



IBMFC NEWSLETTER - JUNE 2007

Hello Everyone,

I am very conscious of the fact little has happened within the flying club over recent months and I would like to take this opportunity to update you all.

The AGM was held in February and, disappointingly, only about a dozen members attended. Dave Thomas decided to stand down, from the role of chairman, and deserves a great deal of thanks as he has done sterling work over the last few years. Nigel Waters and Tim Clark have agreed to remain as treasurer and secretary respectively and again many thanks go to them. The club officers all have full time jobs and attend to their flying club responsibilities in what little spare time they have. James Mason is a co - opted member of the committee and at the time of the AGM so was I. We were without a chairman then but I have just recently taken the role and hope I can provide a means of continuity and communication within the club.

Apart from the lack of a chairman the other problem the committee faced was the lack of the bulletin board / forum which was hacked several months ago. Tim Clark has now set up a new User Group which requires just a few minutes to register and will work in much the same way as the old bulletin board. This will be the main means of communication for the club and, whilst every endeavour will be made to keep the website up to date, the User Group will be our primary means of communication. For those who have not registered yet please contact Tim or myself for details.

This year the club has not received as good a subsidy as was hoped which means the committee is looking carefully at expenditure. The first decision we have made is to keep the funds primarily to subsidise events and for the maintenance of the safety kits. This in turn means there is no money for safety subsidies this year which some of you may be disappointed by. We feel, however, that the money the club has can benefit more members if we keep it for events rather than for a handful of people who claim the safety subsidy. I hasten to add I have been affected by this, as I recently flew with an instructor, but it was something I had to do to fulfil the licence requirements anyway. A subsidy would have been nice but would not have changed the requirement.

On the subject of events I think it is fair to say the club is changing in as much as we have less active pilots and aircraft than in previous years and an increase in the non - flying members. This in turn means there are fewer seats available for fly - ins so I feel the events should try and reflect the way the club has changed / is changing. At present events are planned for July (visit to AIS and LTCC), August (BBQ), September (all being well details will follow soon), October (visit to LACC Swanwick) and I have an idea for December. Jon Butts is also offering seats, in a Cirrus, to non - flying members so if you are interested please contact him direct. If anyone has any ideas for events, especially places of interest, PLEASE let me know so that we can schedule it into the current programme. I'd also like to request items for the newsletter as the feedback I have received suggests the club members enjoy reading it. Reports do not need to be long and involved (they do not even need to be actual flying reports) but interesting and sufficient to give the reader a flavour of the experience.

Recently, I have been reading through previous newsletters and refreshing my memory. It's been fascinating to see the variety of venues visited and experiences the club members have gained. There are far too many articles to mention but they do demonstrate just what a lot of skill and talent this club has. It is also true that you do not need to go far to have a brilliant day out.

Finally, on behalf of the committee I would like to wish you all a good, safe and enjoyable flying season - assuming summer does actually arrive!

Clare

1. Date - anytime! Jon Butts has kindly offered the non - active pilots of the club a flight in a Cirrus. Please contact him for details. This event is DIY and it's up to you to liaise with Jon in order to sort out the details.



2. Wednesday 11th July 10:00
Visit to Aeronautical Information Service, Heathrow followed by visit to LTCC, West Drayton. This visit is now FULL. If anyone else is interested it is possible to organise another visit but group size is limited to ten. Pilots only.



3. Friday 17th August. IBMFC Summer Barbecue. Venue: Hursley - old barbecue site.



Tim or Nigel?

This year the tables will be rearranged into a more sociable setting. We will also have a gazebo (thanks to Tim Clark) and our chefs this year will be Tim Clark and Nigel Waters.

Many thanks go to Denis and Ann Howe plus Jim and Janette Hull, who are now having a well earned rest, having worked very hard over many years to make previous barbecues a success. This year we will have to make a small charge of £7.50 per person with the under 10s free. The committee would be delighted to see as many as possible so please come along. We do need to know numbers so please let me know if you are interested.

4. Thursday October 25th. Visit to London Area Control Centre, Swanwick 13:00 - 15:00 approx.

This event is also now FULL. Again group size is limited to ten. It may be possible to organise another visit if there is sufficient demand. Pilots only.



I really would appreciate other ideas / input / volunteers with regard to events. I'm sure some of you must have some inspiration and contacts. Museum visits, ad hoc fly - ins (when the weather allows us to do such a thing as actually fly!) speakers, in fact basically anything associated with aviation. If anyone does have an idea please let me know.



OVER WATER FLIGHTS

Clare Grange

Just in case some people have not heard there have been recent changes to the Air Navigation Order regarding the equipment to be carried on over water flights.

Basically, there has been a change from a recommendation to carry life jackets etc to a requirement to do so e.g. a life raft must be carried when flying at a greater distance than 30 minutes cruise speed or 100nm from land whichever is the lesser. These changes became somewhat more complicated for a while as the wording of the ANO stated the equipment had to be "approved".

Fortunately, the CAA has announced an exemption to light aircraft, engaged on non public transport flights, from the approved requirement and the requirement to carry an Emergency Locator Transmitter. We are now permitted to carry an emergency locator beacon (which is what the three safety kits contain) but the club will need to update these in the next couple of years or so as they only emit on 121.5 MHz which is being phased out. I also understand 121.5 MHz will only be used by Search and Rescue for direction finding purposes. We will need beacons capable of emitting on 406 MHz also. The exact details of the requirements are contained in Schedule 4 of the ANO.

GLACIER GIRL

Bob Elliott

65 Years Late!!

On 15 July 1942 some P38 Lightnings and a couple of B17s were forced to land on the ice in Eastern Greenland whilst en route to England to help in the war effort. The crews were rescued but the aircraft were abandoned.

They were re-discovered in 1992 under 268 feet of ice, and one of the Lightnings was 'rescued'. Christened 'Glacier Girl' the aircraft has been restored to flying condition and left the United States in June to recreate the original flight. It was accompanied by a P51 Mustang ('Miss Velma'), and the intention was to display the aircraft at the 'Flying Legends' display at Duxford. Unfortunately, when they got to Goose Bay, the Lightning got a sick engine and the Mustang had to continue on its own.

For more information on this remarkable project, just type 'Glacier Girl' in Google. If you went to Duxford, well, maybe another time.....

Bob

Anyone visiting Partacoona would think that the inhabitants put eating very low down on their priority list – the dining room table is always covered in charts rather than plates of food! Let me make it very clear that we don't starve; it's just that a large dining room table makes an ideal surface for putting multiple charts on to plan future flights. Over the past few months we have planned a three day trip to Brittany, a trip to Bruntingthorpe as part of Project Propeller (www.projectpropeller.co.uk), and we are now planning a trip to include Copenhagen and Berlin. The first two trips were both cancelled because of the weather, but we are hoping that the latter trip will take place.

Although we have been disappointed at having to cancel the trips, we have both still have gained a certain amount of satisfaction over having done the planning, and lived out the flight as it were just by looking at the charts. Although we have flown many trips to France, the trip to Brittany was to have been very exciting because of its very nature – all will no doubt be explained in a future newsletter. Because of its very nature we are having to study the restricted and danger areas in that part of the world; their hours of operation and who to talk to obtain permission to fly through them. We've also had to look carefully at the prohibited areas to avoid them totally. There's one near Brest – did you know that is where France keep most of their nuclear subs when they are in port? None of this is new, you always have to look carefully at such areas when planning a flight, but this particular flight of ours has brought this requirement into sharp focus. Don't forget that we have the requisite Bottlangs (contact Captain Bob) which give details of all the 'restricted' areas to help you with your planning.

The trip to Copenhagen and Berlin is still in the planning phase with four or five charts laid out on the table. It is interesting to compare the different ways the different countries manage their airspace. In Poland almost everything is restricted; in Germany there are few restricted areas; Holland has a lot of airspace that is 'owned' by the military; the French have a lot of 'restricted' areas, but have a fairly liberal philosophy of activating them, and so on. One of the flights I am keen to undertake is to fly along the Friesan Islands to the north of Germany. The main challenge is how to approach the western end of the islands – it's a nightmare; restricted areas, controlled airspace, and even bird sanctuaries. However, my experience with 3-dimensional jigsaws has helped me to visualise the topology and find a way through!

Planning flights like these is no different really to planning a flight to and from Bruntingthorpe – it's just on a grander scale. The basic philosophy of planning still applies – proper planning prevents poor performance! And poor performance in the context of flying can have dramatic and drastic results.

[A FINAL PLEA](#)

[I would like to produce another newsletter at about the beginning of September so, at risk of repeating myself, I would really appreciate your input. Articles do not need to be long and complicated - in fact quite often short and sweet is best.](#)

Clare