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Hi there {FirstName},

## Welcome to the April 2011 issue of *Flightlines*

This month there have been many new exciting changes to Take Flight. With the aim of this exclusive club being "Not Just Another Flying School", we have some very hi-tech upgrades coming your way.



Firstly, I am pleased to be back to help keep the club running smoothly this summer!

Having been away at University, it's lovely to be back at the club again.

Meanwhile, to help our students, we have invited **Rick Ions** to become a new member of our team to teach the ground school subjects here at the club.

**Rick** will be available to help everybody, and so if you do want more information, please contact me here at the club.

Keeping our aircraft well maintained, **G-BSCY and G-BPEO have now been treated to sparkling new interiors, and are now available for all of our members to enjoy.** G-BAHF is the next on the list to have this upgrade, hopefully within the next month or so.

I am happy to announce that Mike's own Cherokee 180 (G-AVBG) is now available for PPL members to use and can be booked out using e-allocator.

We feel that keeping a diverse fleet is important to you all, and so **we have also decided to keep G-BPBK**, our Cessna 152. We hope this will be on a permanent basis subject to being able to keep a reasonable amount of monthly hours. This was originally to replace G-BPEO while in maintenance, but it is so popular that we want to keep this available to everyone, for the foreseeable future.

With our keen flyers in mind, it has come to our attention that the current tech logs are becoming quite out dated and difficult to keep in order.

Therefore the club has updated various databases, allowing for a great new system to be installed within the club, helping to overcome various problems which have occurred. We have planned to install new desks and computers at the club, to house an **innovative new tech log system**, which has been designed and written especially for Take Flight for the benefit of everyone. This will come with a brand new and very secure padlocking system on the doors and aircraft keys. Nearer to the time, we will make sure that everyone fully understands these changes, creating a much more modern environment. **To help keep everything running smoothly throughout these upgrades Mike now has an office at the club.**

I would now like to remind everyone that **it is important to refuel the aircraft when returning back to the clubhouse.** This is especially

## Previous Event - IOW Fly Out

As a change of scenery, **the first annual fly out to the Isle of Wight was moved to Sandown**, as Bembridge was still closed due to a dispute.

The Cherokee 6, 172 and Warrior made the trip across the water flying us over to our usual spot at the **Crab and Lobster**. No surprise, the food was again amazing and this led us on to taking a walk across the beach to admire the coastline. The highlight of the trip for all.



**Poor Ken Hodierno, was at the curse of the soft sand.** Yet again one of our members ended up getting stuck in the mud whilst trying to climb the hill on our favorite

walk back to Bembridge.

After a few minutes walking, our group realised that we were missing a member, eventually finding Ken stuck on all-fours halfway down the hill!

Other than this, the trip was a great success. At the end of the day we found ourselves in a taxi, heading back to Sandown. Since then Bembridge has re-opened under the operation of the gliding club.



We hope to repeat this trip later on this year. It is well worth being part of, so please keep an eye out for the next date, and get in contact with us!

## FORTHCOMING EVENTS

### First Wednesdays

### May 4th - Laser Clay shooting

Come and join the club next week on May 4th. Peter Taylor (who has an events activities based business "Proact") is kindly bringing along his laser clay shooting system. For those who have participated in this



before, the competition heats up as the evening progresses. Its a great system with "real" shotguns and clays launched into the air

important in the summer as people often want to fly in the evening when the fuel bay is closed. Please use e-allocator to see who is using the plane after you, and how long for. The fuel bays are not open 24/7 and so it is important that the planes are refuelled ready for the next person to use.

It has also become a regular occurrence for people to not cancel bookings when they have cancelled their flights. **Remember that this stops other members from flying the aircraft.** We don't yet have a penalty in place for the few who do this, but if people keep taking advantage, this may have to be an option. I hope that everyone understands why I'm stressing this point.

Other than this, the club is running really well, thanks to the help of everyone, and I'm looking forward to seeing everyone while I am here, over the summer.

Don't forget to keep your eye on the our events guide on our web site for details of this years events. <http://www.takeflightaviation.co.uk/events.htm>

Have a great 2011. Happy and Safe Flying

**Kim**

## Vicarious Responsibilities

Spring has (tentatively) Sprung and after a very dreary winter I am looking forward to a bit more flying. I think that this winter has been one of the worst in 20 years from a flying stance. It seems that we have had extended periods of bad weather where we have been unable to fly. **Consequently skills degrade through lack of currency.**

Just prior to Christmas, one of our students made a forced landing. I interviewed him immediately after the incident and what struck me most was **how closely a student will stick to what has been taught.**

The old adage that a pilot will revert to type in a stressful situation is true.

Some comments on PPrune surrounding the incident are laughable some laudable. Arm chair critics don't you just love em!

If a person is capable of doing something to performance standard they are capable. **If not then they need more training.** The key word in there is **"standard"**.

It is therefore important that good foundations are laid by their instructors.

Sometimes a students background will help them. I can think of many previous life experiences that may hinder a students progress but now isn't the time for that! However, some occupations are noticeably easier to teach to for instance HGV drivers, Motorcyclists, Plant and Machinery operatives are used to operating machines. That gives them some mechanical sympathy and some motor skills that translate to flying.

An aeroplane is after all just a machine. **It will do exactly what the pilot asks it to do via the control inputs. It has no "life of its own".**

Some pilots are keen to progress as fast as they can but that really overlooks understanding and experience. Some people just **"get"** things quicker than others.

I've been instructing for over 2500 hours and that's not much compared to some but its enough to form some opinions about how courses are structured and what helps and hinders students progress.

Sometimes **slowing down and taking time to gain command experience post PPL before taking on additional ratings** is the best route.

**Learn to make decisions away from your instructor.** Otherwise they become your crutch so to speak. Cut the apron strings.

- come along and join in, last year Gareth from "The Fox" won. If the weather is kind perhaps a few informal burgers may be on the BBQ as well. Drinks at "The Ferry" afterwards to drown sorrows or celebrate victory.

**Note: If you intend to go to the Karting Fly out next month we will be collecting your deposit on that evening as well.**

## June 1st - Go Karting Leicester



**Some of you will have been on last years Takeflight GP Karting Experience at Leicester.** We are looking to repeat this year and June is the ideal time to do it.

So at 17:00ish on 1st Wednesday in June it will be Squadron Scramble to Leicester, then Karting and subsequent return to the Club, with possibly a curry or something to follow.

At present there is availability for the Evening of 1st June at the track but I do need to get it booked.



If you are interested please email me [peter@peterinm.fsnet.co.uk](mailto:peter@peterinm.fsnet.co.uk)

or text 07831 674144, and to confirm booking a deposit of £10 in an envelope marked Karting and your name on it! in the safe at the Club. The balance £30 is required 10 days prior to event yes you guessed it total cost is £40.. (Have to pay this to track and a deposit to confirm booking) In the event of bad weather an alternative date will be arranged.

## June 26th - Vulcan Day BBQ Music



**The 2011 Wellesbourne Wings and Wheels will take place on Sunday 26th June 2011.**

If you want to go over to the "market" side of the airfield - Gates open at 10.00am, free parking. Adults £5 under 14's free. The high speed taxi of the Vulcan will commence at 2.00pm with a slow speed run at 11.30am (subject to serviceability) Pilots and

owners of historic and/or rare aircraft are also being invited to be part of the static display, aircraft will be parked near the crowd line on Rwy 05/23 behind a barrier.

HOWEVER if you want to enjoy the spectacle, why not come to Take Flight - bring your friends/partner etc. we will be having a Barbeque you can watch the high speed taxi, and enjoy some music with possibly a further set from our resident "Banned!" Hanger Management.

More info: <http://www.xm655.com/>

## Groundschool at Take Flight

Take responsibility for your actions from the moment you pick up the key and book out to the moment you book back in. **Flying an aeroplane is much more than just "driving" it about the sky.**

You can teach anyone to "drive" an aeroplane.

Safe Flying *John Eburne*

## Old Pilots & Bold Pilots and EASA

There are even older pilots, who may or may not be bold but probably have a UK national PPL. If you began flying when Mortice was a rigger and Pontious was a pilot this applies to you.

Anyone with a pre July 1998 license has a UK national licence. IE non JAR. From 2012 EASA will be licensing all aeroplanes with a few notable historical exceptions.

In order to fly an EASA aeroplane post 2012 you will need an EASA licence.

EASA do not recognise national licences but do recognise JAR licences.

In order to be able carry on flying the usual GA fleet of Pipers and Cessnas you will need to convert your national PPL to a JAR PPL.

To do this you must fly a proficiency check with the CFI to include radio navigation. I will sign your log book to this effect.

Your old CAA syllabus used to include 5 hours instrument appreciation. In the transition to JAR PPLs this was replaced with 5 hours or radio navigation. You can then complete form JAR01 (SRG 1104) which is specifically for UK conversions to JAR PPLs.

Regards *John*

## Congratulations



### Sparrow Flies the Nest

Congratulations to Andrew who completed his QXC recently. He paced, looked at the weather, paced, looked at the weather, paced ..... you know the rest! then..... flew the safety of EGBW. By Gaydon (he said) "I had settled down and got on with the task and really enjoyed every minute of the flight". Thats true he couldn't stop talking about it on his return. Pity his wife!

### Others who have recently passed their "First Solo"



Chris Wight



Charles Drayson

also congratulations to: Anthony Bermingham - First Solo

Ruth Bridges - night qualification and currently working on IMC

Sunny Kalsi - PPL and Night qualification

## New Key Logging and Access Systems

Not only do we have the best flying instructors we've also now secured one of the best ground instructors!!!

### We're launching "Take Flight Ground School with Rick Ions."

On Monday 9th May 7.00pm Rick Ions, with a lifetime of experience in flying, will start the course with that exciting subject - **Air Law**

Talk to your instructor and book a place, or even if you are a PPL who not have a refresher course, we are sure Rick's experience will not only entertain but also inform in a practical not theoretical way.

Other subjects will be covered every Monday after that, on discussion with Rick.

Cost £15.00 per session to Rick.

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

## On-Line Flight Planning

<http://www.skydemonlight.com/>

This link came across the editors desk and might be useful for all who don't have any flight planning software - and the light version is FREE to use. Log onto the website and use the light version, it downloads some data but you use it online. You enter start point and destination and it displays a rubber band route which you can move or amend. The great thing is it shows NOTAMS for the route and weather (live) you can print a "plug" as well. Worth a look. There is a bought version which gives more maps including Europe as well as extra facilities.

## NOTAMS

### NOTIFICATION OF GPS JAMMING EXERCISE - SENNYBRIDGE TRAINING AREA, WALES 23 MAY-10 JUNE 2011.

Please note there will be GPS jamming taking place in the South West extending up to Gloucester, have a look at the pdf on the NATS site - click on the link below:-

<http://www.nats-uk.ead->

[com/aip/current/aic/EG\\_Circ\\_2011\\_P\\_027\\_en.pdf](http://www.nats-uk.ead-com/aip/current/aic/EG_Circ_2011_P_027_en.pdf)



### From the Tower

**In the UK (but not used world wide) at any airfield with ATC it is a legal requirement to notify ATC of your intentions, and particularly so if you land away or intend longer 'local' flight than normal.** Oliver, our newly qualified FISO from Take Flight explains later on, what you should do on first contact with the tower.

**Summer flying, especially out of hours** remember that taxiways and runways will not always be clear.

**Special care and attention is needed as the barrier is placed across 23/05 Fridays around 1600 and not clear until Sundays (or Tuesdays after any Bank Holiday)**

## Circuit Discipline

As the weather has improved many pilots and clubs are getting airborne again with a vengeance obviously enjoying the air, going solo, revalidating, circuits etc. **So noise and noise abatement is CRITICAL if we are to keep good relations with our neighbouring villages.**

Please remember the late turn after departure from 18 right hand and especially the right 030 turn after take off on 36 left hand.



You will notice over the next few weeks we are installing a number of new IT systems to improve the smooth running of the club. The first of these is a new Credit card machine - hopefully it is as simple as the previous one to use.

The second item will be a new Key Safe which will appear on the wall, this is to store the aircraft keys safely and NOT in the tec-log folders. The keys are attached to the blue pegs you see sticking out as seen on the photo.

You will have to enter a code on the keypad to release the key to your aircraft.

What code we hear you say? well each member will be issued with a unique secret logon code via our new text messaging system in the next few weeks.

This code will (eventually) give you electronic access to the club, access to the keys, access to the tech logs (which will be an on screen system) and access to amend your own on-line membership details, so that you can update your phone/e-mail info as well as medicals/license renewal dates etc.

**Can you also remember to cancel your booking if you're not using the aircraft.** Even if you're planning to depart later than you planned it's worth amending your 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.**

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](mailto:flightlines@takeflightaviationgallery.com)

[unsubscribe](#)

**A map is in most airfield guides and posted on the Club door so there is no excuse for a Wellesbourne based pilot to get it wrong - if uncertain ASK**

**Also there is strictly no circuits after 17.30 or before 0900.**

## Newly qualified FISO



Hi there!

These are just a few notes that I have learnt from my short time in the Tower reminding you how to book out, to help you help us.

**Each movement of aircraft must, by law, be logged in the Tower.**

At Wellesbourne this is done manually in a diary and the four pieces of information we must log are as follows;

- 1. The aircraft registration**
- 2. Number of people on board**
- 3. Type of aircraft**
- 4. Details of flight**

In terms of the detail of the flight it can either be logged as **circuits, local, or a destination airfield.**

**It is therefore essential that if you are going to land away - even at just a small private airfield or strip - you must inform the Tower where you are going.**

It might also be a good idea that if you are going on a local flight, do not plan to land away but may be away from Wellesbourne for some time, that you inform the Tower of this also.

This would alleviate any problems with having to contact D & D if you are away for a long time, **we do care about your safety you know.**

**All of this information can be given on first contact with the Tower as this will give us all the information that is necessary for your flight and therefore cut down on radio traffic.**

I hope that this will be of use to you and hope to hear you on the radio soon.

Safe flying!  
Oliver

To go to members page *click* below

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

Flying Lessons