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Hi there {FirstName},

## Welcome to the November 2011 issue of Flightlines

With Take Flight membership continuing to grow we have been busy at the club installing new systems to make the club more efficient so it's been a while since the last edition, more on that later in the newsletter.

We've also had another successful year of "fly-out's".



To name a few, The Flying Proms, The Scilly Islands and Jersey (for the air show), although we were unlucky with the air show, as it was cancelled due to weather for the first time in fifty years, although we enjoyed our own alternative drinking and eating entertainment!

(above) Ollie in the Scillies, and (below) the "team" enjoying the trip to Jersey and IL de Re.



I had to leave the fly out crew early to fly directly to Cornwall for Take Flight's "wedding of the year".

Thanks to all who contributed to Sharlene and Martins collection which we managed to top up to £500, for Thomas Cook travel vouchers.

I have also had a busy few months not least because of my **Pooleys Dawn to Dusk challenge**.

The challenge is described by the organisers as the ultimate challenge. The objective is to encourage the most interesting employment of a Flying Machine within the limits of competent airmanship and demonstrate the capabilities of a pilot and machine in a day's flying between the hours of Dawn and Dusk.

My challenge was to attempt to break the world record to visit the most number of airfields in a day, which had previously been set by two pilots in 24 hours, but between the hours of Dawn to Dusk. I managed to beat the record but then continued with three night landings at Oxford, Birmingham International and Wellesbourne to bring the total number visited to 68 and give me a bigger margin over the previous record of 63.



I was accompanied by Kim as the requirements to meet the **Guinness World Records** were very stringent and we had to record every landing and photograph each airfield.

Kim hadn't got her PPL then so her role was as videographer and to keep a log of times throughout the 18 and a bit hour day. We won't know if we have won an award in the Dawn to Dusk competition until

## NEW FACES

Take Flight warmly welcomes Lucy Youdel.

You will meet Lucy around and about the club as an Instructor, and when not in the air, "manning the desk".



She has been flying for about 4 years working in flying schools whilst progressing her flying training.

With flying in the "family" her better half, Simon Plant, flies for BMI out of Heathrow and therefore she spends majority of life outside Take Flight travelling up and down the motorway and staying in numerous Heathrow hotels!

Simon is also an examiner and was able to pass Kim on her skills test recently. Well done Kim!

## FORTHCOMING EVENTS

### First Wednesday - 2nd November 7.30ish

Checklists aren't to do lists!

after Night Flying and before the Ferry!

Do you really know what a checklist means?

Do you know which items are the life threatening ones?

John Eburne will lift the lid on this "must have" item and in his usual inimitable way and break it down into useful bite size practical items.

Also John will cover "engine management" because as the nights draw in and dampness and cold is the norm - starting an engine is not as easy as it seems. Especially as they are large cold lumps of iron that have cylinders that can be larger than a domestic car's cc, and do not have all the engine management systems that a modern motor has.

Cranking away burning out a starter motor at £600.00 to replace is NOT best practise.

## Night Flying (Wednesdays, Fridays and Saturdays)

Once again Wellesbourne Airfield is switching on the runway lights for training and night flights.



From this Wednesday 2nd November it is available from official night till 8.00pm on Wednesdays and Fridays, and 7.00pm on Saturdays.

Why not sign up for a course - it's only 5 hours practical and the majority is completed dual with no writtens. Its a great precursor

January, but the world record has recently been confirmed.

### Anyone wanting to stroke my certificate is very welcome!

If you're anything like me you get lots of requests for charity donations, but if you do feel a bit of admiration for visiting so many airfields in a day **I would really appreciate a small donation to The Air Ambulance** via the Just Giving Take Flight World Record page.

[www.justgiving.com/TakeFlightWorldRecord](http://www.justgiving.com/TakeFlightWorldRecord)

Kim is now back at Uni and Lucy has joined us to run the operations desk and as a flying instructor. More on that later.

### I wasn't the only Take Flight person to enter the Dawn to Dusk challenge.

Amanda and Ruth set out on a day's flying to visit the Air Transport Auxiliary airfields. The all-female crew wanted to celebrate the work of female pilots in WWII and I look forward to joining them at the RAF club for the awards ceremony next year. I wish them the best of luck as long as they don't win the first prize.

### If anyone wants to join us for a Take Flight table let me know.

Our rising membership and increased aircraft flying hours has also brought its own issues. Whilst availability is still not an issue and it is always the intention to keep certain aircraft purely for PPL users use and not students.

Unfortunately recently we have had a couple of incidents which have left us light on serviceable aircraft and we have had to mix up usage a bit, but we do need to be very careful as **our insurance costs have increased dramatically** as a result of our recent claims.

We have also had a couple of maintenance issues in the last year or two with cracked cylinders on both CY and SP. This has been attributed to "Shock Cooling" the engines and **I would encourage you to attend John's talks** or ask an instructor if you need any advice on the subject.

If membership continues to increase we may need to add to our fleet next year but at the moment with 2 x C152's, 1 C172, 4 x PA-28's and the Cherokee 6 we have a great selection. If you've not been checked out on certain aircraft it can really be fun.

I have recently started flying the 152's around, which is a bit of a contrast to the Saratoga. It's perfect for an early evening fly as the sun is setting.

Alternatively why not combine a check out with some night flying and obtain your night rating if you've not already.

Thanks for your continued support at the club and don't forget to gain my undying respect and admiration (I'm easily bought) to make a donation to

[www.justgiving.com/TakeFlightWorldRecord](http://www.justgiving.com/TakeFlightWorldRecord)

Have a great end to 2011. Happy and Safe 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>

## The Right Stuff....

When Take Flight Aviation Limited took over Take Flight in 2006 we had about four members and myself as flying instructor taking a bit of a "flyer" on how things would work out. Clearly things went well all credit to Mike.

In those days we had just about enough kit to accommodate the members. Its pretty well the same stock today! The main difference now is that we have around 100 members and 45 students. This next bit is mainly for the students **but not exclusively**.

### It's a great idea to get your own kit.

Firstly a headset; it can be second hand, it can be one of the cheaper brands on the market, but from a hygiene stance its in your interests to get your own.



The club headsets have seen some service and not to put to fine a point on it will be full of the coughs and sneezes from the guy who wore it before you. **Ear**

to the IMC as instruments play a greater part and it can even improve your landings! All the instructors can train you and sign you off.

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 - NEC 26th/27th November



For the second year running Take Flight will be attending the Show with a stand in the "village". Come along and drop in for a chat, maybe a coffee? Let us know if you are thinking of attending.

As usual, the very best of the lightweight flying industry gather to show their products. A huge netted indoor flying display area, managed by the BMFA, hosting a full programme of model aircraft displays.

Listen to a packed seminar programme, including talks from industry experts and avid pilots.



Several of the UK's flying associations are represented at the show, including BMAA (microlights) BMFA (model flying), LAA (light aircraft) and BRA (rotorcraft).

See you at the show!

## EASA Meeting 12th December

**Philip Bradbourne the MEP for the local area** is coming to Wellesbourne on the 12th of December at 11.00 to gather views on EASA.

This could be a good opportunity to gain first hand knowledge to lobby your MEP and perhaps influence any outcome on the final ratification of the new regulations that will affect us all in the next few years.

**Once the details have been "fleshed out" we will send out a communique.**

## CHRISTMAS PARTY - DECEMBER



**With the unprecedented popularity of this event, the team is pulling out all the stops to secure final bookings at this event at Sywell.**



**The "Hangar One" Christmas events have become "historic" in their notoriety and is always enjoyed by those that go. If they can remember it that is!**

**A Flightlines Poster and TXT will be issued shortly when all details have been finalised.**

infections can often be attributed to mucky headsets too.

A fuel strainer and checklist are also what I would term key basic kit.

As things progress and you start to use the radio a knee board so you can write QNH and runway details down might also be a useful buy. Its also a handy place to keep your PLOG.

A chart when you move on to navigation together with a protractor whizz wheel and scale and some coloured pens are also essential. **Remember you should have a current chart whenever you fly even in the circuit to be legal.** Bought as you go none of this is very dear.

As a golfer or a cyclist or even a footballer you wouldn't expect to keep borrowing other peoples kit would you? So it is with flying.

**If you are serious, I think its reasonable to show some commitment to your chosen field of endeavour.** Like any other sport having the right kit doesn't make you a better player but it is indicative of your attitude.

If anyone is reading this wondering what to get their air brained nearest and dearest, Christmas is just around the corner. I think if they have been good girls and boys Santa might be persuaded to fill their stockings with something useful instead of the unwanted socks sweaters and dubious undies this year.



## Recce into France – Johns French Leave

I've been on a Recce over the channel looking at a suitable destination for a fly out for you.

**I've come up with Paris** - fairly obvious really but not one that UK flying clubs tend to bother with much. I suspect the feeling is the airspace all looks a bit complex and its bound to be expensive! Let me put you clear on that straight away. This is a trip any PPL could make with ease. It will take a bit of planning but it's reasonably straight forward. Gen Dec and Flt Plan required.

**Paris is surrounded by many useful GA fields.** The well known ones such as Orly - Charles de Gaulle, Beauvais and Le Bourget could be used but I think you pocket would take a hammering on landing fees .

I once landed at Schipol and was relieved of £160 for my efforts so I tend to avoid the "tourist traps"! There a several GA fields, Pontoise, Lognes, Engien, Coulommiers and Toussus Le Noble as well as numerous smaller strips such as St Cyr, Chavenay, Le Plessis Meaux etc. Not bad for a capital city. Granted Orly and Le Bourget will drop you right in to the centre of the action but I went in to Toussus Le Noble pronounced "Two Sue".

I took G FAVS so factor up my flight times by 25% for PA28 or C172 but the routing is easy. In flight plan speak its direct Compton direct Goodwood direct Rouen direct. You can of course choose your own routing. The trip to Goodwood VOR is easy with just Brize and Farnborough to speak to but there is a little bit of jinking to do around some of the restricted areas and Lasham. Once at Goodwood London Info take you to the FIR boundary on an 1177 squawk.

Paris North takes over with the usual Gallic shrug of "don't call me until you get to Rouen". You are then passed on with a new squawk down the route. Once you call Tossups tower for join they may well route you to the RMB VOR then radar vector you in. The airfield is 538 feet AMSL and you stay below 1500 feet with them. Once you have landed they will pass you to the ground frequency for parking. A good tip is to order your fuel for the return there and then if you need it. The Total Bowser will fill you up and you pay with a credit card.

The customs office is a self cert arrangement sign posted to the left side of the tower. Fill in your form and walk out in to France. There is a Boutique Pilote in the tower complex where you can buy any kit you need.

A taxi service is resident on the airfield. I stayed in Neuilly on the left bank of the Seine and the taxi transfer was about 40 mins through what can only be described as exciting traffic at a cost of 45 Euros. Once in Paris you have the Metro to get about on with ease. I'm sure you don't need me to tell you whats on offer in Paris you can make your own entertainment.

The trip took me 4 hours 40 total time and that was with a strong headwind on the return leg so still air I would say 4 hours 10 as a round trip there and back. That really means that 4 up in SP you are going to get to Paris and back for around £150! Take out the down time of sitting in a departure lounge, when you are heading in a straight line at 100+ kts and suddenly you can compete with Easy Jet!



## MY WEDDING

**I would just like to give a BIG thank you to everyone at Take Flight Aviation for your support , generosity and good wishes with regards to my wedding.**



**I was deeply touched. The wedding day was a great success even though I was late to arrive.**

**The weather luckily managed to stay dry - windy but dry.**

A special thanks goes to Adam Golder, Mike Roberts, Bob and Oly Shuttleworth, Amanda, Adrian Johnston, Jane Kirby, Val Martin, Chris Clarke, Marina, Andrew Sparrow, Mark Newman, Richard Bowman, Caroline Morrison, Alan Price, Denis Sullivan, Rowena Slater Reay, Terry Donovan, Stewart Wilson, Ken Hoderne, Charles Drayson, Kim Towle, Geoff and Sue Wright, Craig and Clare, Sat Kalsi, Richard Beesley, John Eburne, Nick Dougherty, Steve Robbins, Mike Guppy, Martin Attariani, Brian Bennett, Les Collier, John and Christine Hardcastle, and Kirsty Whittaker.

**Feel free to check out a short wedding video**  
<http://www.youtube.com/playlist?list=FL0Bm-Q03NQzVOq66OfqnIXQ>

**Once again THANK YOU xxx Sharlene Benn**

## Frying but Not Flying!

### THE BIG FISH NAMED BEST FISH & CHIP SHOP IN MIDLANDS



The Big Fish in Stratford upon Avon is celebrating making it through to the final of this year's National Fish & Chip Awards 2012 after being named the Independent Takeaway Fish & Chip Shop of the Year in the Midlands.

The shop, one of Take Flight's preferred, owned by Marina Angelides (one of our student members), will now compete against nine other regional winners from across the UK for the coveted title of the nation's Independent Takeaway Fish & Chip Shop of the Year announced at the grand final held in London on 17 January 2012.

Marina along with the other finalists has won an all expenses paid trip to Norway so flying will have to still take second "plaiice" 'till she returns.

Don't forget to visit the shop on your travels, you will get a warm welcome and excellent food and maybe a little extra. Congratulations Marina!

## Timely Reminders

### Groundschool at Take Flight

Not only do we have the best flying instructors we've also now secured 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.

For the return its well worth being registered with AFPEX as you can file your flight plan on line. Otherwise there is a direct dial phone number to Le Bourget to file verbally.

**I genuinely believe that this is a trip well within the PPLs I have flown with at Take Flight.**

Regards **John**

## Congratulations - an update



**congratulations go to:** on gaining their PPL licence, Karl Watkins, Stewart Wilson, Andrew Sparrow, Kim Towle, Adrian Johnston, Ken Hodieme, Chris Hall, Mark Richardson and Pete Fallon.

Brian Bennett did his IMC qualification

**and first solo congratulations go to:** Rowena Slater Reay, Martin Attariani, Steve Robbins, Terry Donovan.

**The qualifying cross countries go to:** Les Collier, Adam Golder, Charles Drayson and Andy Davoille.

## Access Systems REMEMBER REMEMBER the 5th of November

**REMEMBER REMEMBER** your Membership card PIN number from the 5th



**Remember your membership pin code!**

From the 5th of November the **0789 number will cease to give you access** and you will need to use your membership pin number instead.

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) and access to 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. You should have received a TEXT regarding an additional security measure for you to log onto your details and create a personal memorable password. (if you have lost your letter give us a call and we will give you the web address URL)

**The Electronic tech log will be activated on the 1st Jan 2012** and the next couple of months will be "soak" tested on the dedicated computer by the card payment machine.

**Please ensure you also 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.

An online training video file will be issued in December 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 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.

## 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**

**Rick also has his Ground Examiner ticket and can set and examine you at the end of the sessions too.**

**Don't forget that with Christmas coming and with John's "Right Stuff" in mind, why don't you visit the Pooleys website or talk to us and order your essentials now**

**POOLEYS**  
FLIGHT EQUIPMENT

**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!**

**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.

**It is therefore essential that if you are going to land away - even at just a small private airfield or strip - you must inform the Tower where you are going.**

It might also be a good idea that if you are going on a local flight, do not plan to land away but may be away from Wellesbourne for some time, that you inform the Tower of this also.

This would alleviate any problems with having to contact D & D if you are away for a long time, we do care about your safety you know.

All of this information can be given on first contact with the Tower as this will give us all the information that is necessary for your flight and therefore cut down on radio traffic.

## NEW Circuit Map -

The NEW 18/36 circuit diagram designed by Bob and photographed by Mike was created at the request of the airfield for use by all the clubs and visitors, and is available on the Take Flight site as well as the Airfield site for download

and **i have attached a pdf** on this newsletter as well.



Download it here

Try and familiarise yourself with the landmarks and we will not get as many "downwind over Stratford" calls.

**Cheers Oliver**



To go to members page *click* below

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

**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.**

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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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