



Hi there {FirstName},

Welcome to the April 2013 Part 2 STOP PRESS issue of *flightlines*

Plan for the unexpected

By sharing some events with you all I hope from time to time to be able to pass on ideas to you to fire your imagination about what to do with your licences. We have discussed before how it is strange coming from a prescriptive training environment to being a licence holder and responsible for your own flight planning and trips.

Listening to feedback is useful, and so I've recently been flying with one of our club members to rebuild a bit of confidence and generally brush up on general airmanship. We have visited a few airfields in the south of England and crossed various areas of controlled airspace to get used to, and comfortable with talking to Air Traffic. **The more that you do this the more natural it becomes and the easier you can cope.** That in turn allows you to spread your wings a bit further and widen your horizons. The following proves the case.

Captaincy is something that cannot be taught, it has to be gained via experience. However now and again you have to go and look the weather in the eye to discover what conditions are like and so build your own experience. Our trip was to be to Le Touquet. Gen Decs were in and flight plans filed the day before, all was set and looked hopeful. However that evening the weather forecast was deteriorating in the south of England just around the south east where we wanted to fly.

Doom laden TAFs confirmed the forecast and the next morning a strong wind warning across the country with snow showers all around the London TMA bases variously 1000 to 1200 feet was not ideal. **We could have simply abandoned the exercise there and then.** However with a bit of replanning and imagination we saved the day. The north and west of the country looked clear. With a strong north easterly blowing across most of the UK we had to look at options carefully. The Scilly Isles and Exeter were discounted because although they had clear conditions, they would have a field limiting crosswind component. Never forget that getting to a destination is only half the job. **Being able to land within your limits is essential.**

Mean winds of 28 kts clearly required an into wind runway. We found Caernarvon as a likely destination with runway 02 available. **Next we replanned the routing.** With low temperatures and cloud at 3000 ft we could not sensibly fly direct. In any case the rotor winds across the Snowdon range would have given an uncomfortable (interesting) flight. The added possibility of encountering icing conditions precluded the direct approach.

You can often **find an alternative route with a bit of thought.** Our routing took us over to Bromsgrove and then north west over Half Penny Green Shawbury Hawarden and then the coastal route around to the Menai Strait. In terms of a training and development experience we spoke to Wellesbourne Birmingham Info on listening squawk Wolverhampton Info Shawbury Radar for a MATZ penetration Hawarden info, Liverpool, Valley Radar and finally Caernarvon. That work load more than compensated for the decision not to go to Le Touquet.



IMPORTANT FORTHCOMING EVENTS First Wednesday - May 1st

Fly out to Leicester for go-karting



Once again the annual Take Flight "who dares (ahead of Mike) wins" go-karting session at

Leicester airfield takes place on Wednesday May 1st.

The idea, if you haven't been before, is to fly to Leicester depart approx 5:15pm. Karting (the track is on the airfield) from 6:15pm-7:15pm. Return from 7:30pm arrive hopefully before official night.

Followed by on your return, if you want to join in, by a curry at Alladins (Tiddington).

All are welcome - talk to your instructor use it as a lesson, or jump in with someone else. Let's have a good turn out! We need a new picture!



Reserve a place by phoning the club 01789470424 or e-mail admin@takeflightaviation.com £40 per ticket or 50% up front to secure booking in advance, balance on the day.

5th May -the annual airfield open day

A note for your diary - the Airfield will be holding it's annual open day to Wellesbourne residents and the outlying villages. All are welcome and Take Flight, along with the other clubs, the Vulcan, the tower and museum will be open to welcome the guests and dispel the idea that flying is not just for the rich.



There will be trial lesson deals on the day, and Aerobic experiences as well.

As usual we will be holding some sort of ground based entertainment and food, and we will be publishing this nearer the date. **Bring along the family and friends and make a day of it. See you there.**

19th May - day out to the Isle of Wight

This is a great day out if you haven't tried it before or even if you have. We have had as many as 29 members for lunch. Its a straight



Never get too focused on the destination that you originally planned. Be rigidly flexible. **Try to get used to the idea of a take off alternate.** I.E. a place other than the planned destination where you can safely divert to in the event of weather or operational issues preventing you from landing. For that matter fly where the weather is looking nicer!

Go flying with another club member or an instructor, and plan a route through busy airspace but be quite clear about who is responsible for the RT and the flying. **I can almost guarantee that you will benefit from the experience.** In turn your confidence will rise and your horizons and ambitions will become greater.

Hopefully we are now moving in to some better flying weather. Good luck with your route planning and safe flying.



John Eburne CFI April 2013

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 "takeflight" 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.

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 bob@takeflightaviation.com

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55minute flight down to Bembridge and most instructors are willing to go with their students for a real cross country navigation exercise.



After all this is what you will be doing for real when that license is achieved.



As before phone the club or e-mail admin@takeflightaviation.com to reserve a seat.

Congratulations - a STOP PRESS

Congratulations to **Martin Lynch** on his QXC. Waiting as was everyone else for a weather window of opportunity, it was go,go,go on last Sunday when the wind dropped the clouds lifted and the sun attempted to break through the thin overcast. Anyway Martin completed the course and returned with that ever so important signed form. Now its revision for the skills test.

Next month Martin?

Well done to **Harriet Eburne** for her first solo, again last Sunday. Yes you're right "Eburne" the very same. John sprinted faster than usual to the tower to



oversee Harriet's circuit - (no fear though - it was perfect) We don't know who had the biggest smile. Harriet you will have to owe us the drinks when you're old enough.

Congratulations!

Weather improving!

Time to go flying - checklist ready?

- Check your logbook
- Check your currency
- Check your medical
- Check your license is valid
- Check your SEP is current
- Check hour with instructor year two
- Check any ratings are valid
- New Chart?
- Update your members file!
- Check? Check?

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