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Hi there {FirstName},

Welcome to the February 2012 issue of Flightlines

Happy New Year! Let's hope for some great flying weather for 2012.

We have already come up with a schedule of fly outs for the year and hopefully something for everyone from day trips to more ambitious plans.



Once again we have included the Isles of Scilly as it was such a fantastic trip last year and we're hoping for Ireland, France and Jersey as well.

I'm also really pleased to officially announce the arrival of a new club aircraft "Victor Echo". I have acquired a well-equipped Archer II complete with **Garmin 530, 430, Auto Pilot and Mode S**. The plane is not insured for ab-intio training and therefore will be **exclusively available to PPL members for self-hire and advanced training**.

Our first Wednesday club meeting will be an introduction into using the 430 and 530 Nav Com GPS systems which are fitted in this aircraft and JN.

Due to a number of training incidents, insurance costs and escalating maintenance costs I have devised a new pricing schedule which can ensure we maintain competitive with realistic pricing for both training and self-hire aircraft. **There will be three scales, which will be a weekday rate, weekend rate and training rate for non-PPL holders.** Some of the rates are unchanged.

We are also finally launching the computerised tech log system this month. As many could testify I have a low frustration threshold to computers and therefore the system has been designed to be as simple as possible. - even I can use it!

It should make life a lot simpler in the long run and will ensure aircraft faults and scheduled maintenance are dealt with more efficiently. **The Key management system is also now up and running, the main idea being that you can only access keys on the types of aircraft you have been checked out or authorised to fly. Students will need an instructor present to release any aircraft key.**

The club has never had a strict currency policy on self-hire flying and I would like to maintain this.

We rely on members own discretion to ask for a check out if they feel they need one. **I do think it prudent however to ensure that everyone has been checked out on type.**

The Cherokees have slightly different controls and handling characteristics from the Warrior and Archers (for example the trim wheels) and the radio fit is different in each. Therefore it would be wise to have a brief check out in a Cherokee even if you are familiar with an Archer and



Take Flight's clean sweep at "Dawn to Dusk Awards"

Now not only a "Record Breaking" but also an "Award Winning" Club.

At Friday night's award ceremony held at the **RAF club, Piccadilly, London**, Mike and Kim attended the event to win first place and receive the **Duke of Edinburgh Trophy** for the **Dawn to Dusk** challenge.



Pictured below are Kim, Mike, Amanda and Ruth with the **Dawn to Dusk sponsor - Sebastian Pooley**.



If you remember in previous newsletters Mike's challenge was to land at as many airfields possible in the hours of daylight - with Kim acting as observer and verifying all landings.

They achieved the goal of 65 airfields between dawn and dusk beating the 24 hour world record in the process, and then by going on to fly into the night with a further 3 night landings at Oxford, Birmingham and Wellesbourne they achieved a total of 68 full stop landings. **Gaining a Guinness World Record as well.** Many congratulations to the "team".

Amanda and Ruth also picked up a "challenge" award coming 4th overall and **winning the "Bonney Trophy" for an all female crew.** Their challenge was to visit "Ferry Ports of WW2" that were used by the women pilots of the ATA".



They also received a personal message from The Duke of Edinburgh congratulating them on their outstanding achievement.

Remember, the idea of the challenge, open to anyone, is to develop your personal flying ambitions - and can literally be any idea you can think of, the more interesting the better.

Previous ideas have been - airfields holding airshows in the 1950's, The gardens of Capability Brown from the air (obviously!) Round Britain, green on the Left, blue on the right! - anything goes so get your thinking caps on, create a team, and keep the momentum up for this year and ask one of the team to give you the details.

visa versa. The four groups of club aircraft are **152, 172, Cherokees, Warrior/Archers.**

We have a Take Flight stamp so you have your log book stamped with the aircraft groups you have been checked out on.

The club 172 has had limited use in the past few months. This aircraft is leased and we are subject to a minimum usage of 20 hours per month.

Unfortunately we are unable to make the aircraft any cheaper to rent because it already operates below cost price as we absorbed a large increase in rental charge last year.

I may have to consider if it is practical to continue operating this aircraft unless we see a significant increase in usage soon, although I would like to keep it on fleet if at all possible.

Unfortunately we have already lost G-FAVS (The Cherokee 6) from the fleet. The aircraft has had no use whatsoever for many months and only limited use all together. The engine was due to be time expired in April so could no longer be operated commercially without a replacement engine so it was no longer viable for the company we leased it from to operate it.

Don't forget our club nights which take place on the first Wednesday of every month the next being Wednesday 1st February 2012. I look forward to seeing you at the club soon.

Safe and happy flying.

Mike

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>

More Haste Less Speed

After a mixed 2011 I'm looking forwards to a full and active 2012 flying programme. A bit of feedback from the tower at the last airfield users meeting has brought up the issue of taxiing.



I must hold my hand up to have had a reputation as a bit of a Michael Schumacher on the taxi way myself in the past so I speak from the position of a reformed speedster.

Thats not to say Force India or Mark Webber don't put in an appearance from time to time – no names no pack drill!!

Taxiing accidents can and do happen.

The slower we taxi the more thinking time we have, the less wear and tear on the brakes oleo legs and tyres and the safer everything is. We don't want to see any speed cameras on the airfield – enough said!

Got the badge Got the Tee Shirt

A little bit like when you learned to drive, getting **your PPL is only ever a licence to learn.** Generally that "learning" comes via experience sometimes good sometimes bad but the key thing is to learn.

You will all know your own level of competence irrespective of what your licence says you can do. All of our flying skills degrade over time. It is through practice that we become more accomplished.

If you ever feel that you need a session with one of the instructional staff please just ask. Remember the 1 hour instructional requirement during the second 12 months of your SEP validation can be absolutely anything of your choosing.

If there is an aspect of flight that you want to brush up on or want to explore a bit further please ask and you will benefit from the time spent.

The weather doesn't care whether your licence is brown blue or green so

FIRST WEDNESDAY 1st FEBRUARY

This Wednesday we are having a club night GARMIN and GARLIC night, due to the imminent arrival of "VE" arriving on the fleet during this month.

Colin McFarlane will give a talk on programming the 530 and 430 but more importantly - **how to switch them on and use the radios** as there are no "conventional" radios on this aircraft.

This will be followed by a chilli supper and if there is any time an **update on the TecLog system.** Look forward to seeing you all there at Take Flight from 7:30pm.

FORTHCOMING EVENTS

Take Flight Fly Out and Events Programme 2012

Thanks to all those who made it to our First Wednesday in January and for all of the suggestions for this year's fly out programme.

We have tried to incorporate a range of days out, short hops, long weekends and overnight stops along with some first Wednesday talks and more informal socials.



Note next months First Thursday - Karting at Leicester

Some of us will look forward to the Scilly Isles tennis rematch between **Colin and Ollie** and others the idyllic Channel Isles revisit. Both simple flights and a great way to spend a long weekend.



Some of the other suggestions are certainly challenging and will require some serious planning so it would be good to have an early indication of interest. **In order to be able to block out club aircraft, a deposit may be required on certain trips;** please check the schedule.

As ever, this is just a suggested list. We will try to organise as many trips as we have interest for so it's over to you – get booking!

February

1st Wednesday Garmin & Garlic. 530/430 GPS Presentation with Chilli supper.

March

8th First Thursday Pete Taylor is organising a Go Karting and return to Club for Curry in Tiddington.

A flight to Leicester followed by a Night Karting race and a night flight return to Wellesbourne. Price £40 per head 50% in advance please put your name down asap and indicate your wishes to admin@takeflightaviation.com

25th Sunday Denham Sunday Lunch at The Crew Room.

April

15th Sunday Bembridge for Lunch at Crab & Lobster and Beach Walk, if you are a student and into your cross country part of your training - **team up with another student and an instructor** and



The weather doesn't care whether your license is brown blue or green so if you need help in assessing conditions at the airfield please shout up. **Never carry on regardless.**

As you know flight safety is paramount and we want members who are both competent and safe but also with a healthy self preservation instinct. **If you ask yourself honestly about any aspect of your flying and come to the conclusion that you need help please ask.**

Part of any flying instructors role is to help keep skills current and flying enjoyable.

EASA Update

Thanks to club member **Maurice Howse in organising the December meeting with our local MEP Philip Bradbourn.** Maurice is pushing quite forcefully over this matter and has had further communication with Martin Robinson at AOPA as recently as 19th January 2012 and this is what Martin reports.

IMC

"As far as we are aware the **IMC will continue without change**, for the time being - that is to say it will continue to be a national rating for use in the UK airspace system only - so there are grandfather rights.

EASA is still dealing with the results of the consultation FCL 008 which is looking at the issue of the IR/IMC.

The results of that may be published later this year but adoption is unlikely until 2103 - this will coincide with the 2014 deadline set by the EU for all licenses to be transferred into the EASA system.

Post 2014 the IMC may be called something else but essentially it will retain the existing rights and again be for use in the UK only. The main problem is attaching it to a European license as a national rating!! and that's why in the future it may be called something else.

AOPA does not mind what they call it so long as we keep the benefits of the training and the rating.

Martin continues:

NPPL

"So the NPPL will remain for those pilots flying annex 2 aircraft and it will remain solely for use in UK.

The LAPL will be similar to the NPPL but will permit the holder to fly across any of the 27 EU member states. The medical requirements are almost complete but I understand that the main difference is the LAPL will require the GP to certify the pilots health as a opposed to a declaration which exists today in the NPPL system".

MEDICALS

The medical requirements for the full PPL are being relaxed from the existing JAA class 2 standards - You will need to ask your AME for the precise details as not being a doctor I do not have all the information...BUT I have it on good authority the medical will be more like the one we had before the JAA requirements were adopted.

So good news possibly for many pilots."

My own comments regarding the above are that if things were about to change imminently I would expect CAA to issue a NOTEX (Notice to Examiners) outlining the changes.

At the time of writing I can confirm that no such NOTEX concerning the examining of the IMC Rating has been issued. Some new news on the status of NPPL is also helpful.

I think a big thanks to Maurice is due. **It always makes sense to go back to root sources for information.** We will keep you posted with any developments.

another student and an instructor and make a practical day out of it - experience the full envelope of a typical post license sortie and you'll see its not at all difficult.

22nd Sunday Wellesbourne Airfield Open Day - the airfield is opening its doors to all members of the public and there will be a shuttle bus between the clubs. Take Flight will be participating and welcoming all through our doors, so any help in showing round the aircraft and club will be greatly appreciated.

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

May

4th-7th Friday-Monday

Isles of Scilly - a superb weekend away with plenty of legs to fly enroute. The photo right is of the group who visited in 2011, superb weather!



25th-27th Friday-Sunday Air Expo Sywell day out. Book your slot to fly in.

June

1st-4th Friday-Monday France Trip Hopefully La Cerdanya (Pyrenees).

17th Sunday Wellesbourne Wings & Wheels - the Vulcan fast taxi and you never know, some unexpected guests.

30th Saturday Duxford Flying Legends -The only place you can see 40 WW2 piston aircraft flying in formation, and is now the largest piston aircraft airshow outside of the USA.

July

1st Sunday Duxford Flying Legends.

8th Sunday Bolt Head. Salcombe Beach Day.

August

12th Sunday Old Sarum Picnic and visit to Castle.

18th Saturday Old Warden Flying Proms (overnight) A Classy, Classic picnic night with "Pomp and Circumstance", Aircraft flying to "The Classics" as well as a Fireworks finale.



We have an exclusive "pod" this year, get reserving your place now for this event as accommodation on site goes very quickly.

24th-27th Friday-Monday Donegal (Dublin as a shorter trip).

September

12th-16th Wednesday-Sunday Channel Islands either for weekend or for Airshow on 13th - (hopefully not cancelled this year).

Night Flying (Wednesdays, Fridays and Saturdays)



Still available from official night till 8.00pm on Wednesdays and Fridays, and 7.00pm on Saturdays. until the clocks change.

Why not sign up for a course there's still time - it's only 5 hours practical and the majority is completed dual with no writtens. Its a great precursor to the IMC as instruments play a greater part and it can even improve your landings!

Regards **John**

John Eburne CFI

Congratulations - UPDATE

Congratulations go to **Les Collier** and **Charles Drayson** who passed their PPL. Sean McGarr upgraded from microlights to pass his full PPL.

Mike Guppy passed his IMC, and congratulations to Mike Guppy who also got married in December, (let's hope he's still got some money left to go flying as well!).

Geoff Wright passed his IMC, and **Adam Golder** finished his night rating.



Tom York attained his first solo, well done to Tom.



There are a number of PPL members who are developing their skills with IMC and night ratings all are well into their courses and we look forward to more names in the congratulations update section soon.

Access Systems - UPDATE

REMEMBER REMEMBER your Membership card PIN number



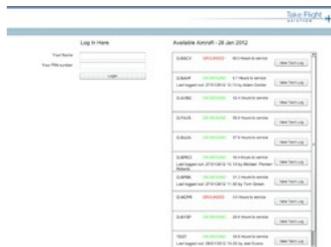
Remember your membership pin code!

This code gives you electronic access to the club, access to the keys, access to the tech logs (which will be an on screen system)

Thanks to all (and we know who you are) who have updated their personal profile on the members database. If you still haven't done it yet and haven't changed your personal password and can't remember what to do please talk to Lucy, Sharleene, Mike or Bob who can remind you of your details.

You can then access and 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. It's no good complaining you don't get any communication and then just say "by the way I've moved or I've changed my mobile or e-mail" - we don't know that and we take all information from your profile so keep it up to date. More importantly when it goes live access to the TechLog is controlled via your profile data.

The Electronic tech log will be activated this month as we have completed the testing phase of the software. Thanks to all who remember to **enter the end of flight Tacho time** per leg on the paper Tech Log, as this will be a requirement when the electronic version goes live.



Remember:

- 1: Hobbs end.
- 2: Tacho end (4 whole digits one decimal).
- 3: All legs logged as separate flights when landaway - so write them down!

An online training video file will be issued shortly and any Instructor will then be able to help you complete a transaction.

Can you also remember to cancel your booking if you're not using

If you have the endorsement on your license then why not revalidate it with a circuit? (your usual 3 in 90 days of which one can be a night) or if you feel rusty, book a refresher with an instructor.

Booking reservations for that week

HAVE TO BE MADE ON A MONDAY VIA THE CLUB so we can plan cover. If you don't do that then you can't fly!

The Flying Show - UPDATE



For the second year running Take Flight attended the show with a stand in the "village". It was great to see our members who popped in during the weekend to see the "team" and give some moral support.

The interest again was substantial with a record attendance and many new aircraft designs being displayed for the first time.



Thanks to all who manned the stand over the weekend and dished out the much appreciated Take Flight mints, it's a back breaking, tough on the legs, task but it helps to keep the club in the forefront of the club scene.

Timely Reminders

Groundschool at Take Flight

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

"Take Flight Ground School with Rick Ions."

On Monday's at 7:00pm Rick Ions, with a lifetime of experience in flying, runs a ground school for all.



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

Subjects will 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 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 "take flight" you should attract a discount.



From the Tower

Why not visit us in the "Tower" to see how that voice at the end of the radio works and how you can help by keeping RT simple and succinct.

We don't just sit there talking to you on the radio!

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 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](#)

Each movement of aircraft must, by law, be logged in the Tower, when the airfield is licensed.

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.

Remember "K I S S" keep - it - simple - s**d!**

Taxiing. It was discussed at the recent airfield safety meeting that **there are still "culprits" taxiing too fast**. Please read John's notes regarding the stress on an aircraft, you may save time on the "meter" but when the plane goes "tech" there won't be anything to fly! If we keep taxiing too fast then everyone will have to wear yellow jackets - and we don't want that do we?

Also, more importantly from a safety point the airfield management has always stipulated a "brisk walking pace" which means there should be hardly any indication on the ASI! Don't let the club be tarnished with the brush of other clubs - we do log the reg if we see it happening.

Cheers Oliver

To go to members page *click* below

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