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Hi There {FirstName},

**A very warm welcome to all our new members.** It is not always possible to meet up with everyone regularly, and so, in this special "extra" edition of FlightLines we are going to introduce the main characters in the club as well as outline and reiterate some events, current news, and safety issues that might be of interest to you all.

## The "Management"



**Mike Roberts MD**

Mike was born and educated in Solihull, when a chance meeting with the boss of a local firm, whilst insuring his first car as a student, found him working in insurance. He left to set up his own Insurance Brokers at just 21, becoming the youngest in the country.

Mike sold that business to pursue a childhood ambition to work in radio, where he spent ten years as a local radio presenter, working for various BBC and Independent stations.

Mike owns a commercial property investment portfolio built from scratch with property across Birmingham and Warwickshire and business centres at Coleshill, Henley in Arden and Rugby.

He became a member of Take Flight in 2004 and took over the business in 2006 following the previous owners retirement. He is a 600-hour PPL with Night Rating and IMC.

## Membership Policy

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

## 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 Flights 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.

## It was "Six of the Best"....and now it's "Seven of the Best!"



**Dave Green** The owner of G-BAHF has now based his aircraft with TakeFlight. Welcome David, we hope you enjoy our hospitality.

HF was based at Coventry but with the licensing issues there, he thought it best to bring it to

where our newly signed members are familiar with it. The POH will be on the website soon as will be a hard copy in the clubhouse. So we now have 2 140 Cherokees for training, a Warrior and an Archer for cruising, a 6 for going places, and 2 high wingers' one for cruising and one for training and "expanding the envelope into aros"

## ***and yet more ...we*** have a special offer on BUJN for this month only

- it's the same price as PL and HF! (the 140's) till the end of February. Get booking, or if you haven't flown it, get checked out with an Instructor while its so cheap!



## .....but we've also got "Six of the Best" Instructors

John Eburne -  
CFI

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## STOP PRESS - NEXT WEDNESDAY NIGHT

On February 24th, we are holding a "Meet and Greet" at 7.30pm

We have organised an open evening for next Wednesday

Titled, all you "**really**" need to know when flying abroad

- at great expense we are having a wine tasting evening so now when you go on that first trip to the Bordeaux region you will know which wine to choose with which course! The wine is being supplied by local wine merchant [SH Jones of Leamington](#)

Pete Taylor will also be organising a small contest and we are sure that Mike may offer some prize or other - perhaps what's left of the wine!  
SEE YOU THERE?

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## Safety notes - John Eburne

Periodically I put pen to paper as your CFI and keep you abreast of developments at Take Flight. Last Friday we had the airfield users group meeting (with a representative from each organisation attending) and the key issues were circuit discipline and controlled airspace.

### Circuits

Wellesbourne operates usually from runways 18RH and 36LH. The circuit is flown over the countryside towards Stratford upon Avon rather than Wellesbourne village. For the sake of clarity and to clear up any misunderstandings our circuits are flown outside the villages of Loxley and Hampton Lucy. That doesn't mean to say that the circuit is a mini cross country exercise. The whole point of the circuit is to be able to get back to the field if you have an emergency. On the field there are trained fire fighters with first aid experience and support vehicles in case the worst happens.

I sometimes see pilots in the circuit flying out over Tiddington on the downwind leg. If the engine conks there you will be going down in open country which makes getting to you harder.

Please try to keep your turning points just outside the villages. Be very watchful of other aircraft in the circuit, once one aeroplane extends downwind the pattern will stretch out and aeroplanes may not always be where you expect them. Listen to the Radio and look out at each turn as many people join downwind/crosswind oblivious of how many aeroplanes are already in the pattern, or else call long finals from the south. The airfield prefers an overhead join (but have a good look out as you descend deadside.)

The climb out from 36LH dictates that you track 030 once airborne. There is a handy reminder board at the hold of 36. Can people please gain height before making that turn. Its to avoid creating noise over Charlecotte village but it doesn't mean you have to drag your starboard wingtip across the airfield hedge. Use common sense and make sure that you are climbing before you turn we don't want anyone cartwheeling across the market!! Turn at the END of the runway.

The turn points on 23RH is climb straight ahead and turn at 1000ft outside the settlement of Loxley Park on the climb to crosswind from 23 and outside Hampton Lucy turning base leg around the vicinity of the green roof at the horticultural research centre. The climb out on 05LH should avoid Wellesbourne ie a 20 degree turn left and again keep clear of all the villages.

There is a diagram of the normal circuit pattern on the door as you leave airside, and a copy pdf on the members website.

**We will be bringing you further updates "from the Tower" on circuit discipline probably at the first Wednesday meeting in March as the rules, agreed with the airfield management, firm up.**

### Controlled Airspace

Even the most inept navigators cannot help but notice that there is a bit of controlled airspace to the north of Wellesbourne. Its known as the Birmingham Control Zone. The clue is in the title!

Zones come right down to the ground and this one is centred on a 10 mile radius around Birmingham Airport – Garretts Green neck of the woods to the hedge hoppers among you!



John Eburne has been the CFI at Take Flight since the summer of 2006.

He has been instructing since 1998 and has around 3000 hours. Qualifying through the old CAA self improver route was one of the last ever CAA National AFICs prior to the introduction of JAR in 1998.

As well as being a QFI he is also a PPL Flight Examiner and Ground Examiner. This means that all of our examining can be done internally, for IMC Ratings and for those PPL's that he hasn't trained.

When giving us his notes for this newsletter, John commented *"I'd like to think that I'm approachable and I am always keen to help people with any questions and planning issues that they may have. I work on the basis that there are no daft questions in aviation. Although a fairly relaxed individual I do still demand that safety is a key issue. I have a great team of Instructors at Take Flight and believe that we offer a special way of enjoying the gift of flight."*

SEP/MEP Land

QFI/IRI + Night + Ground Examiner+ Flight Examiner



Sat Kalsi - Instructor and Ground Examiner

Sat has been instructing for 10 years, being one of the final instructors at Birmingham, he then moved to Halfpenny Green offering instruction and ground school. Sat has been with TakeFlight for over a year now and is building up an excellent reputation with his students. With instructing being his passion, Sat says *"this flying club is unique where all the facilities are available on site 24/7, with member access online. It makes us a grown up club, and most importantly I have found it very very friendly - yes we are one big family."*



Sharlene Thiele - Instructor

Sharlene, our newest instructor has been in the UK for nearly 17 years. She gained her PPL in the UK 15 years ago, then did the MEP in Australia. She went out to America for some hour building in Florida and then had a break from flying for about 5 years.

She got back into the flying and sat her ATPL gound exams at Bristol, then did her CPL and IR at Humberside.

She has done lots of pilot assisting in the King Air aircraft, the Pilatus (PC12) and recently had her first go in a Beech Premier jet.



David Donovan - Instructor and Aeros

*Always smartly dressed - usually with a parachute hanging off his back!*, David has been flying for 20 years which has included instructing, corporate, aerial survey, air taxi, and airline work. He can instruct PPL, IMC, Night, Multi Engine, and is qualified to teach Aeros.

Birmingham, has had a number of zone busts recently, and as traffic density increases so we must be more and more vigilant about our vertical navigation skills.

There are stubs of controlled airspace around the zone and the ones that are closest to us are the area above Warwick and Leamington that has a base of 1500 feet QNH and the area above Wellesbourne at 3500 feet. There is also a section that runs north west from Snitterfield past Redditch with a base of 2500 feet. Don't forget that these bases are relative to Birmingham's QNH not Wellesbourne's. (Yes really) so to be accurate you should be flying on the Birmingham QNH if you are operating beneath one of their areas.



Looking at a map of the zone busts click on the pdf logo - on left to download.

Here, even a casual observer has to conclude that the vast majority are on radials around the Honiley VOR which may be indicative of the modern use of GPS where a "Go to HON" is used as a waypoint without any further real consideration. GPS is a subject all of its own but it brings a greater responsibility to the user to use it wisely. Even so Birmingham is on our doorstep and we must treat their airspace professionally as per the AIP.

With the introduction of the 0010 squawk code there is less need to *actually* speak to Birmingham, so even the shy people on the radio don't have much of an excuse, provided that they are listening out on 118.05Mhz. Birmingham will speak to you if they can see you and feel you are on a heading which may cause a conflict.

Again use common sense. Is it really likely that you will get a zone clearance from Birmingham to track due north through their zone when you have just got airborne at Wellesbourne. Either call them on the land line first and arrange a squawk or route around them via Redditch or Coventry.

Talking of incursions into controlled airspace there is another area that can catch out the unwary. The Daventry CTR passes over Rugby to the east at FL45 at its lowest. On days when the QNH is higher than 1013 you will be higher in the atmosphere than you would be on standard pressure. However you will be flying an altitude not a flight level. The net effect could be believe that you are happily flying beneath Class A airspace at 4000 feet on a QNH of 1035 but (1035 - 1013 = 22 mb x30 feet = 660 feet) you could be 160 feet inside the Daventry CTR class A. Honest mistake I know, but it just goes to show you how easily it can be done.

#### Airfield Minima

Wellesbourne doesn't have a published weather minima for its use. It has a wooded hill with an elevation of 375 feet to the south of runway 18. Lets just ponder on this a moment and think back to Air Law.

Rule 5 says that we shouldn't fly within 500 feet of any building structure person cattle etc. except in the normal take off and landing phases of flight at a licensed airfield.

Elsewhere within that easily digested tome there is a note that says anyone can put up "frangibles" (aerials to the rest of us), to a height of 299 feet above ground level before they have to notify the CAA that its even there.

You can see where I am going with this can't you? It would be entirely legal for anyone to erect a 299 foot aerial on top of the hill under the climb out at Wellesbourne.

Lets look at licensing privileges and see if that's any clearer. Your basic JAR PPL allows you to fly in sight of the surface clear of cloud minimum in flight visibility 3km. That's quite poor conditions like a typical anticyclonic summers day. Usually around the 3<sup>rd</sup> day of such a weather system in England when all the murk from the continent wanders back in from the east. An IMC rating requires a minimum cloud base of 1000 feet and 1.8Km visibility prior to take off.

Why then do people blunder off in the fog and mist with the icing index as low as 2000 feet? The only answer is because no one can legitimately stop them.

Please use common sense when flying at this time of the year. If the weather looks bad on the ground, its generally a lot worse up aloft. Have a cuppa relax in the club room and go another day. Better to be down here wishing you were up there than up there wishing you were down here etc..

#### New Faces

It is with great pleasure that we welcome some new faces aboard. On behalf of TakeFlight, I'd like to extend a friendly hand to all the pilots, and would be pilots, who have found a home here following the issues at Coventry.

Its never easy dealing with change, particularly halfway through your training. Rest assured that my ear is always open to any questions or advice from you guys and gals.

Book him up for a session to "expand your horizons", and if you're doing it right he's always giggling, and thats most of the time! By the way, he likes his drinks and flying "shaken but not stirred!"



Richard Beesley - Instructor

Richard first obtained an FAA PPL in the States in 1985. Currently holds FAA CPL IR (MEP), JAA CPL/IR (SEP & MEP) and Instructor Rating (SEP). Trained at Oxford Aviation Academy between 1999 and 2001 on an ATPL(A) Integrated course. "Flight Instructors" rating was obtained locally with On Track Aviation, Wellesbourne. He was a competitor in London to Sydney Air Race 2001 piloting a Cessna 310. Richard lives in Stratford upon Avon and is available at short notice for check rides, trial flights, *bar mitzvahs, weddings, hen parties etc. etc.*



Ali Charlett - Instructor

Ali started flying at 13 with a gliding lesson, the "bug" bit hard, and this was followed by a PPL, CPL, and several years instructing, whilst flying an air ambulance finally culminating in flying a private jet. Currently with 3000hours logged. Ali is a calm patient instructor, but his training skills did get Clark Stanley his license in 45 hours exactly - Clark then attained his IMC, Night, and is currently completing his Aeros AOPA certificate, congrats Clark!

## Round up of January events

### Sarah Outen Club night



Sarah came to the club for one of our "first Wednesday" evenings.

For those who didn't come, Sarah rowed solo across the Indian Ocean, ate 500 bars of chocolate, and gained 3 world records in the bargain. Her illustrated talk was inspiring (how do you right a capsized boat when on your own, with waves 20ft high all about you.

As part of her "fee" Sarah had her first flying lesson with

I myself learned at Coventry in 1991. I want to see it reopen in due course as it's a great asset to GA in the local area, apart from that, as I live in Ryton on Dunsmore it used to be real handy to fly on my holidays from. However, it's a commercial world and I believe that if you have committed to us then it's in our interest to give you training every bit as good, if not better, as you could have had at Coventry.

It's great that Sharlene has arrived with a clutch of students under her wing. As you may have realised we are more of a club than an out and out flying school. Confidentially you may have made a very good choice as it is a sad fact that around 60% of all PPLs do not fly after 2 years of getting the licence. That's usually because a flying school is more of a production line and is always looking for the next person to train. We take the view that it can be a lonely old world once you actually have the licence so I would urge you to join in on any fly outs that we have. Just like any other club you only get back what you put in. If in doubt just make yourself known to anyone who is about and I'm sure they will point you in the right direction.

Here's to a successful and safe 2010.

**John Eburne CFI**

## Members Gallery



The members gallery is available to upload pictures for some of the trips and events that happened over last year. Have a look around, follow the instructions, and browse

through the images at <http://www.takeflightaviationgallery.com/> or via the link on the TakeFlight members page.

## Events Planned for 2010

Follow the events page on the TakeFlight website for provisional dates and further broadcasts, but for your initial interest

### Fly Outs

April 17th Dublin - whatever they say, Guinness is better over there!

We had an abortive attempt to go on our annual bash to Dublin last October. so we are setting a date to attempt it again this year.

Last time we attempted a race, with the "boys" travelling GA and the "girls" travelling Ryanair, and it was to see who arrived at the hotel first.

Some of us have reserved rooms at "[Stauntons on the Green](#)" who had kindly kept last year's reservations active for us. The usual procedure is to book your own accommodation (as it's easier to cancel on a card), and with this early heads up warning of a trip, possibly reserve a cheap seat on Ryanair in case the weather is no good (you should at least have one IMC pilot on each aircraft - and even do some refresher before you leave)

Normal itinerary is Sat/Sun trip, dinner at "[Oliver St John Gogarty's](#)", followed by a trip to the Guinness factory etc.

However if Ronan Dardis, or the "McFarlanes" come along this year, as natives, we are sure they can organise some more traditional out of the way visits.

If you want to express an interest for this trip email [events@takeflightaviationgallery.com](mailto:events@takeflightaviationgallery.com)

Sharlene but no solo this time!

Her next trip is to be "Sarah power" right around the world, which will be kayaking up the main rivers, cycling across continents, and rowing the main oceans. She says she thinks her final landfall will be the Scillies - be there!!!

Follow her website [YOUR SUPPORT WOULD BE APPRECIATED . http://www.sarahouten.co.uk/](http://www.sarahouten.co.uk/)

## Following Sarah's "solo", we also had some SOLOS!

Many congratulations to:

Adam Green completed his first solo flight in a fixed wing aircraft on the 5th February 2010.

Supervised by Sharlene, he went solo after 4 hours and 5 minutes! He did have the advantage of being a glider instructor which helped, but still it is an amazing achievement.

Supervised by Richard and David Donovan Chris Clark completed his "first" single circuit 10 minutes before sunset. He was ready weeks before but what with weather etc. was just marking time, so with nothing in the circuit and the wind straight down 36 the deed was done. With congrats from the tower "mine's a G and T" Chris honoured the tradition of buying the first round - all potential "first solos" beware, it's amazing how members appear from everywhere when there's a free drink!

## 5th February - trip to NATS



The postponed visit to Swanwick took place on Friday 5th February. and 13 members drove down to the NATS building at Swanwick, it's heartening to know that with all the billions of pounds spent on a state of the arts facility, London Information is two blokes, two maps on a wall, some push pins, a Pooleys, an A to Z and a road atlas. Talk to them they want your business.

Then we looked at DandD. The skills of these guys was incredible to pinpoint you if lost, even using the position of the sun relative to your cockpit, and timing from your departure point. If you are above 3000ft then they can use all the radar heads to pinpoint you within 2 seconds! They are desperate for you to practise, try practise pan's or practise position fixes - the following day all attendees were trying out this service with gusto, and were thankful of the knowledge that the service was there to help (who needs GPS?)

## Log Books - and more to come

This is the sixth 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](mailto:flightlines@takeflightaviationgallery.com) Best wishes and safe flying,

**MIKE**

[unsubscribe](#)



We have secured a trade account with Pooleys.

We now have in stock our own logbooks, (with a nice large gold foiled Take Flight logo on the cover), to purchase at £9.00 including

VAT. Come on support and promote the club. In addition members will soon have an access logon code to enter Pooleys website to gain discounts on all goods. Look for the link on the TakeFlight website.

## Join AOPA - for free!



Did you know that TakeFlight was a corporate member of AOPA UK? AOPA offers many other courses and challenges that can be taken up, and so it is well worth joining, even if its just for their excellent magazine. However if you are a student member of TakeFlight then it is free. Just log onto their website and follow the instructions and all will be revealed.

## Notes from the Tower

For the information of new members and owner members, the airfield from time to time issues notices that cover safety or operational issues.



These are printed out if appropriate and added to the back of the Pilots Order Book (in the clubhouse on the bookshelf) as well as at the back of each of the tech log sheet folders.

Any highly important relevant current notices will also be posted on the back door as you exit airside.

Remember, it is a condition of membership (we signed on joining the club) that we read and accept the content of the Pilot Order Book, and we sign out in the relevant tech log, stating HOBBS Start time, destination or detail, and persons on board BEFORE the flight takes place.

The signing of the log sheet shows that we have read all notices, etc. and are prepared to accept the aircraft for flight.

[Additionally, when calling up the tower on first contact please state intentions of flight, and if landing away your destination](#)

This section will be updated in the next issue of Flightlines as we standardise the circuit pattern

To go to members page *click* below

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