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Hi there,

Welcome to the March 2012 issue of *Flightlines*

Our new Piper-Archer G-VE should be on fleet in the next few days. The interior has been refurbished to match those of G-BYSP and G-BSCY and the aircraft is particularly well equipped, **complete with Garmin 430 and Mode S transponder**. Hopefully you may have attended Colin McFarlane's excellent presentation on use of the Garmin Nav Com and GPS systems; **if not, we have a link from our website to an on-line interactive training video.**



The aircraft is only insured for full PPL Take Flight members.

So I hope you will make full use of this great resource. I flew it back from Bournemouth and it handled very nicely and I even managed to operate the Garmin equipment without any previous training, so don't be put off at the thought of having to get to grips with an unfamiliar piece of kit. Happy flying!



In contrast, **we have temporarily lost the use of G-BUJN**. The aircraft wasn't meeting the owners 20 hours per month minimum requirements and therefore has been loaned to another flying club. The aircraft can be brought back here with 7 days' notice, although I am not convinced of the practicality of this arrangement. Hopefully we may be able to get the aircraft back as flying increases over the Summer months.

G-CY is still undergoing repairs and a delay with one particular part is causing the problem. I am now personally involved in trying to speed this process up as I appreciate that this is a very popular training aircraft and is a significant loss to our fleet.

There are some small changes to our pricing structure from the **1st March 2012 which reflect our increased costs, particularly on the training aircraft due to insurance premiums and maintenance charges.**

Despite this we maintain our competitive pricing and we are still operating some of the aircraft at cost on weekdays. Therefore we still have a C-152 available from £99 and PA-28's from £109 per hour during the week.

The pricing structure now has a PPL weekday and weekend rate in addition to a training rate. **The training rate is more competitive on some aircraft than others where we are able to fix our prices with the leased aircraft.**

Please take note of the new price list available on line and at the club, effective 1st March. [Click here to download >>>>>](#)



The new computerised tech log system also launches on 1st March.

FIRST WEDNESDAY/THURSDAY

8th March

As you should already know by now (via texts) there will be no "First Wednesday" this month as it will be a Thursday.

The reason being is that we are GO-Karting at Leicester. We are well booked for the event but may be able to squeeze you in.

The itinerary is that we fly from Wellesbourne departing at 5.30pm and arrive at Leicester by approx 6.00pm. For those that may not know, the outdoor karting track is at the airfield. So with a 100yd walk you are kitted up for the drive of your life!



For the more observant pilots amongst the club you may realise that it **WILL BE DARK**, - have no fear the track has floodlights (Le Mans 24hr springs to mind?)

After winners trophies are handed out, we depart back to Wellesbourne at around 8.00pm, and by kind arrangement the lights will be on for finals and landing. The plan is then to retire to Alladins in Tiddington for a curry.

So even if you are not participating you could join us for the meal. **Any late requests call or email the club.**

FORTHCOMING EVENTS

Come on all you students! As you should know by now, especially if you have read any of John's columns - Take Flight has a special philosophy in training people to learn to fly.

That is not just to produce a safe sensible long lasting member of the club, but also to provide aircraft for you to go places once you have gained your wings. **JOIN, LEARN, BOOK, TURN UP, FLY**

This is opposed to a "school" which will turn you out "sausage factory style" and then, when you have obtained your license, always wants the plane back or say "it's booked out to students" as they have instructors standing around needing to fly.

There is nothing wrong to going on our more simple fly-out's whilst learning, **persuade your instructor!**

In the larger planes why not have two students - one fly outbound and one fly return leg - or in a two seater thumb a lift with someone and change crew at half time. After all it is still flying, it

It is very simple to use and we have been testing it over the past two months alongside the existing paper system. Hopefully we have ironed out any problems and you will find it easy to use.

The system automatically advises maintenance of any aircraft defects that you log and will help us manage the aircraft more efficiently in future.

There is a straightforward training video on the website but feel free to speak to me or any of the admin staff if you have any problems.

Don't forget that you will need your personalised membership pin number.

We have a comprehensive list of fly outs this year.

The next fly out is to Denham for Sunday lunch on March 25th. **Students are really welcome to get involved. Speak to your instructor and perhaps use this as a training flight or come along as a passenger.**

The airfield is just north of Heathrow so you will need to study your flight guide. There will be a briefing before take-off too.

Thanks for your continued support and maybe I'll pass you at the Go-Karting event next week!

Safe and happy flying.

Mike

So You Want to Learn to Fly?

“Focus on the process and the outcome takes care of itself...”

Dave Brailsford Team GB Cycling Feb 2012

I am often asked how you teach someone to fly.

The simple answer is by following a set pattern of air exercises. Unfortunately it isn't that simple.

An aeroplane is probably the worst environment to teach anybody in. It's hot, noisy humid in the summer and vibrates a lot. The perfect set of 4 worst stressors on the human body. As a classroom it is a bad design.



It is therefore essential that when an instructor and student pairing begin a course they both understand what is expected of them. The student, by thorough background reading; the instructor by concise briefing and being crystal clear what the objective of the exercise is.

Learning to fly is an expensive undertaking and so it is useful to have a yard stick about what is going to happen over the course so that progress can be checked any issues addressed to deliver a successful outcome approximately on budget.

It is difficult for a budding student to tell a good flying training organisation from an indifferent one.

Marketing and pricing aside, ultimately the organisation is not the person in the air with the student. Therefore the flight training experience largely rests on the shoulders of the instructor.

A relationship of trust and respect should naturally develop between student and instructor. This can be reinforced by both parties being professional and each party doing what is expected of them.

The student who arrives in a hurry and unprepared cannot expect an instructor to simply imbibe them with experience and ability by some dark secret.

Similarly the instructor who pays little interest to the students motivations and goals and simply appears to come up for an hours jolly as its paid for or is another hour towards getting an airline seat will soon destroy a students drive, motivation and probably their bank balance too



is under instruction, and it is all *logable* towards your license!

Even if it sounds daunting, early on in your learning curve - just the experience in seeing what a complete flight is like - would show you how much easier it is than you think. **After all this is what you will be doing after you have that very expensive piece of paper.**

RESERVE A SLOT - call the club, email flyout@takeflightaviation.com or add your name to the list that is on the reception desk.

DONT DELAY - BOOK TODAY!

25th March (Sunday) Denham Airfield Sunday

Lunch in The Crew Room.

Why not join us on a trip to **Denham airfield** for Sunday lunch - flight time is only around 35-40 mins and is a pretty straightforward route. The interesting task is that the field is under the London CTR Zone which is Class A airspace and joining procedures have to be adhered to. **There will be a briefing to all parties before the event** and there is a website that you can get further details from: [click here](#).



Once again for students the flying is easy and on a good day you may see the London skyline!

15th April (Sunday) Bembridge Isle of Wight for Lunch at Crab & Lobster and Beach Walk.

If you are a student and possibly into your cross country part of your training - **team up with another student and an instructor** and make a practical day out of it - Flight time approx 50mins.

We will probably run the "non competitive contest" as we did before - where you declare your departure and arrival time - based on aircraft and conditions on the day and we see who is the nearest.



The last time we did this **we had 26 members arrive for lunch** and it was won by **Chris Clarke in the 152** and as a matter of fact all aircraft arrived within 10 minutes of each other.

So speed and power is not everything. The tales for the pub afterwards were great - someone turned right and started to head towards France - duly corrected by the Instructor! not to be repeated.

Then a DI failure - so a lesson as to how to read a basic compass and a map. How to go through Brize Zone without diverting all the way round.

Even some instructors hadn't ventured that far south to the Isle of Wight before!

But we counted them out and counted them back!

Other Events Advance Notice in April

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.

and probably their bank balance too.



In truth it takes a particular kind of individual to be a successful flying instructor. Firstly, their own flying ability has to be pretty exceptional. They also have to have the capacity whilst flying safely, navigating and using a radio to be able to teach. Some people just get a bit maxed out at that point.

Most instructors should have a game plan that they are playing to. Its not a secret and ought to be shared with the student so that they can both assess progress and feedback to one another.

Civilian flying training is a whole different ball game to military flying training. Whereas a military pilot has been specially selected for "treatment" by dint of education, physical fitness intelligence motivation and aptitude his civilian counterpart is simply an enthusiastic volunteer with the means to pay to learn.

Here in lies the big issue. **A military pilot** is being paid fed clothed and housed with the sole focus on flying training. **The civilian** has a whole life of other issues going on they may be external pressures: time, emotional, financial physical etc. that come in to play.

Many students get hung up about going solo.

I think the RAF used to say 8 hours was the point that happened or if not after a couple of remedial flights. If not it was a desk or civvy street.



To do that in the civilian world isn't impossible but it is unusual for the reasons set out above. Its also not commercially viable for a flying organisation and so the civilian student is seldom chopped from a course.

The history of flying training is interesting in its own right. During the First World War the initial entry selection to the fledgling RFC was a prospective pilots **ability to handle a horse**. Most coming from army cavalry regiments.

Unfortunately this criteria was a bit narrow and as the numbers of fatalities in the training units rose the issue had to be taken in hand. It was at this stage that the air exercises that we use today started to be codified. As understanding grew so certain characteristics were tamed.

The "death spiral" was finally worked into a successful aerobic manoeuvre becoming known as Parkes Dive after the intrepid Lt Parkes RN who became the first (surviving) master of the spin entry and more important recovery. The acid test as to the efficacy of the system was the large numbers of aircrew trained during the 1939-45 War.

The elementary system works and a distilled version is essentially what is taught today as the PPL.

The question remains about course structure. How does an instructor take a zero time pupil to PPL in the 45 hours allotted as the minima by the CAA? **Of this time 10 hours must be solo and a minimum 26 hours dual.** This is a minima but the aeroplane is usually a fairly basic machine and so most people can progress reasonably quickly.

Although there are no guarantees in practice most people take between 45 and 55 hours.

The key is having a strategy based on taking a pupil from the known to the unknown. In general terms **the first 10 hours or so of the course will be devoted to upper airwork that is to say exercises 4 to 10/11.**

This is not cast in stone and will be affected by the students ability, the weather and the consistency and dedication the student can commit to time wise. Each flight is broadly similar during this period with the focus being given to a specific aspect of aeroplane handling.

If the student is progressing well, and has understanding, which can be tested by casual questioning from the instructor, certain aspects of the training can legitimately be rolled into the same flight. For instance climbing and straight and level make a good match as does turning.

Slow flight and stalling are important from a safety aspect and deserve special attention.

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

Congratulations - an UPDATE

Congratulations must go to **Adrian Johnston** - who has completed his night rating, and congratulations to **Adam Golder** who has passed his PPL, and Adam has indicated that he will be attending some of the fly outs this year.



So he has already paved the way to becoming a great member of Take Flight, making use of the no minimum hours, and only paying for flight time. **Well done Adam.**

MEMBERS NEWS - What to do post Dawn to Dusk

Congratulations once again must go to **Amanda and Ruth** for their great achievement in the **Dawn to Dusk** event - especially as Ruth is a relative low hours PPL. (But once again as we are saying throughout flightlines this month) - when you've got your PPL and there is no structured training, and no appointment with your mentor, many newly fledged pilots let their license lapse after taking the family "round the local area" followed by a few tentative hops to the same old haunts.

So where do **Amanda and Ruth** go for their next excursion together - tea and toast at Shobdon?

NO they are attending a **fly-in from Hedcorn to Le Touquet** to mark **the first female channel crossing anniversary.**

The event takes place on March 10th - might be a good flight to see them off? Its an easy route round the top of London and a good one to fly before the Olympics zone restrictions apply through the summer.

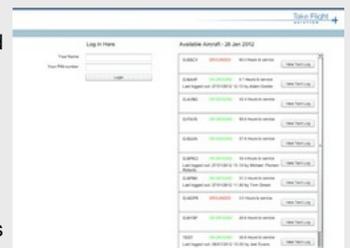
The event celebrates the **100th anniversary of Harriet Quimby** - the first american female to hold a pilots license, and the first woman to pilot an aeroplane across the channel in a borrowed Bleriot. (no gps then?)

See march pilot magazine and further info at www.womenofaviationweek.org/channel

IMPORTANT NEWS

Tech Log System Launches March 1st

You may have seen the extra computer on the stand at the top of the clubhouse.



This will be the dedicated Tech Log machine where you log out and log back in your flights. It will improve our record keeping of flights as we don't have to interpret someones handwriting each time.

It's basically the same as the paper system - you will log on with your 4 digit membership pin no. (as with the traka key safe) and open a flight, entering the detail (circuits, local, land away) no. of passengers etc. then go flying!

On your return you log back in and with the **HOBBS and TACHO** readings close the flight.

Once the student is competent in all aspects of general aeroplane handling it is time for the circuit. **It is important to allow the student to fly the aeroplane.**

Often a "lazy" instructor can get a student to fly the aeroplane quite competently reasonably quickly. **The secret is stick time.**

The instructor knows how to fly the aeroplane and shouldn't need to practice the basics all the time. Getting the student to fly the aeroplane is an art. Some instructors can waste the student's time and money by showing them how good they are but teaching very little.

Every air exercise is an evolution of Ex 4 and Ex 6 primary effects of controls and straight and level - power attitude and trim.

Over several flights he will be introduced to the approach and landing and will begin to make unassisted take offs and landings and tidy circuits once all the emergencies have been covered and the student has arrived at a competent and predictable safe standard it is time for the first solo.

Once the solo is done the student enters a phase of solo consolidation made up of circuit details and local area flights including rejoin procedures.

At around 25 to 30 hours the ideal would be to have around 4 to 5 hours solo consolidation in the log book and be on a firm footing to start navigating. Once a student can fly the aeroplane without too much capacity they can learn to navigate. This forms the bulk of the remainder of the course, both dual and solo with some additional training in steep turning for collision avoidance and the PFL for safety sake if the engine fails.

Broken down on paper it sounds simple but it never is quite so simple. However for the basic PPL a student is only ever flying a fairly basic aeroplane – **it isn't rocket science.**

Don't forget that although the PPL is the basic building block for a career in aviation not everyone wants to go down that route. **The vast majority of PPLs are recreational pilots** who prefer messing about in aeroplanes to messing about in boats or motorbikes or golf courses. Ultimately flying is a great job, sport, pastime or hobby depending on your view point.

Flying training is a very straight forward structured course that will give you a reasonably predictable result every time provided that you stay on track with the training programme.

But then that is what flying is all about as well. The problems come when people start ad-libbing. **A good pilot and instructor for that matter, will do the same predictable thing each time in the knowledge that the result will be a forgone conclusion.** That gives them the same problems to keep solving and narrows down the variables.

I hope that sheds some light in to the PPL course if only to give you a rough overview of what a course looks like how long it lasts and what the objectives are. **Remember that it is only ever a licence to learn.**

Unfortunately sometimes the learning comes via hard experience and that I'm afraid can't be taught it has to be won individually. That aside its fundamentally great fun – as with anything in life if you don't find its fun change how you are doing it!

**John Eburne CFI Take Flight Aviation
March 2012**



Can you also remember to cancel your booking on e-allocator if you're not using the aircraft. Even if you're planning to depart later than you planned it's worth amending you 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

The system will then **automatically create the bill** based on your membership type and aircraft flown, as well as printing out the details of the flight, so you can enter it in your log book at your leisure - it even calculated the reduction if you buy fuel from elsewhere at the Wellesbourne rate.

Also, if you enter a defect it emails maintenance.

As this is bespoke unique software for the club, there may be slight changes as we get to see it running in anger - **but always ask someone if you are at all unsure** - there will be enough people available who know the system.

Remember before getting out of the aircraft:

1: Hobbs end.

2: Tacho end (4 whole digits and one decimal).

3: All legs logged as separate flights when landaway - so don't forget to write them down!

A training video (60mb) file is available here to download (right click and save target as) It will also be on the desktop of each of the two "members computers" or you can view it on youtube by clicking this link <http://youtu.be/sNROm17wEF4>



Night Flying (Wednesdays, Fridays and Saturdays)



Don't forget there's still a few weeks to revalidate your rating (at least 1 take off and landing within your normal 3 in 90 days) or not much time left to complete your course and make use of the privilege.

Timely Reminders

Don't forget

"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.



DON'T FORGET THE NEW CENTRAL CAA CHARTS AVAILABLE MARCH 8TH GET ONE AT THE CLUB AND STAY LEGAL



ideas then e-mail flightlines@takeflightaviationgallery.com

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If you order online and use the code "take flight" you should attract a discount.



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.

To go to members page *click* below

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