



August 2003 Newsletter

Startup - James Mason

Well we had quite a turnout at the recent fly in to the Brize Norton Families Open Day!, it must at least approach the record! It was good to see so many members at the same time and thanks to everyone who made this such a success but special thanks to Dave and Clare for their hard work in making this possible.

It's been a good summer so far for flying, some highlights for me apart from Brize was flying in to the Flying Legends display at Duxford and a trip to Kemble where we chanced upon the Moth tour, must find out the collective term is for moths! If you have made a flight which was slightly different this summer then please let us know about it. My thanks again this month to John Akerman for his article about Weybourne which I personally had not heard of before his write up and also for his notes on Winthorpe to which we have a club trip planned. I know this sort of information is of great interest to members so please let us know of any similar trips that you have made.

Happy flying!

James S Mason
Email: jsbmason@iee.org
(including newsletter articles)

Brize Norton Families Open Day Saturday 12th July 2003 - Bob Elliott

The following fourteen aircraft attended the Brize Norton Families day – not sure if this is a record turn out, but it was impressive.

| | | |
|--------|----------------------|-----------------|
| G-AKVF | Chrislea Super Ace | (Bourne Park) |
| G-ARLG | Auster D4 | (Bourne Park) |
| G-AXBH | Cessna 172H | (Popham) |
| G-BAYP | Cessna 150L | (Popham) |
| G-BFHR | Jodel DR220 2+2 | (Bourne Park) |
| G-BHXX | PA28 Cherokee 140 | (Thruxton) |
| G-BSUF | PA32RT Lance | (Blackbushe) |
| G-BTBX | Piper J-3C Cub | (Henlow) |
| G-BYDX | AG5B Tiger | (Eastleigh) |
| G-IGGL | TB10 Tobago | (White Waltham) |
| G-LUSI | Luscombe 8F Silvaire | (Bourne Park) |
| G-PORK | AA5B Tiger | (Eastleigh) |
| G-TOUR | Robin R.2112 | (Goodwood) |
| G-ZERO | AA5B Tiger | (Eastleigh) |

We were treated to displays by the 'Utterly Butterlies', a Stampe SV-4B, a Grob Tutor, a couple of Extra EA300s, Caroline Graces' Spitfire, a CAP 232 flown by Diana Britten, a beautiful black Hunter, the BBMF Hurricane and Spitfire, a fly-by of the Red Arrows, and a couple of incredibly noisy 'Rockets'.

Parked up and available for inspection were a VC10, a Nimrod, a Tri-Star, and a C-17 Globemaster. The C-17 seemed to attract most attention and a few of our more persistent fellows managed a cockpit visit, even though it was apparently 'out-of-bounds'.

The Brize ground controllers don't seem to be quite as efficient as those in the radar room! The PORKers arrived first and were sent on a tour of the airfield before finding the final resting place. Jim was given duff instructions which had him doing a nifty 'orbit' on the main runway before realising he had got it right and they had got it wrong! Chris in the Auster was asked if he could expedite vacating the runway – the only way would have been to take off and fly to the next intersection – so the following Hercules also did a nifty orbit on finals before treating us to a 'jungle strip' approach and landing.

The mass departure seemed to take one crew by surprise! I assume Mr Eathorne got home sometime?!

Thanks are due to Dave Thomas for arranging yet another splendid day out – I can't believe we have members who spurn opportunities such as this to visit places and events that are normally not available to Joe Public (we seem to get more than our fair share!). Personal thanks, once again, to the Zero Boys.



Flying a C207 - Chris Thompson

I fly the Cessna 207 out of Biggin Hill. In its normal guise it has seven seats and a gross weight of 3800lbs. For parachuting we remove all the seats and the rear side doors and fit a spoiler to the door leading edge. There is then a completely different weight and balance calculations to be done because when dropping six * 200lb army types they all sit wedged in as far to the front as they can get for take

off. One actually sits on the front passenger seat (which has been folded over) facing backwards. We nearly always have to make the take off at gross weight. The interesting part is when all the talking baggage moves down the back and I have to actually find the Drop Zone again from the correct direction (you cannot see it under the nose) and slow down to 95mph at 5000ft as the plane flies like an old dog in this configuration with the CoG way way aft! You have to trim forward and forward and if they all want to hang out together it is really difficult because when they finally do all let go the plane then wants to dive viciously towards the ground.

Here are some C207 pictures taken at Top Farm while I was dropping the Army Tigers Display Team at Bassingborne.



Flying to Barra - Kevin Gallagher

I was fortunate enough to visit Barra again, even took a trip on the BA Otter to Benbecula. For 30 pounds you get a return trip from Barra to Benbecula, including of course one beach landing and take-

off, the pilot was a very young and pretty woman whom I would guess was not yet 30! Must be one of the best jobs in the world. I was intrigued to see a French couple camped just off the airport under the wing of their private plane. Apparently they drove the plane up into the (not so high) dunes and turned it around by hand, from Barra they headed of to Iona for their next stop.



Weybourne - John Akerman

Interesting destination for club a/c with adequate short field performance: Weybourne (aka Muckelborough Estate) on the N Norfolk coast. 2 rwys, one SE/NW 550 metres with downslope towards NW and only hill in Norfolk just S of the SE threshold (not a big hill, simply not in the best place). Plus SW-NE but a miserable 350 metres. Fairly good surface but watch out for rabbit holes. Useful details in Pooleys etc. Five min walk away is a big military vehicle museum with all sorts of other exhibits including a few aircraft, big guns, radio equipment, local history, E Anglia regiments history. Tanks do daily displays (but no shooting) and you can drive one for £75. If the weather turns bad this could be a good way to get home.

Weybourne has an impressive history, being garrisoned from 1588 up until a couple of decades ago. Gorgeous area to fly over. Spectacular beaches. I managed to get the RV in by dropping it rather untidily on the correct side of the hill and, with a bit of braking, a good 200 metres to spare. But obviously easier if there had been some wind, and preferably from the S, for an uphill t/off. In the movements book was an arrival (and, encouragingly, also a departure) of a TB20 a few weeks back - so not that tricky. Best to talk to Marham, to help avoid military stuff - including para drops at Sculthorpe.

Pilot's 100 Years of Flying - Paul Goodman

If you wish to purchase copy of Pilot's 100 Years of Flying you can do so at a reduced price of £5.20 (normally £6.95).

Contact Paul Goodman for further information.
External Tel: 01962 816610
Paul_Goodman@uk.ibm.com

Synoptic Charts - Denis Howe

A useful web link for synoptic charts is:

<http://www.wetterzentrale.de/topkarten/fsfaxbra.html>

This gets you the "fax" (black and white) versions of the UKMO charts. You can select various periods ahead from the boxes at the top of the screen...

You can also select other sources, e.g "Sembach" (=USAF) from the menu with the entitled "FAX" at the top left of the screen.

Don't worry if you can't read German!

VW Convertible - Paul Goodman



Note on Insurance - Clare Grange

Dave and I have recently flown to fly to Leipzig and Gdansk and although we're insured properly etc I thought I'd check re Poland. Well it transpires that Poland isn't the problem but Germany could have been.

Shortly after Sept 11th the insurance company sent a letter removing a couple of extended coverage clauses relating to war and associated perils. Germany it seems requires such cover. Our insurance company has agreed to include cover again "any malicious act or sabotage", etc for no extra cost as we don't normally fly to Germany and will only be away a short while. I checked that France, Belgium and Holland have not caught on to this yet. Our insurance policy is due for renewal in August and I will look to see how much it will cost to include this sort of cover permanently.

I would also add that the insurance company stressed that we keep all documentation in the aircraft - which we always do but I know others don't.

An Unusual Request - Trevor Lee

A slightly unusual request here. I play cricket for IBM South Hants CC (<http://www.ibmshcc.org.uk/>) who play their Saturday home matches at Hursley and their Sunday home matches at New Place, Shedfield. At New Place, two thirds of the wicket plays very well and a diagonal 1/3rd segment is a bit erratic - this bit being potentially dangerous, one of the opposition having been hit in the face by a ball this last Sunday. Having examined the wicket at ground level on numerous occasions over the years, there is nothing obvious to be seen. However, as you well know, some things, especially linear and other geometric features, can be seen far more clearly from the air than from the ground. What I would like to do, if possible, is to have a look at the pitch from the air and take some photographs for later analysis (and maybe inclusion on the Web site as well of course). If we have some solid photographic evidence of a feature that may be causing this behaviour, then we may have a bit more leverage over Style Conferences (the owners of New Place) to say "can you do something about this". As it stands at the moment, all we have is personal observations of the behaviour of the cricket ball at ground level and a strong feeling that "something isn't quite right", but nothing concrete to back up those feelings.

Could you, therefore, ask your membership if there is anyone in the south who may be going up for a flight (not on Sunday afternoons as that is when I play cricket), preferably in the near future while the ground is still dry, who would be willing to take a passenger with camera to look over and photograph the offending pitch.

From a flight perspective, I'm no lightweight, tipping in at about 17 1/2 stone which I guess must be around 110-115 kg. Any help would be appreciated!

Trevor Lee,
Tel: 01962 816480
E-mail: trevor_lee@uk.ibm.com
AOL Instant Messenger: trevor g lee

SR71 and other Tails - Martin Halfacree

In his book, "Sled Driver," SR-71/Blackbird pilot Brian Shul writes

I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace.

Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a read-out of its ground speed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots" Center answered We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed read-out." There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed read-out for us?" There was a longer than normal pause ... "Aspen, I show 1,742 knots." No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000 ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?"

The pilot (obviously a sled driver), responded, "We don't plan to go up to it, plan to go down to it."

He was cleared .

There's a story about the military pilot calling for a priority landing, because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down

"Ah," the fighter pilot remarked, "The dreaded Seven-Engine Approach."

A student became lost, during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Taxiing down the tarmac, the DC-10 abruptly stopped, turned around and returned to the gate. After an hour long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant.

"It took us a while to find a new pilot."

"TWA 2341, for noise abatement turn right 45 Degrees."

"Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Share For Sale - Chris Thompson



Share for sale in the unique **1961 Auster D4-108**. Lycoming 0-235 C1 engine 200 hrs since “0” timed and new propeller. Recently rebuilt and re-painted in original manufacturers colour scheme with new leather upholstery. This aircraft operates economically on a PF Permit to Fly and is cleared to run on unleaded fuel.

1/5 share for sale £2700 (negotiable). Running costs £42.00/hr and £50 month.

Aircraft is based under cover at Bourne Park private strip with (PFA and M3 maintenance), just north of Andover.

This is a long-established, well-run group and one member is a QFI examiner with 1000+ hours on Auster for type conversion. For more info:

Chris at Popham ATC (01256 397733)
02392 597965 (H)
07710 093155 (M)

Forthcoming Events

Newark Aviation Museum 13th September - James Mason

Hopefully it will be third time lucky with this event which was previously weathered off, the gliding club have given permission to use the airfield on this day. Please contact me if you would like to attend so that I can advise of details.

James S Mason

Email: jsbmason@iee.org

Tel: 02380-615113
Mob: 07765 855106 (on the day)

FLYING INTO WINTHORPE AIRFIELD.

Joining Instructions prepared by Newark Air Museum in conjunction with Newark and Notts Gliding Club, for Pilots wishing to land at Winthorpe.

Location: Winthorpe Airfield is 2 miles East of Newark.

Elevation: 60 ft. AMSL

Airfield Orientation: 090 / 270. Runway length 3500ft – Condition poor.
Grass strip parallel to runway is used by Gliding Club and is in good condition.

Fuel: Nil (MOGAS available from garage 1 mile).

Circuits: To the South of the airfield, i.e. LH for 270 and RH for 090.
Circuit height 800ft. Call Gliding Club on 130.1 (if they are flying) on arrival at Airfield.

Warnings:

1. Do NOT do an overhead join. Cables may be up to 2000 ft.
2. The Paved runway is potholed. Recommend use the grass.
3. There are electricity pylons ½ mile to the East of the Airfield.
4. A Yellow van may be travelling in a straight line between the winch and the launch point. It will not stop or change course but you may land beside it. It is towing out launching wires whilst the van is moving.
5. Gliders may be doing opposite or tight circuits.
6. Up to 15 gliders may be airborne and in the immediate Vicinity.

Parking: Near to the Air Museum or as directed by members of the Gliding Club (if they are flying).

Landing Fees: £10.00 payable to Newark and Notts Agricultural Society.
To save a long walk to their office on the Showground,
This can be paid at the Air Museum.

Landing Permission:- For landing permission on a WEEKDAY please telephone The Showground on 01636-702627.

For WEEKEND landing Telephone the Gliding Club on 01636-707151.

Any problems with either of these numbers please ring Ros Blackmore at Newark Air Museum on 01636-707170. (10 am to 5.00 pm), who will try and help you.

Here is some information kindly sent by John Akerman on his recent visit...

Managed at last to get to Winthorpe and the museum today. Well worth it! Also, since it receives no public money it obviously has to struggle, so the more visitors the better. Some points for anyone else going there:- The airfield is immediately to the north of a huge white single storey building on the NE corner of Newark. The grass runway is to the south of the old 09/27. The usable grass is the centre of the bit between the stubs of the two old NE/SW and NW/SE runways. This usable bit is probably about 700 metres long. The stub of the old NW/SE runway is quite smooth and it is flush with the grass - so OK to land or take off over it. It is rather bumpy towards the edges of the grass strip. The radio support is a bit limited. The only radio we could hear was from 2 gliders talking to each other -

one over Tibenham (Norfolk) and the other near Leighton Buzzard. We were then confused by someone calling finals for 25 right..... With this in mind I would recommend that, if the IBM fly-in is still going ahead, someone gets there first with a radio and shepherds the others in. You need to park at the east end, south side, of the runway. Park to the west of the glider trailers on that side, to leave the area nearer the museum free for gliders (their workshops etc are just off the museum car park). They tend to do two winch launches and then re-lay the cables for the next pair of launches. The best time to land or take off is when the cables are being gathered for re-laying. We discussed with the chap in the caravan marked with the big C how best to avoid inconveniencing them. Probably best for everyone else to do likewise. The glider folk are very nice but simply operate to a different set of rules. I hope this helps!

Bourne Park BBQ 28th September - John King

Would you please send out an invitation to the IBM Flying Club for the Bourne Park BBQ starting 11:30 ish on the 28th September.

Request that those attending by air make sure that they understand the airfield layout etc.

John King (JXK@compuserve.com)

Toulouse - Le Trek? - James Mason

Anyone interested in a visit to the Airbus manufacturing plant in France? I have been looking at visiting this facility and with the flights that have been introduced by FlyBe from Southampton to Toulouse it is now very accessible. Factory tours are conducted daily including Saturdays and are also available for the Concorde at Toulouse, more information can be found at www.taxiway.fr Since the flight from Southampton is daily this would need to be an overnighiter but there is plenty of accomodation nearby and the delights of Toulouse beckons. If there is sufficient interest, I'll arrange it as a club trip possible in October/November.

Finally a Caption Competition

Recently spotted at Southampton Airport, polite captions only to the editor...

