



Hi there {FirstName},

## Welcome to the April 2013 issue of flightlines



Welcome to the April *mini edition* of Flight Lines. Although two attempts at the Denham fly out didn't work, thanks to the weather, we're very much look forward to Paris!

Don't forget our clubs nights which take place on the first Wednesday of every month. Our next is Wednesday (3rd April). This is a talk from **Clive Dicken** from the Association of Air Ambulances about their work with the various helicopter and ambulance forces in the UK.

We have installed some new security cameras and systems at the club. Although we have had a problem with fuel theft in the past this is a proactive security improvement rather than a reactive one but it should help general security. The "club" webcam is on line still, but is only providing audio from the tower at the moment. Picture will be reinstated in a week or so.

The most pressing concern is a planning application that could affect the operation of the 18/36 runway, and in the future the overall operation of the airfield.

The proposal (part of a major development) is to put up to one hundred homes in the space currently used as vehicle parking. The development is so close to the end of the runway that it would be just a runway's width

from the extended centre line, so there would be no chance of offering any noise abatement solution and is so close as to be a safety concern.

Whilst as a property man myself I'm not averse to sensible development this seems a bit too close for comfort and I know from experience the fact that "we were here first" doesn't seem to wash with the neighbours. If this was parking for the new proposed store I wouldn't have a real issue with it but this many homes so close to the runway edge seems totally unpractical and asking for trouble, with the best we can expect a total stream of noise complaints at worse an accident and risk to the long term future of the field.

Have a look and see what you think, comments and objections can be concerns please email or post your concerns on the planning application website, address detailed below.

Artist impression of development, please **click on it to** download a larger image, and see where 18/36 is in relation to the housing.

Remember on 18 climb out there will be a noise issue, and on 36 (as well as 18) an early go around will be on the dead side and therefore will necessitate a fly over the houses.



With the prevailing wind usually from the west the noise (and indeed aircraft) will be blown over in the general direction of the houses.

### Public Consultation information Pack

<http://www.loxleypark.co.uk/assets/Uploads/Loxley-park-information->



## FORTHCOMING EVENTS

### First Wednesday - April 3rd



**Clive Dicken** was appointed in 2012 as National Director, and has been working within the sector for 25 years.

Clive will be presenting an illustrated talk about the past, present and future of the AAA. (Air Ambulance Association)

**The Association of Air Ambulances** is the representative body for the Air Ambulance Services in the UK, which formally recognises the integral part that Air Ambulances play in the Medical Service provision.

The success of the Air Ambulance Services is providing a rapid response to life-threatening situations.



This should be a stimulating talk as to how the service operates, and the sustainability of the service and providing that vital "golden hour" to improve the survivability of the casualty.

Drinks at the pub afterwards! (hopefully not needing the services of the AAA!)

### 20/21st April - Paris flyout

Why not sign up for this exciting fly out - or if you don't want to fly "buddy up" with an aircraft with availability of seats.



Flying time is approx 3hours each way.

See the information on the club noticeboard and express your interest with [admin@takeflightaviation.com](mailto:admin@takeflightaviation.com) or call the club, we have a spreadsheet to reserve places

### 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.

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

## Congratulations - an UPDATE

Congratulations to Adam Smith on passing his skills test with the weather being as unpredictable as it has been. after



[pack.pdf](#)

You can see the application at the councils planning portal.

### Stratford district planning application website for information and objections/comments

<http://apps.stratford.gov.uk/eplanning/AppDetail.aspx?appkey=MJ6NQWPM00C00>

Click onto the associated documents tab and look at the aviation impact assessment document, and the CAA documentation.

Also read the "submitted comments and objections" and send your own using the comment tab on the right hand side of the site. In these cases the more sensible individual objections the better - they must be submitted before the 9th of April.

The quantity of individual objections is very important.

If you want further information of the original 2012 draft core strategy then this document outlines the future of local development in the

Wellesbourne area which champions the airfield as part of that infrastructure and the total number of housing that should be provided for in the area.

<http://www.wellesbourne-business.co.uk/WellesBus1/UserFiles/file/SDC%20Part%20Draft%20Core%20Strategy%202012.pdf>

Now to another subject.

No April fools jokes this year I promise, but do expect a changes to FISO RT radio procedure which some might think is a joke that come into force on 1st April! There's changes to ground clearances when crossing runways that will need a read back and you won't be able to be cleared onto the runway once an aircraft has called "final".

Be patient after all it aimed at improving safety. See the information in the article "From the Tower."

Talking of exciting flying - the Slingsby Firefly T67 will be arriving shortly during this month.

Remember it is classed as a "complex" (as it has a variable pitch propeller), so even if you don't want to experience aerobatics it can be used as an introduction to complex aircraft.



Why not book a session with an instructor, or perhaps a session of aerobatics or spin awareness to see if you like it. The complete AOPA course is only 5 hours and note that within the new EASA rules this will have to become a rating in the future with an endorsement on your license, so as the AOPA course will give you grandfather rights, it could be worthwhile signing up now.

Safe and happy flying. Hopefully see you Wednesday and at the pub afterwards!

Mike

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 mailsots 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,

numerous cancellations and revisions Adam duly passed under the watchful eye of our resident CFI John Eburne, as you can see it was a cold and bleak day!



Now you've got to find somewhere to fly Adam, or is it someone to fly with?

## CAA MAPS

Make sure you are current, the new Southern Edition map will be available from the club from publication date of 7th March for

the princely sum of £15.99.

Make sure you are current and legal place your order now.



There are changes to the map around the Birmingham zone hopefully to reduce the number of incursions into controlled airspace.

## From the Tower

CAP 797 has Changed!

Now we're sure all of you , will be overflowing with excitement at this statement, but a small number of you may be interested as to how this may affect us at EGBW.



Cap 797 is the FISO's operating manual, and for the past several months this has undergone a series of changes proposed by the CAA and challenged by the FISO union and a large number of FIS aerodromes.

All that you must be aware of at this time is that some phrases and procedures have changed and will come into effect as of the 1st April 2013 (remember this is the CAA so this is no April Fool!)

However, we would suggest that you make sure you are aware of your circuit height and DISTANCE from the airfield and also the "go around" procedures.

Click on the image below to download a pdf of it.

## CAP 797



To all Flying Clubs and Pilots of Wellesbourne Airfield

From April 1st changes contained within the new CAP 797 manual will come into effect. These are only minor changes to our operating procedures and changes to phraseology. However, pilots should be aware of these changes in order that the

responses, or ideas then e-mail [bob@takeflightaviation.com](mailto:bob@takeflightaviation.com)

[unsubscribe](#)

AFISO can still provide a safe and efficient service.  
There are only 4 changes that should affect us.

### 1 Taxi Instructions

When giving taxi instructions (both for departing and arriving aircraft) to reach a designated holding point or parking, it must contain an instruction to cross any holding points or runways (including any runways not in use).

**This information also needs to be read back.**

### 2 Aircraft Calling Final

The new guidance from CAP 797 states that **once an aircraft has called 'final' to either land or touch and go**, then an aircraft shall not be lined up in front of it or given "take off at your discretion".

However if there is no traffic on final but there is traffic ahead either departing or vacating the active runway then traffic may be lined up behind.

If the runway is occupied "runway occupied" will be given with traffic information.

**Therefore be patient and time your call carefully!**

### 3 Multiple Back-Tracks

Multiple backtracks or 'line up in turn' will not be permitted. If a multiple backtrack is necessary then the second aircraft must vacate the runway in use **before the first aircraft can depart.**

### 4 Helicopter Phraseology

When taxiing within the confines of the airfield, a helicopter will be given 'air' or 'ground' taxi depending on the type of helicopter and the pilots preference. If a helicopter is taxiing on the airfield but is requesting to cross an active runway (taxiing from heli W to heli E) then a **positive crossing must be obtained from the AFISO before crossing.**

However if they are looking to depart, or arrive at the field then they shall report "ready to cross the active runway" whereby the AFISO will pass to the helicopter: traffic information, the surface wind, and "take off at your discretion crossing (runway in use)" **It is then the pilots decision when it is safe to cross the runway.**

To go to members page *click* below

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