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Hi there

Welcome to the October 2012 issue of *flightlines*



I'm pleased to report on a successful trip to the Jersey airshow this year.

Although we got there last year the show was cancelled due to fog and low cloud for the first time in 50 years!



We had much better luck this year it was a fabulous sunny day and a spectacular show. BBC Radio Jersey broadcast the show live and I was interviewed between displays about my flying world record, didn't anyone tell them I don't like talking about it?

There's still plenty of flying happening and we seem to be getting some good days for flying and have plenty of events happening throughout this month.

Those of you who been down to the club in the last month will have seen our new extended patio area. With membership continuing to grow we need a bit more space, and a lounge area and a couple of tables will be added to the outside area in the next few weeks.



We're hoping to have the grand opening in time for

night flying which starts next month, details to coming up.

Also in this month's Flightlines, news of a chance to check out the Breezer aircraft, our house band goes global (well into Birmingham) and details of our next Wednesday club night.



We've also installed some tie downs for club aircraft. The airfield has agreed we adopt permanent spaces for each of our aircraft on the front row opposite the club, with the three matching PA-28s using the concrete apron to the side of our patio. If you fly the high wing aircraft please ensure you tie them down after use. **Don't assume someone else will fly them after you - and tie them down.**

Look forward to seeing you at one of the events this Month.
Mike

Safe Flying

Mike

EASA

Well the brave new EASA world is with us now. **The world carried on turning..... I didn't notice anything too dramatic change...yet.** EASA regulates the aeroplane not the pilot but to fly an EASA aeroplane you need an EASA licence or equivalent.

FORTHCOMING EVENTS

STOP PRESS - you will see later on in the events section, tickets for the "Airfield" Dinner, a great event. BUT don't forget OUR Take Flight dinner / entertainment / extravaganza! When all arrangements are confirmed a special Flightlines will be sent to you.

For your diary it may be Saturday the 22nd of December and in the local Coventry/Warwick area - watch this space. Or why not do both?

October 3rd - First Wednesday Meet



General club meeting at the Granville Arms Barford, and Quiz night. Why not join us for a natter and beer at the Granville this coming Wednesday (where we met last month for the Pablo Mason talk.) Meet for a beer from 7:30pm and there is a quiz that starts from 8:30. As mentioned, they run a very popular quiz every first Wednesday of the month. It is either a themed quiz - based on any big events happening

in the month - or general knowledge. The quiz starts 8.30 / 8.45 pm.

There are 5 rounds of quiz questions, plus a picture round (picture round is given out during the break (around 9.15 / 9.30 pm).

Answers are given out by the Quizmaster following each round. During the break, we also give out a complimentary drink/cocktail of our choice and free nibbles (nuts, pretzels or similar).

The evening generally finishes around 10.45/11 pm following announcement of winners and raffle draw. It is £2 per person - this also enters the guest into a free raffle at the end of the evening. There is no restriction on numbers per team.

The prize for the winning team is a £40 Granville meal voucher and, for the runner-up, £20 cash.

Why not put together a TakeFlight team for the quiz and show the locals how it's done!

Saturday 6th October - Its a Breezer for me - but spare the Bacardi!

You all must remember **Manuel Querioz**, who came to our "first Wednesday" and gave an excellent and thought provoking talk about his round the world solo flight in his Vans RV-6.

Manuel is the demonstration pilot for RGV, the avionics experts amongst other things, based at Gloucester. RGV are the UK agents for the German Breezer aircraft. The aircraft will be stationed at the

Andy Davoile passed his skill test last Sunday and has the honour of becoming our first EASA PPL. Well done Andy, and can I see your licence when it comes back please? By way of a summary it is worth revisiting where we are and where we are going. If I can section off current licences as follows:

JAR FCL

If you gained your licence after July 1998 but before 17th September 2012 you hold a JAR FCL licence. EASA recognise these licences which are 5 yearly renewable. At the 5 year renewal, post 17th September 2012 you will be issued with a life long EASA licence.

UK CAA

If you gained your licence prior to July 1998 you hold a UK CAA licence sometimes called a national licence but not to be confused with the NPPL. Your licence must be converted to an EASA licence prior to 8th April 2014.

The CAA website has lots of information on this but primarily comes down to a fee. **A word of warning – make sure that every rating you hold is valid at the time of conversion otherwise you may lose the rating.** Incidentally if you hold a UK CAA licence you can continue to add on an IMC Rating until 8th April 2014.

NPPL

The NPPL remains as it is for the time being but subject to a more stringent medical may be recognised in Europe – watch this space or visit www.nppl.co.uk

IMC Rating

The IMC Rating could be added to JAR licences prior to 17th September 2012. Post 17th September 2012 no new ratings are being added to JAR licences. **Steve Rice and Martin Antiarini** may have been amongst the last to receive them.....or the first to fall under EASA. Guys, I'm interested to see what comes back from CAA in your cases. It may be that your licences become EASA, or that an old style UK CAA licence is issued in tandem to hold the IMC Rating. All being included on an EASA licence at some future point when the IR(R) comes in to being.

Who Taught You to Fly then?

A question often posed and for many different reasons. I have had the pleasure (generally) of flying with a great many pilots all of whom do things in slightly different ways at slightly different times.

I've flown with Ab Initio students who follow check lists, professional pilots who either have memorised checks or still use check lists, and to my very great honour in 2000 an ex Battle of Britain sergeant pilot who flew from Manston in Hurricanes at the height of that summer in 1940 – he was 19 at the time.

What struck me about the sergeant was that his enthusiasm hadn't diminished. He had a beard, sandals and a bush hat and didn't look remotely like the "Brylcreem Boys" of the past. His opening question was "Got anything with a stick?" I showed him a Slingsby T67C; his eyes lit up. "Will you take me up its 60 years since, and I need to get back in the air".

It turned out he had stepped out of a Spitfire in 1946 and never ever flown since – not even on holiday. I didn't embarrass him with questions about what he had done – he didn't look the sort who would tell me anyway but 5 years as a fighter pilot I guess he knew how to fly and survive.

I did the takeoff and landing as in his own words "He'd never flown anything with a nose wheel before". Once level in the local area I handed over control the aeroplane settled under his hand and then he just flew in the most lazy gentle way, perfectly harmonised, gently weaving this way and that - survival instinct I guess!

"Like riding a bike" he said a big beam on his face. I must admit he had a great pair of hands. He could still pull off a steep turn with a smooth increase in power all beautifully coordinated. I've never forgotten that flight because it was a privilege to fly with one of the old originals but also because it taught me that if the basics are right everything else becomes good lifelong habits.



clubhouse from 2:00 pm on Saturday and Manuel will be delighted to give you demonstration flights.

For those interested in a demonstration flight in G-OLSA, it will be of some 15-20 minutes and the only cost will be a small fee to cover his landing fee we think around the £8:00

mark depending on numbers. (you won't need a cheque book or buy one after the flight!). **What an opportunity!**



Regarding the Breezer aircraft, it is a German factory built Light Sports Aircraft all aluminium with a Rotax 912S of which, RGV, are the sole importers to the UK. It is an aesthetically pleasant aircraft with a solid build quality, favourable purchase price and low running costs within the LSA sector.

They are currently flying with a Permit to Fly from the CAA and RGV are expecting the certification to allow it to be used by schools etc. in the very near future.

This could be an excellent opportunity to sample the future of light aircraft other than the venerable 152's and the like and see how they perform.

If the weather is not favourable to fly (fingers crossed), Manuel will instead bring along a demonstration unit of the latest avionics that RGV are installing such as: The Garmin GTN650, the latest touch screen unit from Garmin, taking the facilities of the Industry Standard GNS430 to new levels.

EX600 from Avidyne coupled with their MLX770 satellite weather unit (amongst other things) giving a previously unobtainable graphic and textual description of the weather ahead (and behind!). This is one of the most significant pieces of avionics equipment since the birth of the GPS.

Aspen EFD1000, a fantastic value for money way of converting a certified (or otherwise) aircraft to "glass". Trig TT21, the most compact mode S transponder and its Comm sister TY91, equally compact and with 8.33 spacing.

Manuel will be able to show and talk about these units and then those interested can use the units themselves.

So this could be a really interesting afternoon covering the future of general aviation, why not come along whatever the weather and perhaps have a flight or "press some buttons".

Wednesday 24th October - Live Music

"H'Anger Management" have gone global! - Well Birmingham (UK) anyway, and are renamed **"The High Flying Aces"**

We are playing at the Jam House in Birmingham on the night of Wednesday 24th



The unique **Jam House** concept began in 1999 as an amalgamation between Jools Holland and designer Neil Tibbatt.

The partnership wanted to produce a night out which had elements of live music, fine dining and good times.

This is an "informal" club night so please come and support us as well as support the REP. Sponsored by the Rep (yes really) the evening of music is to support the Birmingham REP see the website

<http://www.birmingham-rep.co.uk/event/the-jam-house-gigs-gig-six/>.

Tickets are £10:00 book online.

We are on first and need your "friendly" support so come early to avoid the rush

THE REP
Birmingham Repertory Theatre

OK I admit he probably went through a baptism of fire in his early flying career but the fact remains he was taught correctly and understood what he was being taught so that it became second nature. He flew like a natural even after a currency break of 55 years the basic motor skills just came back to the fore again.

I'm not suggesting he could hold a PPL or would want to; we didn't do any Nav or talk about Air Law we just went flying for the love of it. I've always thought that flying is something that we are drawn to. It isn't something you can enforce on anyone. What drove us to learn to fly? Freedom? Fun? An ambition to fly for a living?

I've thought about this on and off and I keep coming back to the feeling that we learn to fly because it fundamentally satisfied a deep seated need in us. We wanted some fun or a challenge. Later on we may have decided to "Go Commercial" but we set out with a wish to learn to fly.

So I come back to the original question "Who taught you to fly?"

Was there a specific instructor who set you on the correct path?

Did they provide the right environment to allow you to flourish and explore safely did they ignite the enthusiasm that you had to learn?

Did they recognise the same spirit in you that is in them?

Or did you meet someone who told you this was dangerous and that you would never be any good and why were you bothering in the first place?

Instructors are central to your learning and you need to build up a trusting relationship with them in the air. Enthusiasm is all well and good but it needs harnessing and directing. Sometimes an instructor has to be a hard task master to keep your standards at the correct level.

To be a flying instructor takes a mix of flying ability, psychology and interpersonal skills. Not every great pilot makes a great instructor or even wants to. We all have our own reasons for flying. Good instructors never stop learning themselves.

Given that we see lots of different ways of doing things we generally give you back the best of breed that we have been exposed to. **The correct pairing of a good instructor and a willing motivated pupil generally produces a safe pilot who will have years and years of happy incident free flying ahead of them.**

A pilot looking for reasons to fly rather than not fly. Keeping the motivation going and the spirit burning is the key. If a man can come back after a 50 odd year lay off because his spirit is still there – **what are you planning to do with your licence next, Night Flying , IMC, Overseas Trip?**

Was it an instructor, who was the product of all of their instructors, was it your own drive and determination, was it the right pairing, was it your experience - Who taught you to fly? "And more importantly are you still learning"

John Eburne CFI

Take Flight Aviation
October 2012



Congratulations - an UPDATE

Congratulations must go to **Andy Davoile** who achieved his PPL last week. Andy will be issued with one of the first of the new EASA licenses, so we will all be interested to see how this one looks. Andy started his course in 2008 but with work commitments and other interests the years flew by, literally - but, all's well that ends well.

Now you've got to decide where to go and who with Andy.



Rowena Slater Reay finally was able to complete her QXC (Cambridge - Leicester) as the weather became more favourable. Rowena had been trying for months to get the flight in, but the choice of

About the bands

High Flying Aces (thats us)

Formed at Wellesbourne Aerodrome by bird brains John and Ollie the band soon co-opted Bob on to Bass mostly because he owned all the PA gear.

Noticing that their timing was a bit out an exec decision was taken to find a drummer. Almost as if by destiny Neil was looking to replace his dizzying success of supporting Deacon Blue. (Well we couldn't promise we'd be that big, but he could certainly loose his dignity sitting in with us.) From such beginnings they became the force they are today.



Last Orders

Formed from the roots of three legendary Lichfield bands, Last Orders produce a blend of fine rock music for people who like to hear music as it should be played...live and entertaining. These four versatile musicians vast experience means that they can play music of most genres, they play cover versions spanning 4 decades, some which may surprise you but will definitely delight you! So from Pop to Punk to Blues to Rock to Metal – Last Orders have got what you want...just don't ask them to Rap or they will call TIME GENTLEMEN PLEASE!

Crazy 88s

The Crazy 88s is a West Midlands five piece covers band led by the excellent talented singer, Netty White. In their third year now, they are becoming very popular for all types of gigs from pub gigs, events, balls and corporate gigs and they've already been busy in 2012. The music ranges from edgy rock to soul and blues, be warned – they like it funky!

Come along all are welcome - please - but only bring something soft to throw!

The Jam House is located St Paul's Square, inside a three storey Georgian building in the heart of the jewellery quarter, opposite St Paul's Church. [View a map](#)

Opening Times: Wednesday 6pm -12pm

Dress Code: The Jam House is an over 21's venue, we operate a smart casual dress code, no sportswear, no trainers, & only smart dark jeans are allowed.

The Jam House
3-5 St Pauls Square
Birmingham, B31QU



Last Wednesday 31st October - Night Flying Talk and Club Meet

The Night flying season is about to start and this will be a good time to plan to revalidate your qualification, or add it to your License.



John Eburne, our CFI, will give a talk on the structure of the course (5 hours - all flying and no writens). And suggest how you go about booking for the course.

You can complete it as part of your PPL and so this could be a good time to bring along your log book and discuss the options with John.

There are a number of instructors who can teach the night qualification. It consists of familiarisation of night flying, circuit flying in various configurations, 5 solo take-offs and landings, and a dual cross country navigation flight. The only solo times are the 5 take offs and landings - the rest of the course is dual with your instructor.

You obviously need to have completed some solo circuits in daylight to a satisfactory ability, and your medical is valid for night, but other than an agreement that it will benefit your flying course it is a worthwhile qualification to attach to your license when you get it.

Ask anyone who has flown at night - with favourable weather, it can be



trying for months to get the night in, but the choice of days always had last minute weather issues - that's flying for you! Well done Rowena. Now there's just those few pesky writens to do and your skills test!

Congratulations also goes to **Tom Green** who completed his first solo. As always that thrill of your instructor getting out and saying "its up to you now - off you go".

In this instance it's a double congrats as Lucy also completed all the sign offs to de-restrict her Instructors license, so now she can send you off unsupervised. (no pressure there then!)



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.

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.

Changes to Pilot Order Book

There have been a few minor changes to the Pilot Order Book, predominately covering who can instruct and what constitutes a training flight - this was also mentioned on e-allocator recently.

The pdf will be on the website shortly, but there is also an attachment on this e-shot which you can download and read.

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.

[unsubscribe](#)

a really enlightening experience, and with less distractions to look at it **can improve your landings in daylight** as the runway profile is more defined and you trust your instruments.

It would be good to get the bookings up and running as early as possible to show the airfield we mean business! and once we have enough familiar with flying at night we will organise a fly-out to Leicester for one of their curry nights. **Persuade your instructor to come along so you can log the time.**

Thursday 1st November - First Night Flying

Following on from John's talk, night flying this year will be on each **Thursday and Friday** (which is to coincide with other airfields that offer night flying, allowing pilots to fly into Wellesbourne and for us to visit other aerodromes..) **and this year fuel will still be available till 7:45pm** so those that never refill aircraft after their last flight shouldn't cause us a problem!



The flying will take place from "official night" till 8:00pm and the only charge is an extra £10:00 per sortie to the tower as per last year.

You have to express your interest to us on the Monday of each week so the airfield can plan the interest - notify someone at take flight by phone or e-mail admin@takeflightaviation.com

7th December - Airfield Christmas Dinner



Last orders for the dinner! The event is now over subscribed, with a waiting list but we have a few reservations left. **If you would like a ticket, contact the club by phone or e-mail ASAP as we will be releasing the reservations veryshortly**

Let's try to complete a table of Take Flight members. This year the dinner will be held at the Glebe Hotel Barford (close to where our "First Wednesday" meet sometimes is held) at 7:30pm on the 7th December - Tickets £27.50 per head - £10.00 deposit secures a place and **it's on a first come first serve basis.**

Requests and deposit to admin@takeflightaviation.com so that we may make up a table, book now to avoid disappointment.

To go to members page *click* below

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