



Hi there {FirstName},

Welcome to the October issue of *flightlines*

Welcome to the October edition of Flightlines. We've had some great weather in the last couple of months despite the doomongers saying that the next ten summers were going to snow or something like that, **which no doubt has inspired the fantastic turn-outs to our fly-outs in the last few weeks**

It was great to see some new faces and instructors with students at both **The Flying Proms Old Warden** and **The Jersey air show** in the Channel Islands.

Our next fly out continue the island theme are to the gorgeous **Isles of Scilly**. Often a challenge with the weather to guarantee the weekend but we've been very lucky in previous years. Be prepared to be stuck an extra day (as is often the case in Jersey) and have a look at the sloping runways before you go - but a fantastic trip nevertheless and everyone should go there at least once. I've been many times and just love the peace and quiet and obviously the rather swish hotels on the smaller islands (Check out Hells Bay).

New boys on the Block

Talking of some serious touring, the **Rockwell Commander** and **Cessna 172 SP** are now both on fleet. The Rockwell has a brand new engine and is a lovely example of the beautifully engineered VP retractable tourer with auto-pilot and a big GPS screen.

The Cessna 172 Skyhawk SP has just 400 hours from brand new and is well fitted out with three axis auto pilot, moving map gps, weather radar and a full blown TCAS system. It even still smells new!

Both have pilot experience requirements of 200 P1 for the Rockwell, or 100 hours for the Cessna 172 and come at a bit of a premium price compared to the regular fleet but nevertheless great for some serious trips.

Firefly

We also have a second Slingsby Firefly T67M for a few weeks. We have "borrowed" this as an exchange for lending out a 152 for a couple of weeks and therefore we can offer it at a well below the real cost of operating the aircraft, at a rate of just £118 per hour wet weekday or weekend. Hopefully this will inspire you to get checked out on the Slingsby and enjoy a bit of stick flying in a variable pitch machine with inverted oil and fuel systems, that is also capable of aerobatics .



Have you up loaded your photo yet to the members database that links to our tech log system?

Don't be a Mug

Well we want your mug shot and as a special reward I've ordered a few extra Take Flight mugs



FORTHCOMING EVENTS

Fly out to the Scillies

There are one or two places left for the flyout at the beginning of October (5th - 6th)

As Mike indicated in his opening remarks the Isles of Scilly are ideal to while away the hours relaxing, before the onset of winter/ christmas and all those other pressured events that crop up over those dark and gloomy weeks.

Why not talk to your instructor and fly in together for the weekend, it's a great navigational exercise?

Organisation is well underway so express your interest to: admin@takeflightaviation.com

First Wednesday 2nd October

Night Flying with John Eburne

The evenings are getting longer and the nights are drawing in so the time for you to fly in daytime get's shorter, so to extend your flying time why not get a night qualification?



On the forthcoming "First Wednesday" John Eburne will be giving his annual talk about night flying and the qualification you can obtain. It's a great one to get with a minimum of 5 hours and with no written exams.

Why not come along and hear about the structure of the course and practical tips when flying at night. There are a number of our instructors who can teach the night qualification and "with certain requirements" you can even complete the course during your PPL (why not talk to your instructor or talk to John to see if it is worthwhile?)

It is best to get going as soon as possible as the take up after christmas drops off and by the time you can fly in your own the clocks will go forward and official night will be later in the day.

Flying at night on a clear crisp evening is a great experience which sharpens up your flying and even improves your landings.

Once we have a number revalidated and a few new ones we'll organise a night flyout to Leicester on their curry night (Thursdays)

forward we created a new extra Take Flight mug. We'll randomly select a member each week in October who has a photo on their membership log to receive a free take flight mug and a free flight in the Slingsby G-BUUC.



It's easy to upload just go to www.fly.takeflightaviation.com and start typing your name and then select it from the drop down list, enter your 4 digit pin, and enter the randomly generated password issued to you on joining - (hopefully you'll have already logged in and changed it to something more memorable.)

Drop admin an email if you've forgotten it or email a photo to admin@takeflightaviation.com and we'll upload it for you. Don't be a mug, **send your mug shot and we may send you ours!**

The Take Flight house band's been out on the road again but why are their gigs getting further away? Is their fame spreading or are they just too infamous locally? Details of their next gig further down. Bob's bass playing has now been nominated to receive three new notes!

I've also been increasing my audience. Many of our new members may

not know of my radio presenting in the past but I been doing a few bits for the aviation podcast team called "Flaps" You can download the latest free <http://www.flapspodcast.com/> or via you iPod thingy! How things have changed since the old 8 track jingles cartridges!

It won't be long until night flying starts once again. A great add on to your licence in about 5 hours and a nice beer down the pub after a night sortie.

Keep your eye on your mobile for text updates. Just a reminder you can't reply to those texts so any questions just give the front desk a call. Lucy and Sarah now cover all seven days so will always pick up your messages if they are flying and get back to you or drop them an email admin@takeflightaviation.com with any queries or requests.

Safe Flying

Mike

The Winds of Change

I was recently circuit flying with one of our members on a day that was absolutely flat calm. Not a breath of air, windsock hanging limply down the mast. I was surprised when some of the arrivals were fast and high as I had expected that in such benign conditions flying circuits would be straight forwards.

That set me thinking, the obvious issue was a lack of headwind helping the student to slow down and fly through the wind gradient. To begin with most approaches were simple glides from the base leg using flap to control the arrival at the touchdown area.

Ground speed and air speed being virtually the same some of the "arrivals" were firm.

We refined the use of flap on base leg and discussed slowing the aeroplane down earlier, as well and the importance of trimming. The rest of the detail was flown in a much more predictable fashion and the pilot benefitted from the experience.

That set me to a further though. There is another scenario where little or no headwind is present but can still be quite challenging. As any of you who fly on a Saturday will know Wellesbourne breeds pilots, who by necessity, **have to become fairly adept at crosswind landings.**

As autumn is around the corner and weather patterns change again we may well find that the prevailing southwesterly and westerly winds call for a little more forethought. **Just as likely in winter is a strong easterly again that could cause us to revisit our crosswind techniques.**

Check the POH for your own aeroplane but a PA28 and C152 are likely to have around 17kts crosswind limits. That is to say a test pilot at the manufacturer has certified that the aeroplane still has full control authority at that strength of crosswind. It is not therefore a limit to try to challenge. Discovering that the test pilot was right when your rudder or aileron inputs hit the stops while you still want more control deflection may be a clue that you are exceeding the aeroplanes crosswind limit.

Night flying at Wellesbourne starts on October 31st then every Thursday and Friday night from official night till 8:00pm throughout the winter (till the clocks go forward next year). Usual costs apply planes/instructors plus a £10 fee to the tower for the service.

See you at the club on the 7th?

The High Flying Aces 12th October

The "High Flying Aces" are once again performing with a revised set at the Costock beer festival in the Costock village hall which is between Loughborough and Nottingham. It's burgers and beer. Supplied by the world famous Blue Monkey Brewery

The aim of the event is to raise some money for the primary school PTA, but please don't be put off if you have no connection with the school, this is a community event and all are welcome, indeed encouraged

Tickets £10.00 covering food and drink.

visit the website for more details and pre booking information:



http://www.costockvillage.com/Activities_and_events.htm

Doors Open at 6pm Tickets include 2 drinks and a burger, hotdog or vegetarian option. Don't worry if beer is not your drink of choice, a variety of wines and ciders will also be available. However you are encouraged to try the ales and free samples will be available; you will probably be surprised by the beers!!

Previous Events

Old Warden

The annual "flying proms" took place in August with once again Take Flight filling the flightline with aircraft. In fact other than two microlights we were the only ones there.

Most dressed for the occasion with Peter Taylor arriving at the club in full DJ and wondering if it was a wind up as the rest were in scruffs. No fear with quick changes in their respective rooms or very quick changes in the club "pod" by the start of the event all were suitably attired.



We were then treated to a very spirited display by a Spitfire based at Duxford which extended its routine to compensate for the fact that with a rather high wind some of the more delicate aircraft couldn't fly. Whilst this display was proceeding we were entertained by the Philharmonic orchestra playing suitable wartime movie music.



As the evening wore on the party became more "spirited" with one member introducing the girls to "skipping", flags began to wave and the more shall we say high spirited amongst us moved down to the mosh pit and raved the evening away to the "last night of the

proms" usual patriotic tunes. Oh to be British! Well we didn't make any friends with the audience sitting behind us who thought they would make their pitch early enough to get a front row view to the orchestra!



There are always two aspects to control inputs; the aeroplanes and the pilots. Its no good having a mismatch between the relative crosswind limits of either! A timid pilot putting in rate 1 control inputs on a max crosswind landing will always be thrown off the centre line. Similarly a pilot with a 25kt cross wind limit in his head in a 15 kts crosswind limit aeroplane is also a potential recipe for an incident.

Always observe crosswind limits. Making crosswind landings is something that needs practice as the presence of Wellesbourne Market precludes the use of runway 23/05 from time to time. You may also find that some airfields that you visit only have one runway so it is a skill to keep current.

Flying a crosswind landing gives you two different problems to resolve. Making an approach when the wind wants to push you off course sometimes quite energetically and making an approach with little or no headwind. Other issues often emerge such as low level windshear which is more common than you might imagine on the final approach to runway 18. Therefore always be ready to add power.

As with all good landings they begin at the end of the downwind leg as you turn base leg.

9 times out of 10 with any sort of westerly breeze at Wellesbourne you will be picking up a tail wind on base leg. You therefore need to slow the aeroplane down earlier.

There is nothing wrong in applying carb heat early and closing the throttle. If you hold the level attitude your speed will decay quickly. Add 2 stages of flap and trim for your approach speed.

That didn't take long to read and it wont take long to do. That way you will be still approaching the centre line rather than motoring through it and making a turn to re-intercept.

Now you need to control you flight along the centre line. You can either crab the aeroplane such that your nose is far enough in to wind to stop the drift and hold the centre line that way or you can use the wing down method.

I'm happy with either approach but if pressed may favour wing down for a light single. The reason is simple, by using "wing down" you already know how strong the wind is at the start of the approach whereas

using the crab you find out at the flare – that can be a surprise sometimes!

The other factor to consider is the approach path down the centre line. We have already discussed the lack of a headwind on a calm day but it can sometimes take a leap of faith to accept that there is little or no headwind when you are being jostled down the approach by a cross wind. You need to select the power required to hold you on the correct glide path at the correct speed. You may be surprised to find that this might not be a particularly high power setting assuming that you have trimmed properly for the approach speed.

At the flare irrespective of which method you used to control the crosswind you will need to adopt an element of wing down to keep the aeroplane on the centre line. **Remember that a landing isn't over until you have safely left the runway.** Always keep your aileron in to the wind on the roll out and keep tracking the centre line with the rudder.

If anyone isn't as confident as they might be with crosswind techniques please ask an instructor. The £30 spent on a crosswind landing brush up may save you a lot of grief if you have an incident or worse an accident from being out of practice.

A New Term Begins

New EASA question papers will come into force on 1st September 2013 **There will be 9 papers instead of the existing 7 with JAR** The additional papers are: **Operational Procedures, and Principles of Flight.** Although these are not new subjects for study purposes, they have been separated out to become extended knowledge areas for testing.

The subjects you have already passed will still count, according to their existing validity period. Although it will not be permitted to run the old and new papers together for examination purposes, passes combined of old and new papers will be acceptable for licence issue.

A Pizza With Pablo

Last month we were given a very informative talk from Pablo Mason whilst the Pizzas were delivered and devoured.

He gave a history of his career in flying and through his military and civil exploits.

We then opened it up into a Q&A session with many probing questions coming from the floor.

The new patio was used to it's full with the new lighting and led's giving the event a glow in the twilight.



Jersey Airshow

The usual suspects left Wellesbourne on Wednesday September 11th bound for Jersey with two instructors taking their respective students for the experience and some in flight training as to the straightforward way a more complex flight can be tackled and showing that after gaining a PPL it isn't difficult to plan and go places rather than talk about it or go for the usual routes that were learnt whilst on the PPL course.

Lucy attacked high in BG (Airways) Tim and Sarah in VE and SP took up the middle, Martin in CY went low but was "attacked" by a 10 ship formation of the red arrows transiting low. They then caused all Aircraft to hold, orbit and scatter as they performed a fly

past over the islands. Mike in KE just kept on course and arrived just behind the reds - always wants a grand entrance mike! He said he'd organised it - yeah really!

Callsign	Type	Bay	ETA	Flags
GAZFI	P28A	CLU	12:41	
SAW74J	B734	1	11:52	
REDAROW	HAW1	20	12:10	L
GJMKE	C172	CLU	12:13	L
BEE941	E190	10	12:16	L
TKD02	TUCA	18	12:19	L
MERLIN	EH10	19	12:22	L
EZY97EA	A319	5	12:25	L
GBSCY	P28A	CLU	12:29	L

The cloud base was marginal for the airshow on the Thursday but most



aircraft flew and as always the Red Arrows were precise and spectacular - especially as it was their rolling display which seems to bring them closer to the audience. The airshow takes place in

St Aubins bay so is unusual in the fact that the flight line is over the sea and in a curve but also it's free organised on behalf of the Jersey tourist board.



As always good meals and company rounded off each evening.

Jersey can sometimes be covered by fog and indeed the return day was greeted by "ground zero" conditions but no fear a few phone calls and extra accommodation was found, an extra day shopping was had and another excellent Thai meal in the evening.



The following day everyone departed to plan and again some went low, some went high but all arrived safely.



It is important that passes in both Flight Performance & Planning and Navigation must have been achieved using either the old papers, up to 31st August 2013, or the new papers from 1st September onwards.

If, by 1st September, you have a pass in one of Nav or Flt Planning, **you will have to sit them both again using the new papers.** As previously advised it would have made sense, for those of you who are about halfway through your exams to try to get those two completed before September to avoid having to do a compulsory re-sit. Any re-sit to the new syllabus in these subjects only will be considered to be a first attempt.

Sittings

The whole written exam regime will become much more formalised. Currently, when you've felt ready or following a gentle nudge from your instructor **you have arranged to come in to take an exam.** As from 1st September you will need to have a **recommendation** from the club (generally your instructor) **confirming** that you have completed the requisite amount of ground training prior to taking each exam.

Additionally, as from 1st September 2013 **the concept of a 'sitting' will be introduced.**

A sitting constitutes a consecutive 10 day period, starting from when you take an exam. One or more exams may be taken during each sitting although only one attempt at any paper may be made during a sitting. A retake of a failed exam during the period of the same sitting will mean that a new sitting has commenced. **If you fail to complete all the exams within either six sittings or 18 months, you will have to completely retake all of the exams.**

Do not therefore take exams in a random fashion as and when you feel like it. It may make sense in linking certain exams together where the knowledge base is similar. **Air Law and Operational Procedures** make a god fit as does **Flt Planning & Performance with Navigation.**

Remember you only get 6 sittings for 9 exams so some doubling up or even tripling up in the 10 day sitting period may make sense.

For existing students with exam passes please take the time to review your position with your instructor so that you can plan your next sitting properly and gain maximum benefit from it. For relatively new students with no exam passes a system will develop for you to join to control your progress on the new exams.

Safer flying.

**John Eburne CFI Take Flight Aviation
October 2013**

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.

CAA MAPS

Make sure you are current, the new Southern Edition And Northern maps are available from the club for the princely sum of £15.99 each.

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.



MEMBERSHIP POLICY

Some went high but all arrived safely by 3.00pm - albeit one day late.



Triumph Motorcycles experience day

Some of you may have noticed a row of gleaming new motorcycles outside the club last week - rather than the usual crowd of machines parked outside the cafe.

Triumph Motorcycles experienced a dealer flying experience day at take flight. The 20 or so trial lessons were ably conducted by Lucy, Sarah, Sharlene, and Tim, with aerobatic experiences run by David and Paul.

What was interesting is the delegates who were all avid motorcyclists took to flying with ease and although weather conditions got the better of us regarding aerobatics they noticed the differences between "driving" the 4 seaters and "flying the Slingsby's. A bit like a touring Honda gold wing or Harley as opposed to a "cafe" racer



A great day was had by all, and we are sure we may have one or two sign ups from the event

Speaking of the Slingsby's **why not try BUUC whilst it is here for the princely sum of £118:00 per hour** and experience the difference? **Book up and talk to an instructor for sign off** - you don't have to do aerobatics and as they say in the adverts a once in a lifetime opportunity and when it's gone it's gone!

Congratulations - an UPDATE

Congratulations to **Andy Haskayne** on passing his PPL recently. A valuable member of the club he is now joining in on some of our fly outs to gain experience and was last seen revelling it up at the "proms" remember Andy minimum 8 hrs from bottle to throttle!



Also congratulations to **Steve Robbins** on gaining his PPL. Steve, these are 4 seaters not 56 seaters! So don't try to book up tours of the Algarve with the blue rinse brigade just yet!



Tom Green also passed his PPL recently with John Eburne our CFI and examiner, so congratulations goes to him as well!



Now for "First Solo's".

Congratulations to **Hudson Benn**, who completed his first solo, the instructor watched proudly as Hudson completed the circuit and made a perfect landing in one of



MEMBERSHIP FLYER

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 admin@takeflightaviation.com

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check and make a presentation in one of the latest club aircraft.

Although, Sharleen, we thought first solo was at 16 years not 16inches! John's checking with FCLicensing regarding validity, but you never know with all the EASA rule changes.



Congratulations also goes to **James Robinson**, **Adam Chapman** and **Stuart Beech**, who also gained their respective first flights without their instructors.

As you can see if you make sure you have a photo of this occasion and send it to Bob then he will make sure you get a front cover from Flyer magazine, who are running a promotion at the moment. Great to brag to your mates that you are now famous!



To go to members page *click* below

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