to land on 23. Unfortunately I had got too high on the approach and Dennis demonstrated side slip on the Moth to get us back on the approach, I also flared a bit too high so got some more help on this landing but it was really becoming fun. I was having some difficulty using the compass so was just using visual references to fly the circuit, this time around it worked well and it was satisfying to land the Moth at the planned position on the runway. The next circuit was complicated by another aircraft appearing in the circuit and after some difficulty in identifying it we turned onto base leg and came in to land on the grass for the final time.

The flight had finished all too quickly but there was still some more taxiing practice to get back to the hangar area where the enthusiastic helpers at CFG grabbed hold of the wings of G-AHIZ and we went through the closing down checks. Climbing out the Moth, we exchanged places with the next flyers and watched the other Moth taxi in for fuel, walking back to the clubhouse I noticed the propellers which list all the pilots that have trained for their PPL on the Moth at Cambridge over the last fifty years, what a way to learn!



## New Zealand - Andy Coulson

I don't know why it didn't occur to me before but having a PPL when you're on holiday introduces all sorts of possibilities - even if there isn't the time to get a local licence. Judith and I went to New Zealand earlier this year, and decided to visit Milford Sound by air, rather than spend a couple of days driving there and back from Queenstown. The Sound is an exceptionally beautiful area, very similar in appearance to the Norwegian Fjords, and has an airfield. I called Air Wakatipu to ask if an instructor could be with us while we flew to Milford - a go-places flying lesson in the Southern Alps, across the Main Divide.

An instructor at the club said the cloud out at the Sound was too low to fly out that way, so I asked if we could do some general flying in the area instead and a plan for a mountain flying lesson was hatched. By two o'clock the weather had improved with scattered cloud at 4000' and an entertaining 15 knot wind down the valley. We met Mal, the instructor, and he asked me to check out the club's beautiful new Cessna 172. We decided to fly over a saddle or two, up a valley, land on a mountain valley strip, then up high to fly in a blind valley over a glacier lake, then along some narrow valleys, to a big lake at Wanaka, then back to Queenstown. While I did the walk around, Judith took the few minutes to film the local scene; innocently, she said into the microphone "we've been told it might be rather turbulent". I think now, that when Mal told us this, he was enjoying a little antipodean understatement. It was great that Judith came too, it was a while since she'd last flown with me in the Cub from the farm. I'm not sure how much our previous experience in the Cub prepared us for what was to come though.

We took off from Queenstown, turned tightly left and set course for a mountain pass away to the West. It was already bumpy, and gave me the first glimpse that this was to be a serious lesson. When flying to cross a pass, he told me as we approached our first ridge, aim to cross it at 45 degrees, rather than perpendicular to the ridge as I was aiming to do. This way in effect I'd already be halfway into the turn away from the ridge if I decided not to fly over...for instance if the other side was cloudy, or there were bad downdrafts as you get near, from wind whistling up from the other side, over the edge, and fast down the side of the col. Gulp. We crossed 200' or so above the col, with mountains high up on each side, but the ground dropping away steeply beneath us.

We flew onwards, up the middle of a beautiful valley perhaps a thousand foot above the valley floor, with the snow covered mountains above and around us. I asked Mal what happens if you need to turn round quickly? Well try it, Mal said, so I did - instinctively banking right to give more space for a left 180 turn. No, said Mal, preventing me banking right, I want you to fly out from where you are,

in the middle. Left, left, tighter tighter, full throttle, back on the stick, barely time to wonder how Judith is in the back, keep the nose high, and the mountainside fills the screen and ... around we went, keeping the turn going all the way and back to the original course. It was tight though. Lesson learnt: - fly up to one side of the valley to give LOTS of space if you need to turn around. So I learnt to fly with one wingtip rather closer to the mountain wall than I might have wanted. Up the valley, round a corner, and there was the grass strip - as long as at Priory Farm, but not so well kept. In fact there were two parallel strips. I flew over the longer one for Mal to inspect it, and worse luck, there were sheep on it. Luckily, the other strip was clear of sheep - it was boggy but at least it didn't have the tall trees at the upwind end. Mal did the first approach and landing, and talked me through it so I knew what to watch for. I took the climb out and the circuit, but had to work hard on the approach to land - I was way too high for the short runway, and with the river in the undershoot - well, who'd want to go in too low? Well, I got the landing ok, just, with some welcome advice from Mal especially regarding the high sink rate over the river. Touch and go, round again for another try and this one was much better. Big smile, full throttle, lift the nose, off again. Climb climb climb, to four thousand feet if we were to be able to make it to Lochnagar, the glacier lake. Up to the right of the valley, left and right turns over cols and passes and shoulders and I learnt another lesson. It was very turbulent now, and Mal had to remind me occasionally to keep the speed below 100 knots, the manoeuvring speed. 'Where's the wind coming from?', he kept asking - I had no idea. I tried to judge the drift angle but I had my hands full and my senses of which way is up were being manhandled. I usually guessed wrong and he always put me right: 'always know where the wind is from,' he said, 'then picture it flowing over the tops like water breaking, eddying down the other side. On its way down, it tumbles and roils and is not smooth air; perhaps its too fast for the little plane to outclimb.' The lesson, fly on the smooth side of the valley, in the updrafts.

Up, Up, Up, and the air became really turbulent. I could see the lake up the blind valley to my left, and judged the moment to turn in. Right wing close to the wall, judging the wind from the wavelets on the lake, it quickly became too much for us and I knew I had to turn out - I also knew that as soon as I made the turn, the wind would catch the underside of my wing and lift it higher, and higher... I turn, and it sure did. All hell broke loose: the nose was too high, I had a 60 degree bank angle, up and down, too slow, nose down, push hard forward on the stick, then too fast, throttle back so as not to overstress the airframe, try to unbank a little but the wind was all powerful. We rode the roller coaster round, me sweating, eyes on the gauges and eyes out the windows, and all around at the rock and the icy water below. At last we escaped, I rolled the wings level, and I could breathe again. I glanced at Mal, who seemed unconcerned. 'Oh, its quite calm today', he said. Hmm...

The best, or worst, was over though. We headed out of the mountains with just the occasional air pocket and lurch to keep me alert. With Mal's guidance, I turned for Queenstown, and with some effort made a good approach with an awkward strong crosswind onto the runway.



## BM in Spain - Brian Mellor

I am now halfway through my first instructing session here in Jerez, and things seem to be going reasonably well. The plan to work out here on a "looksee" basis, before I commit to joining full time seems to be working OK, and so far I have seen nothing that would deter me from taking up full time employment. Eileen is out here this week, and we have spent a little time looking at the different flats/houses that are available in the area, although no decisions have been made yet. She is a little surprised/disappointed that it is so cold at the moment.

The "standardization" session consisted of a couple of trips in the Seneca 3 (I now know the

difference between it and a Seneca 2 - it has a one piece windshield, electric flaps, and they have moved some of the switches around. Also it can produce a few more horsepower, but only for a max of 5 minutes continuous). The local area is pretty barren, although it would be difficult for a student to get lost, with so many features around. ATC is a big problem. They only allow 5 school aircraft in the air at any one time, which is causing quite a few problems and delays. Yesterday I sat on the apron with engines running for 30 minutes because the vis was reputedly 4500 metres - hmm, as soon as the first Spanish aircraft called up, they told them all the met, in Spanish. By now I have gleaned enough of the lingo to understand some of the aviation speak, and it sounded to me like the vis was now 5k. Sure enough, when I called ATC to confirm the vis, they reluctantly told me that it had now risen to 5k, and yes, I could taxi. The same vis in Southampton would be classed as 10000 metres in haze.

All flights must have a flight plan, even local VFR ones. If you start to run too late, they drop out of the system, and you have to re-file. We have an Ops frequency (123.45), and they are pretty good at sorting out problems on your behalf. Having started on the twin, I was then asked to get checked out (sorry, standardized) on the Warrior, so that I could do some single engine stuff, to help out a couple of students that were running late. Another strange thing is that they don't allow flights at night, unless you file an IFR flight plan. And night starts exactly at sunset - although it gets dark very quickly, with it being so far south.

Hope to see many of you at the Christmas Bash on Saturday 8th December, if you have sent me an email confirming your intention to turn up, don't worry if I haven't replied - it is difficult for me to access my usual internet system, and I won't see many messages until I return on the 7th.



## Beware! - Irv Lee

The French are extremely worried about attacks on their nuclear facility at Cap de La Hague, and have decided to do something about it big-time. If you are planning any trips towards Cherbourg or the Channel Islands you should read this, as there is now both a permanent prohibited area and a restricted area with radar, own frequency, and heaven knows what they have up there sleeves to enforce it. It's around Cap de la Hague. See [Flyer](#) for details. Linking from such an obvious direct threat to a pilot during a potential airspace busts to certain (IMHO) disgraceful stories I have been hearing or reading recently, can I plead with ANY member who finds that flying is a constant series of problems to seriously get involved with the CAA funded study on airspace 'busts'. See [www.flyontrack.co.uk](http://www.flyontrack.co.uk) - and there is even a FREEPHONE number 0800 328 0792 to discuss things with the pilots who are running this confidential survey, and an email address [flyontrack@onetel.net.uk](mailto:flyontrack@onetel.net.uk) so really there is no reason not to do so.

If you infringe airspace or often get into visibility problems which could easily lead to airspace or restricted area busts, this can have repercussions much wider than you think, especially post Sept 11th. Thank heavens the days of the shortened Labour Party Conference in Brighton so soon after the WTC incident were 'protected' by horrendous weather. It would only take the usual cowboys to fly through that restricted area at the rate they have done in recent years to get GA banned completely on certain days. Aviation and poor visibility do not mix either at the best of times - 118 people found that out near Milan recently apparently because an experienced pilot was unclear about his position in poor visibility - and he was only taxi-ing. Could any G.A. cowboys please stick to horses in future, and not threaten our future flying.

In just the last week I have heard of the following:

Thursday: Phoned by someone who was looking for advice as the CAA were about to visit following a GPS assisted tour of Heathrow and Luton airspace - apparently it (the GPS) "didn't work". It looks like a court case. I suggested he call AOPA for advice!

Sunday: Overheard a local pilot recounting finding himself in Southampton airspace (between Winchester and the runway) without permission. Apparently his GPS had been showing the same position for 5 minutes so then he realized there was probably something wrong with it. (5 MINUTES!). He looked around and recognized Winchester one way and the Southampton runway the other - in other words he was crossing final approach! He somehow managed to 'lose' their tracking apparently as no-one has knocked on the door since. Monday: I was on Boscombe frequency, which was occupied for about 2 minutes with them passing and receiving details from a pilot from White Waltham whom Southampton 'wanted a word with' after he got home.

Every one of these is another nail, large or small, in the coffin of our future flying.



## September 11th 2001 - Bob Elliott

They say everyone remembers where they were when Kennedy died, or when Armstrong walked on the Moon, but I don't! However, I was in Berlin when I saw a news-stand report on the Lockerbie outrage, and on the day of the Concorde crash I was in Copenhagen on a Bath Travel day-trip. Further back, I remember where I was when the Ambassador crashed in Munich in 1958. On September 11th I was in Los Angeles.

We were two days into a trip in which the purpose was to visit Mojave, Las Vegas, the Grand Canyon, Pima, and Davis Monthan MARC. We booked with United Airlines to take advantage of the one hub each way stop-over that you are allowed. We also booked an extra stop which adds another £40 to the fare. The original plan was LHR - Chicago - Los Angeles - Tucson - Denver - Newark - LHR. The first bit was fine. We had joined the Days Inn Old Folks Club which gives a discount on rooms and grub, but not drink! The hotel in Chicago was OK. A shuttle to and from ORD suited us and a \$10 ticket gave access to trains and buses for a day in the City, so there was no need for a car. At Los Angeles the airport Days Inn is nowhere near the airport, expensive, and doesn't have a bar or restaurant! For a couple of extra dollars you can stay in the posher Crowne Plaza - which we did later.

The plan was to pick up a Hertz the next morning, spend a day with my cousin in Woodland Hills, and then drive to Las Vegas via Mojave. September 11th dawned, and I went down to find what time the shuttle bus went back to the airport to pick up the car. 'You ain't goin noplac today, sir' says our affable driver, 'there's been an incident and the airport's closed'. I went back to the room, turned the TV on and saw the pictures. The world has changed - especially the world of aviation. Some 'incident'! It was very quiet at Hertz, and we got a car that had a bizarre locking system that I guess was designed to deter thieves. I will never again accept a hire car without taking a spare key. Hertz later told me they had 'thought about' that! We spent the rest of the day with my cousin and stocked up the car with desert survival rations of water, bananas, and crisps! Next day we set off for Mojave, but a quick stop at Van Nuys proved time consuming and expensive! We pulled up at Clay Lacy, the local FBO, and I managed to lock us out of the car - with the engine still running! The

receptionist at Clay Lacy was brilliant and soon had the local locksmith out to help. The bizarre locking system, that, among other things, locked the doors as the car began to move forward, but also somehow managed to unlock the boot so you had to get out again, proved no match for the locksmith and his bent coathanger - he was in within seconds - but it took twenty minutes to free the 'tool' before he relieved me of seventy bucks! What frightened us about this was that it could easily have happened when we were out in the desert with no mobile phone, and no friendly FBO!.

We expected the worst, but at Mojave they were surprisingly welcoming, and we were introduced to Felix the tour guide. Felix has traditionally shown visitors around the storage area for \$10 per passenger. There was no-one else there so it wasn't too profitable for him that day. I wanted to photograph the Scaled Composites Triumph which is displayed on a pole outside the factory - but forgot all about it! However, there were some interesting bits and pieces there including Convair 880s and 990s, and a Mexican Islander that so far remains unidentifiable by msn. It was dark when we reached Las Vegas, and I had wanted to stay in the Luxor, but a combination of tiredness, poor road markings, and an unfamiliar road system meant we could see it but couldn't find it! We ended up in a Days Inn which was a fair hike from the 'Strip' and not as exotic as the more well-known Vegas establishments.

The following day we booked in to the Excelsior, which is highly recommended and only pennies more expensive than the Days. The lesson here is that you don't get ripped off for accomodation or food Vegas, they expect to make money from the gambling, but that's up to you! It didn't strike me at the time, but Vegas is very much an adult town. There aren't many children about, and none at all in the casinos. You are pestered at all times whilst out walking the 'Strip' by pimps touting all kinds of exotic 'services', and you can pay by credit card!! We politely declined all offers!

Although all VFR flying had been banned all over the States since September 11, the helicopters still flew the 'Strip' and the sight-seeing trips to the Grand Canyon were still available. The trips organised by the hotel to the Canyon seemed a tad expensive, so we settled for a Cessna 402 out of Henderson - \$95 for an 80 minute tour. If I went again I think I would go for the Cessna 206 or, maybe, a helicopter. Photography would then be easier, but whatever, you can never do justice to the spectacular sights and colours of one of the great wonders of the world. Go!

Three days in Vegas is not enough, but we had to move on as we had a tour of Davis Monthan booked! A slow day to Phoenix via the Hoover Dam (helicopter rides from \$29 in better times) meant we had to pass Kingman where we couldn't resist the sight of 90-odd stored Jetstream 31s. When we arrived, I badly needed a rest-room! The local Flying Club seemed a likely place, but it was closed! Amazingly, when I turned the car round I almost bumped into Keith and Mick, a couple of spotters from Eastleigh!

A Mooney landed whilst we were there, which excited the security bods as there was still no VFR flying in America. We spoke to them, but they were pre-occupied with the recent arrival and told us that there were no tours. They didn't mind us being there but unfortunately we couldn't take photographs.

The Days Inn at Phoenix was excellent, with the dining area done out in 1950s style - red and white plastic, juke-boxes, pictures of James Dean, and so on. They also did the best baked potato of the tour! In the bar we met a chap from Sweden who used to work for Air Atlanta and was on his way to Marana to buy N619FF, a Boeing 747/200!

During the couple of days in Phoenix, reality started to kick in and we decided not to go to New York. The United Airlines lady at Phoenix was superb. She understood fully, and offered us a number of alternatives to complete our trip. We plumped for a return to Los Angeles. It wasn't until later when we realised she had put us on United 2 via Washington!!, that we changed it again for a direct LAX - LHR ticket.

Phoenix to Tucson got interrupted by stops at Chandler Memorial to see and photograph the stored DC4s, DC6s and a quality DC7. Then we went to Avra Valley to see our old friends with the MATS Connie. The MATS Connie was stranded in Texas due to the restrictions, but a large picture of it I took from G-BARG over Guernsey ensured VIP treatment and free rein to inspect the current restorations that are due for export to Holland and Switzerland. It was here that we saw our first Scorpion (thankfully dead!). The engineers had caught it in the office that morning. No rattlers though!

Onwards to Tucson, and the first Days Inn we stopped at was a bit grotty. We sought out another and this was great as it was close to Pima and Davis Monthan. The downside was that there was no bar, either here or in the Holiday Inn down the road. Just like being in North Carolina in the Seventies! We proceeded to drink the local gas station out of its supplies of white wine!

Pima museum is superb, and a must for any enthusiast. Be warned though, it is hot, and even in mid-September in the morning it was still over 100 F. There is water in each hangar, but you can be a long way from a hangar if you walk the whole site. There are bus tours, but for photographs it is best to walk.

The tours of Davis Monthan now go from the Museum. We had pre-booked on the internet, but we were disappointed to learn that all base tours stopped on September 11. It is possible to see a great deal of it from the public roads. Indeed, there are picnic tables in some areas where you can stop and marvel at the vastness of it all, but it's not the same as having a conducted tour. Celebrity Row (one of each aircraft stored), for example, is barely visible from anywhere that we could see.

We dropped the car off at Hertz Tucson which incurred a charge of \$100 for leaving it out of the State that you start in, and caught the United Shuttle 737/500 back to LAX, where we booked into the Crowne Plaza. This was a bit expensive, especially the canteen, but there is a nice breakfast bar right outside the front door that was great value. My AOPA Aircrew card got a goodly discount off the room price so we finished off the holiday in style.



## Mr Jinx - Irv Lee

At the risk of being recognized in someone else's story, all my instincts about Southampton, Sod's Law, etc etc were proved right the other evening. I don't fly there very much, but I do remember what it's like and some of the jinxes that can hit.

Paul and I were to do a night circuit 'together' to get our night passenger currency back. 'Together' does not mean in the same aircraft, as that would have been illegal. 'Together' meant at the same time, each solo in two aircraft.

I arrived 5 minutes late as usual and Paul was ready to go, so before I finished checks, off he taxied. When I was ready to depart for my one circuit, Paul was on short final and was enjoying it so he called 'touch and go' instead of landing - I couldn't believe it - if you ever do anything more than you have to at Southampton, you always end up wishing you hadn't. 'Just one more circuit' always means orbiting for 5 or 10 minutes whilst a string of commercials suddenly appear from nowhere. This worried me - if he was about to be jinxed into seemingly never ending orbits, I was behind him, so I would be too.

I was told to line up 'after the landing' and was cleared for take off as soon as Paul was obviously airborne and beyond the runway again. There was no other circuit traffic so he was told to go left hand, and I was right hand, to keep us apart. I considered an early right turn at 500' - Paul was still climbing ahead (night circuits are 1500' not 1000'). Maybe I could beat whatever jinx he was about to bring down on us if I got ahead of him on the opposite downwind. Tower of course spotted it and asked me to do a wide circuit as they had a commercial to launch. I offered to tighten even more if they preferred, and of course they declined. I could already smell a delay and I wasn't downwind yet. What was it to be - a delayed airway clearance for the commercial after it had lined up on the runway? It's been known.

Halfway downwind, I could see Paul on the opposite side, catching me up in position and the commercial entering the runway. My last chance to get ahead was to offer an orbit rather than wait for one, and it worked! "Ready for right base, request one orbit left for spacing" brought the reply "one orbit left but roll out threequarters round on base, report final number one". And so it transpired, Paul given "extend and report wide base, number two". On roll out I could see the commercial lift off, so the runway was clear, so where was the jinx? As I turned final, the commercial, now climbing out was told to report passing FL40. No answer. Oh dear, I know it's coming now. Another call from tower to the commercial, this time brought a reply with a request to rejoin the visual circuit, with klaxons sounding in the background! Tower questioned the problem, to which the reply was 'don't know yet, we want to see what is happening, happy to rejoin visually' - all accompanied by loud hooters! One chance left to me - no emergency had been declared on that call, or I would have been sent packing, so before Tower could call me, I put in a quick 'short final' to encourage a landing clearance and it brought the desired result, but immediately followed by an instruction to Paul behind me to break off and reposition 3 miles S.E. of the field and orbit until further notice. I spent the next 30 minutes sitting in the parking area watching blue lights running around the taxiways and a little red beacon circling somewhere 1500' feet up somewhere beyond M&S at Hedge End. And the good news was everyone landed safely too.



## **Fame at Last? - John Akerman**

On Oct 29th Pilot magazine (in the shape of Nick Bloom plus photographer Ed Hicks) came down to Goodwood to do a flight test and article on my & David Cooper-Maguire's DH60X Moth G-EBXU. David flew 'XU to Goodwood for the event, and I brought our Cub G-BPVH along too, as camera ship. After a quick circuit with me, Nick went off on his own to get used to 'XU and throw her around a bit. He returned with a big grin and oil smears where we had never seen oil before (effects of inverted flight). I then took Ed up in the Cub, formation take-off with Nick in 'XU, and we spent the next 1 hr 20 mins over Chichester Harbour taking photos of 'XU in various poses, some of which were quite extreme. In amongst this we did 4 formation stall turns in an attempt to get some good vertical shots - a real hoot in the Cub which runs out of energy even at the thought of anything vertical. Unless the editor hates the article, it should be out in the January or February issues of Pilot.

So, IBM Flying Club machine makes the news (hopefully). We mentioned the IBM Flying Cub on numerous occasions, so maybe the Club will feature in some way in the article.



## **French Herrings and Tail Dragging - a Flying Diary - Paul**



## Eathorne

Although this is often a quiet time of year I've had a bit of unexpected and very pleasant variety from my flying just recently. This is my flying diary...

### Tailwheels - Aeronca Champ

G-TIMP Captain Valler has been introducing me to the pleasures of flying G-TIMP, a very tidy Aeronca Champ based currently at Popham. My flying to date has been mainly in PA28 or Tigers from Southampton so this is very different. The Champ is a tail wheel, 85hp, high wing type with quite a few less instruments to worry about. It also needs hand swinging which so far I have been happy to let Richard handle! Its quite an experience. Try turning without leading with rudder and see what happens! At Champ speeds an epic flight takes you to Sandown. She positively leaps into the air. The high wing and relatively slow speed means I've seen lots of interesting sights that are normally hidden by the low wing...never knew there were so many farm strips in Hampshire! Having sat in the back for a bit, the next step is to try flying it myself in the circuit. TIMP ideally needs to be in a hanger for the winter - anybody know of one?

### An excellent day in the country.....

Winter is a funny time for flying. Planned trips get weathered off and just keeping current is a challenge for some of us. Due to time pressures I don't fly so often now, consequently I'm aware that I'm probably forgetting more than I'm learning. To wake up the few remaining brain cells, I booked on one of Irv's new flight training seminars. These are aimed at PPL's who've had a licence for a while and want some 'refreshing.' It was an excellent day! Thought provoking, educational - and great fun! I learned and re-learned a lot. The agenda covers important subjects and is very interactive. You can ask beforehand for subjects that particularly interest you to be covered in detail. One of the topics raised left our group in some awe (fear!) It was a discussion on the potential consequences - legal and financial - of breaching the ANO. One person attending had more than a passing interest in the subject: as a result of an alleged breach of controlled airspace they were expecting a visit from the CAA. The story of one pilot who lost a house as a result of an infringement made us all stop and think. Apart from that, it was a very social day and I know of 3 women with no interest in flying at all who were ready to sign up when they heard I'd spent a day in a nice country pub drinking coffee, eating cakes, chatting and drinking free beer. If you want to know more, contact Irv at [irv@higherplane.flyer.co.uk](mailto:irv@higherplane.flyer.co.uk).

### Renewing night currency at Southampton...

To be ready for a possible delay beyond official night on our Dieppe trip, I needed to renew my night currency. (to take passengers at night one of the 3 take offs & landings needed for the 90 day rule has to be at night - seems strangely minimal to me) So how long can a circuit take I thought. Ah! The spanner flew into the works while I was base leg to land on 02 at Soton. A recently airborne Jersey flight called tower with a problem (apparent from the klaxons you could hear over the r/t) Problem uncertain, intention to return, some instruments out, crew trying to understand what's happening. Romeo Kilo continue through the centreline and clear off to the east until I tell you to come back, fire crew come to local standby. British 811 not sure if our gear is down. Full emergency now so I start thinking a bit more about fuel and maybe ending up in Bournemouth as I watch the shoppers in M&S at Hedge End. A far wiser pilot than me had just managed to sneak in by calling short final instead of final and consequently was on the ground watching the rest of the cavalry arriving. 20 minutes later, happy outcome, Jersey flight lands safely, computer glitch says the fireman, I land, the

wise person's aircraft parked and cool by now, next day, brief headlines in the local paper about an 'emergency' at SIA.

### Grilled herrings in Dieppe....

Each year on a weekend in mid November, Dieppe has a festival in the old port area, the 'fete d'hareng.' Restaurants set up barbecues along the quayside and grill fresh herrings and serve them with potatoes. Its a very pleasant atmosphere! Dieppe is an interesting town with quite a lot of history as a result of the 'first' invasion of Europe in 1942. Having happy memories from a visit 5 years ago (where does the time go..!) Jude and I planned a return trip with Mr & Mrs Lee. This was my first foreign trip for some time and the fine weather seemed to be nose-diving but on the day, it looked do-able (I rely heavily on the web for weather and Notam data now, nice to be able to check it all over an early morning cuppa - you can decide to fly or go back to bed.) Our very early departure plan was scuppered as Dieppe dropped below limits but the early cloud broke up and we still managed to beat "Bob's Law" that trips never get airborne before 11:00! The outward was particularly smooth and very beautiful at FL55 - comments from the back to the effect that this is like flying in a real aeroplane were ignored by the drivers. Amazingly there was no-one going to France that day - we even called London Info for a radio check they were so quiet! Coasting in just west of Dieppe town, we could smell herrings being grilled! Dieppe St Aubin airfield is a short taxi ride (about 65FF) out of town and we found them very helpful and friendly. The Saturday market is worth walking around even for the determined non-shopper. You could pass a very pleasant weekend here. Getting back proved briefly difficult - a taxi rank with taxis but no drivers! A call to the office resulted in a group of muttering drivers appearing from the direction of town, think they were deciding which one was sober enough to drive. PORK performed very nicely on the way back, despite having put on some weight in her middle age as a recent re-weighing showed, we got excellent performance from her at max weight. It was so relaxing coming back again above cloud that I decided to stir up the grey matter with an SRA into Soton. 2 pints of lager and a packet of crisps to finish off a superb day out. It is nice when a plan comes together.



### Champ G-TIMP - Richard Valler

The 20 or so hours I flew in Champ G-JTYE a few years ago really got me hooked on Aeroncas in general, and Champs in particular - they are just simply superb flying machines, tailor-made for the type of flying I enjoy. So when I saw an ad in the PFA magazine for a proposed tailwheel group to be based at Goodwood, I registered interest in principle, but that if a Champ was involved my pen was poised over cheque-book! Seven months later, Mike Rummey (not IBM) and I took delivery of Aeronca 7BC Champ G-TIMP from a chap by the name of Tim Phillips (hence the reg). Since early september TIMP has been parked in the open at Popham, but hangarage at Goodwood is imminent - handy, as Mike lives in the adjacent village.

I learnt a lot in the seven months of (re)searching. Buying an aeroplane is not like buying a car, for example you can't go and see dozens locally on a Saturday morning! Adequate Useable load was a significant factor in our deliberations, and it was an eye-opener to discover that many airframes are over-weight and presumably are operated at over Gross - all well and good until a nasty happens, and then the insurance company may take a different view. We looked at Luscombes, but were concerned about the spar corrosion problems that are becoming apparent, and I personally was a bit concerned about their reputation for 'challenging' handling on the ground, as well as potentially expensive repairs on an all-metal airframe. We looked at Cubs, which although much more

expensive than Aeroncas are slower, and have rubber-bungee landing gear - also Mike at 6'2" found the front seat impossible to use. We did find an immaculate rebuilt J5 Cub (like a J3 on steroids), which had both a good useful load and a spacious and comfortable cabin - but that fell through when the vendor couldn't find the right plane to trade-up to. Mind you, when I visited his strip in Norfolk, I did learn that marrying a farmer's daughter had its advantages!

I'd met Tim and his dad Ted with their Champ at the Aeronca fly-in at Kemble in 2000; they had rebuilt TIMP themselves circa 1993 and had made a superb job of it, so much so that I never imagined it would be for sale as they had so much personal investment ("TLC") tied up in it. It was a phone call from the organiser of the Aeronca UK club that alerted me to TIMP being (just) on the market, I rang Tim/Ted immediately and effectively closed the deal there and then, subject to inspection and test flight - less than 24 hours since they'd decided to sell due to Tim's commitments. As part of the deal, Tim is likely to have occasional access to TIMP, and they have first option to buy back should we ever decide to part with her - not something I anticipate!

TIMP was built in 1946 as an Aeronca 7AC Champion, with a 10 imp.gallon nose tank and an A65 turning a wooden prop. She now has an additional 12 imp.gallon wing tank from a Citabria (placarded at 6 gallons max), and a climb-pitch metal on a Continental C85 (which makes her a 7BC) .... 30% more power than originally designed for, with the same gross weight and therefore a much improved higher rate of climb. Unusually for a Champ, she also has a centre cabin-roof section that is perspex to the trailing edge, and the interior is therefore very light and airy; with the wing up high due to the deep fuselage, and tandem seating in the spacious cockpit, the view is superb all round. Cruise is a leisurely but adequate 85 to 90 mph, and fuel consumption is under 4.5 galls/hour, so full fuel should give at least a safe 3-hours. Take-off and landing distance are still to be quantified, but they are "Short" and "Short" respectively! Instruments are basic VFR only, with an ICOM the only electrics - well, there is a Garmin 55 GPS but I haven't yet switched it on. Impulse mags are fitted, so hand-starting is fairly simple providing the usual safety rules are adhered to.

So far I've managed only 5 hours in TIMP, mainly due to the weekend weather - but she definitely flies like a Champ should.

I'm really looking forward to the 2002 fly-in season.



## "Cognac-Schweppes" & The Cirque de Garvanie - Phil



**Russell**

Or how we came to drink Cognac-Schweppes en-route to the Cirque de Garvanie. Where is that you might ask? For those who don't know its one of Europe's most stupendous natural spectacles, scoured by glaciation into an almost perfect semicircle, 4000 feet from top to bottom and nearly a mile in diameter in the Hautes Pyrenees above the village of Garvanie. We visited it last year on our first trip to the Pyrenees in G-ZERO, but it was totally obscured by cloud. This year we returned for a weeks walking holiday in July



and were spellbound by the breathtaking beauty of this place. This was a significant flying trip for us as it was our first major solo trip in G-ZERO.

The basic plan was to fly to Pau, hire a car and drive to Cauterets which is about 20 miles south of Lourdes, where we had booked 5 nights at the Logis de France "Hotel Welcome". As we were traveling the week following July 14th Bastille day we decided to pre-book this hotel and some en-route hotels as France goes on holiday during this period. (It turned out we need not have worried about the en-route hotels but the Cauterets hotel we did have to pre-book). To build in slack at the beginning I decided to plan for 2 stopovers en-route then if the weather got in the way we could adapt accordingly and still hopefully hit our first night in Cauteret. (We still missed the first one!). For stopovers I found and pre-booked hotels at Dinard and Cognac. The latter was a last resort, being a military field, as it was the only hotel I found in the Logis de France and Contact chains that had a vacancy having tried Biarritz, La Rochelle and its environs.

All this planning required many phone calls and faxes, especially to get permission to land at Cognac. This was a big challenge with my level of French! What I did find most helpful was to compose some key sentences and then use the [BabelFish](#) to get a French translation. Beware however, this translation engine uses Esperanto as its common base language so the French results you get having first been translated to Esperanto can be "strange". Faxes were not such a problem as I could get them vetted before I sent them. I soon began to realise that on this holiday I would have to be travel agent, airline, baggage handler and weather forecaster all rolled into one!

As Sun 15th July approached it became clear that a last minute change of plan would be required as an Atlantic low was rapidly approaching from the west which would strand us in Dinard on Mon. We therefore had to get down to Cognac on Sun and hopefully depart en-route to Pau on Mon before the weather arrived. After another round of phone calls and faxes to cancel the Dinard hotel and advise Cognac of our earlier arrival we were at last on our way. Solent Approach kindly arranged a crossing service for us through Danger Area 36 which was active and after a pleasant trip we arrived at Dinard in 1Hr 15m. Problem! How do you get fuel? (I did crack this on the way home - you have to get the "key" from the fire station and refuel yourself and then bring the slip back to the fire station for payment. Why can't they put a sign on the pump to this effect?) In theory we had enough fuel for the next leg so decided to have a quick lunch and crack on to Cognac to get there before they shut at 1600. which we did. Another very pleasant trip which took 1 Hr. 50m. We were given an interesting join for Cognac, "not above 500 ft via "N" & "N1". Being so low we could not see the runway until very close! Fortunately I was prepared for this eventuality!

We taxied in under the guidance of a lone marshaler - where was everyone? In fact the AeroClub was shut and everyone was on vacation! Jean Marc, our marshaler could speak no English but proved to be extremely friendly and drove us to our Logis de France hotel in the town. Next morning we rendezvoused with Jean Marc after breakfast and were whisked back to the airport. With the AeroClub shut how was I going to get fuel? This turned out to be a long arduous process, but eventually a man arrived at the AeroClub and we taxied over to be refueled. By now the weather front we were hoping to beat had arrived and the first squally rain showers were making refueling difficult. With that completed I hastily completed the external checks and climbed aboard hoping to get away as I know the weather to the south was fine and the Pau TAF was OK. However, by now the rain was lashing at the windscreen and I had to reluctantly call it a day. Jean Marc turned up trumps again and found us a new hotel with a promise to return the following morning.

We spent the rest of the day sight-seeing Cognac with its distinctive distillery smells and that evening had the most delightful meal in a restaurant called "le Boite a Sel". Irv Lee had warned me that in Cognac they were trying to re-brand cognac as an aperitif drink in an effort to boost flagging sales as a liqueur. The new liaison was called Cognac-Schweppes. So on being asked what we wanted to drink I instantly replied "deux Cognac-Schweppes s'il vous plait" which brought a

beaming smile to the waiters face. The patron was so pleased that a couple of English tourists had heard of this new drink he let us have them gratis!



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strong but not a problem for runway 23, Visibility was only 4k with scattered cloud at 3300 feet. I decided to go as I knew the Pau forecast was good. I expected it to be bumpy but not quite so uncomfortable as it turned out to be. It was with a mixture of great relief and satisfaction when we finally established on final approach for runway 31 at Pau an hour and a half later. This was "real" flying! We picked up the hire car, had a great lunch in the restaurant at the airport and set off for Cauterets. This is an atmospheric place which provides good accessibility to the remote high Pyrenees. Very fashionable in the 19th century as a hot spar town. Nowadays a ski-resort in winter and a good base for sight-seeing in the summer.

The Cirque de Garvanie is about an hours drive from Cauterets. The first unforgettable sight comes on the road just above Gedre, from where the Breche de Roland - the famous gap at the west side - is clearly visible. We arrived at the height of the Cirque de Garvanie Festival but car parking was not a problem. We donned rucksacks and set off keeping to the old pilgrim trail to "Santiago de Compostela" above the village to avoid the mule trail and all the people taking the popular route into the Cirque. After a couple of hours climbing/walking we arrived at a perfect picnic site overlooking



way

back we passed the site for the evenings concert all laid out with seating for a thousand or so people but done in a way that blended peacefully into the scenery. An evening spent here would be something indeed.

Cauterets is an excellent base for walking. A section of the "Sentier de Grande Randonnee" GR10 long distance footpath can be reached at the Pont d'Espagne a scenic old stone bridge over the foaming Marcadau river forming a landmark on the historic route over the mountains into Spain. We walked on this in both directions up to the mountain refuges used by climbers and long distance walkers. The scenery was spectacular. We picnicked by crystal lakes to the "wolf-whistles" of the marmots proclaiming their territory and even caught sight of some chamois deer high above on a perilous ledge.

It was all too soon to start thinking about leaving. The Fifteenth stage of the Tour de France was scheduled to start from Pau on the Tuesday so we planned to leave Pau on the Mon. The return trip was again a fight against the weather. We had a late departure from Pau due to the inordinate amount of time it took to get fuel plus we had to wait for low cloud to clear. The trip to La Rochelle was good and took 1 Hr 50 mins, but no lunch, as all the Brits waiting for a tour flight had cleared out the bar and restaurant! So after a slice of cake and a coffee we were on our way to Dinard where we landed 1 Hr 20min later. Not bad to fly the length of France in 3 Hrs 10min! We finally got to check into the excellent Logis de France "Hotel de la Vallee" at Dinard where we had planned to stay on the way out. Needless to say we pushed the boat out that evening and had a memorable meal at the Hotel which specialised in sea food - I can still remember my plate of nine mouth wateringly-fresh Oysters....

Dinard is a nice place to visit with fine walks around the bay, good swimming beaches and good shopping. After an excellent lunch at the Hotel we returned to the airport where I finally cracked how to get the fuel - eureka! Homeward bound we were not so lucky with Danger Area 36 and this time had to route around it, finally touching down at Southampton 1 Hour 25 mins later. It was a great trip. It took a lot of planning but it was well worth it.



## **A Letter from a fellow Flier - Chris Smith**

I happened upon the IBM Flying Club (UK) this evening - what a great find. I read the latest issue of your club's newsletter and really enjoyed it. It seems that you have an active group - which means you must all have a good time!

I am also an IBMer, located in Seattle, Washington. In fact I just celebrated my Quarter Century with IBM. And - I am a private pilot - with about 1700+ hours, instrument-rated, and belong to a flying club, located at Boeing Field. My wife is flying enthusiast as well. In fact she used to have her license (flew up in Alaska!).

Recently I developed a PDA software application for flight management, that you might like to take a look at. Private pilots are the target market. The name of the product is FlightPrompt. My website: <http://www.flightprompt.com/>.

I would be interested in knowing what you think. Take care. I look forward to hearing from you sometime soon.

Cheers,

Chris Smith  
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 home email: [crislesmit@aol.com](mailto:crislesmit@aol.com)



## UK CAA VFR Charts - Dave Thomas

[WWW.caa.co.uk/dap](http://WWW.caa.co.uk/dap)

A few weeks ago at Sandtoft, I picked up a leaflet advertising the above site for CFR chart updates. When I had nothing better to do I logged on and took a look. Although a lot of the information is very repetitive and not that significant, some of it is very useful and may easily be missed. Just for your information, I have extracted the following six snippets of information to give you an idea. How many of you knew that the Bournemouth LARS frequency had changed?

Wolverhampton add new DME, ident WOL freq 108.60 at position 523057N 0021543W.  
 At Southend (513417N 0004144E) add LARS, freq 128.950.  
 Add NBD Callsign PMB Freq 341KHz at Pembrey AD Position 51 42 47.81N 004 18 35.77W  
 Change RAF Valley LARS Freq (Valley Radio) from 134.35 to 125.225  
 Amend Bournemouth LARS Freq from 119.625MHz to 119.475MHz

Aircraft must not fly below 2000 ft AGL within a 2NM radius of the following installations:

Trawsfynydd Posn 525529N 0035655W Elev 650 ft  
 Berkley Posn 514134N 0022936W Elev 15 ft  
 Sizewell 1 Posn 521257N 0013708E Elev 35 ft  
 Sizewell 2 Posn 521244N 0013707E Elev 35 ft  
 Bradwell Posn 514432N 0005352E Elev 15 ft  
 Oldbury Posn 513852N 0023415W Elev 35 ft  
 Hinkley Point Posn 511233N 0030749W Elev 35 ft  
 Wylfa Posn 532458N 0042852W Elev 70 ft  
 Dungeness 1 Posn 505453N 0005652E Elev 15 ft  
 Dungeness 2 Posn 505444N 0005743E Elev 15 ft



## Smashing Syndicate, Sixth Share Sold - Jon Butts

Smashing syndicate; Six Summers; Scillies, Shannon, Skye, Stornoway, Sweden, Schaffen-Diest, Sarlat, So-On and So-Forth! Circumstances change. Share sold. Yes, it's now someone else's turn.

Russell Young has bought my share and is the latest addition to the Zero Boy fleet. I've hung up my touring boots for at least a while. In fact I've not toured since October 98 and realising my serious touring number was up (babies!) some will recall I first posted my share for sale soon after. As it

transpired this was an opportunity for Phil Russell to join and for the group to expand to six - some of Phil's "P"s include Perranporth, Pau Pyrenees and Portugal, off the top of my head. Now a sixth share was a little easier to justify (rationalise). For the last year of two I've been getting some decent day trips in (East Fortune highly recommended!), learnt to fly from the right-hand seat, and been rebuilding IMC skills (not having renewed my IMC rating since qualifying at Lulsgate some years ago, this took some effort!).

Realistically though, even a sixth share was still hard to justify - those big trips, curries in Inverness, Aberdeen etc - these were what G-ZERO was all about for me, and it was just great - shared experiences, happy days, lifelong memories. I'm grateful I've had the chance to do so much flying over the past twelve years. Now Russell has a chance to do all that, and take his PPL far over the horizon.

This is my chance to say in print my sincere "Thanks!" to the Zero Boys for all their support and friendship - you're a great bunch of guys to share a metal mistress with - So, Thanks - and Happy Flying!



## Short Final - Dave Ashford

Thank you to everyone who contributed to this edition of the Newsletter, which I'm sure you'll agree has been another good read. Keep up the flying and keep the reports coming in.

Hopefully I'll see many of you at the Christmas Bash next week, but if I don't get the chance to do it in person, may I wish you all a very Merry Christmas and a Happy New Year with perpetual blue skies!

And Finally.... this happy couple were photographed in the front of a certain Grumman Tiger at Southampton airport a couple of weeks ago. Unfortunately we don't have any pictures of their exploits over the following days, but I understand that they are now both in disgrace for making a spectacle of themselves - I blame Piglet.

