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Hi there **{FirstName},**

Welcome to the June 2013 Part 2 issue of *flightlines*

Welcome to this extra addition of Flightlines.

We've got a busier than normal **Wings and Wheels** this year with plenty of aircraft fly-bys and great entertainment on the ground in addition to the usual **Vulcan** runs.

We're hoping to have a couple of entries for the Pooleys **"Dawn to Dusk"** challenge this year more on that next time!

Our most ambitious fly out yet, to **Veince** also takes off at the end of the month and we'll bring you a full story and hopefully a video too! There might be a couple of seats left if youre quick!

John has an interesting article on landing an aircraft.

Landing can almost become second nature for those who fly regularly, but it's still a challenging sector of any flight for those who fly only occassionally or haven't flown for sometime.

Whilst the club has long maintained a "sensible check ride policy" and relied on members own discretion, John and I think that a sensible approach would be that members who have less than 200 total time that have not flown for three months or more would be well advised to take a check ride with an instructor.

As your licence requires you to do three take off and landings before you can take passengers you can do this as part of your check, or perhaps use the hour as your flight review for your licence renewal.

Happy Flying and Safe Landings!

Mike

New EASA Ground Exams

Students have asked for clarification about how existing exam passes will be treated post 1st September 2013. 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**

FORTHCOMING EVENTS

Fathers Day June 16th - Vulcan Wings and Wheels

The annual **"Wings and Wheels"** event will be taking place this Sunday June 16th with the resident **Vulcan** completing a slow taxy and high speed run down the runway 18/36 at 11.30 and 2.00 respectively.

In addition the Battle of Britain Memorial Flight will also be in the area for a fly past between 1.15pm to 1.45pm. There is also a 20ft wingspan scale model of the Vulcan giving a demonstration flight during the day. This aircraft is powered by 4 gas turbine engines and looks and sounds the part. Click on the photo and look at the youtube video of it to be convinced - awesome!

This year we are hosting a **PIG ROAST and entertainment day** for all members and their guests with food and **live music** (the more the merrier, **why not bring the whole family?).**

Cost £5:00 including a drink and £2:50 for children, and talking about children **Ken Hodierne** has arranged some model pedal planes to keep them occupied. In addition, there is the usual **"half price"** Trial and Aerobatic lessons for you or your guests to enjoy.

Once again due to popular demand **Thom Kirkpatrick** will be entertaining us with his exceptional musical abilities.

Thom's last band Switches signed to Interscope Records,

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.

The Authority have agreed not to introduce the requirement to **limit the number of sittings** until the 1 September 2013, as they realised some students may have already exceeded this constraint.

Therefore, all sittings before the 1 September 2013 will not be counted; only sittings after this date which will be new syllabus examinations only will be counted. There is no requirement for a candidate to attempt all the exams he/she has not passed in a sitting.

It therefore seems sensible to have passed both the existing Navigation and Flight Planning papers prior to September to avoid the risk of having to resit either exam under the new syllabus.

Seeing is Believing. Your eyes hold the secrets to landing

I find myself commenting on different aspects of flying in these little missive; some more appropriate to experienced pilots some aimed at the student.

The hope is that a grain of something helps you to either progress, find a simpler solution to something or else understand a little more about the alien world of flight.

Im not a fountain of knowledge but I am in a unique position in that I get to fly with many people. As a consequence I get to see lots of different "approaches" to the same fundamental task of flying an aeroplane. The result is that I can feed back best practice and keep refining what I do.

I would think that we all agree **the hardest task to teach and refine is landing an aeroplane.** As instructors we aim to try to give you the same problem to solve on each approach. By doing this we can allow you to learn what the result of different control inputs are. The problem becomes that we all get so involved in flying different approaches owing to the wind that what worked on one occasion doesn't seem to work so well on another.

The **result is confusion and a lack of confidence.** Landing in a headwind is relatively easy, landing with a crosswind is a little harder. Landing with no wind should on the face of it be simple. But therein lies the rub. Often it is difficult to get down with no headwind at all.

I don't want to get side tracked with a big debate about point and power versus elevator controls speed and power controls rate of descent. They are opposite sides of the same coin.

However, **point and power is an adaptation developed by the military** to overcome the fact that if you close the throttle on your heavily wing loaded jet fighter on finals and then drop off the glide slope **the spool up time of the engine to get you back on to the glide may become critical**; hand itching for the ejection seat!

In which case aiming the nose at the threshold and adjusting the power to control speed seems an eminently sensible thing to do.

In a light single though you may need to be a little more circumspect about what you do.

Consider an instrument approach. We teach people on the ILS that an

sound-tracked film and TV, played Glastonbury festival, V Festival, T in the Park, Fuji Rock and toured the UK and US with The Fratellis, The Bravery, She Wants Revenge, and Be Your Own Pet.

Thom has also been a session musician for Ellie Goulding (UK Headline tour and TV appearances), Sophie Delila (Jamiroquai support) and The Pierces (TV appearances on GMTV and Album Chart show).

DO NOT MISS THIS WORLD RENOWN TALENTED ARTIST. Also entering the Boss beat box world championships, Thom can be seen on numerous You Tube sites - just enter his name and enjoy.

We are sure there will be some other last minute items added to the programme for the day.

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

Congratulations - an UPDATE

Congratulations to Rowena Slater-Reay on passing her PPL skills test.

All exams completed she jetted off to the African continent to play with Elephants and Rhinos.

Mind you, a holiday with some rather large leathery horny beasts should give her a good start when flying with some our members!!

Previous Events

First Wednesday - Singapore Slingsby.

Last week the evening of sampling a **"Singapore Slingsby"** Cocktail *and* a short 20 min aerobatic session in **G-BONT**, our Slingsby T67 (not in that order though!) was well attended. It was a case of Top Gun -v- Cocktail but sadly no Tom Cruise!

Dave flew a number of sorties, with even Lucy being strapped in (plus a few cushions) for a roller coaster ride.

Chief cocktail taster Fay also went for a spin and sortie (in that order) and Mike (more Cocktail than Top Gun) let Dave show him inverted flight, although Dave insists the Migs where a figment of Mikes imagination!

Everyone who flew said how beautifully balanced and responsive the aircraft was and is a great plane to fly.

Why not book up for a conversion to a complex for VFR flying or go the whole nine yards and book an **AOPA aerobatic course** before the new EASA Aero rating comes into force.

PASU Update

Consider an instrument approach. We teach people on the ILS that an easy way to determine the rate of decent required to fly a 3 degree glide path is by knowing the ground speed on finals, from the DME. A simple 5X ground speed calculation should reveal the answer. Hence, if you were approaching on the ILS with an 80 kts ground speed, X5 = 400 ft per min rate of descent. Therefore an approximate power setting would be 400 RPM less than cruise power setting. **(Re read that until it makes sense).**

The point is aeroplanes are designed to do certain things if they are given the correct control inputs. Sounds a lot like point and power to me.

Now consider a visual landing at Wellesbourne with no DME. You need clues to help you down. Let's start with the assumption that you can fly the aeroplane on to the final approach speed stable on the centre line. How did you do that?

Probably on base leg you would have closed the throttle (don't be afraid to!) carb heat on, hold the attitude and the speed decays, 2 stages of flap and trim the aeroplane to approach speed. **(Elevator controlled speed did it not?).**

You may wisely have then restored the power to around 1500 to 1700 RPM. Why? **Because if you restore it to 2300 RPM you are unlikely to descend.**

If your POH says the approach speed required is 75kts and you have a **10 kt headwind** so a ground speed on finals of 65 kts X5 = 325 ft per min rate of decent. 2300 -325 around 1900 RPM. **No headwind** 75kts on the approach so 75 x 5 = 375 ft per min ROD so nearer to 1800 RPM. All approximates don't forget.

Notice less power with no wind. **The trick is to trim the aeroplane to hold its speed.**

The key skill when you have turned finals is that you take a moment or two to assess the situation. You are trying to land visually so give your eyes a chance to see whats going on. **You want the threshold and the runway to stay stationary in the bottom 1/3rd of your windscreen**. No higher (undershooting add power) no lower (overshooting reduce power). I see many people turn finals and apply full flap as a matter of course. Hold on a moment. Are you going to make the runway? Not sure – **then don't paint yourself in to a corner with full flap** because if the engine conks out you almost certainly won't make the runway with full flap, **If most of your approaches are at high power settings dragging**

the aeroplane in under power - this means you!

A better practice (safer) might be to assess the wind and the glide path and if necessary alter the power setting as required.

It will be somewhere between 1500 to 1700 RPM on most benign flying days. If you keep the speed constant and the power reasonably constant you have neatly ironed out 2 variables which makes the task easier. If you keep altering power and speed your brain box will be working overtime solving new problems to the extent that you are likely to max out and a poor landing will result.

Fly a stable approach down to 300 feet. At 300 feet (1 mile final) assess if you can make the runway? Is the runway clear of other traffic, or will it be in the very near future? If so carb heat to cold full flap and gradually reduce power down to the threshold maintaining the same speed. **Do not let the approach speed bleed off in the final stages of the approach.**

Instructor courses tell us how to describe ground definition to pupils. Its where you can see the daisies in the grass apparently. Means little to me either.

A more meaningful description might be around shoulder height off the ground (Im talking light singles here guys before any 737 pilots tell me Ive gone mad). **Have you ever stood outside your aeroplane and noticed that your eye height is a little higher than when you are sat in the aeroplane?** That's handy because you have spent your adult life looking at the world from this height and its about where you need to be landing an aeroplane – going from the known to the unknown you see in word pictures.

Let's get to the nitty gritty then. At 300 feet where you committed to the landing and applied the last stage of flaps and began to reduce the

DASH Update

G-DASH (the Rockwell Commander 112) is progressing well with the installation of it's "zero timed" engine - just the spinner to polish up now.

It should be back and ready on the fleet in early July, and subject to certain access conditions will be available for conversion training.

Why not get a heads up start with some VFR non aero training on G-BONT? - talk to anyone who has flown it and you will still see the smile on their faces.

Visit the Pooleys website or talk to us and order your essentials now.

POOLEY'S FLIGHT EQUIPMENT

If you order online and use the code "takeflight" you should attract a discount.

A plea from Rick Ions - you have been warned!

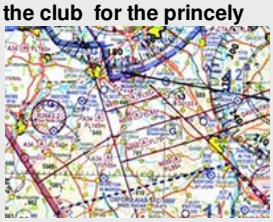
With the comments John has made in his segment about the

impending EASA change of ground school rules in September, it might be prudent for all students to look at their record of ground exams and either try to complete them all in the next couple of months, or at least the "Flight Performance & Planning and Navigation" papers prior to September 1st.

Rick is happy to do whatever is necessary to help you complete them any day one to one or in groups just give him a call ASAP on 01926 422 528 to formulate a plan.

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.

landing and applied the last stage of flaps and began to reduce the power, keep your eyes outside the aeroplane with the odd glance at airspeed.

Carry on down to around shoulder height but begin looking at the opposite end of the runway. **Do not get focused entirely on the threshold otherwise you will get a sudden surge of ground rush**. Your own self preservation instinct will kick in and you will heave back on the controls resulting in a balloon and a go around.

When you are at around shoulder height, look at the far end of the runway (count the passing traffic on the road if you like) and just fly straight and level. You have rounded out and are now in the hold off. The aeroplane has no thrust, it has drag flap, it isn't going flying anymore it's coming down.

Yo**u want to try to prolong the flight as long as you can so as the**

speed decays keep on applying back pressure and be patient.

As the speed decays and you apply back pressure to maintain flight you are increasing the angle of attack. **We all know whats going to happen at around 17 degrees Aof A don't we?** The knack is getting the stall to happen as the main wheels contact the runway. This also very neatly protects the nose wheel from damage. Then gently lower the nose as the speed decays. That was excitingly called the flare and landing. **Note the stick never moves forward in this phase of the landing.**

Your next move depends on what you are doing. If its a full stop landing let the speed bleed off and then taxi off the runway at a sensible speed. Be cautious about where your feet are on the approach **do not land with your toes anywhere near the brakes**.

If its a touch and go control the aeroplane before you add power again. That means flaps up, on the centre line and carb heat set to cold and ailerons into wind.

Once you are travelling along the centre line, apply the power smoothly so you can react to the changing speed. Get the sequence wrong and you will be skipping down the runway at full chat with the flaps down in an aeroplane that wants to fly before you do a bad combination.

There are 64,000 ways to skin the cat I'm sure, but this one seems to have worked so far.

Safer flying.

John Eburne CFI Take Flight Aviation
June 2013

This is 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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