



December 2003 Newsletter

Startup - James Mason

Welcome to the December newsletter and may I wish you all a happy and safe new year. This will be my last newsletter as chairman of the flying club, I will be stepping down as chairman at the AGM on 9th January. I still plan to stay actively involved with the club but several professional commitments during 2004 would make it difficult for me to continue as chairman. Actually I believe that it is healthy for this role to regularly change since we all have different interests and the chairman has a significant influence on the club and its activities. As many of you know, I am particularly interested in aviation heritage and engineering and during the year organised the fly in to Newark Aviation Museum and worked on the visit to Airbus at Toulouse. I am also working on another event on this theme which I am planning for the new year.

I would like to ask you all to attend the flying club AGM at the Hursley Clubhouse at 7:00am on Friday 9th January 2004. As well as being able to discuss the important business of the club, it is also a good opportunity for us to meet socially and discuss flying. With the absence of a Christmas social event this year, I hope that we can combine the AGM with a following social meeting which is one of the reasons for moving to the Hursley clubhouse. As many of you will know, food is available until 9pm and I would expect the AGM to take no more than an hour. On the subject of the AGM, I will send out an agenda in due course and this newsletter includes an article on the club by Dave Thomas. I would like to thank Dave for putting pen to paper on this difficult subject and reminding all of us that we can all contribute something.

In looking back over the year, I have been reminded of just how much has been done across the whole sphere of activities. I will cover more of this at the AGM but there have been some notable flying accomplishments and achievements. Our flyin to RAF Brize Norton was one of the most well attended ever by the club and an appropriate small thank you to them on their Families Day for the VC10 Refuelling Visit last year. The visit to the Met Office in Bracknell was also very popular and there have been several smaller events during the year which were favourably received by the attendees. We have also managed to develop our support activities, in such areas as safety equipment, to the flying members. Consequently let's continue to grow and adapt the club and to have fun at the same time!

Every now and again, a computer app comes along which captures your imagination and although there is nothing new about forums, I was impressed by the following website set up by Russell

Young at <http://calibresys.no-ip.com/forums/index.php> In no time at all I had registered as a member and appended to the flying club forum. I think that this could be a really valuable means of communication between members of the club and Russell has kindly agreed to host it on his machine for the time being so why not give it a go and lets see how it develops. It is certainly worth bookmarking on your favourite web browser.

The Club - Dave Thomas

As a current member of the club, and a past Chairman I am deeply concerned about the future of 'our' club. I remember attending an AGM about nine years ago in the Havant Club House where the then chairman (Lawrence?) played to a packed room. The atmosphere was vibrant; people were flying here, there, and everywhere; everyone appeared keen to participate. Far from being the active club it was in those days, the active membership seems to have shrunk to a few regulars who do everything, with no-one else apparently really caring, or being prepared to contribute. Something needs to change otherwise the club will just spiral dive into oblivion during next year, which I really don't think any of the current members really want. But, without more give and less take, that is exactly what will happen. No doubt my straight talking will lose me a few friends, but better that than just let the club continue to drift away during next year.

When I became Chairman five years ago, in the editorial section of the Newsletter I asked members for feedback about what they wanted me to do, what events they wanted organised, what new equipment we should buy, etc. I was deafened by the silence.

It would appear that nothing has changed, and that the club is still as apathetic as ever. To give you an example, the summer BBQ was cancelled because of the lack of interest shown by the membership. More recently, despite a request from the Chairman for everyone to respond whether they could come or not, Clare only received 12 replies to the note about the proposed Christmas Party. That is out of over 50 members. Apathy has now reached the level where members can't even be bothered to say that they can't come. Lazy, maybe; discourteous, definitely.

So, why is there all this apathy? What has changed since those days of eight or nine years ago when the club was flourishing? Some people attempt to lay the blame on Brian Mellor! Allegedly, now that he no longer operates his fleet from EGHI, there are no planes to fly. Brian did have a very flexible operation, which many of us took advantage of; now that he has sold his fleet, it does mean that some people have to go the extra foot to be able to fly, but there are plenty of planes still for rental, plenty of opportunities to form syndicates, and every so often an opportunity comes up to join one of the existing syndicates. Yes, Brian and his fleet were a tremendous asset to the club (which is why he was made an honorary member at the last AGM). But, don't blame him for the apathy creeping into the club.

Some folk blame the apathy on the ZERO boys! Allegedly, they only want to fly abroad and don't want to bother with local flights any more. Again, I disagree. The ZERO boys have gained in experience over the past few years, as indeed have a lot of us, and do enjoy popping over to Le Touquet for lunch or disappearing North to Scotland for the weekend. There's nothing wrong with that – we should recognise that as a club in general we are now getting more experience and more knowledge

which should make it easier to organise even more interesting events. But, the fact that we are all now more experienced doesn't mean that we don't want to turn up at interesting local events. We shouldn't be blaming the ZERO boys for looking further afield, we should be making use of their knowledge and experience. No doubt people blame Clare and I since we bought PORK of exactly the same behaviour, but not in our earshot! In our case, I would also add that between us we probably organise over 50% of the club events (or try to, if people would only respond!).

There are too many people looking for someone else to blame for the general apathy rather than getting off their backsides and doing something. When was the last time you organised an event? What are you going to do about it?

To use Kitchener's phrase – 'Your club needs You'.

I really believe that unless things change and people begin to contribute this club will fold to the detriment of all of us, or just shrink to become a means to an end for the chosen few, to the detriment of all the IBM pilots. The next opportunity for us all to get together is at the AGM (9/Jan in the Club-house). Don't just sit at home thinking 'I ought to be there'. Turn up, and come along with a few ideas of what you can do for the club; volunteer for one of the jobs, offer to arrange an event, offer to arrange for a speaker to turn up during the winter, or anything else. But, think of something! I was always led to believe that you only got out a club what you put into it - I think our club is perilously close to running on empty.

Centenary of Flight - James Mason

On the 17th December, I made my way through Southampton Airport at 8:30am on a brilliant, cold and crisp winter's morning. So often, anniversary dates seem to be plagued by bad weather but not today, one could not ask for better weather for flying but perhaps not for preparing an aeroplane. On making my way through the security checkpoint I was told that "one of your boys has been here since 6:30am de-icing his aircraft". Sure enough on entering Stand 11, I was greeted by the sight of Graham Cogle patiently de-icing G-BYDX. Graham had been planning to watch sunrise from over the Isle of Wight but the ice was pretty ferocious that morning and as soon as it was cleared, it was reforming and he was still hard at work.

As I started work on G-ZERO, I could sympathise with the problem, the ice was about the worst I had seen and even with the early morning sun it was proving difficult to shift. Soon I was joined by Dave Ashford and his nephew, Jack, and it was still hard work preparing the aeroplane. By this time, Graham had succeeded and was just departing for a shortened local flight:



Finally we had G-ZERO ready for our flight out to Compton Abbas, we all piled aboard and Captain Ashford lifted off from Runway 20 for a Romsey departure. Since I had my camera and it was such a beautiful morning, I suggested that we did an orbit of Hursley for some photographs. Dave advised Southampton of our intentions and we circled Hursley where I managed some pictures including this one:



Flying under these conditions is a real pleasure and we just absorbed the beauty of Hampshire and Wiltshire on a sunny winter's day. In no time at all we were set up for an overhead join at Compton:



As would be expected, Compton was pretty busy that morning with eager pilots keen to celebrate the Wirght Brother's achievement and claim their AOPA certificate. After landing, we indulged ourselves at the cafe before returning back to Southampton. On such a superb day, it was a pleasure to orbit on the base leg for 20 RH to let a commercial land ahead of us, all too soon the flight had finished. However, we did need to get back in time for Neale and Paul who took Bob Elliott on a flight retracing Neville Duke's record breaking flight off the south coast fifty years ago in a Hawker Hunter. They had even checked the route with the Tangmere museum and had Bob checking the route in the back, a good day's flying by one and all!

Flying Club Forum - Russell Young

Just been playing with a new toy on the computer, wonder if you think it may be useful

<http://calibresys.no-ip.com/forums/index.php>

I think you should have to register to use it, but once you're in you can post messages and stuff. I thought it may be better than the emails that we throw around at the moment. You can get it to email you people's posts as well if you like. The nice thing about using this instead of email is that it always goes to the right people and you've got a history of the conversation in one place. If you give it a go I may need to do something to activate your user accounts or something, I'm not

sure yet, only played with it for about 30 mins to get it working!

Russell Young" russell.young@dial.pipex.com

(I have tried this site and it looks great, it could really be useful for club members communicating with each other. Russell has kindly agreed to host this site so why not give it a go and post any information or news that you think would be of interest to the club - Ed).

US Licensing - James Mason

In the spring of this year, Dave Ashford mentioned the possibility of attending “Sun and Fun” in Florida and of flying in the US thus starting my activity in arranging an Airman Certificate from the FAA. This certificate allows the holder to fly in the US under the limitations and restrictions of the UK pilot license. Needless to say the events of the last few years have complicated the process by which this certificate is obtained and I thought it might be worth recounting my ‘warts and all’ tale of how I finally got mine. Unfortunately I never got to “Sun and Fun” with Dave due to pressure of work but perhaps we’ll make it one day!

In principle the process involves completing a Verification of Authenticity of Foreign License, Rating and Medical Certification form which is available of the FAA website (follow the links to the Airmen Certification pages). This form is then posted off to the FAA in Oklahoma City, they then need to check your details with your licensing authority (in my case the CAA). The CAA has a UK License Verification Authorisation For FAA License Validation form which you should also post off at the same time and this authorises the CAA to release information of your license to the FAA. The CAA charge for this service which was fifteen pounds when I made my application. Once the FAA have checked your details they send a letter to you and your nominated Flight Standards District Office (FSDO) which you specify on the FAA form. The FSDO is the office where you will present yourself in the US (together with your pilot’s license, current medical and passport) for the certificate to be issued. Again there is a list of available offices on the FAA website so you just select the one that is most convenient for collection. As I was to learn later, this office will not do anything unless they have received the authorisation from the FAA in Oklahoma City.

Anyway, one wet and cold February morning, I filled out the FAA form and posted it off to Oklahoma City nominating the Tampa FSDO. Similarly I completed the CAA form and sent it off to Gatwick with my fifteen pounds. I took a scanned copy of both forms which proved useful later on. The next step, as I understand it, is that you receive a letter from the FAA saying that your details are at the FSDO. They advise on applying 90 days before you plan to need the certificate although I think in practice the process can take place a lot quicker than that, perhaps several weeks if things go well.

The weeks rolled past and unfortunately “Sun and Fun” faded into the distance, still I had not received my letter from the FAA but I did not chase it as the raison d’etre had gone away. However during August, curiosity got the better of me and I telephoned the FSDO to see what had happened to my application. The person who answered my call said he would flip through the box of fifty or so authorisations that they had and in there he found mine. However that was the good news, he then

advised me that after issuing, such authorisations only lasted for six months and thereafter you had to go through the whole process again!

Well at least I knew the process now and since I knew that I would likely visit New York before the end of the year. I resubmitted the FAA form, this time nominating the Tetterboro FSDO in New Jersey which I think is the closest to JFK airport where my international flight departed. Again I heard nothing and a couple of weeks before my trip in October, I telephoned the Tetterboro office and they had no record of my application! A telephone call to the Oklahoma City office of the FAA eventually tracked down the problem, they had not received the authorisation to process the application from the CAA. The FAA at Oklahoma were very helpful during this and a future enquiry, in particular Andrew said that he could send out the authorisation to Tetterboro as soon as he received the information from the CAA. I telephoned the CAA and spoke to another helpful lady, Lynn, and the problem was that on my second application I needed to do another verification authorisation with the CAA and pay them again. I had assumed that this was only required once, anyway we were able to resolve this over the phone and next day I recontacted the FAA who said that everything was now in order and the authorisation would be going to the Tetterboro FSDO.

A few weeks later I was driving back to JFK, I had delayed my return flight into the evening so that I could drive back through New Jersey to arrange the Airman Certificate. First task was to find the FSDO office, I went to the getmapping website and entered the ZIP code. The location given was not too promising as I expected it to be next to an airport whereas it was next to a freeway interchange. Anyway I reached the location and saw one large office building and correctly guessed it was in there somewhere. After tracking down the FSDO office to the basement, I gave my details through the window and was told that they had no authorisation from the FAA and without that they could do nothing! Aagh not again I thought, while I was there waiting several other foreign pilots also came in for the same purpose and were all turned away.

What could I do?, surely I would not have to apply for a third time. Talking through a window to someone is not the most conducive way to solve problems and I was just directed back to the FAA in Oklahoma City. I then went back into the main office building to find a pay phone but they were all out of action, I was told by the receptionist that they were doing building work which had taken out the phone system! I walked back outside and found a polyphone on the street which duly swallowed all of my coins without allowing me to make any calls. At this point I had had enough and saw a Holiday Inn where I thought I would have a cup of coffee before making my way back to JFK, at least I could fill the form out again on the plane home!

In the foyer of the hotel, I found some polyphones and better still a vending machine for phone cards into which I gratefully stuffed a five dollar bill. On my second attempt around the automated phone of the FAA in Oklahoma City, I spoke to a super lady whose name unfortunately I did not get. I explained the position to her and she was great, in modernspeak she 'took ownership' of the problem. She walked around to the office that handles the applications and found that my application was approved and volunteered to fax it direct to Tetterboro. It sounded like the situation would be turned around but as I had my cup of coffee I did not get my hopes up too high!

Anyway as I returned to the FSDO office, I saw another hapless pilot turned away and I explained the situation through the glass screen and with some cynicism the assistant said they would check the fax machine. They seemed rather surprised when they found the fax and an inspector subsequently

came down and issued me with a temporary airman certificate. This temporary certificate lasts for 120 days until a permanent version arrives through the post. Perhaps I should not declare victory too soon because some 10 weeks later I have not yet received the permanent version.

Well what do I learn from this episode, firstly apply early and call to check progress so that you don't have a wasted trip to a FSDO or worse still a wrecked flying trip. I also found again that even in large bureaucracies, you can still find very helpful people who will do their best to help you. I just wish I knew the name of the lady at the FAA in Oklahoma City who helped me out, she gave great customer service at a point when I was despairing of the whole organisation!

Airbus Consortium With A Difference - Clare Grange

Some time ago James Mason came up with the very good idea of visiting Airbus at their base in Toulouse. This idea received very positive response from Dave Ashford, Dave Thomas and I. Anyway, to cut a long story short, we got ourselves organised, booked the Airbus tour (this had to be done well in advance as it is very popular. I had to give details of date of birth, place of birth and nationality and we were told to take our passports with us) and departed EGHI by FlyBe (BAe 146 whisper jet) on Friday 21st November to Toulouse. We had to leave home by 05:50 and cannot thank Denis Howe enough for being so kind as to collect Dave and I and then on to Boyatt Wood for James. We had no problem getting through security at EGHI as we were recognised by the security staff. However, gentlemen from Special Branch were very much in evidence escorting a young man through and on to a seat at the rear of our aircraft. He was a deportee. I have to confess to feeling a little sorry for him as he looked so innocent! Difficult to believe he'd been up to anything. It was all carried out in a very civilised way and there was no trouble.

We'd all taken our seats and were listening to the safety instructions (DT was reading his book!) when all of a sudden I saw James get up (aircraft moving) and cross in front of the stewardess, who was demonstrating use of the life jacket, and take a seat on the other side of the 'plane. She didn't say a word to him and I think he was oblivious.

On touch down Toulouse was beautifully warm but getting through Immigration was tedious. The French were not efficient that day and our deportee friend went straight to the front of the queue. This seemed to cause a lot of confusion as the French didn't appear to know what to do with him. Eventually we collected the hire car (organised by DT) and found our hotel where we sorted ourselves out before roaming around the town.

The next day we were up bright and early to depart for the tour which began at 10:00 local. Dave A had decided to stay behind and watch the rugby World Cup final which he was glad he did! We became totally uncertain of our position finding our way to the Airbus site and eventually arrived with about a minute to spare! Phew!

The tour was good (all the commentary was in French but we did have four pages of English translation - did not do justice to it all though) and I particularly found the Beluga fascinating. It is one of the most ungainly aircraft I've ever seen. Initially we all boarded a coach and were basically driven past many Airbus aircraft which were in various stages of completion. Some were newly painted,

some half painted and some were just with their orange or green undercoat. I was quite impressed to see the different nationality marks (a bit of guessing went on here and we could have done with Bob to help us). We drove past Concorde 01 and another Air France Concorde which brought up the subject of Concorde retirement etc. If anyone is interested there is a website www.save-concorde.co.uk

We then disembarked from the coach and entered the production hall. Again this was a case of many aircraft at different stages and I have to admit to not realising just how big the Airbus family is. There were several information areas including diagrams and drawings of the A380 freighter. There was also a good section dedicated to the causes of pollution and how little aviation contributes to this. Unfortunately I cannot remember the details but remember thinking the environmentalists would not be impressed!

We then adjourned to the gift shop where James and I treated ourselves to some Airbus memorabilia and DT bought a couple of T shirts – one of which doesn't fit!

We departed Airbus and found Dave A at the hotel celebrating and very happy he'd stayed behind so we joined him for a beer!

During our stay the weather had been kind but very windy with the result a lot of leaves had been blown from the trees. On this particular evening (Saturday) we walked from the hotel in order to find a restaurant. Dave A noticed neat piles of leaves up against the kerbs and being forty something going on ten decided to kick his way through them as you do! This was funny until we saw two men (French equivalent of council workmen) leaning on their brooms and looking rather fed up at which point we scarpered!

The next day we left for the airport to return to EGHI. No deportees this time but I was the only one who was stopped and searched at Toulouse. I have no idea why, I set no bleepers off etc but have to put it down to being accompanied by three dodgy looking characters! Bob (otherwise known as Chandler's Ford Radar) kindly collected us from EGHI and we all arrived home having enjoyed a very good weekend. Thanks to James for coming up with such a good idea.



(Ed: Unfortunately it was strictly no cameras inside the Airbus facility which was a pity as the assembly halls were very impressive. However here is a picture of a fleet of Belugas (I wonder what the correct collective noun would be?) taken from the other side of the airfield at Toulouse).

Flying Achievement

I am pleased to report the following qualification by our member David Dewar. As you may remember from an earlier newsletter, David has accomplished a lot this year and our congratulations to him on becoming the club's latest IMC qualified pilot. Incidentally from my own experience I know that David is being too modest in describing this as a minor success!

Subject: Minor success

To: "James Mason" <jsbmason@yahoo.co.uk>

Date: Mon, 10 Nov 2003 08:02:09 +0000

James,

Just to say, that, after recent training, I have now gained my IMC rating (passed test on 30th Oct.)

Best regards,
David.

Royal Aeronautical Society Lectures - Danny Elliott

7-30 P.M. Weds 21st Jan. Nuffield Lecture Theatre A
University of Southampton
Recent discoveries from the Folland Archives
By Mr. D. Whatley

7.30 P.M. Weds 18th Feb Lecture Theatre A
University of Southampton.
"The Empire Test Pilots School"
By a speaker From the E.T.P.S
Boscombe Down.
This lecture will describe some of the work carried out by the Empire Test Pilots School.

7.15 P.M. Weds 3rd March. Turner Sims Concert Hall
University of Southampton.
"48th R.J.Mitchell Lecture.
"Aeroacoustics"
By Prof .J.E.Fowes-Williams

Lost Prop - Paul Eathorne

Photos from Paul of a runaway prop on a Hercules (hope no one was sitting anywhere nearby inside at the time - Ed):





Real Conversations...

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able... If not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern - we've already notified our caterers"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."

United 239: "Approach, I've always wanted to say this... I've got the little Fokker in sight."

**Finally please remember and support the IBM Flying Club AGM
Hursley Clubhouse
Friday 9th January 7:00PM**

(also there will be a small prize giving for best newsletter articles during 2003, please let me know of any favorites that you would like to propose - Ed)