



Team is fly



June 2010 issue

Hi there

Welcome to the June edition of *flightlines*

Can you believe it's June already - time 'flies' by when you're having fun! The weather has certainly improved and despite the ash cloud, flying hours have increased. In fact the last two months have been higher than ever. Whilst every major airline was grounded we almost did as many hours in April as the members flew in my first year of ownership of the club.

I'm really proud of what has been achieved and thanks to all for their continued support. This newsletter is full of success stories like our Isle of Wight trip with an amazing twenty-nine of us having lunch in the Crab & Lobster, although slightly less took part in a game of rounders on the beach. Another fantastic trip to the Dublin went ahead, although we may not be welcomed back to Trinity University, home to the Book of Kells, after Amanda's reaction "Was that it?".

Our first Wednesday event also turned out to be a record turnout with so many guests that we had to move venue to a room at the Charlecote Pheasant. Over fifty members and guests welcomed **the former chief Harrier test pilot John Farley** for an inspiring talk on his life in aviation and the development of the Harrier jet. Members snapped up his entire supply of his book!



There's plenty more events and guest speakers planned for the coming months, don't forget a full list of events is on the Take Flight Aviation website at <http://www.takeflightaviation.co.uk/events.htm>

Well I understand **John Eburne** is going to go all Shakespearian on us, with talk of the ash cloud, as far as GA was concerned "Much Ado About Nothing" with many members wondering "Is that volcanic dust they could see before them?" So before John asks the rhetorical question, Will Shakespeare.....may I remind members, no more Shakespeare puns next time we're in The Fox in the 'Hamlet' of Loxley or visiting the "Merry Wives of Wellesbourne" in The Kings Head, or we'll be Bard forever!

REVIEW OF EVENTS APRIL/MAY

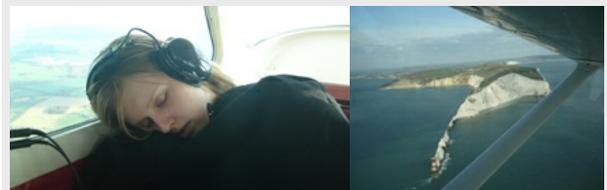
Load-Aim-Pull - Laser Clay Shoot



The laser clay event was well attended with around 12 intrepid marksmen trying to improve their individual scores. **Peter Taylor** as MC kept the rabble in check and the winner was **Gareth Slater**, drinks on him - (sometime!) Must be his eagle

eye, or perhaps he had worked out that if you aimed at the stack of clays on the ground prior to launch you would score every time?

April 11th Fly out to Isle of Wight



29 members and colleagues in 8 aircraft flew to the Isle of Wight with a lunch at the "Crab and Lobster". The event was run

Safe flying and hope to see you at the club, or on our "First Wednesday" members night and/or one of our Fly Outs very soon!

MIKE

To go or not to go that is the question.....

A rather poor doff of the cap to the bard I know but we are the Airfield in Shakespeare country! We are heading in to better weather as spring slow turns towards summer. We have had a superb spell of flying weather during April and the decision to fly has been a relatively easy one. What happens however in your own decision making process when the decision becomes a little less clear cut. Should we be considering other issues than just the weather when reaching our decisions?

Captaincy

We reach our decisions based on our own past experiences. Unfortunately we cannot teach experience and so we have to sometimes extend ourselves to gain it. As a club we are in a good position to be able to do this as there is a wide range of experience and I think it helps if more experienced pilots can mentor newer pilots in safe operations.

Pressure

The pressure to fly can be enormous so a good way of reaching a clear decision about flying or not is to take a bit of time to self brief.

If you have passengers it's a good plan to go somewhere else – isolate yourself from them. There are two good reasons for this.

Firstly you may want to ask someone else for input which might either unsettle your passengers if you show them that there is a potential situation that you want to avoid/explore further, or un-nerve them if you start using phrases like "If the viz is bad I can always crawl along the M40 to Gaydon and sort it from there...", we can all recall the scene in "Airplane" when the crew thought the PA was switched off....

Secondly it protects you from becoming subject to their peer pressure and "Getthereitis" which can have dangerous consequences. Passengers are notoriously bad at reaching a clear decision about the safety of a flight. It takes a strong person to stand up to several passengers who want to get back home for work the next day etc. Use the "just popping to the tower/café to get an update" as your escape route. If in doubt use your mobile to ring up for help or reinforcements!

Balancing Risk

Several acceptable risks can combine to form an overall unacceptable situation, so be aware that we all have a capacity to cope up to a point. Once that point is reached, our performance will deteriorate very quickly. You may recognise this as a stress level.

Its all about balancing risk to a level you are comfortable with. You might consider a flight over land an acceptable risk in a single engine aeroplane but not over water. I've heard that said many times. Others may take the view that the engine doesn't know its over water. That's a personal view and its your view. What is acceptable to some people is unacceptable to others. These are personal views.

Uncertainty

Sometimes we are faced with something totally new. A classic example this month was volcanic ash. When the news first broke we were all doomed like the last days of Pompeii. Pumice was going to fall on our cars and blot out the sun – who knows if it had gone on longer I expect the second coming would be making the headlines.

As time wore on and airlines began to feel the pinch a more commercial or balanced view began to emerge. Does volcanic ash stop piston engines? I suppose it depends on how much of it the engine ingests. If vehicles in the Alps or Scottish Highlands were grinding to a halt because of volcanic ash then you would be brave/crazy to consider flying

an aeroplane. However in the absence of a balanced view that piece of new information might rightly be factored in to a do no no decision.

Flight with a lesson at the Club and Leicester. The event was run as a military operation with students and instructors all discussing the best route and timing. we had to declare a suggested landing time with a prize for the closest achieved. if you download the pdf of the scores you will see that even with such a spread of types of aircraft the flight times were quite consistent. Congratulations to "The Fox Mob" once again for the win.



The afternoon was spent playing rounders with the locals followed by a leisurely amble back to the airfield. More pictures can be seen on the Take Flight Aviation facebook page.

Old Warden Fly Out



Although 6 aircraft were booked to attend the event, poor weather meant there were several cancellations, and in addition JN went "tech".

The weather for the Old Warden trip eventually turned out to be better than expected and Take Flight aircraft made up 75% of the aircraft that flew in for the day, or to put it another way 3 of the 4!

The organisers delayed the start till the weather front moved south, and the display then proceeded without a hitch. Some of our members went by road with family and friends and met up with the Take Flight intrepid aviators. Thanks to Graham for use of his rug and allowing us to crouch down by his car for shelter.



Yet despite the chilly wind, albeit straight down the runway, a good time was had by all!

JUNE FORTHCOMING EVENTS

June 2nd "First Wednesday"

Something's big "in the air tonight!"

"Absolutely unique ... one of the world's truly great biplanes" (Aeroplane Monthly) **Bill Leary** will be giving an illustrated talk on the monster that will be up by the club waiting to cover all who dares to go close in oil and smoke. For all who still need their nicotine fix this is a much better way to fill your lungs!



Bill will be giving an all singing, all dancing illustrated talk on the history and how to run and operate the:

"Worlds Largest Single Engine Biplane"

"Or - how to spend £500:00 per hour on a 9 Cylinder, Gas Guzzling, Oil Drinking, Hissing Bi -plane" And still be able to fly it on a PPL. As you can see on the adverts in the clubhouse

you can book a flight or share a trip - if we can get a number to go then the cost per person for the ride will be probably less than a round of drinks at **The Fox!** - especially if you've just achieved your PPL (Ross, Ronan take note!)

"Who Dares Wins!"

June 9th Fly out to Leicester for a

karting contest



new information might rightly be factored into a go/no go decision.

Make a decision and stick to it

Captaincy is all about making decisions. You may consider various separate factors which on their own could be acceptable risks such as the weather, your currency, the kit in the aeroplane, your confidence, your medical fitness the onset of nightfall, time constraints etc. However when one or two factors begin to combine your work load will rise. The secret is keeping the work load to an acceptable level – managing the risks so to speak.

We have all flown an aeroplane with a toppled DI/Al or no such instrument at all perfectly safely when we can see clearly out of the window. This becomes a bit more taxing in cloud or poor visibility or with the approach of dusk. So you see the decision is never clear cut and may be made with respect to any combination of factors. The point is once the decision is made stay with it. Once you begin to get coaxed away from your decision as soon as the first unplanned issue arises your confidence and competence will start to ebb away. That's when flight safety is compromised.

We can always make the choice to fly another day and that is the end of the process.

However, do bear in mind that if you are constantly reaching the fly another day decision it might be a sign that you need a bit of help either through confidence training or understanding. There are no daft questions in aviation and there is plenty of experience on hand to help you that's what the club is all about.

Safe flying

John E

New PPL's and Student Progress



Congratulations to **Ross Wall**, who, having successfully completed his Part 1 skills test with our CFI **John Eburne**, has gone on to complete his part 2 for his NPPL and after the usual CAA delays is now a fully fledged PPL.

Well done Ross, and we are sure you will have many a 'tail' to tell on your journey. Now we've just got to get Jane to learn?

Also **Ronan Dardis** has finished his JAR PPL, and as John was his instructor, **Clive Stainer**, our backup examiner passed Ronan as fit to be a fully paid up member of the flying community. Ronan will be an ideal partner on our next fly out to Dublin!

Other students that need congratulating are -

Mark Clayton who passed his IMC, **Adam Green** did his QXC, **Yenner Oncul** passed his skills test. **Michael Fabunmi** did his 1st solo & QXC. and **Ruth Bridges** also completed her QXC - well done to all becoming fu££ members soon!



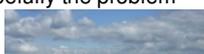
Don't forget also that there are now **AOPA qualified Aerobatic pilots** ready to share a short experience flight with anyone who wants to see what a Cessna 150 can do and possibly tempt you into doing the course - it really does improve your confidence and skills. Congratulations to: **Bob Shuttleworth, Ollie Shuttleworth, Chris Edkins, Mike Feldenham, and Clark Stanley.**

The Big flood



When pilots from another well known airfield close by decided to join the "**best members flying club in the Midlands**" we didn't expect them to bring Draycot Water with them for comfort! In fact it was not only water, but within minutes we had ducks as well. As you can see **Geoff Wright** was a bit

confused as to how we wash aircraft at EGBW! Hopefully the problem was solved as Severn Trent repaired the successive bursts in the mains supply that



The Rematch!

Peter Tomlinson won this last time consistently leading from the start with **Sam Roberts** giving him a good run for his money. The competition

became just like an F1 event with protests and counter claims being lodged at every race - as to who had the best kart or cornered at the hairpin the best.

The plan is to fly into Leicester around 5.30ish race from 6-8 or 7-9 depending on planning, fly back to EGBW and then have a curry at **Aladdins in Tiddington** to celebrate. As the event is quite close, please as usual, express your interest at events@takeflightaviationgallery.com The karts are twin engine and very quick, so you will have a great time mastering the circuit which is based on the airfield. Click on the logo to take you to their website.

June 20th Fathers Day - Club BBQ and Vulcan Wings and Wheels



Our annual Club "Fathers Day" BBQ meeting will be held as the Vulcan fast taxis down the runway. Come along and bring partners/friends, take them flying and enjoy some great Take Flight hospitality.

There's a slow taxi in the morning and a fast taxi after lunch. BBQ at 1.00pm - note there are also usually some surprise visits from other aircraft that are transiting the area to other shows, so keep your eyes open - the tower usually gives us plenty of warning.

Click on the poster to go to their website for more information.



June 24th - Birmingham ATC visit

Peter Taylor has been able to organise another visit to **Birmingham ATC** in the spirit of building good relations with our nearest major airport. For those who have been before seeing "the tower" in operation puts into perspective the voices that you hear, and the workload they are under when you request a basic service when travelling around the zone. This will take place on **June 24th**, timing to be arranged, probably evening, places will be limited to 8-12 max, so but please express your interest by emailing events@takeflightaviationgallery.com to register your interest and places will be allocated on a first come basis till the places are filled.



July 10th 11th - Duxford Flying Legends

Start preparing for a fly into "The Legends". We have reserved aircraft for both days, and it would be great to organise a fly out similar to the successful IOW event. Talk to your instructors if you are a student, or plan a day out with friends.

Slot times have been booked with



successive bumps in the main supply that traverses the airfield. The upside is that more of the peritrack has been resurfaced, so we will now need speed bumps, or a camera to reduce taxiing to a **brisk walking pace!**



Membership Policy

With the exception of one off [trial flying 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.**

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

Download the guide (click on pdf logo) to explain the changes, or look at the example that is attached to each aircraft's sign out book.

Pooleys Account, Maps, Log Books, Flight Guides, Sweat Shirts etc

The the latest "edition 36" Southern maps, as well as the less requested Northern ones, are available from the club now as well as plogs, consumables etc. With more items arriving daily.



For other non stocked items why not log onto the Pooleys website (click on the logo above) and when completing your purchase enter the code takeflight in the coupon discount field and you will get an extra 5% discount.

This is the eighth 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

Best wishes and safe flying,

MIKE

[unsubscribe](#)

Duxford in the 9:10 to 9:40 range, and as you may have seen in the press Duxford are only allowing GA aircraft into two events this year, and this is one of them. Fancy landing with a huge audience watching your efforts, and having to be more accurate with your slot landing times? Click the poster for access to the website.



As before, log on to events@takeflightaviationgallery.com to express interest and also indicate your preferred date, Saturday or Sunday. More info to follow....

View From the Tower



After the last users safety meeting here is a timely reminder of the points covered.

Safety in circuit, use the published circuit, as posted on the club airside door, to keep your circuits within the atz and be aware and wary in following aircraft that use Stratford and the M40 as turning points, you can always elect to go around in the circuit, and will probably save time and fuel in the long run.

Barriers on 23/05, don't forget as the nights get longer, and you are enjoying that late summers evening relaxing flight, that it can all end in tears on a Friday, as the barriers are erected from about 4.00pm for the Saturday Market. This also applies to the night before and bank holidays as well as the Wings and Wheels event.

Bham Squawk 0010, The airfield is trying to build a good relationship with our local airport, Birmingham, as many infringements are emanating from the Wellesbourne area. They have published a great leaflet on the procedures around B'ham controlled airspace, and with Coventry still not up and running it is sensible and as advised by the EGBW tower, to squawk 0010 and listen into 118.05 when flying in any vicinity of the zone - you don't have to contact, just monitor - they will contact if there's anything amiss.

To go to members page *click* below

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