



Hi there {FirstName},

## Welcome to the February 2013 issue of flightlines



Happy 2013!

Our first member meeting of the year brought together nearly a quarter of our PPL members all eager to see our proposed list of fly-outs for this year.

We have varied and ambitious plans, with evening hops as close as Leicester to week long trips to as far away as

Venice!

Hence you may have seen my imaginative description (if I say so myself) "Venic'n Curry"! Our second "first Wednesday" meet moved to Thursday to allow us to take in Leicester airfields famous curry.

Unfortunately the weather beat us **so we've rescheduled for 21st February**. We assured there's no horse meat involved and it's not Deer either at around 30 minutes flying each way!

There's a full list of 2013 events on the web site [www.takeflightaviation.co.uk/news.htm](http://www.takeflightaviation.co.uk/news.htm)

There's also more detailed sheets with descriptions of each fly-out to follow. The first few available at the club and on-line. *Don't forget you can come as a passenger even if you don't want to fly.*

I was lucky enough last year to enjoy some great flying, even away from



Take Flight. I got to fly around and land on the snow covered mountains of France although I have to admit it seemed odd when you set the QNH and it gives you an altimeter reading of 6500ft when you're on the ground!



The other extreme was a somewhat flatter landscape, warmer climate and the best aviation hospitality the Sunshine State has to offer. This was a fact finding trip to **Pilots Paradise at Indian River airfield near Vero Beach Florida**.

I'm pleased to say that **Ollie Fisher** who is an RAF Pilot and Instructor will be giving us a talk on "Pilots Paradise" on our **"First Wednesday" meeting in March**. Pilots Paradise operates two holiday destinations

## FORTHCOMING EVENTS

### Leicester Revisited 21st February

#### Night Flight to Leicester for a Curry!



The re-scheduled fly out to Leicester **takes place on the 21st**.

Weather dependant obviously, rendezvous a 4:30 for a depart at 5:30. Leicester is only about 30mins away and the cafe at the field serves up a great curry at 6:30.

**Depart at 7:30 for an arrival back at base by 8:00.**

Please renew your interest by calling the club or emailing [admin@takeflightaviation.com](mailto:admin@takeflightaviation.com) whether you intend to fly or would like to passenger, and we can plan the evening.

For those who viewed the "teaser" image on our facebook page promoting our Venic'n Curry flyouts - the rugby image was the Leicester Tigers, so the clue was in the image. See you on the night and hope for a good touchdown!

### First Wednesday March 6th

#### Ollie Fisher - talk on Pilots Paradise

If you fancy flying in Florida with all the freedom that this entails, why not come along and talk with Ollie about the setup of Pilots Paradise and the simple conversion you need to your license to fly in the USA.

### Previous events - The Club Christmas Party



Waking up with your aircraft next to your apartment and just a few feet from the grass strip is just fantastic. The name pretty much sums it up!

Talking of exciting flying - I'm pleased to be able to announce the addition of a fully aerobatic **Slingsby Firefly T67** to the fleet. The aircraft has fully inverted fuel and oil systems as well as a full nav/comms fit for even IMC work, although I'm not sure I would want to fly it upside down back from Leicester after a Lamb Vindalo!

The aircraft is with us for a three month trial and it will depend on utilisation if it is practical for us to keep it permanently. **It needs to fly a minimum of 150 hours a year to cover costs for us and the owner.**



**Dave Donovan will be offering the AOPA aerobatic certificate** and checking people out to authorise aerobatic hire. The aircraft has a variable pitch propeller so it's a good introduction to more complex aircraft as well.

As always a **reminder to cancel your bookings** if you're not flying regardless of weather conditions. We can often make use of down time to look at maintenance issues.

On the subject of costs, our maintenance and insurance costs have risen substantially in the last year. Whilst **safety is never compromised** it's a constant battle to keep costs under control and everything working.

I'm often faced with dilemmas, such as *"should we get an auto pilot fixed?"* At the cost of several thousand pounds, that could effectively put the hourly rate up by ten or twenty pounds an hour. It's a similar battle between utilisation and availability.

Whilst it great to always have aircraft available, which is the case pretty much 99% of the time, an underutilised aircraft can result in some significant increases in the fixed costs when calculated on an effective hourly basis.

For example, an aircraft that only flies a couple of hours a week can result in a split of costs of around £25 an hour for insurance, £60 plus an hour for maintenance (the annuals still come round the same), £20 plus for parking etc. and that's before the major hourly cost - Fuel!

I'm currently reviewing our pricing and I'm hoping that I can still maintain the existing rates on some aircraft. At the moment I'm anticipating that a couple of the aircraft will have to go up by between £4 and £10 an hour to break even, but more on that soon.

The aim is to keep a 152 at under a hundred pounds per hour with the PA-28's at starting at just over, I still feel the club offers exception value with access to a fleet of aircraft, competitively priced to use as if they were your own!

Well here's hoping for some better weather soon. **If you've not been flying for a while take a look at Johns briefing.**

If you're a social media person and not following us already, we're active on **Facebook and Twitter**. Happy and Safe Flying. See you soon.

Mike

## Skills and Currency

I've always maintained that it is relatively easy to teach people to *"drive"* an aeroplane. I've met lots of aeroplane *drivers*. The skill comes in being able to fly effectively as a single pilot navigator. The motor skills that make a good pilot have to be practiced regularly otherwise they deteriorate. Unfortunately there is a cost involved there that not all licence holders can afford.

As with any activity there are those who have some natural talent and those who will struggle to maintain any sort of proficiency. **Flying is no different to any other activity, there is a bell curve of good bad and**

This time contrary to the previous three, which were held at "The Aviator" Sywell, it was decided that we would open up the event to more members by holding our annual bash locally. Previously we joined another 300 party goers from all walks of life but experienced the collective entertainment of tribute bands, DJ's dancing and a casino. Although the entertainment was good - the evening wasn't a "Take Flight" event.

So this year the Saxon Mill at Warwick was the exclusive venue for approximately 60 members and partners. The food was excellent, especially as the staff took the food orders at the table from an extensive menu and delivered all in good time.

All the entertainment was home grown especially with the rush for each table to complete their "aircraft jigsaws" first and win the bottle of champagne.

The "make a phrase up from our aircraft registrations" brought many unrepeatable but hilarious answers. It was won by John Slater Reay with **Gordon - Brown Pissed Everyone Off!**

Musical entertainment was provided by the exceptionally talented Thom Kirkpatrick with his technique of Layering vocals, bass, drum-kit, synth, guitar and cajon, his live performance was a musical high-wire balancing act.

The evening was rounded off with a "set" from our resident DJ Mike. The sight of some members gyrating about the floor, we should start helicopter training!!

All in all an excellent evening, and we look forward to the next one.

## Congratulations - an UPDATE

It has been quite a while since we have celebrated any congratulations so here goes, with apologies to any we have missed to date.



Jim Smith Skills Test

Anello Prota Skills Test

Seb Stratta Skills Test

The hardest task for these guys and their skills tests was to find a day when the weather and especially cloudbase was acceptable enough to complete the task. Especially as with the new regulations the agreed date for the test has to be e-mailed to the CAA with the date, airfield, student name and examiners name and cannot proceed unless approval is given.

However, after all the waiting congratulations to Jim, Anello, and Seb.



First Solo's

**downright ugly.** It has been said that flying is a huge mirror – it will reflect and amplify any shortcomings that you have. It will make you be true to yourself, in short there is no hiding place as although you may be able to convince other people of your abilities the most important person to convince is you and hopefully you are your hardest critic.

Luckily the human condition tends to have a healthy sense of self preservation hard wired in to it. Most people most of the time will simply say that they are out of practice at something or not sure of a procedure. Ask any of the members who fly for airlines what their IR currency requirements are and you will see a yawning gap between the commercial world and the PPL world.

If a professional who is flying for a living is required to complete 6 IR approaches in 6 months and be line checked every 6 months, **is it not a bit foolhardy or indeed arrogant to expect to be able to fly an NDB or shoot an ILS from cold having not seen one since your IMC training?**

Although the club is self policing there are certain rules of the air that need to be observed. **Carrying passengers requires that you have made 3 landings in 90 days.** That can easily be achieved by a short solo circuit session beforehand. **Don't forget that you have a responsibility to your passengers who may be completely unaware about currency.**

If you haven't landed an aeroplane for 12 months would you think it a bright idea to try it in a crosswind? How about at night? **Skills degrade very quickly. It is easy to become complacent about your ability. You might have been good once but how about now?**



With the recent months of short days and bad weather it is ever likely that your flying opportunities were more limited than during the summer. **Sometimes it can be well worth taking the time to fly with an instructor** again to brush off cobwebs or just to be blindingly honest and say "I've never really felt comfortable about X or Y can we go and practice?"

To my mind **the mark of a safe dependable pilot is the self critical type** who wants to learn and improve rather than the rating collector who rarely ever flies. **It doesn't matter what colour your licence is or how many hours are in your log book,** you are only ever as good as your last flight. Did it go as well as possible or was there room for improvement?

Where on the bell curve did you think you were and where are you really?

It's something I have to work at all the time.

## Renewals and Revalidations – A Request for help on Paperwork

There was a time when a renewal or revalidation was a straight forward thing. Then **EASA** happened and although the flying programme remains largely the same the Brussels legislative Gnomes have ensured that the paperwork can now take almost as long as the flight!

**Just so we know what we are dealing with lets get some terminology straight.**

**Revalidation** = Your Licence is current your medical is current and your rating has not expired. That is to say your SEP (Land) has an expiry date that is in the future. You simply want to keep your existing privileges valid.

**Renewal** = Your licence and or your medical or your rating has lapsed, i.e. has expiry dates which are now in the past. You want to renew your privileges.

### Revalidating SRG 1119B

Your rating remains valid for 2 years from the date of signing. It doesn't matter if you fly 1 hour or 1000 hours in the first year. You must however



A first solo is always a momentous occasion, where all the skills taught to date come to a head, and your instructor gets out and probably says "I was a passenger in the last few circuits - so go do one on your own!" That's when you realise how heavy your passenger was as the aircraft leaps into the air and you reach 1000ft before the end of the runway! Congratulations to Simon, Phil, Andy R, Paul and Andy H.

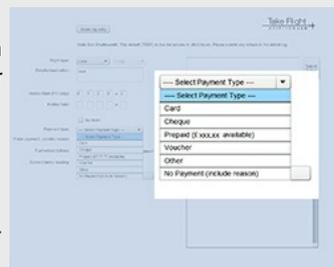


Probably one of the greatest adventures is the QXC landing at two new airfields and a flight probably as long as you would normally expect once you get your new licence in your hands, and all on your own. Even the skills test is with another person!

So congratulations on your great adventure to Seb and Adam

## Tec Log updates

The electronic booking in and tec log system has been successfully running for over a year now, but there have been a few new improvements which will help the administration.



When you go to finalise your flight and select payment type, there is now a drop down menu for you to select from.

This makes sure that you select the correct type especially if you have made an earlier prepayment. In that case select "prepaid" it will show you the amount you have in credit *before* the current flight, and when you complete the transaction and logged out, your print out will show you the balance you have *after* the flight.

When the screen greys out or a statement comes on the screen stating server busy.... please remember that what you have just input is being transmitted to an off site secure server, so is dependant on our internet broadband connection which can be slow at times. Once the connection is re-established then the transaction will complete.

## Night Flying

Don't forget Night Flying will end once the clocks

matter if you fly 1 hour or 1000 hours in the first year. You must however fly at least 12 hours in year 2. Included within those 12 hours must be at least 1 hour with a flying instructor, **not 55 mins but 1 hour.**

In addition you are supposed to have also completed at least 9 hours as PIC. You have a 3 month window prior to expiry in which you can revalidate. For example if your SEP is due to expire on 15th April 2013 you have anytime from 15th January onwards to get your flight with an instructor in.

If you meet the renewal criteria you then need a **flight examiner** to sign your ratings page to state that he has seen log book evidence of compliance with the above.

You might be surprised at how many licences I come across with no ratings page in it. Very odd you might ask. I can't work off story lines - I need to see the original documents. **No documents no signatures.**

If planned properly a revalidation is a very straight forward event. However the paperwork is now a little more in depth. **Could I please ask people to download and pre-complete the appropriate form.** You will need **SRG 1119B (or E if TMG).** You will notice that a lot of new information is required which is all contained within your licence, **and I don't think that it is my job to fill all of this in for you.**

At the end of the day its your responsibility to keep your licence valid. If you can present your documents for checking and signature, I can carry on not charging you for the signature. **However, if I have to keep spending 20 mins rooting through your licence on admin, for your benefit ,that might change.**

### Renewals

When renewing your licence or rating we need to cover off a few more issues. By definition something, be it licence or rating will have lapsed. If it's the medical that's a different issue and you need to sort that with a medical man.

### Licence Renewals SRG 1102

A licence renewal is really a paper exercise (SRG 1102) and you may need to do this if applying for a new rating as CAA will send you back a new EASA licence with your new rating. At a cost of course, currently £73.00 for a PPL.

A point to note is that if any of your ratings are not valid when you send this off, the new licence will not include the lapsed ratings automatically but will have a "ratings to be renewed" page.

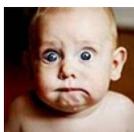
### Renewal of Lapsed Ratings SRG 1119C + 1107 + 2199

EASA now require several items of paperwork to accompany the application for the renewal of lapsed ratings. Once again it will help things along hugely if you can pre-complete as much of the above forms as you can.

The logic here is that the SRG 1119C is the application. The SRG1107 is to record the refresher training identified and given. This is an important departure as it now contains a course completion certificate and recommendation for test following refresher training. Clearly we need to be realistic about this. If a pilot has gone 1 month over his renewal his requirements may be wholly different to someone who hasn't sat in an aeroplane for 3 years.

There is also SRG 2199 to complete the package which is the examiner's report. I fill this one in you may be glad to know.

Hence, the request for help with paperwork. As ever I will help anyone but its a two way street and **dumping potentially 3 blank forms on my desk for a renewal with an equally blank expression** may result in a particularly thorough assessment of your flying skills! Once we all know the rules we can all play the game.



John Eburne CFI Take Flight Aviation

go forward.

**A good rating to get, and is only 5 hours with NO written exams.**



How about revalidating your existing one or planning a fly around Birmingham? Or perhaps try our curry night to Leicester airfield on the 21st of February?

Cost for night flying is usually £10.00 per sortie, and is on Thursdays and Fridays, (official night till 8.00pm)

## CAA MAPS

Make sure you are current, the new **Southern Edition** map will be available from the club from publication date of 7th March for the princely sum of £15.99.

Make sure you are current and legal place your order now.



There are changes to the map around the Birmingham zone hopefully to reduce the number of incursions into controlled airspace.

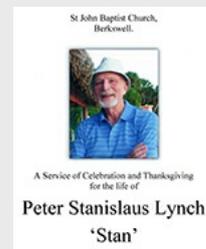
## Stan Lynch

Some of you may have had the privilege of personally meeting Stan, or more likely heard his calm relaxed voice on the radio at weekends, controlling the traffic overhead on the ground and in the circuit .

Stan sadly passed away in his sleep on the 4th of February after a long progressive illness.

His service of thanksgiving was held at St John the Baptist Berkswell and was attended by over 250 friends and relatives from the Airfield as well as from his previous career in the CAA.

Our thoughts are with his family.



## Blind Dave

You might have heard of "Blind" Dave Heeley.

His name's a giveaway - **he's called Dave and he's blind** - and he does a lot for charity. A couple of years ago he ran 7 marathons on 7 continents in 7 days.



Recently he's been helping raise money for the Cure Leukaemia charity which is being supported by BBC WM. Dave's been doing various stunts, including driving a train... **and the next obvious thing**

**to do was to fly a plane!**

So at the end of January Take Flight member and WM producer **Mark Newman got Dave up with Sharlene.**

Mark sat in the back recording the flight, and said, "Dave's control was really rather good. Certainly better than my first flight with Sharlene!"

Mark also makes **Flaps Podcast**, an online aviation radio programme. The next edition will feature the audio report of Dave's flight.



In the meantime Flaps can be found at [www.flapspodcast.com](http://www.flapspodcast.com) - if you've never heard it, it's worth a listen.

Dave also recorded the flight with a Go Pro camera, and the

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#### MEMBERSHIP POLICY

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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)

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footage of that can be found at <http://www.youtube.com/takeflightaviation>

## From the Tower

### CAP 797 is Changing!

Now i'm sure all of you , like me, will be overflowing with excitement at this statement, but a small number of you of how this may affect us at EGBW.



Cap 797 is the FISO's operating manual, and for the past several months this has undergone a series of changes proposed by the CAA and challenged by the FISO union and a large number of FIS aerodromes.

All that you must be aware of at this time is that some phrases and procedures have changed and will come into effect as of the 1st April 2013 (remember this is the CAA so this is no April Fool!)

Before this date information will be made available to you detailing these changes.

However in the meantime I would suggest that you make sure you are aware of your circuit height and DISTANCE from the airfield and also the "go around" procedures.



Once the airfield has published its procedures Ollie will give a talk on how it will affect you. This will be probably towards the end of March and will be notified by text message - it will be worth as many as possible attending this.

To go to members page *click* below

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