

If you don't wish to download the images, or your e-mail distorts the text, on this e-mail then [click here](#) to download Flightlines into your internet browser



Hi there,

Welcome to the Jan 2011 issue of *Flightlines*

Sadly 2010 was a year when we lost two friends to heart disease. Tony Corr in January and Ross Wall in September.

Tony was a commercial pilot but also had a huge interest in general aviation and **Ross** had just passed his PPL with us and was an enthusiastic club member and was enjoying his new licence. Both are missed and remembered.

Price Increases

2010 was a tough year for the economy, resulting in a VAT increase to start the year on January 4th 2011!

Add to that price rises in fuel, insurance and maintenance along with the changes in terms to some of our aircraft leases, we have had no alternative but to **increase or hire rates slightly with effect from 1st January 2011.**

The VAT increase also impacts on our membership income as your monthly memberships includes VAT, **but no increase in membership fees are planned for existing members.**

Student Rates

The rise in training hours has increased our expenses disproportionately to aircraft usage and therefore **we have withdrawn the discounted Student membership rate to new members from 2011.** (No change to membership fees for existing members).

This has also led to a **review of the discounted weekday** rate for training flights. **The weekday hire rate** was set up to encourage use of the aircraft in the week by members, when they were largely unused, thus reducing the total number of aircraft required to service the membership and maintain good availability. Therefore it is not practical for us to offer what was effectively a "loss leader" rate to PPL students.

The weekday self hire rate is still applicable to members self-PPL hire.

Aircraft Changes



Good News for Wellesbourne members, (although we have lost one of our Cherokee 140's from the fleet), **BG my Cherokee 180** is returning from Shobdon and with new engine **will now be available on the fleet for self-hire.**

There are a number of differences between the modern wings of the Warrior and Archer in respect to the older style slab wings on BG, (especially with the heavier 180hp engine) **Therefore a check ride is required for those not familiar with this type.**

Winter Warmers

Winter has arrived with an icy blast a bit early this year. If you have noticed that your instructor is a little warm for the first flight of the day it might be because they have just burned 600 calories de-icing the aeroplane.

The more astute among you may choose to arrive mid morning when the sun has de-iced the aeroplane for you. However please feel free to lend a hand if you see an instructor beaver away with an ice scraper or hot rags. Like everything else that gets cold aeroplanes can be a little harder to start than on warmer days.

Clearly the aeroplane needs to be de-iced first.

This is especially true of the main plane but also the fuselage paying particular care of the static vent. Any ice that partially defrosts and then refreezes at altitude can cause you problems.



Be careful if you use hot water to de-ice the aeroplane as the water can run in to all sorts of hidden places only to refreeze. This can cause aileron hinges to seize, flaps to refuse to deploy,

wheels not to retract, propellers not to coarsen or fine off and static vents to blank over causing a loss of your static/pitot static instruments. Particular care needs taking in applying hot water to Perspex as the cold plastic can crack owing to the sudden temperature change.

Please also take care when walking on the hard standings as I can confirm from bitter personal experience that the landing from a sudden ice induced low pass really hurts!

Assuming that you have managed to defrost the aeroplane and effect an entry to the fridge like cockpit please consider breaking away from the check list.

Use some common sense. It is no use sitting in the aeroplane with the master switch on rapidly discharging the battery with lights and pitot heaters while you carefully check flap operations whether the mixture is rich and the throttle set.

You can set the whole engine up for start prior to the master switch being switched on.



You then need only to crank the engine over until it fires. If it fires up great, you can check the things you skipped while the engine warms up and some heat comes through to defrost the

David Donovan is looking for an upgrade for the Aerobat, so those who feel the need can continue their aerobatic antics.

AVBG, BYSP and obviously FAVS (the six seater with VP prop) are excluded from ab-initio training. G-BUJN is rarely used for training and so there should be no conflict on availability between full PPL members and students.

Hire Rates

Fuel continues to be the major cost in our operating charges with a PA-28 depending on engine, burning anything up to 40 litres a hour and the PA-32 around 60 litres an hour; **our weekday hire rates are still at or below the real operating costs of running the aircraft** and I hope you feel do still represent the best value available.

All the benefits of owning a fleet of aircraft but none of the hassle or surprises!

Review of 2010

2010 was a busy year in many ways. Dozens of our members achieved personal goals obtaining PPL's, IMC's, Night Ratings and Aerobatic certificates.

Our guest list could have come from a TV chat show with amazing talks from **Sarah Outen** who rowed solo across the Indian Ocean to flying heroes **Peter Burkill** and **John Farley**.



Our "start the season" fly out to the Isle of Wight in April had a record 8 aircraft and 29 crew enjoying Sunday lunch at the Crab and Lobster.

With trips to NATS, Birmingham and Brize ATC, fly-in's to air shows at Duxford, Old Warden and fly outs to Dublin and The Channel

Isles 2010 was another memorable year.

Despite a few last minute drop outs due to the weather 30 intrepid revellers still made the **Christmas party at Hanger One**. I'm sure the photographs paint an adequate picture that a good time was had by all!

There's bags of useful information on our members page and if the cold, snow, or fog is keeping you grounded perhaps now is a good time to check out Winter Flying, Weight and Balance and Carb icing safety sense leaflets. <http://www.takeflightaviation.co.uk/members.htm>

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

Mike

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.

Tech Logs - A timely reminder

Due to the increased membership, number of aircraft, and increased utilisation, please pay special attention to the completion of the tech and defect logs.

The tech logs have been modified to show the countdown of hours to the next maintenance check more clearly, so you can see at a glance how many hours remain, providing we all fill it in correctly.

windscreen. I've seen no end of people taxi out to the hold in self imposed IMC though misted windows.

Lets consider the engine for a moment. You will have noticed that aero engines red line at relatively low speed 2800 RPM for instance. This is to keep them fairly lowly stressed. Compare that to your car.

In order to get the power at a low RPM the bore and stroke of the engine are quite large. **As a rule of thumb an aero engine is around twice the size of a car engine for any given power output.**

Therefore if you have a 160 HP engine like a Warrior you would get that from a modern 2 ltr car reasonably easily. The aero engine may be 4 or 5 ltrs displacement.

When the mercury falls an engine of that size will take some starting.

The secret is how many primes to give the engine. Imagine a big 5 ltr engine is it going to take 1 prime to start? – unlikely. However a dozen primes might be too much.

The secret is to start with a low number and build up if the engine doesn't fire. **You will know within 3 to 5 seconds if the engine wants to start.** If it sounds all dry and asthmatic it isn't going to fire because not enough fuel is in the induction system.

Our PA-28 fleet are fitted with the new lightweight starter motors and any burst longer than this will burn them out. There is a placard in the cockpit regarding these units and procedures.

"MAXIMUM CRANK TIME 10 SECONDS

20 SECONDS (COOLING) BETWEEN CRANKS

MAXIMUM 6 CRANKS IN ANY 30 MINUTE PERIOD"

If on the other hand the engine coughs, splutters and bangs that means that detonation is taking place. **Chances are that it is over primed.** If the engine is over primed try starting it again with the mixture full lean. **Be prepared for the engine to fire and quickly move the mixture to full rich.** This is the usual way to prime and start a larger engine anyway such as the Cherokee 6.

Don't crank the engine for any longer than say 5 seconds.

The discharge on the battery is huge just watch what the compass does when you engage the starter. There is a massive EMF being generated in the engine bay. Even a fairly robust aeroplane battery has only got so many starts in it. You want to give yourself the best chance of a successful start.

The colder the weather generally the more primes needed as the fuel evaporates fast in cold dry air. Once you have primed start up without delay as the fuel will either evaporate or trickle away.

Some mechanical sympathy is essential and also good

airmanship. On a cold day when the oil is more viscous if you start your power checks without letting the engine warm you will notice a surprisingly high oil pressure reading. It may be that the relief valve opens and you vent oil overboard which can leave you with a dirty windscreen and smears along the airframe. Not ideal.

I wouldn't normally be using cold weather operations as a theme this early but then again I didn't think we'd be discussing volcanic ash earlier this year. Isn't nature a wonderful thing!



Best wishes for 2011 **John Eburne** CFI

Christmas Party

Despite the weather playing its part in trying to stop the festivities taking place, the traditional Take Flight party at Hangar One took place.



Please ensure that all sections are fully completed and a separate line is used for each away landing.

Look at the example that is attached to each aircraft's sign out book.

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.

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

Best wishes and safe flying,

MIKE

[unsubscribe](#)



Approximately 30 intrepid revellers eventually wined and dined the night away.



Nice to see some colourful bow ties for once!



Champagne and the usual bottle of Sambuka certainly made some get into the spirit!

To go to members page *click* below

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