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April 2010 issue



Hi there {FirstName},

Welcome to an early April edition of Flightlines. With the clocks forward I'm looking forward to plenty of flying this season and plenty of fun events too. The feedback on the club recently from students and members has been really positive, which is very encouraging, especially in a period of such rapid growth in the shadow of a recession!

Our people are an important part of the club and may I take this brief opportunity to thank our excellent team of instructors and CFI for their professionalism. Bob for his work on the newsletter and everything else, the back room team and the members for their continued support and help organising fly outs and events.

 If you would like to download a copy of this newsletter, as a pdf then click on the logo to download.

Safe flying and hope to see you at the club, or on our "First Wednesday" members night and/or one of our Fly Outs very soon!

MIKE

The wind, the wind, the wicked wind

They say March comes in like a lion and out like a lamb as Winter turns to Spring. The effect of the wind is probably the biggest issue on PPL navigation.



It can mean zone busts if you get it wrong as well as getting lost. This brings me neatly to the wind side of the "whiz wheel."

Its worth just refreshing some common sense solutions to this simple and reliable piece of kit ahead of the better weather.



G-BPEO joins the fleet

Welcome to John Hardcastle who has based his Cessna 152 G-BPEO with our fleet at Wellesbourne. It's available for hire at the same rate as the Aerobat - KU which makes for very reasonable flying.

It is well equipped including a skymap and is ideal for that local sightseeing trip or training flight – check it out!
So now there are 8 aircraft for hire, low wing or high wing, from aerobatics to people carriers – where else can you get such a choice?

Tech Logs

Due to the increased membership, number of aircraft and utilisation, please pay special attention to the completion of the tech and defect logs.

The tech logs have been modified to show the countdown of hours to the next maintenance check more clearly, so you can see at a glance how many hours remain, providing we all

A Mugs Guide to Navigation

What do we know about the wind in the UK?

- * It veers and strengthens with altitude (coriolis effect)
- * The maximum drift you will experience in a light single in degrees is approximately equivalent to 2/3rd of the wind speed. IE a 20kt cross wind = 13 degrees of drift.

Distance time problems – Assuming you have a wrist watch!

You will cover 1/10th of your groundspeed in nautical miles every 6 minutes. Therefore if your groundspeed is 120 kts you will be 12 miles away in six minutes time.

You can use the same maths as the crosswind below to approximate your groundspeed due to the wind. i.e. if you have a 20 kt tail wind coming from 30 degrees behind, you will pick up about 0.7 of its value (14 kts tailwind). If its coming from with 30 degrees off the nose its about 10 kts headwind.

Gross Error Check

When you set course make sure the features on the ground appear on the correct side of the aeroplane initially. Is the disused airfield/town/ motorway in the right place? You'd be surprised how many people plan to fly a heading of 030 and fly 300 and wonder why they get a roasting from Birmingham. Check the DI and Compass early and accurately.

To approximate the amount of crosswind when landing use the following simple rules of thumb.

- * If the wind is within 30 degrees of the centre line assume half the value as cross wind and half as headwind.
- * If the wind is between 30 and 60 degrees off the centre line assume 0.7 of its value as cross wind and 0.3 as headwind.
- * If the wind is between 60 and 90 degrees off the centre line (a crosswind) assume zero headwind and the full value of the wind as cross wind.

(Why do people end up high on finals in a crosswind?)

Because there is little or no headwind to help them down and they are "windy" about using flaps).

Once you have taken these key facts on board you can use them very easily to give you a very good idea about headings to steer and times to cover legs. To bring it all together then use some simple common sense.

Fact 1 - the wind veers and strengthens with altitude. If you add 30 degrees and about 15 to 20 kts to the surface wind you will have a pretty good idea of the 2000 feet wind. In the UK we have reasonably predictable weather. Mostly its benign, tornadoes and hurricanes are rare but gales are common.

A gale is a mean wind in excess of 32 kts. You won't want to fly in that as its going to be rough. Your cross wind limit is generally around 17kts. Again that can be choppy. So to box down the kind of winds you are going to experience in the UK I would suggest that you will seldom come across 2000 feet winds much stronger than 25 to 30kts aloft (as by definition the surface wind may well have put you off the idea of flying in the first place.)

Fact 2 - The maximum drift – If the wind is 30kts chances are you knew about it on the bumpy climb out even if you missed it on the Met Report. You are not going to lay off more than 20 degrees drift and that's only

fill it in correctly.

Please ensure that all sections are fully completed and a separate line is used for each away landing.



Download the guide (click on pdf logo) to explain the changes, or look at the example that is attached to each aircraft's sign out book.

The new sheets will be used as each old one runs out.

Events Planned for April

Load-Aim-Pull

This month's first Wednesday, April 7th, will be the usual Take Flight mix and match. Firstly there is an opportunity for the instruction and briefing of the Isle of Wight fly-out on Sunday 11th.

Secondly, weather dependant, Peter Taylor is bringing along his Laser Clay Shoot. So with a small competition you will be able to improve your skills targetting a small flying object! This will come in handy when any of the other clubs try their hand at spot landings competitions!

As sunset is not very late yet, this event will start at 7.15p.m. and finish by 8.00 followed by club meet/discussions about IOW trip, and then Fox!

Sunday April 11th fly out to Isle of Wight for lunch at The Crab & Lobster.



The Isle of Wight fly out is now fully booked, although first reserves are still being taken.

With 8 students under instruction and others joining in, making a possible total of 24 members enjoying the culinary delights of "The Crab and Lobster".



The route which will be explained to the students and for any other pilots is EGBW - Brize zone transit via Farmoor Reservoir -Compton VOR - direct to Havant then Bembridge, talking enroute to Brize zone for transit , Farnborough LARS and Bembridge.



A route for download is available here.

Arrival is scheduled for 12.00 Bembridge (local time), so departures could be worked out on a handicap so that arrivals will be within a 15 minute window (that's 8 aircraft approx 2 minutes apart). Mike said there might be a prize for the closest to the calculated and declared arrival time.

On the day, all dependant on weather of course, you may need

going to be if the wind is running 90 degrees across track.

Fact 3 - The 6 minute rule – If you pick up a 30 kts tail wind you can only get 13 miles away from where you were in 6 minutes. That's about the length of your thumb from nail to knuckle on a 1/500,000 chart. Don't start looking for a fix miles away in the next county, you won't be that far away.

Fact 4 - Gross Error check – If you set off in generally the right direction in a slow light single even with a 30 kt wind present you aren't going to be far away from where common sense says you should be.

The key is to fly the aeroplane on heading accurately and have the situational awareness to notice if things are turning up on the correct side of the aeroplane or not.

That means your eyes need to be outside the aeroplane looking out and watching rather than head down worrying if you are holding 253 degrees or 255 degrees.

Trust me it will hardly matter in the big scheme of things. Flying is an art. Designing aeroplanes is a science. Leave the science to the scientists. If in doubt drop the nose 10 degrees in to wind.



Oh yes the Whiz Wheel, a very useful piece of kit, if you have the where with all to know when its giving you duff information.

I have a spare if anyone needs one.

John Eburne CFI

Following last months congratulations we have more SOLOS!



Congratulations to Sam Treble for achieving his first solo after an eventful day waiting for good weather. Then after settling down with John Eburne in the circuit and getting familiar with CY, they had to jump out when it went tech and jump into SP, but after 1 circuit he was sent solo.

Congrats Sam the drinks are on you, ask your dad!

Ross Wall has successfully completed his Part 1 skills test with our CFI John - and Andy Davoil's successfully completed his first solo "navex" adventure outside the circuit.

Alan Price and Mark Newman both completed their night qualification on Wednesday 18th March. (Well its on your licences now but you may have to wait till the nights draw in again to use them!)

Membership Policy

With the exception of one off trial lessons with Take Flight gift vouchers, only signed up and paid up Full Members (or Take Flight Student members, under the supervision of an instructor), may use or hire club aircraft at any time.

This is the seventh of our new mailshots to keep you up to date with club events etc. If you don't wish to receive any more then **click** "unsubscribe" below. If you want to send in suggestions, responses, or ideas then e-mail flightlines@takeflightaviationgallery.com Best wishes and safe flying,

MIKE

to agree who is planning route and who is checking out the aircraft (fuel, oil etc) so that a sensible un-rushed departure time can be achieved.

If the weather is good, then we will (if we can get the BBQ fired up) have some bacon rolls/hotdogs before we leave. So 09:00 arrival at the clubhouse might be a good idea.

Oh, and by the way if you are intending to walk back to the planes bring some stout boots judging by last time!



If you want to be on first reserves list then e-mail events@takeflightaviationgallery.com

April 17th Dublin

There are a number of members who have already expressed an interest - now (if you haven't already) is the time to formalise your interest, please let us know if you want to go and we can then look at availability of aircraft and skill levels that are appropriate, as well as organising a pilots meet to discuss flight planning routes etc. before the proposed date

If you still want to express an interest for this trip email events@takeflightaviationgallery.com

Events

Dates and details of forthcoming trips are on the web site at <http://www.takeflightaviation.com/events.htm> with updates on the e-allocator notice board and our excellent unofficial Facebook page (Take Flight Aviation). Our CFI John continues his series of informative talks dotted throughout the calendar in 2010 reaffirming our commitment to safe and fun flying. Take Flight's operation is well respected on the airfield and beyond, and we thank you for your help in making us look and sound as professional as possible.

Pooleys Account, Maps, Log Books, Flight Guides, Sweat Shirts etc



The the latest "edition 36" southern maps are available from the club now as well as plogs, consumables etc.

- why not buy them from Take Flight (they are even available to purchase on a Sunday as well!)

To be legal you should have a current map with you when flying!

For other non stocked items log onto the Pooleys website ([click here](#) or on the logo above) and when completing your purchase enter the code **takeflight** in the coupon discount field and you will get an extra 5% discount

Members Gallery



The members gallery is available to upload pictures for some of the trips and events that happened over last year. Contact us with your

pictures, and any comments and we will send you a link to upload the pictures for you.

Have a look around the gallery, follow the instructions, and browse through the current images at <http://www.takeflightaviationgallery.com/> or via the link on the Take Flight members page.

To go to members page *click* below

<http://www.takeflightaviation.com/events.htm>