



G-BUJN

Hi There {FirstName},

Safety is Paramount

There is a regular airfield user meeting where both EGBW's management and representatives from the clubs get a chance to talk about general issues. Usually there is a lively debate but in the final analysis most of what is discussed is common sense and boils down to us all using good airmanship.



Those of you who attended "Church" on the 1st Wednesday of October were treated to Father John's confessional where we discussed some of the real life incidents that club members, myself included, have experienced.

I am a firm believer in the fact that for a culture of safety to thrive in a club **we all need to be open and honest with one another about our aviation based activities**. That includes not just our aeroplanes limits but also our own. Things get dangerous when pilots personal limits are bigger than the aeroplane he is flying.

As CFI I would much prefer to hear someone saying that they don't fancy the weather on a given day or the crosswind or are just out of current flying practice rather than chance things.

This year began with a tragic fatality in Staffordshire which hit the news headlines, when a PA28 140 crashed on to railways. The report on this has just been issued. The actual cause of the crash was that the aeroplane entered a steep nose down attitude low to the ground and struck the ground at 173kts following some sort of aerobatic manoeuvre. **We know this because the ASI was bent and stuck at this value.**

There was a lot of circumstantial evidence to support an opinion that due care and attention was slowly being eroded by the pilot over a series of months. I would invite you to read the full report. It is in the club house. [Or click here.](#)



Bringing us back to today, let's consider the day to day stuff that will catch us out and how we can defend against it. The old saying familiarity breeds contempt is very pertinent in aviation. We have a great club environment but it only works by each one of us being honest about our capabilities and currency. If ever you are in doubt about doing something take a moment to think how the AAIB or insurance company might approach the outcome. It's a sobering thought.

Crosswinds - The crosswind limit of most of our aeroplanes is 17kts or less. Consider that further next time you hear anyone brag about landing a PA28 in a 25kt howler. By rule of thumb if the surface wind is 17kts the wind aloft at 2000 feet is likely to be at **least** 15 kts stronger and very probably veered by 30 degrees. On the Beaufort scale a wind of 17 + 15 = 32 kts and is classed as a force 9 gale! Why bother going flying anyway, its going to be rough bumpy and like as not your passenger is going to be sick. That's just added pressure when you come back in to land. Also consider that if the surface wind is gusty and greater than 2/3rds your stall speed in the gusts you may be in **great danger of stalling in at low level, and bashing the undercarriage through the wing or ripping the nosewheel off**. Remember that could be £750 worth of bad idea on the insurance excess.

Licenses and Currency - The weather really doesn't care if the colour of your license is brown, blue or green if it's going to deal you a nasty experience then its going to. Remember that the worst met phenomena that affects pilots is visibility. Once the viz comes down it doesn't matter what the hard earned pieces of paper in your license say you probably will wish you were elsewhere. Medicals are also an area that tend to be overlooked from time to time - when is your expiry date? Are you fit to fly today?

Weather Minima - Just because a pilot holds a full I/R it doesn't mean to say that he is capable of flying in much worse weather than a VFR PPL. Let's consider that further. An I/R qualified ATPL surrounded by the best that Boeing can build heading for Heathrow under radar guidance and with a CAT 3 auto land facility can legitimately land in some pretty dreadful weather.

On balance though how much is the pilot contributing to the approach and how much is the aeroplanes on board technology contributing. Ask the question another way if the onboard systems went tech would the pilot still make the approach - No he'd probably divert because the company's approach ban would come in to effect its there for safety's sake.

Put the same pilot in to one of our PA28s in crummy weather in the open FIR

SIX of the Best!

To keep aircraft availability at a premium, G-BUJN has been added to the TakeFlight fleet.

Consisting now of six aircraft:

Cessna 150 (and aerobatics), Cessna 172n, Piper Cherokee 140, Piper Warrior 160, Piper Archer 180, Piper Cherokee 6.

Cessna 172n "juliet november" was one of the original aircraft on the fleet, when Mike took over the Club, it moved for a while to coventry, and has recently had a zero timed engine and prop fitted. It is ideal for touring and sightseeing (you can see the ground!).

For those who haven't used a 172 this is a N version with 4 stages of flap, a good transition from the "150", everything is working for night ops and currently it has 2 NAV/COM boxes and an ADF.

Sign up your interest and get a check ride, The POH is on the website and a hard copy is in the clubhouse.

Tech-log and e-allocator are both at the ready.

Price? - Same as CY £99/£109 - a bargain! Get Booking.

TIMELY REPEAT REMINDERS

October 28th (Next Wednesday - weather permitting)



Keep flying after the sun goes down, n ight flying season begins

John and Sat will be available from the start of the night flying season for revalidations and new ratings, contact them and book the planes.

This is a great **inexpensive** rating to get (5 hours), and even if you don't intend to use it in anger it really does sharpen up and improve your daytime general flying no end.

Night Flying from Wednesday 28th October till the end of March.

Wednesdays, Fridays (till 8.00pm local) and Saturdays (till 7.00pm local) So the 28th would be a good time to book up for renewals and refreshers.

[Click Here to log your interest](#)

November (1st Wednesday) NIGHT FRYING!

Circuits with a Fish Supper



As part of the night flying season, we are using this for a "first wednesday" event as well.

on steam driven instruments and he will be working very hard.

I would say that flying single crew IMC is some of the hardest flying that you can undertake on a PPL. I find it hard work and I am in reasonable flying practise. I cant imagine how anyone who flies 12 hours a year would cope entering cloud for the first time in possibly 24 months!

Due to one or two recent flights from Wellesbourne being made in flagrant disregard of the weather, the airfield management will take a very dim view, and there will be no "three strikes and out" it will be a swift coffee with Mick Littler, and the culprit will literally be "sent to Coventry."

Only last week I set off on an IMC detail to arrive back with tags of cloud at 600 feet agl. On landing I made a call/broadcast that the visibility was down to about 3 km at best and the cloud was low - and I mean low. The guy at the hold still took off! This can lead to undercarriage being bent following a heavy landing - you see you need visual cues to land an aeroplane - and time for your brain box to interpret them.

Privileges of Licences - Rules are there and they have to be adhered to. It's my role as CFI to make sure that we operate safely. The tech logs have weight and balance and performance calculators in them - as pristine as the day they first went in, for your benefit. If anyone has any questions about fuel planning or weight and balance please ask. There is no excuse not to.

We are an open club and there is no such thing as a silly question where flying is concerned.

What are your privileges by day VFR by Night and in IFR? Not sure? Find out or ask?

All IMC rated pilots need a minimum of 1000 feet cloud base and 1.8km forwards visibility about 2x Wellesbourne's main runway. Less than that and you are going nowhere. This corresponds to around a military GREEN weather state in a METAR.

Aerobatics - We are very lucky to have the services of David Donavon on hand with his trusty 150 Aerobat. Aerobatics is the best way to build your confidence in an aeroplane. I know it's stating the blindingly obvious but just as you need an aeroplane capable of flying in IMC to exercise your rating, it follows that you also need an aerobatic aeroplane to perform aerobatics. I don't want to see the PA28s or the PA32 slow rolling over the airfield (or anywhere else) because the C150 was booked!



As David eloquently put it himself: "if we operate the aeroplanes by the rules they are very safe." It's when we operate them outside the rules that problems begin and safety is compromised. There is absolutely no need to infringe the rules, we are not a front line fighter squadron with a mission to complete at all costs, we are just a flying club with a common love of aviation. There are no medals to be given out.

As we head in to Autumn and Winter and the weather starts to turn and get wet and gusty please think hard about what you are about to do. I want you all to stay safe and have long and thoroughly uneventful flying careers!

Thanks again

John Eburne CFI

This is the fourth 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

Marina Angelides, one of our more recent students, has offered to put on a Fish and Chip supper from one of her chain of shops "THE big FISH". Order on the night and they will be delivered to the clubhouse by the end of the night flying session.

Menu on club noticeboard soon, click on logo for website.

The Dambusters Dinner update

The evening was oversubscribed but 154 lucky guests (31 from TakeFlight) listening intently to the exploits of the two Squadron leaders, as they recalled their memoirs.



Mike Roberts compered the following auction for 3 original prints from Aces High, and currently the overall take is exceeding £3,000. Well done to all who participated. Incriminating pictures will appear soon on the gallery website.

If you are interested in seeing a full colour original wartime film of the Lancaster on youtube - recommended by Dave Viewing click on the picture below to link to the site for a trailer and more.



Airfield and Club Safety Updates

From time to time after safety meetings the airfield issues notices that cover safety or operational issues.

From now on these will also be printed and added to the back of the Pilots Order Book (in the clubhouse on the bookshelf) as well as at the back of each of the tech log sheet folders.



Any highly important relevant current notices will also be posted on the back door as you exit airside.

Remember, it is a condition of membership (we signed on joining) that we read and accept the content of the Pilot Order Book, and we sign out in the relevant tech log, stating HOBBS Start time, destination or detail, and persons on board BEFORE the flight takes place.

The signing of the log sheet shows that we have read all notices, etc. and are prepared to accept the aircraft for flight.

To go to members page [click](#) below

www.takeflightaviation.co.uk/events.htm