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Hi there {FirstName},

Welcome to the April 2012 issue of flightlines

The clocks have gone forward and I am sure we are all looking forward to the long days of flying that are in front of us, however this issue has to address some points that have been mentioned that need clarification, and some safety issues that need prompting. So with that in mind please read this issue of flightlines carefully and take John's and the "Tower's" advice with good intent, but also look through the forthcoming events section and make a note in your diaries, particularly the Airfield Open Day and the Isle of Wight fly out this month.



The "First Wednesday" event this month (April 4th), See Forthcoming Events, features a talk by Manuel Querioz on "flying round the world in an RV6" this should be interesting for all who want to venture further than Shobdon or Kemble, any changes will be notified by SMS text to your mobiles. Should be a well attended event.

G-BNVE

VE is now on line and bookings are steadily increasing. As we move forward with this aircraft we will add more refinements and improvements to ultimately make it the best on the fleet.



Remember only PPL's can fly this aircraft so availability will be good, but please check out the comms section and if unfamiliar go to the Garmin website and download their 430/530 trainer (don't be caught out by not being able to use the radios!)

Silent radios during the Olympics may not be a good idea!

Insurance

For the sake of clarity the aircraft excess on all the aircraft is £750 with the exception of HF which is £3,500 (although we are hoping to get this reduced on renewal if not before.) EO has an excess of £1,200

My comments in a previous newsletter that members liability may not be limited to the insurance excess alone appears to have caused some concern.

These comments were made as a result of difficulty in obtaining

FORTHCOMING EVENTS

First Wednesday - April 4th

"Chasing the Morning Sun" is the title of a book written about the flying experiences of Manuel Querioz. Manuel is the principle member of a flying group based at Gloucester (which includes our own John Pride) operating a Vans RV6.

On 28th February 2006 Manuel set off in the RV from Gloucester Airport to make real his dream to fly solo around the world in a single engine aircraft - in record breaking time! 39 days later he returned as the first and only pilot to circumnavigate the globe in a British registered homebuilt aircraft, as well as establishing a new British speed record and six new World records.



On 24th April 2007, his achievement was recognised by the Royal Aero Club of the United Kingdom, when the Club's President, HRH The Duke of York presented him with the Britannia Trophy, one of the world's greatest aviation awards.

He will be attending the Club and giving an illustrated talk on that eventful trip, as well as hopefully signing his book that accompanies the talk.

7.30 for 8.00 prompt start and then as usual down the Ferry for discussion and refreshments.

Sunday April 22nd Airfield Open Day

Why not make it a day at the clubhouse and bring friends and family to show what the art of flying is all about.

The airfield is opening itself up to the local area Loxley, Hampton Lucy, Wellesbourne, Charlecote (all the residents we like to keep on side when in the circuit.)

The Tower will be open, as will the museum, and fire crew! (for all those small boys who love pressing the siren) and the management have asked the clubs also to welcome the visitors.

There will be a free bus pick up and drop off moving up and down Loxley road.

But of course Take Flight will add value to the day, in our own inimitable way.

There will be a BBQ as well



These comments were made as a result of difficulty in obtaining insurance for our aircraft as a result of three recent claims and the fact that we will probably be unable to insure our aircraft with the existing underwriters if we have any more losses.

The cost of obtaining insurance elsewhere may be prohibitive or may have large excesses, or there is the possibility of that we may not be able to insure our own hull losses at all (i.e. third party liability cover only).

For example, if someone were to cause an aircraft to have a prop strike by recklessly taxiing too fast down a dip from taxi way to grass we would have to consider if we make a claim at all.

The cost of a prop strike is probably around £15,000. The question is who should bear this cost? There is not a big enough margin in the aircraft hire for the business to cover this expense.

We are looking at solutions to overcome this issue but in the meantime **please fly and taxi safely!**

The Airfield has now installed a speed camera to help promote good taxiing speeds, let's hope the fines are not too bad and endorsements are fair! Camera installer Vas Taxi told **FL, Air Loop** has installed 1,4,12

speed cameras at airfields across the world, and while everyone may not see the funny side of a ticket or telling off, the message is a serious one to prevent ground accidents.

It's in the interest of everyone on the airfield to adhere to their request.

Have a good Easter, enjoy your flying, and hope to see you at the Open Day or the next fly out.

Mike

A Picture paints a thousand words

We have enjoyed some very pleasant weather during March which has enthused many to take to the air again.

After the winter sloth it is natural that many of you are keen to get back in to the air. Last issue I hinted at the airfields tightening policy on taxi speeds. You may well have seen the notices now published reinforcing this.

Whilst on the subject of ground movements

Question "Whats wrong with this picture???"

Answer - We do not park high wing aeroplanes overhanging low wing aeroplanes.



It isn't right; it isn't Sainsburys car park.

Use common sense there is a huge field opposite the clubhouse why disappear up your own b***side working in ridiculously tight areas?

Its bad airmanship and could lead to damage to not one but two aeroplanes. **Let common sense prevail please.**

If I look at our activities as a club I can see that there are some ambitious plans ahead for various flyouts. These are great opportunities to extend your flying experience cost effectively. Often people have said to me that unless they are in the left seat flying the aeroplane they feel that they are not getting anything out of the trip.

I think this misses the point. As a single crew pilot navigator the more rewarding part of the flight is often the navigation. Freed up of the flying responsibility a competent pilot in the right hand seat can gain a lot of experience in R/T and Radio Nav, as they have the capacity to think ahead and try out the nav kit that they may otherwise not use.

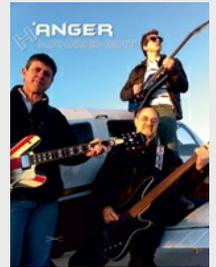
That can only help skills which you can then take back to the left hand

as entertainment, Laser Clay shooting courtesy of **Pete Taylor** (no aircraft will be harmed in the making of this event)



And by popular demand?

H'Anger Management - now a 5 piece band will add "noise" to the event - fresh from the George Galloway wrap party and with songs from their debut album "Learning to Fly" . They will play two sets (or one twice!) during the day. As John is also instructing timing may vary, unless he has a very long lead.



More seriously **why not take time out and talk to our guests** perhaps show them an aeroplane and tell them all about the pleasure that flying has given you, what it means as a sport/hobby and the ease with which one can learn, and fly off to distant horizons.

There will be some discounted trial lessons on the day as well so it could be a time for family or friends to try their hand with an instructor, rather than as passenger.

And P.S. don't forget the BBQ.

15th April (Sunday) Bembridge, Isle of Wight for Lunch at Crab & Lobster and Beach Walk.

If you are a student and possibly into your cross country part of your training - **team up with another student and an instructor** and make a practical day out of it - Flight time approx 50mins.

We will probably run the "non competitive contest" as we did before - where you declare your departure and arrival time - based on aircraft and conditions on the day we see who is the nearest to that time.



Even some instructors hadn't ventured as far south as to the Isle of Wight before!

RESERVE A SLOT - call the club, email flyout@takeflightaviation.com or add your name to the list that is on the reception desk.

DONT DELAY - BOOK TODAY!

Other Events Advance Notice in April

28th-29th Saturday Bodmin/Roserow overnight in Port Issac.

18th August - Book Now for the Flying Proms

If you want to go to this highly prized event in August please email, flyout@takeflightaviation.com or call to reserve your place. **We have reserved a Gold Pod this year** and the event will be one of the highlights of the year.



For those who don't know the flying proms is held at Old Warden (the Shuttleworth Collection) near Bedford.

You fly in or drive and there is a picnic area in front of a large outdoor stage. The concert orchestra plays music in the vein of "the last night of the proms" and it is accompanied by an aerial display from some of the Trust's aircraft.

The display is seen from a good vantage point. If you are a member of the Trust you can

That can only uplift skills which you can then take back to the left hand seat which overall makes you a better pilot.

As a navigator you can take on all the R/T responsibility and hone your dead reckoning skills as you have the additional capacity not involved in actually flying the aeroplane. However make sure you have all the comms volumes turned up and set correctly if you are using two radios, one to communicate and one to monitor.

You would need a clear demarcation with a co-operative pilot as to who was responsible for which aspects on the flight deck. However you may well have noticed that certain people tend to fly with one another. Generally this is because they have a mutual trust and understanding that works on the flight deck and have in effect naturally selected each other to form a "crew".

This always presupposes that you are flying with a likeminded individual and not the aeronautical equivalent of Captain Bligh. If you find that you have inadvertently formed a crew with Blackbeard and you can see that a zone bust or excursion below rule 5 is imminent again common sense says you shout up - mutiny if necessary but keep the aeroplane safe.

Staying with the nautical piracy theme you may well know that a squawk of 7500 means unlawful interference or hijack. Following a recent incident and interception by Eurofighters please do double check you are squawking what you think you are.

I won't accept the excuse that you only set 7500 to get a good close up of an RAF fast jet....and neither will they! Especially around Olympics time.

Enough from me let's go flying and keep safe, legal and incident free.

Yo ho ho me hearties!

**John Eburne CFI Take Flight Aviation
April 2012**



From the Tower

We had a recent FISO and airfield meeting recently and these were some of the points that came out of discussion.



Radios

There have been a number of incidents where students and first time hirers have been unfamiliar with their radio equipment - perhaps as a result of changing at the last minute to another aircraft.

This even culminated in one visiting aircraft arriving on the opposing runway non radio, and one student on a qualifying cross country visiting the airfield not being able to contact us as he couldn't get 124.025 on his radio. However he had presence of mind to call London Information to ask advice, they called the tower and asked how to set the radio, relayed the message and - problem solved no drama.

Know your equipment, especially changing to the .5 or .2 frequencies as there are a number of different systems about, some aircraft have comms master switches, (some in very odd places). Talk to someone - ask for help.

If you get confused or can't contact who you thought you were contacting whilst in the air try 121.5 they will always help, practise it, they look forward to the challenge, and even if all is well they will telephone the airfield and advise of your situation.

With the Olympics coming along, the eyes of the world and especially the press, will be looking for dramatic stories to publish, dont let yourself or more especially GA become one of those stories.

Taxiing

We've probably said enough on this subject, but a brisk walking pace is what is required as prop strikes or accidents can easily occur.

Flight Information Service

What is it and what do we offer?

To arrive in is easy for a one day event, if you want to fly in or be a passenger then it is an overnight stay as there are no departures allowed after dark. Hence your intentions and numbers are really important now.

for further information click here:

<http://www.shuttleworth.org/tickets/event-details.asp?ID=153>

Congratulations - an UPDATE

The weather broke, the wind abated and the sun shone, and there became a window of opportunity to progress students to the next stages of flight training.

Congratulations go to **Tom York** who achieved his first solo under the watchful eyes of Sat, and likewise **Martin Lynch** who had a coffee one more ciggy and with John saying "I was a passenger in the last three circuits, lets go for it", and he did!

Congratulations also to **Adam Smith** for his first solo who afterwards was seen on the phone to his wife saying "you know that first 32 hour package you bought me - well it's now going to get a lot more expensive!" **Martin Attariani** completed his skills test with John our CFI and was greeted with a celebration from the family who arrived just in time to see him land.



Trial Flying Lesson

There is only "Wellesbourne Information" and after closing out of hours "Wellesbourne Traffic", **Not Wellesbourne Radio**. Come up to the Tower, and visit us, see it from our perspective, and ask if you are unsure about the calls that you need to make as well as the unnecessary ones.

A full description of where you've been for lunch only clogs up the airwaves and prevents calls in the circuit being heard. Rick Ions is a good person to talk to.

This year the National FISO Association are recommending some subtle changes to radio calls, and when they are agreed we will be in touch.

Out of Hours Flying

Now the clocks have gone forward we are moving into the season where Wellesbourne aircraft enjoy the privilege of flying up to official sunset.

Remember there is NO Ab-initio training after the airfield closes, it has to be licensed.

And NO circuits after 5.30, only flights away from the field.

Airfield BBQ Friday 13th April

There is a BBQ outside the Tower starting at 5:30, all are welcome come rain or shine, and Tony Hooper will be displaying some of his model aircraft during the evening. There will be a charity raffle for MAF.

Aerobatic Seminar May 24th

On-Trak are holding their aerobatic instructors seminar on May 24th, this will be followed by aerobatic sequences flown in the vicinity of the airfield - there should not be any disruption but keep a listening watch for perhaps unusual instructions as the aircraft depart the circuit or arrive. The event will be closed by a charity prize giving BBQ - all are welcome.

See you in the Tower.

Ollie

Join AOPA and support GA

Why not join AOPA (UK) as they appear to be showing some teeth at last over the new EASA regulations - if their latest magazine is anything to go by.

If you are a student it's free and you get full membership with their excellent magazine and access to their online website, so its worthwhile to join at the moment.

There are forms around the club - talk to your instructor to fill in the request. It's even worth it just for the magazine!

Can you also remember to cancel your booking on e-allocator if you're not using the aircraft. Even if you're planning to depart later than you planned it's worth amending you booking, otherwise someone may assume you're not turning up and fly the plane away from under your nose.

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 and unless with an account MUST be paid for at the end of the flight.

This is the latest of our 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

[unsubscribe](#)

Another congratulation must go to one of our trial lessons Eileen Lee who had a one hour lesson with Sat on her 90th birthday (perhaps one of our oldest trainees?)

After reporting she thoroughly enjoyed the experience she was asked what's for your 91st? "Wing walking" she replied!

Well done, Eileen keep those spirits up, and stay healthy.



Tech Log System Update

The Tech Log system is bedding in well and there have not been too many teething problems when it has been used in anger.

The general feedback is positive, and we will be making small changes based on feedback.



One new button you may find is that if you log into the system, **there is now a button which allows you to print the last payment** you made - which can be useful if you forgot in the heat of the moment.

Also at the top of the frame **when you have opened a log to go and fly an aircraft**, but there has been no hobbs movement or engine run, (perhaps your favoured aircraft has just arrived and you wanted to swap), there is now a button which says "**delete this entry**" and as stated the entire entry will be removed and everything will be status quo from before you logged on.

Remember before getting out of the aircraft:

1: Hobbs end.

2: Tacho end (4 whole digits and one decimal).

3: All legs logged as separate flights when landaway - so don't forget to write them down!

you can view the training video with our "Aussie" instructors voice on youtube by clicking this link <http://youtu.be/sNROm17wEF4>

Night Flying

Now the clocks have gone forward **all night flying on the three allocated days has ceased.**

Unless you want the lights put on for a specific flight - cost £25.00, call the Tower for further information, they will accommodate if they can.

Timely Reminders

"Take Flight Ground School and IMC Ground School with Rick Ions."

On Mondays at 7:00pm Rick Ions, with a lifetime of experience in flying, runs a ground school for all PPL students, (talk to your instructor and book a place.)

However as we are trying to get all who wish to gain an IMC rating through before the June deadline for JAR pilots - (see the last stop press flightlines sent out or find it on the club website).

last step programme can easily find on the club website;

Rick is also running an IMC ground school.

Subjects to be covered every Monday, on discussion with Rick.

Cost £15.00 per session to Rick.

Rick also has his Ground Examiner ticket and can set questions and examine you at the end of the sessions too.

Why don't you visit the Pooleys website or talk to us and order your essentials now.



If you order online and use the code "takeflight" you should attract a discount.

To go to members page *click* below

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