

IBM Flying Club Newsletter - October 1998



Clear Prop - Jon Butts

Guess what - People have been sending me articles! They must want another newsletter - that's fine, you write, I'll publish!

We did (eventually!) manage to hold the club barbie (write-up later) - Denis has done the accounting and found we took exactly £90. After expenses we were left with a profit of approx £30, which has been divided between the Royal British Legion (John Southerst's family charity) and Muscular Dystrophy, Jeanette Hull's charity - Jeanette did a lot of hard work to make the BBQ a success.

Sitting here editing on a wet, dark and windy afternoon it is satisfying to realize that we've made a lot of the year's flying opportunities, poor summer or not. We can go into the winter season able to recall some memorable days - we've done a lot as a club this year, Brize, Life raft drill, Sardinia, BBQ, to name but a few, and probably a lot more than many 'regular' clubs have managed, despite our small size. So, it must be time to pat everyone on the back - the really nice thing about our club is that such a high proportion of us chip in some way or other - so to everyone, for every contribution, large and small - thank you.

Something else to celebrate (in due course we hope) is some additional traffic which is in the hold, 9nm East of SAM, maintaining a listening watch. Unable to squawk (as yet), the crew has been passed an Expected Approach Time of 15/Mar/99. Thanks to Paul Eathorne for this analogy, and to everyone who has already passed on their congratulations to Debbie and myself. I'll do you a deal - you keep your flying articles coming, and I'll *try* to keep the Newsletter baby-talk free... cheers Ed.

Air Atlantique Visit - James Mason

The trip to Air Atlantique finally went ahead on the 10th October at the third attempt after originally being planned by Paul Goodman back in 1996! Three aircraft made it to Coventry ([G-BEUK](#) and [G-ZERO](#) from Southampton with [G-BLMN](#) from Thruxton). After landing in [G-ZERO](#) with [G-BEUK](#) just behind we taxied to the Air Atlantique ramp. The DC3 ([G-AMPZ](#)) was starting up ahead of us and we were marshalled to an area just in front of an Electra and beside a Provost. Shortly afterwards [G-BLMN](#) joined us having landed earlier and originally taxiing to the flying club end of the airfield.

We pushed the Long-Eze into its final resting position behind the tail pipe of the Provost although we were assured that the Provost would not be starting up until the next day! (*ed: what had Irv done to deserve this?!*) By the time that we left other Air Atlantique open day visitors were starting to take pictures of the Long-Eze (plus the Tiger and Fuji off course) and we had to stop Irv putting a 50p/photograph box next to the aircraft! The tour around the hangars was next and it was excellent with very little restrictions, our guide as knowledgeable and enthusiastic, and allowed us to clamber around the various aircraft. I was surprised by the scale of the engineering operation at Coventry, A have a staff of 80 working on maintenance and we were first shown a DC-3 with its wing removed. The strength of the DC3 was apparent in the wing construction and the fact that it was held by to the fuselage by several hundred bolts! AA are obviously keen enthusiasts of the DC3 and we were later taken inside an aircraft fitting with the tanks and spraying equipment for oil pollution work. Other highlights of the hangar tour included the Dragon Rapide ([G-AIDL](#)), it was rather a struggle to get

into the cockpit but well worth it! Alongside were the Pembroke (G-BXES) and Avro Anson (G-VROE), again we were allowed all around the aircraft and this certainly added a lot to the value of the tour. Air Atlantique also have many static aircraft in various stages of repair on the grass outside their hangars. At this point Bob went into spotter mode and disappeared not for the first time on the trip, unfortunately no one had a camera to catch the moment when Bob was apprehended by our friendly guide!

A Shackleton was one of the aircraft parked on the grass and we clambered aboard and it literally looked as though it had just landed from Lossiemouth! Apparently the aircraft has been parked up since around 1991 and although there are plans to get her flying again, at the moment she is just used for occasional spare parts for other aircraft. Sitting down at one of the radar consoles, I lifted the desk top and at the top was a chart for Northern Scotland, it was possible to walk through the whole aircraft and drop down through a passageway in the cockpit to the nose section. Air Atlantique have a Shackleton flying in the US although they are unlikely to fly again in this country, seeing the contra-rotating props running must be quite an experience. Next came the flights and that day the Percival Prentice was also flying as well as the DC3, we were fortunate in that most people were able to fly on the Prentice. Again Air Atlantique were very accommodating and this was an 'extra' which was not really expected. By all accounts the DC3 trip was enjoyable, operating a local circuit around Warwick and Coventry and it was a pleasure to see it flying throughout the day. The Percival Prentice was designed as a trainer for the RAF to replace the Tiger Moth and is a six seater, although it was configured for four seats on our trips. Our aircraft G-APJB was built in 1947 and was one of a batch brought by Freddie Laker in one of his early deals. The aircraft is under powered using a Gypsy Queen 32 engine (just 250hp) and this could be seen in the climb-out. Three of us climbed aboard and our pilot Chris was most friendly and enthusiastic, Dave had previously told him that we were all flyers and would like to see what the aircraft could do! Paul then added that he would like to see a practice stall and sitting in the front seat I was wondering if I should swap! The aeroplane had a very solid feel to all of its controls and instruments, there was an interesting arrangement for the pedals which could be adjusted along a rack for position and the control stick also had a 'shaker' mechanism which we later experienced in checking out the stall.

Sure enough the climb out was fairly sedate and the pilot showed us the VSI struggled to read much more than a few hundred fpm. We did a few tight turns over Warwick castle and then headed to Stratford where we went in search of Teletubby land (it does exist believe it or not, but we weren't able to find it despite Paul's valiant attempts). At this stage, we were really beginning to enjoy the Prentice, visibility was excellent and she was great fun to fly. On the way back to Coventry, we checked out the stall which was nice and docile and it was also interesting to experience the 'stick shaker' operating. After landing at Coventry we noticed that the Prentice even has hand holds on each wing tip for manoeuvring the aircraft on the ground, a thoroughly enjoyable plane to fly and we also commented that it was nice to find someone who enjoyed his job so much!

A final look around preceded our flight back to Southampton/Thruxton, the weather had been kind to us that day, although there were showers during the day on each leg we had good conditions and excellent flying. Air Atlantique also waived our landing charges which was a nice gesture, they commented that it is good for other aircraft to attend their open days and also provides something else for their visitors to look at! I left Air Atlantique very impressed by their operation and by their enthusiasm for aviation generally and for their work on maintaining historic aircraft. Air Atlantique now own Coventry airport and I am sure that we will return before too long, the airfield itself is well equipped and it also has the attractions of AA and a good aviation museum which we did not get to see on this visit.



More on JAA Cut-over - Irv Lee

UK PPL or JAA PPL?

There is a misconception in some quarters that everyone will have to swap their UK PPL for a new JAA PPL. Not true - New qualifying PPLs will only be able to get a JAA licence, and existing UK PPLs will have to obey JAA biennial experience requirements instead of the old 5 hours in 13 months, but if you have a UK PPL then unless you have a real reason for swapping, you are financially better off keeping it. UK PPLs already issued continue to exist. JAA PPLs are valid for 5 years which basically means paying an administration fee for re-issue every 60 months.

So the message is: Save swapping from UK to JAA as far as PPLs are concerned until you have a real reason to swap. (eg: at sometime in the future there may be a Euro IMC rating which you want, and that might be a reason for having to swap to a JAA PPL. The apparent agreements on such a rating have just disappeared back into the melting pot, but will no doubt re-emerge sometime. In the meantime, IMC ratings will remain as today, valid in UK airspace.)

"Recency" Rules

***** 02 Nov 98 this section will be updated with the latest information as soon as possible

Single Engine Cert Of Experience Rules

The biennial experience rules explained in a previous newsletter (brief summary: 12 hours in 2nd year of two, including 12 take off and landings, and one hour with an instructor, and 6 of the 12 hours are P1) refer to single engined aircraft and start from January 1st 2000, for all, once the previous 'stamp' expires. (Just out of interest, to see if I am in or out of touch with real life, is anyone NOT going to want an old fashioned 13 month/5 hour stamp just before these rules come in, to prolong the agony of the new requirements? The AOPA people at a recent Instructor conference were surprised to hear my view that people would be queuing up on Dec 31st 1999 for an old stamp! - Surely not, they opined!)

Multi-rating Cert of Experience Requirements

If you have a multi rating, the new experience rules are fairly major compared to what you need today. (ed: *That is some under-statement Irv!*). You may not want to believe this: To get a 'stamp' for multi, you are on a 12 month cycle, and in the last 3 months of the 12, you need a check flight with an examiner (yes, that said "examiner", not "instructor"), AND (yes, that said AND, not OR), in the 12 months you must have done 10 'route sectors' (a route sector is not a circuit). If you haven't done 10, you need to do one with an examiner, separate to your examiner check flight. I can see multi-examiners being a bit busy in the last 3 months of 2000! I guess a lot of people will be dropping multi ratings. (I dropped mine years ago as I thought 1 flight per year made me dangerous).

If you are thinking of a multi rating, take these new rules into consideration. Apart from there being fewer multi rating holders, there will be fewer new multi instructors. To start a multi-instructor course, a single engined instructor will have to do 20 hours P1 on multis in the 12 months before starting the course. Not many single engined instructors can afford the course, never mind the new requirement for 20 hours before it!



Been there, done that (at last!) - Dave Ashford

All this summer (and last summer too) I have been looking for the opportunity to visit Shetland, so when I saw a set of Met Office weather charts one Sunday evening late in September that forecast a high pressure system building over Scandinavia my hopes started to rise. By Wednesday the picture was looking really good and the forecast high had started to build, pushing the low pressure systems back into the Atlantic and promising good (flyable) weather for most of the UK for the weekend. By late Thursday the plans were made, rooms booked, PPRs obtained and the trip was on.

Jon Butts and I decided to meet early on Saturday morning (08:00) to check out the weather. If the forecast was good the plan was to aim for Sumburgh, arriving before 17:30, when they close. We set off in good VMC and flew more or less directly to Perth in exactly 3 hours. After refuelling both pilots and 'ZERO we donned our orange romper (immersion) suits and lifejackets and headed north. After a brief period of IMC (when we thought we might have to turn back) we continued in good VMC, flying overhead Wick, Kirkwall and Fair Isle.

Once we were near Sumburgh it was clear that the weather was good and that we would have plenty of time to continue north to see the lighthouse at Muckle Flugga, landing at Unst if there was time. The plan was to return to Sumburgh for the night and catch the bus to Lerwick, a 20 mile journey along a winding road, as Lerwick's Tingwall is closed at the weekend. As we passed overhead Sumburgh we heard an aircraft on frequency that had just departed Tingwall, so we gave the airfield a call to see if we could land there and they said they would be open, so we could over-night there. This was a much better plan than landing at Sumburgh as Tingwall is only 5 miles from Lerwick, so we carried on north, around Britain's most northerly lighthouse and then landed at Unst, Britain's most northerly airfield, just two and a half hours after we left Perth. *(ed: There wasn't a whole lot of anything at the airfield, just two orange-clad pilots fumbling about - their recently installed cigarette lighter had selected this northernmost UK venue for instant, complete and automatic self-disassembly into the central control cable run. The crew had to learn to disassemble the centre trim and retrieve the loose bits and pieces - and quickly if they were going to make it to their Lerwick B+B. Dash was not best pleased; I couldn't help but see the funny side of this slightly surreal situation).*

From Unst it was a 20 minute flight back to Tingwall where we were greeted by two very helpful chaps who marshalled us in to our parking spot (we were the only aircraft on their tiny apron). They then proceeded to bring out three of the largest tie-downs you will ever see - they had to use a fork-lift truck to move them! They had stayed open just for us and not only that but they gave us their home 'phone numbers and said that even though the airport was closed the next day, if there was anything we needed, we were to call them. To get back to 'ZERO the next day we were told to just climb over the fence! They then kindly drove us to our guest house and advised us on the livelier places to visit in Lerwick if we wanted a stimulating night out :-).

Jon and I were both reasonably tired after our day's flying, so we decided on a quiet drink and meal before turning in early. After a wander around the centre of Lerwick (which didn't take too long), we found a quiet hotel bar that did food and settled down for a chat and drink then the hen-party arrived, all dressed as pirates and in very boisterous (girlsterous?) moods. We managed to escape any involvement in their festivities, however we could hardly hear ourselves think, let alone speak, and it was a relief when they moved on. After a good meal and a couple of pints we walked back to our B&B in the rain, noting that anything loose outside was securely tied down. We guessed that it must get very windy on Shetland, although we saw no evidence of it on our visit.

Sunday morning started with a good fry-up and then a short taxi ride back to the airport, arriving there at about 09:30. We duly climbed over the fence, un-tied 'ZERO and headed off to Sumburgh to pick up just enough fuel (at £1.05 per litre) for our trip to Wick. The scenery en-route was magnificent as we flew past places with such wonderful names as Foula, Sanday, Stronsay, Shapinsay, Scapa Flowa, and a VFR call 'Foot!' This has to be some of the most beautiful landscape in the world.

We reached Wick at 11:40, to be told by another aircraft on frequency that Andy Bruce (Far North Aviation, <http://www.internet-promotions.co.uk/farnor> has more info) had gone to church and would be back soon. We found his office and made ourselves a cup of coffee and planned the next leg of the trip. Andy duly arrived (eating a bowl of corn-flakes) and after a bit of a chat he filled 'ZERO up with fuel. Andy is very proud of the low cost of his fuel, which is 84.6p per litre (that is low for northern Scotland).

The next leg of our journey took us west around the very top of Scotland and then down the west coast, past Skye and into Oban. Andy Bruce had very kindly called the airport manager (Paul) at Oban, so he was ready to refuel 'ZERO as soon as we arrived. Paul and Andy both do an excellent job of keeping two superb airfields running. I'm sure if it wasn't for their enthusiasm and dedication both airfields would not be what they are today. If you plan to be in their areas, please drop in and visit them. You can be certain of a warm welcome, plus reasonably priced fuel for that part of the world (don't forget to 'phone first).

Back to our trip: from Oban we were planning to route Turnberry - Dean Cross - Pole Hill - Trent - Compton - Southampton, however just past Dean Cross we went solid IMC and following some discussion and advice from the Pennine Radar controller we decided to route south overhead Liverpool rather than descend to route low-level past Manchester. The remainder of the trip was mainly IMC until about Andover, however we did pop out of the clouds at one point near a large coastal town with a big tower that took us about 2 nanoseconds to identify as Blackpool. A SVFR join at Southampton saw us back on the ground at 19:45 - 3 hours and 5 minutes after we left Oban! I think the 25 knots tail-wind we had all the way home helped us make such good time.

What a way to spend a weekend! We did nearly 12 hours flying and covered roughly 1500 miles, of which about 300 were over water and nearly all our flying was done with a tail-wind (*ed: and without the GPS switched on, in case you were wondering!*). The weather was great, apart from the last couple of hours and if only half of my photos come out I'll still have some great pictures to remember the trip. Jon and I agreed that we would love to spend longer in northern Scotland, so I'm considering organizing an extended (7-10 days) trip there next summer. We could base ourselves in the Wick area and fly out to Orkney and Shetland and perhaps see more of the Hebrides on the way home. I'd like the opportunity to explore more of the area on foot too, so if you are interested in a holiday like this, please drop me an Email. I don't have any firm dates yet, but the Tall Ships will be in Lerwick in August next year, so that might be a good time to go. They might also have finished the road works in Lerwick by then.



Twin Flying - Dave Sawdon

Some more **cheap** Twin Flying.....

I'm thinking of another trip to Alderney soon in the Seneca, I haven't fixed a date yet. The cost works out at about £60/hour - anyone want to come along and log a leg or to just enjoy the trip?

This is an opportunity to:

- get some cheap twin flying if you've got a multi-rating,
- try flying a twin if you haven't got a multi-rating,
- see how easy flying in the airways can be if you haven't tried it,
- find out how to "go foreign" if you haven't done it before,

- stock up on duty free before Christmas



High in Arizona - Chris Thompson

I have just returned from a visit to Larry and Gayle Taylor who quite a few of you have met in the past when they lived at Willis Gliderport in Florida. Larry has now retired from IBM and Gayle has also ceased work so they can concentrate on their art and sculpture. They now live in a beautiful custom designed house in Sedona, Arizona, where Larry has a large welding workshop and Gayle has her pottery studio. They are now producing a lot of artwork which combines Larry's metal sculptures with Gayle's pottery bonded to it. Sedona is a tourist town with numerous art galleries and a large Indian background, lying about two hours drive north of Phoenix in some of the prettiest countryside outside of the Grand Canyon. It is surrounded by high rocky cliffs about 7000ft amsl with really rough terrain everywhere. Arizona has not implemented daylight savings time (because apparently the Indians don't mess with the sun!) so there is currently a eight hour time change to the UK. It is said that with the altitude (the town is around 4300ft amsl) it takes a little acclimatization before one can safely drink the local beer and wine! It took me all of two minutes to acclimatize after arrival at the Taylor household to recover enough to open a bottle.

Sedona airport lies on what is called a Mesa above the town and is 4800ft up before you start. All around the ground drops away steeply to the town below. The single runway is 3/21 (none of this 03 stuff over here), is 5000ft long, and slopes down on R21 about 1.8%. If the wind is less than ten knots you always take off down the hill on R21 with an immediate left kink to avoid the guy who is on finals for R3 which is always used for landing uphill. The average daily temperature is between 100 and 106 degrees Fahrenheit and if any of you remember how to calculate density altitude you can quickly discover that your aeroplane thinks it is about 9000ft up before you start the take-off roll down the hill.

The only plane I could get with decent availability was a PA28-161 Warrior. This was quite nicely fitted out but short of a lot of horses at this density altitude. Larry and I met the owner instructor at around 10:30 for a check ride. The temperature was around 105 degrees, very turbulent, and to make matters worse the wind was a gusty fifteen knots down R21 which meant it was R3 for departure (uphill) which was in contradiction of the "normal" departures. Now.... I thought the Auster was under-powered but it is like a Lear jet compared to this take-off! When I opened the throttle I had to do a double check that we had power on as the initial acceleration was pathetic. We got airborne in ground effect after about 2500ft of ground roll and then went the entire length of the remainder of the runway two feet off the ground before managing to reach 79kts (Vy) finally establishing a massive 40ft/min climb out off the end into space over the town - interesting! The turbulence off the surrounding cliffs and gullies was really bad. By downwind I managed to get the bird to 5300ft (about 500ft above the field) and at times holding exactly 79 knots had us going DOWN at 400ft/min in level flight.

The instructor seemed totally unperturbed by all this and we climbed up slowly to about 6500ft. where I was requested to demonstrate a climbing turn departure stall (no prizes as to why he wanted to see this!), then some slow flight (not very hard as we were already going damn slow), then a stall in the landing configuration, to re-establish in the climb (what's a climb?) as if in a go-around. We then returned to the airport, establishing in the pattern at 5800ft. The initial aiming point is half way along the runway with white/white on the PAPI's so you can overcome the severe down draft on short finals that would carry you into the hillside. Once you really have the runway made you can bring the aiming point back to a more realistic perception. The flare was also interesting because due to the heat we hovered in ground effect for about 1500ft along the runway while the speed dropped back to about 35kts before the bird finally quit flying. We then taxied back for another

circuit and this time the instructor pulled the power downwind at about 600ft above the field. This necessitated some fairly drastic curved diving toward the threshold but we made it ok and he declared himself satisfied that I would probably bring his plane back again if let loose alone.

Larry and I had planned to immediately go flying in the local area but it was too hot and bumpy so we elected to come back in the early evening for some more aviating. At about 1700 we returned and did a tour of the local area. This is really spectacular countryside with enormous red rock erosions and canyons up to 7000ft high which were almost like a mini Grand Canyon.

The next day we had booked the plane all day and with Larry as designated photographer I took off "conventionally" down the hill at 0630 and climbed to 9500ft to cross the north ridge and then on up to the Grand Canyon which was only about a hour's flight away. This is a Special Flight Rules Area and only commercial traffic can operate at Grand Canyon ridge levels. There are four separate corridors for GA which go roughly straight across at 11500 or 13500ft northbound and 10500 or 12500ft southbound. It is requested that you use your transponder in "mode C" because all the commercial sightseeing flights (and there are LOTS of them) have TCAS. We struggled up to 10500 northbound and the PA28 just would not go any higher. Our instructor had advised that everyone went northbound at 10500 anyway and as long as we monitored the Canyon Advisory frequency and broadcast our own intentions at the south and north ends of the Zuni Alpha corridor we would be ok.

Pictures and words do not do justice to the views that one gets over the Grand Canyon - it was really spectacular.

We then went on northbound following the river gorge and re-fuelled at Page airport at the SW end of Lake Powell. This is a man made lake some hundred miles long with 2000 miles of mountainous rocky shoreline where the upper end of the Grand Canyon is dammed. We resorted to "Auster mode" and toured around the lake at about 800ft above the water (5300ft amsl).

Returning past Page we landed at Marble Canyon which is down at a "low" 3600ft amsl in the valley below the 9000ft mountain ridge. The runway there is little more than a slightly curved piece of road in the desert with roadway dashed centre line marking only (no numbers). We had to be sure we were landing on the runway rather than the actual road that ran close by. After a full short field approach I taxied back and parked in what looked like a car park and we walked over the road to a trading post for a full breakfast - talk about remote! The temperature must have been about 108 and we walked down to the Colorado river bridge for more photographs.

Take off from Marble Canyon was another interesting one. I started the roll in the "car park" with flat out acceleration round the bend on to the runway. Keeping the plane totally level I accelerated to 79 and waited for the downslope part of the runway to drop away below. We maintained level "flight" and with ZERO on the VSI we went off level across the canyon at the runway end! It then took me 34 miles to climb to 10500ft to make the return crossing through the Dragon Corridor over the Tower of Ra and the Grand Canyon itself. We then landed at Grand Canyon airport for a well earned rest and drink. I was beginning to feel the effects of the continued concentration of flight at high altitude. We watched the commercial tourist flights taking off about every three minutes, each with 18-20 people aboard at \$75 a shot interspersed with continuous helicopter traffic from the separate helicopter apron. They were using Twin Otters, Cessna Golden Eagles, and Cessna 340's most of the time.

We returned direct to Sedona flying round some big afternoon Cb's , after putting 4.3 hours of spectacular flying in for the day and the first two beers did not even touch the sides on the way down!

The rest of the week was spent on the ground due to severe thunderstorm cells which kept passing through at very frequent intervals. We managed to get a friend to take us jeep riding up on the

mountain trails in really wild red rock country. Some of the 45 degree, four-wheel drive, ascents and descents over huge rocks made the aircraft flying seem simple. The cloudy intermittent weather continued to keep us grounded (and therefore able to drink just a little more), especially as I had noted earlier that the artificial horizon on the Warrior had a tendency to drop right down and sit at a funny angle in level flight. This is no area to have to fly IMC with a minimal performance aeroplane and lots of high cumulous granitous everywhere! Flight Service also kept saying the VFR was not recommended so we resorted to fixing things up around Larry's house and doing a lot of his welding sculptures. In addition, all Northwest Airlines pilots decided to go on strike which meant I now had no valid way to get home (what a shame!) but unfortunately only a couple of phone calls got me transferred without too much difficulty to a direct flight on BA from Phoenix to LGW.

Later in the week I happened to be around the airport (surprise surprise) to visit an outfit that was giving sightseeing tours around the area in two immaculate Waco bi-planes. These were fitted out with a well equipped rear seat and a double width front seat so they were able to take two passengers. They also had a double camera system, one focused on the front seat, and the other focused forwards and slightly down off the left side of the nose. I noticed that there was no control stick fitted in the front and got talking to one of the tour pilots about this. It did not take very much longer to ascertain that the missing piece of metal was available if one knew what one was doing..... and guess what - I reluctantly gave in to a "trial flight". Apparently they do not advertise this due to insurance requirements but if they find a pilot with a reasonable amount tailwheel experience they will let you fly it "dual". It also helped that I had been checked out on the local conditions in the Warrior.

These Waco's were only about a year old even though they are a very old design. The designator is WMF-5C and I was in a bright yellow one registered as N43064 with a big 300hp radial up front which, unlike the Stearman I recently flew with Dave Sawdon, did not have a single drop of oil showing anywhere. The guy (Eric) that took me worked the plane out of the parking area and then it was all down to me to taxi and fly. Although well equipped in the rear cockpit I only had a throttle, trim wheel, airspeed indicator and altimeter in the front (not even a turn co-ordinator). We had a good intercom and Eric started by saying that he was only here for the ride so I could do anything and go anywhere I liked. The magic speed was 85 and I got the tail up and we were climbing away easily halfway down the runway - magic!

I went off to the west and did some steep turns and a stall then we explored the wilderness area of Sycamore Canyon, flying at 6500ft but actually only some 500ft above the rocks in places. It was great to be in this open cockpit environment with the big radial purring up front. Returning to the circuit, downwind at 90, magic number 85 on finals and Eric advised not to try to three-point the bird because it did not work so it was a "wheeler" with a little power to stick it on. I made it quite clear that he was responsible for the landing but he seemed quite happy and followed me through in what turned out to be a greaser wheeler (sheer luck!) and I taxied in to Larry in the parking area after forty minutes of real fun flying - just don't ask what it cost. One of the ground crew came over and popped open a panel in the side of the plane and I was then presented with a video of the whole flight - they had apparently been recording the whole time so it was a good job there was no bad language used during the flight!

The next day Larry and I were up early and took the Warrior over to Prescott for breakfast. We then flew on to Grand Canyon Caverns, where the runway was only a 5000ft stony track about 20ft wide. There was nobody there, not even a plane, and as we were short of time we left immediately for Seligman. This was only a 4000ft dirt strip and as we approached it was raining and there was no windsock nor any sign of life so we elected to go on to Williams. This had a paved runway, elevation 6800ft (remember circuit height 7800ft) and 4800ft long which had three aeroplanes on the "ramp" one of which was a C150, With a density altitude calculated at 11000ft we wondered how it ever left the ground! Apart from a German couple who where apparently waiting to be picked up to go back to Sedona there were no signs of life. A few minutes later a Cherokee Six arrived and

picked up the tourists - the two movements in the space of fifteen minutes must have exceeded the planned operations for the next six months. We then left with an interesting climb out in the Warrior (remember density altitude before we start was 11000ft!) because the ground rose ahead at about the same rate as we could climb. This necessitated a good deal of weaving about between the hills only about 200-300ft above the ground until we got to an indicated 9000ft to cross the ridge into the Sedona valley.

Returning to Gatwick in the gusty winds the BA 747-400 had to make a go-around from a really bumpy approach at about 400ft because of severe wind shear so it was eventful flying right to the end of the holiday! Larry and Gayle send their regards to all who know them and I can thoroughly recommend the hospitality if you want to visit and do some real mountain flying in the fantastic red rock country.

J3 Cub rides - Mike Allen

I'm still able to offer a ride in a J3 Cub out of a grass field near BWI, to anyone who happens to be in the Washington/Baltimore area, if they are willing to split the cost (\$42/clock hour wet) with me. Feel free to fill an empty column-inch in your next newsletter with this offer.

Regards, Mike Allen
Travel and Transportation Practice, IBM Global Services.
Notes: Mike Allen/Washington
E-mail: Mikallen@us.ibm.com

Av-mail - John Akerman

About Club finances: I would be happy to pay £15. I feel it's better to do that than cut back on benefits.

It is pretty certain the Moth will not be ready for the BBQ at Bourne Park, but hopefully we can make it in the Cub. Not such an interesting aircraft, but following a live mag problem caused by a faulty mag switch I bet it's the only Cub in the world sporting an EP9 switch. Best outlook for the Moth is now early October. And to anyone who hasn't experienced a live mag problem:- ALWAYS treat the prop as though one or more mags could be live. Sooner or later, one will be.

Not much going on with the [G-BPVH](#)/ Findon crew lately. We did manage a trip to Kemble a couple of weeks back, where we met [G-ARLG](#) (but with one of Chris's co-owners at the controls) . There is a growing collection of jets at Kemble - we saw 6 Hunters, a couple of Meteors, and 2 Buccaneers. Delta Jets have one working Hunter (the fairly well-known black T7B) and are restoring another one. In a nearby hangar a couple of guys are struggling to get the Vimy ready for Farnborough. Although it doesn't exactly fill the hangar, by biplane standards it does a pretty good job. Apart from the rather attractive PA to Delta Jets' Managing Director (she who does the refuelling) Kemble is worth a visit for the bacon sandwiches, handmade by one of the guys who runs the airfield. So, with excellent tarmac, two very smooth grass runways, and a great welcome, Kemble gets 9 out of 10 (1 point deducted for nasty turbulence on finals). Worth planning to visit their airshow next year - they are holding a Red Arrows reunion and arranging for a good range of display teams to turn up.

Currently parked/piled up at Findon:-

2 x Cubs (operational)
1 x EP9 (ditto)
1 x Mk IX Spit (complete / dismantled)
3 x Il2 Stormoviks (in very big bits, plus spare AM38 engines)

1 x Hurricane (in little bits)
 1 x P39 (in bigger bits)
 1 x Bf 109F (in medium-sized bits)
 Most of a Fw 189 (being restored, in Prague and Brighton)
 Enough bits to build 8 Tiger Moths
 1 x Pacer (almost operational again)

The Stormoviks have to be seen to be believed. From spinner to aft of cockpit they are skinned in 1/4" steel plate, and look like old steam locomotives. From aft of cockpit rearwards they are plywood. The join between front and back is enough to encourage one to stay well clear under all circumstances. The pilot sits in the steel tank with all the fuel. The radiator is behind the engine, scoop-fed, so a Stormovik was probably the place to be in the Russian winters so long as you didn't actually get off the ground. Apparently the Russians built 30,000 of them in WWII, which is almost as many as the Germans and others built Me 109's. They played a major part in the Kursk tank battle, probably by crashing onto the tanks, I would think.

If anyone wants to fly in to Findon some time, please contact [me](#) or [David Cooper-Maguire](#). Requires STOL aircraft and suitably experienced pilot, plus briefing.

Lastly, I'm working with an ex-BA pilot who now flies a twin Commanche and Warrior and is close to finishing a Europa. He has been up a couple of times with Marcus Fox in a Vampire at Swansea. He says it is an excellent experience and that Marcus is a real gentleman. Highly recommended. He also says that out of the 707's, VC10's, 747's, etc that he used to fly, he liked the 747 best because, in the event of a mishap, at least some of the passengers would arrive at the scene of the accident before the pilot!

Best wishes.....John

Christmas Bash, Saturday, 5th December, 20:00. Replies



Please! - Brian Mellor

For the past 5 or 6 years, we have had a bash at the Hursley clubhouse, early in December, and I have booked the clubhouse again, for the same purpose. However, there is one small(?) difference this year, and that is, BM Aviation will not be funding it - this means you will have to pay for your own food!

However, we still need to give the clubhouse the numbers of people who will be attending. So, if you would like to come along, with partner of course, can you please let me know as soon as reasonably possible.

The price for each person will be £5, the food will be as in the previous occasions, consisting of a variety of sandwiches and snacky things (no puddings). Mike, the steward, put on an excellent spread last year, and I am sure he will do the same again this year. With regard to payment, I would like to keep it as simple as possible, and have some method of paying on the night, probably buying a ticket, which will then be used to provide the odd raffle prize as well.

So, can you please let me know if you will be attending, using one of the following methods -

email: brian@aviation.demon.co.uk (preferred)
 phone: 01962-842555
 mail: 117, Olivers Battery Rd South, Winchester, SO22 4HA



Annual BBQ - Jon Butts

At our third and final attempt we won! We beat the 'summer' weather and held our Annual BBQ at Bourne Park, Nr Andover. Someone ought to write it up; this is how I will remember it... .. a bright, warm summers Sunday afternoon, spent relaxing on a picturesque airstrip with friends old and new. With Denis, Ann and Jeanette in full command of provisions, Chris supervising ground movements and John being John, we were very well looked after. We are most grateful to John Martin and Bob Wood, owners of the estate for receiving us, and to the Fabulous AeroFabers for all their assistance, teaboy and the teaboys apprentice included!

Those who came by car brought all manner of seats, tables, wine and desserts, while those who came by air provided the entertainment! Jim Hull got in first bringing a student across from Popham in a Mircolight, sampling the delights of Bourne Park for a couple of hours before heading back to a Popham flyin. John and Max eventually returned from a local in a C150; taxiing in, John just couldn't resist the temptation to share a little propwash with Linda - just enough to rock Linda's glass of wine - and animate the rest of us! We all looked to see who was in the left seat, and I wondered if they were preparing to lock themselves in! Slightly shocked I think, Max got out of the right seat saying 'I don't believe you just did that John!'. Boyishly delighted with his little antic John hopped out with his cheekiest grin to date - and all was forgiven, this was definitely a day for John being John!

A sneaky little test had been lined up for the visiting pilots, in the form of a previously unannounced Signal Square indicating a right hand circuit. We waited to see not only who would notice it, but who would turn up! After two postponements it was difficult to know who was coming in! It wasn't long before we heard Mr Paul Goodman approaching from Southampton in [G-ZERO](#), with Colin Dockerty in hot pursuit in Bonanza G-HOPE from Hurn. I was surprised how loud the Tiger sounded as Paul joined crosswind, but it went a lot quieter when a whole wadge of revs got very publicly chopped overhead the runway. Would it be a left or right turn onto downwind? Left is the answer - as it would be I suspect for most people joining a strip non-radio with no published circuit or signal square! If you're only expecting to see a windsock that's all you'll tend to notice (have I made enough excuses yet guys?). A tight circuit, sweet approach and touchdown later out popped Paul, just in time to watch the excitement of a 'hot-ship' Bonanza arrival! I didn't see the join but I think Colin joined right base, which again led to a very well-judged approach and landing, leaving what looked like a good 100+ yards to spare - not bad, three-up!



G-BEUK arrived with Bob Brian and Eileen - sorry, no points for getting a Fuji down on a strip the size of BP - a walk in the park with those flaps eh Bob?! Attention turned to ground-bourne attractions - tours of Aerofab's hangers including explanations of all-manner of weird and wonderful aeronautical hardware and history. To my mind the most memorable sight of the day was Chris providing tractor tours of the strip, pulling a trailer laden with chairs and passengers! One for the log-book - must have been the most people ever to have had o much fun sat behind a P1 CRT! What with scooter rides. MG rides, walks in the woods(!), Fuji joyrides etc I probably missed half of what else was going on, but I'm sure everyone was enjoying the occasion in their own way, coming and going as they pleased. At about three pm John called everyone together for a surprise presentation - the Bourne Park crew had a - in their fashion, a previously unannounced - prize to award for the best arrival of the day! This went to Colin Dockerty for his Bonanza handling - what a way to debut at an IBM Flying Club event, being awarded a prize by Max, a current Concorde and B747 Captain no-less!

Occasionally a light plane or two would transit nearby, their pilots 'double-take' being evidenced by a slight wing-rock! You could imagine the conversation: "What's going on down there? Looks like there's a BBQ on! Looks good, shall we join them?". I would say at least four crews were sorely tempted to join us, judging by the way heading was adjusted to take a longer nosey at us! Eventually one of them did - a C172 came overhead, and (oddly!) decided to join right-hand, came to make an approach. G-AXBH it was; not one of ours! All looked fine on the approach, and down to about 20 ft when something happened, with an all attention-grabbing angle of bank ensuing! Power-on for a go-around! Second time around all went well, and a good landing was made, then out climbed Irv, checkout student Dorian and accompanying aviatrix. This was Dorian's first C172 trip, very impressive - a whole lot better than my first arrival in a C172! Irv's since been whinging :-)) to me that they didn't win the prize, having flown a right hand circuit! Sorry Irv, but I don't think you'll get

a whole load of sympathy! With an extra pair of eyes, instructors eyes no less, I'm sure we'd all have fully *expected* the 'BH crew to have seen the square that the singleton crews missed! Maybe next time, but you'll have to get out of bed a whole lot earlier! (Maybe you'll get your glory in an upcoming edition of Flyer magazine Irv?).

We thought Irv's arrival was the last arrival, until into the circuit (left hand of course!) popped a Starduster Too - evidently this was Simon Lever in to join us, slipping left and right to another fine strip landing. Suitably rehydrated (despite my mishearing the drinks request!) Simon took quick tour of BP before an early evening departure to White Waltham - aeros included!

As you have just read, I've just proved I *can* enjoy a sunday afternoon out without getting airborne! Thanks to everyone who showed up: I hope you enjoyed it at least as much as I, and will join me in sincerely thanking everyone who made it happen - it was a great team effort - a very well-earned thank you to the BBQ gang: John K, Denis, Ann and Jeanette, Debs, Chris and Paul.

Apologies if I've missed anyone out. They do say the brain actually shrinks during pregnancy, and judging by the state of my memory recently I would have to agree.....oops! Baby-talk alert; quick, drop me an AvMail or an article, we'll have to pull together to get safely through the next edition.....go on, fingers, keyboard, you can do it - lesson, local or long-haul - honestly, we'd like to read about it.....over.



IBM Flying Club Events - Clare Grange

The next event notified to the Club is the Christmas Bash that Brian Mellor is laying on at the Hursley Clubhouse on Saturday 5th December, at 20:00. Brian would appreciate your replies in good time - if you can let Brian know that you are (or are not) coming along it would be very helpful in making the arrangements. Winter is approaching! Does anyone fancy offering a club evening, say quiz or presentation, or maybe setting up a New Years Day trip? It would be nice to have a couple of excuses to meet up before next years crop of summer events- if you've anything to chip in on the events front, please let me know, thank you.