



Hi there {FirstName},

Welcome to the June 2013 issue of *flightlines*



Welcome to another addition of Flightlines

Our annual pilgrimage to The Isle of Wight took place on Sunday 19th and we met up with a few old friends from Fair Oaks once again. Great to have seven aircraft from Take Flight there. Adam's son Jo is editing a video of the day.

Take Flight is exhibiting at Aero-Expo for the first time at the end of this month (May 31st-June 2nd). If you're visiting make sure you pop and say hello.

The Slingsby Firefly has got off to a good start, our first Wednesday club night offers you a taster session subject to weather and hopefully you can experience a loop and a roll and have some hands-on flying with a stick aircraft. **There's a celebratory Singapore Slingsby cocktail after.** No prizes for guessing who came up with that idea! As the fuel bay will be shut we need to manage bookings and weight accordingly so book early to avoid disappointment. Even if you're not flying pop by for a cocktail and a ground based roll!

Hard to believe June is just round the corner so it's **Wings and Wheels** once again. In the spirit of the event, we've teamed up with Guy Salmon to swap experiences so Take Flight members get to test drive a **Range Rover or Evoque** on the day and we're hoping some of their customers will come and experience a flying lesson.

We're adding yet another aircraft to the fleet soon. **Martin Lynch** has purchased a **Rockwell Commander 112** which will be available exclusively to Take Flight members. A chance to experience a complex aircraft with VP prop and retractable undercarriage.

Mike

New EASA Syllabus Exams

There are new exam papers for the EASA PPL which come in to effect from September this year.

As ever the dust is to settle but it seems to make sense for people already embarked on their written exams to try to complete them prior to the new set coming in. However there seems to be some confusion with regard to the introduction of the new papers and the withdrawal of the old papers.

The existing papers are to be used up to and including the 31 August 2013 and then withdrawn and destroyed. From the 1 September 2013 only the new papers are to be used; at no time should the old and new papers be in use at the same time during the transition period.

FORTHCOMING EVENTS

May 31st-June 2nd - Aero Expo

Why not pop along to Aero Expo over the weekend of May 31st to June 2nd at Sywell Aerodrome? <http://www.expo.aero.uk/>

This event gets bigger each year and is becoming the first port of call for anything Aviation. With an aerobatic display each day and manufacturers showing off their wares as well as the usual traders with some special "show deals" this is a great place to "talk aviation".



This year Take Flight will be having a stand in Hall C as well as exhibiting **G-BNVE** outside in the static club area.

Come along and give us some support and spread the word of Take Flight.

June 5th - First Wednesday

A "Singapore Sling" cocktail and BBQ evening from 6.00pm - Food from 7:30pm

Bring the wife, partner or friend all are welcome.

To celebrate the fact that G-BONT is now up and running and on the fleet, why not take the opportunity to have a trial flight "VFR only or Aeros" in this beautifully balanced aircraft which is a delight to fly.



Why don't you or your guest try it and see?

If you want to book a conversion course or even the full AOPA aerobatic course let "admin" know.

We are offering tasters at £69.00 including instruction.

Let us know if you are interested for a flight on the night by emailing admin@takeflightaviation.com with your weight so that we can create a sensible schedule as the fuel is used up.

Or perhaps just watch and wile away the evening on our great patio and enjoy your Singapore **Sling**, with some **upside-down** cake, sausage with a **roll**, or an all beef? hamburger (guaranteed to make you **loopy**).

CAA states:

Paragraph 2.2 "Introduction of the New Syllabus Part-FCL PPL (A) and (H) Examination Papers" of IN-2013/061 has also raised several questions which I will again try and clarify.

All old examinations passed before the 1 September 2013 **will be valid after the 1 September 2013** for licence issue subject to the validity period (see para 2.5). If a candidate has passed only one of either the Flight Performance & Planning or Navigation papers to the old syllabus they will need to retake this exam to the new syllabus after the 1 September 2013.

If a candidate has passed both Flight Performance & Planning and Navigation papers to the old syllabus before the 1 September 2013, they can be carried forward for licence issue (subject to validity period) after the 1 September 2013.

Apart from Flight Performance & Planning and Navigation, **any combination of old and new syllabus papers will be accepted for licence issue subject to the validity period, attempts and sittings.** The reason for this requirement is the topic areas in Flight Performance &

Planning and Navigation have moved between subjects, and a candidate will not have been examined on all topics having passed a combination of old and new syllabus papers.

Please contact the club as **Rick Ions** has been running a successful ground school on Sunday mornings and Monday evenings dependent on numbers of attendees. Rick may not wish to continue when the new syllabus comes into force which would be a huge shame as he has a wealth of experience which he can pass on to you.

Weighty Issues

With the introduction of the **Slingsby T67M** to the fleet I thought it might be timely to revisit weight and balance and flight performance considerations.



CAA Safety Sense leaflets 7 and 9 contain some very useful information and reminders to people.

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=list&type=sercat&id=21>

Prior to the introduction of the on-line booking sheets we used to have laminated weight and balance calculators for each aeroplane.

My suggestion to you is to look at the "**worst case**" scenario and keep that in mind for your particular aeroplane. If for arguments sake you know that G BSCY at Max Authorised Weight needs a minimum take off distance of X meters (Do you like the way I didn't give you the answer so you'll have to go away and check?) on a hard runway you can begin to scale in other variables such as grass and runway slope.

The (Dying) Art of DR

I've always subscribed to the view that the plastics industry can always sell the latest useful gizmo to pilots, as pilots buy anything they perceive helps them in the air. Any old piece of clear plastic with some graduations and marks on it with promises of telling you which way to join the circuit how to hold in a pattern, how much fuel you have left and how strong the crosswind is, have all been peddled as absolutely essential pieces of kit without which a pilot simply can't cope.

Most of it ends up broken at the bottom of a flight case like a discarded toy weeks after it was bought.

Let's save some money on the plastic frippery and get back to basics. Simple question assuming still air - if you wanted to fly to Worcester from Wellesbourne what would be a sensible direction to point the aeroplane in? West? Good we are on the same page.

All we ever do using **Deduced Reckoning** navigation is keep on refining our progress based on the last known position of the aeroplane. All we are ever solving are heading distance and time problems. I am therefore often surprised by how many aircrew don't wear a simple wrist watch. If you don't know how far/long you have travelled how do you know where

Take care though we don't want you going home with your arm in a **sling!**



Look forward to seeing you there

If its pouring with rain we'll be down the pub!

June 16th - Vulcan Wings and Wheels

The annual "**Wings and Wheels**" event will be taking place on Fathers day June 16th this year with the resident Vulcan completing a slow taxi and high speed run down the runway 18/36 at 11.30 and 2.00



respectively. as well as some other visitors and possible

unannounced flypasts.

We are again hosting a **BBQ and entertainment day** for all members and their guests, with food and live music. Once again due to popular demand **Thom Kirkpatrick** will be entertaining us with his exceptional abilities.

If any one saw him at the Airfield open day you will not be disappointed. As Mike mentioned in the editorial we are also teaming up with **Guy Salmon** who will be bringing along some vehicles to try out, and as always there may be some "flying deals" to be had.

Do come along and enjoy the entertainment - the more the merrier. start 11.00 finish approx 4.00 food from 12.30 approx.

PREVIOUS EVENTS

Airfield Open Day

The open day was a huge success for the airfield, with queues to visit the tower and 45min waits to visit the cockpit of the Vulcan. Take Flight added value to the day with entertainment and food with a picnic area as well as trial flights and flights in the Slingsby.



The weather was kind to the event all day and it was great to see all the visitors having such a relaxing time.

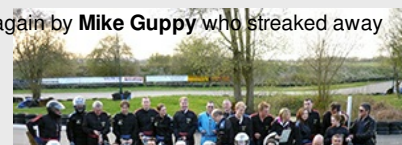
For the second time we used the services of **Thom Kirkpatrick** "musician extraordinaire" and the numbers swelled each time he played a set. As you can see we have booked his services again for the Wings and Wheels event - if you haven't seen him it is a must see recommendation.



Go Karting

The annual trip to Leicester took place on the "first Wednesday" of May, and seven aircraft made the trip with 29 would be F1 drivers eager to show their skills (or lack of!).

The event was won again by **Mike Guppy** who streaked away from the opposition he'll have to be handicapped next time! **Mike Roberts**



to go next?

Suppose then that we knew Worcester was around 30 miles west of Wellesbourne and your aeroplane travels at 90 kts. Again in still air its going to take you 20 mins to get to Worcester. With a 20 kt head wind 25 mins and with a 20 kt tail wind 16.5 mins. If you know Inkberrow is about halfway you can refine your eta for Worcester when you get there.

i.e. if its taken you 10 mins to get to Inkberrow 15 miles west odds are it will take you another 10 mins to get the rest of the way to Worcester.

In previous flightlines we have discussed that based on the type of weather systems we get in the UK we can box down the maximum drift we would generally experience and a lot of reason would suggest that where drift is present a **drift correction of 10 to 15 degrees into wind** resolves most navigational problems in most typical benign UK weather systems. i.e. the days you may want to go flying.

Why then do we need to programme up several GPS units to make relatively short flights around the UK?

GPS are great for a representation of horizontal navigation across the face of the earth but don't represent vertical navigation nearly as well. Buying and studying a chart will acquaint you with airspace. We have Birmingham to the north and they still have a number of zone busts.

I cant help feeling it is a result of over reliance on GPS. The potential problem with a GPS is the size of the screen. Depending on the scale set; and people generally love large scale so that they can see rivers and roads float by, by the time the next piece of airspace comes in to view stage left you are virtually on top of it. A cursory glance at a chart would tell you all of this well ahead of time.

Having said that the new sky demon on a tablet is, I believe a huge improvement. **It still requires you to look out of the window and confirm that what the GPS says is happening is actually happening outside of the aeroplane.**

Given that there are still lots of useful VORs dotted around the country and many have a co-related DME signal I find it hard to understand how people can get lost.

I guess the issues start to become evident when we strive for faster and higher flying aeroplanes. The old adage that **if you want to fly a 200 kt aeroplane you need at least a 250kt brain** holds true.

Many people learn on a relatively slow training aeroplane and then are surprised (shocked!) how much ground they can cover in a faster aeroplane. **A bad combination is a 200 kt aeroplane with a 90 kt pilot at the controls.**

Clearly you need to be ahead of the aeroplane at all times. That means that your R/T and nav have to be so much faster and accurate. Often I see



people trapped on frequency in quicker aeroplanes. The reason is straight forward in that Wellesbourne along with many GA airfields deals with taxiing, refueling, flight info and circuit work all on one frequency. **It can be difficult to get a word in edge ways sometimes.** Worst still if you are galloping off towards Birmingham or Brize at full chat listening to a guy north of Coventry on a jolly. Once you have passed a station and they are receding into the distance the wiser pilot gets off frequency and ready for the next station along the leg.

Navigation is really "dead" easy once you come back to basics and allow common sense to prevail. As a parting comment do make sure that you fly what you planned to fly many a good pilot has flown off on 300 degrees instead of 030 or 120 instead of 210.

Easy mistake to make and 3 out of those 4 combinations won't trouble you too much from Wellesbourne – who knows with a gross error check you may even spot it quickly and put it down to the price of an education. **Galloping off on 300 degrees and climbing might get you a rap from Birmingham.**

Think about the sense of what you are doing and where you are heading and enjoy the summer. Safe flying.

disappeared so deep into the tyre barriers that the marshalls didn't see him for a while (or were they bribed to look the



other way?) Bob Shuttleworth started at a pedestrian pace for the first 10 laps with spectators gesticulating that everyone had passed him (even pedestrians) until it was discovered that he only had one engine running - with the second one on song **team "Shutt" (Bob and Pete)** finished fourth.

The evening was rounded off with a Le Mans scramble start return trip and a curry prizegiving meal at Alladins in Tiddington. Roll on the next one.



Flyout to Isle of Wight

The flyout took place on Sunday 19th May and 7 aircraft as well as two from Fair Oaks left at around 11.00am to sample the cuisine of the Crab and Lobster. We had 27 diners and it was good to see instructors taking their



students on the trip, giving them a taste of what they could be doing once they complete their course and get a license. Well done to Stuart Beech, Martin Lynch, Mark Hitchman, and to student Rowena Slater Reay for showing Geoff how the radio should be done!

Congratulations - an UPDATE

Congratulations to Andy Haskayne for his QXC, it was a beautiful day except he had to wait a while for the fog to lift at Cambridge but eventually it cleared and the trip went off uneventfully, well done Andy.



For all students who may be completing a QXC shortly, don't forget to talk to your instructor about the special free landing deal (usually around £15.00) for students landing at Cambridge - well worth joining as it reduces the overall cost of what is a understandably expensive flight.

Also congratulations must go to **Jake Baxter** who completed his first solo. **Lucy** (his instructor) had been watching the weather conditions for a few weeks now, but it all came together on Saturday 25th May as he heard those heart stopping comments "you have control and you have the aircraft - i'm off!"



Unfortunately no one had told his mum who was watching and stood nervously by whilst he completed his first circuit unaided. We are not sure who was worried the most!

But with a perfect landing and a perfect day reunited the two on

John Eburne CFI Take Flight Aviation
June 2013



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

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

[unsubscribe](#)

terra firma - **that's drinks all round Jake?** If you are not old enough we'll just take the money! cheers!

Got to DASH!

We will be having a new aircraft on the fleet by the end of June - thanks to it's new owner **Martin Lynch**.

G-DASH is a Rockwell Commander 112 in beautiful condition and is currently undergoing its annual and zero timing the engine so it can be entered onto the public category and members can use it. (subject to certain conditions).

It is a "complex" aircraft with retracts and variable pitch prop, and will be the next step up from the Slingsby. Difference training will be required so keep an eye out for further information as it unfolds.

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.



POOLEYS
FLIGHT EQUIPMENT

To go to members page *click* below

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