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March 2010 issue



Hi There {FirstName},

Welcome to another edition of Flightlines. With news of events, fly outs, squawks, the thoughts of our CFI, TFA merchandise, a discount code and free stuff, it's well worth a read, why not print it out for some bedtime reading excitement! Whilst we might have the best selection of aircraft for hire in the Midlands and fantastic unrestricted hire rates, it's the people that really make Take Flight what it is.

If you're a new member to Take Flight you may have missed the last newsletter, which describes our instructors and other key people in detail, [click here for more](#). You can read all our old newsletters online, meantime meet the weekend crew who help make us run so smoothly!



If you would like to download a copy of this newsletter, as a pdf then click on the logo to download

Safe flying and hope to see you at the club, or on our "First Wednesday" members night and/or one of our Fly Outs very soon!

MIKE

The Lingua Franca of Flying



John Eburne CFI

What's it all about Roger Wilco Leg Over???

Last issue it was:-
we've also got "Six of the Best" Instructors

Now meet the weekend team!



Amanda Jenkins

Like many people, learning to fly was an ambition that needed a reason to go for it. For Amanda - for her (hard as it may be to believe) it was the big 40 birthday that loomed large on the calendar! She completed her training in 2005, having first started at Cambridge Aero Club. Getting her PPL was the easy bit - keeping it, is now the priority - hence joining Take Flight two years ago. where she helps out with some membership and

accounts admin.

Amanda is at the club most Fridays and a regular attendee of club fly out's. She enjoys the atmosphere of the club where you will always find someone who wants to go and fly! Because Take Flight is first and foremost a club for PPL's rather than a flying school, it's a place you can come to just chill out and drink tea (or the contents of the fridge if you're not driving!) as well as get down to the serious business of *actually* flying somewhere.

Amanda recently added an IMC rating and a night qualification to her licence, under the expert tuition of our CFI, John Eburne. "John's calm and unflappable approach ensured that adding the ratings was secondary to actually making me (I

When we are taught to fly we are told to prioritise your tasks as Aviate, Navigate and **Communicate** last of all.

It's a shame that such little emphasis is put on communication because in my experience it is the factor most likely to hold a pilot back.

Poor R/T is often the reason people get hang ups about flying anywhere. In the end they stay on the familiar base frequency and never stray beyond the locality of their home airfield.

R/T is a language of its own. It is very predictable and precise and as a result it is very easy to get used to if you try. The trouble is that most pilots are by nature fairly gregarious people who want to talk and talk. When they can't, they write little items like this!

Let's look at R/T in its simplest form first. How do we physically get to the hold to be able to take off? Depending where you are based you may need to call various services such as ground or tower sometimes for permission for engine start. Usually though that is at larger airfields and the permission might be denied because there is a problem with a flight plan.

In basic terms what are we trying to say? "Hey you over there it's me over here and I want to go flying" - that's the essence of the message so first we must grab their attention. How do we do that? We call them - "Wellesbourne Information G-BYSP for radio check and taxi instructions for a flight to Southampton- 3 POB"

Note that we have grabbed their attention, told them that we want to know if our radio is serviceable on a scale of 1 to 5 and booked out and told them where we are going and what the detail is.

"G-SP readability 5 , taxi hold A 18 right hand pattern QNH 1025" The tower knows that you are leaving the circuit so gives you the QNH. Read back all numbers and instructions.

There is nothing more to say until you have stopped at the hold completed your checks and are ready to go

"G-SP Hold A ready for departure" Note we don't need to get their attention again we are on frequency, so no need to say Wellesbourne Information every time we transmit; and if ATC have abbreviated our call sign so can we.

"G-SP report lining up" This doesn't need reading back as it's a request for you to report WHEN you have lined up just do it and then say "G SP lined up" (past tense you see).

"G-SP take off your discretion" Once again there is no need to repeat "at my discretion" just say "G-SP". You are now airborne and on your way. Remember you initiate all calls.

After a while you might want to change frequency to talk to the next ATC unit along the route. Remember that once you have past an ATC unit they are becoming less and less use to you.

Good cockpit management is important. Instead of having the next frequency hidden on you knee board put in the standby on the radio so you can see it easily when you want to change. You ought to incorporate that in to your FREDA checks "R = radio tuned and next frequency ready".

"G-SP request frequency change to Brize Zone 119.00"
"G-SP Frequency change approved good day"

Most people will then change frequency and dive straight in to the next call. Don't! Just wait a moment or two and listen. God gave you two ears and one mouth use them in that ratio. Have you picked up the local QNH and dialled it in to your altimeter. Most of what you need to know is being given out to all the other guys on frequency so sit

hope) a better, and safer pilot. It's great to see so many new faces at the club and if I haven't introduced myself or said hello, apologies!" -apologies accepted!

Amanda will be joining the Dublin fly out yet again to make it a weekend to remember (that horse will never be the same again! especially at 3.00am!) and hopes to see you on the upcoming Take Flight adventures to Dublin and beyond, and to making the club an even better place to enjoy your flying.



Ollie Shuttleworth

Ollie went solo at 16 and got his PPL on his 17th birthday, well before he got his driving license. He also has a night rating completed during his PPL, and is currently completing his Aerobatic certificate with David Donovan

He is usually seen in and around the club on a Saturday, manning the desk and answering any queries you may have and generally making sure the club runs smoothly.

He also cleans all the club's, (and some owners) aircraft on a monthly basis, so can be regularly heard muttering about pilots who leave old rags, plogs, untidy seatbelts, no oil, no fuel, not filling in defect logs etc.etc.



On a Sunday he works in the tower helping to make the FISO's life easier. Ollie therefore gets good knowledge of the airfield procedures as well as "heads up" info on any airfield issues.

Currently studying Psychology at Coventry, with an interest possibly of a career with NATS he also has a DJ slot on <http://www.sourceradio.co.uk/> on a Monday nights 6.00-8.00pm, ideal for those "facebook geeks" who need musical accompaniment, whilst telling you *useful* facts about their daily lives!



Kim Towle

Kim is always at the club on a Sunday looking after the reception, the instructors, aircraft admin, answering any questions about the club, and if you're nice to her she may even make a cup of tea!

She is currently working towards her PPL at Take Flight. Kim has always wanted to fly, as she lives in the shadow of the airfield, and the sight of them flying overhead attracted her to join a work experience week at the airfield. After that, it was no stopping her and she joined the "best club on the field". She is studying hard, to read Physics at Manchester later this year. Her other passion is cars, so always bring something unusual to the club on a Sunday!

Events Roundup and Safety Notes

On 5th February the club organised a trip to "NATS" Swanwick, which was then followed by an airfield safety evening on March 4th

NATS are keen to encourage members to visit Swanwick, or Birmingham, to show how they are there to help in the interest of

back take it in and plan your call.

The golden rule of R/T is only transmit if you want something. If you have no request don't press the PTT. Simple rule, but kills half the nonsense that is broadcast at a stroke.

You probably want a basic service so like an actor with a hook line is a script use the TR PACER call. T R PACER stands for Type, Route, Position, Altitude, Conditions of the flight (VFR/IFR) Estimate to your next turn point and the Request. It is therefore contingent that you know all of these things before you transmit.

"Brize Zone G BYSP for Basic Service and zone transit" Note you just helped the controller prioritise his work load. A basic service is fairly, well basic, so if he is vectoring a Starlifter in bound from Afghanistan he might ask you to standby. Do so he will come back to you. "G SP Pass your details"

Using the above skeleton you would say – "G SP is a PA28 routing Wellesbourne Southampton via Compton, overhead Chipping Norton 2500 feet Victor Mike estimating Compton at 23 request basic service and zone transit via Farmore"

"G-SP squawk 3706 you are cleared to transit the Brize zone not above 2500 Brize QNH 1023"

"Squawk 3706, Cleared to transit the zone not above 2500 feet – roger the basic service 1023 G- SP"

Note that there is a verbal contract here. You asked for a service, Brize offered it you at a given pressure setting and you accepted it at that pressure setting. This is your only contact with the controller so if you sound alert, with some situational awareness you will get through no problems.

However if you sound only half awake don't be surprised if they tell you to keep clear of controlled airspace – Well wouldn't you in their situation? You can repeat the above all the way to Southampton and on around the world if you want to.

When you are joining an airfield, check if they have an ATIS broadcast, so that you can let ATC know that you already have the QNH runway in use and weather conditions.

Essentially you want to make your presence known to other aeroplanes in the vicinity.

So call the airfield for joining instructions. Read back the runway in use and the QFE. As you approach keep the airfield on the correct side of the nose – Right hand side for right hand patterns left hand side for left hand patterns. That way you will never turn up going the wrong way around the ATZ. If you are not familiar with the airfield join overhead and orbit until you cross the threshold of the active runway.

If you have used the method of arrival above you can only be on the deadside.

Keep a good look out descend deadside and join the down wind leg. Tell them that you are down wind and call again on finals. If they have a full ATC unit they will clear you to land in which case say "G SP Cleared land" if it's like Wellesbourne and they say "Land your discretion wind 270 12 kts" just say "G SP Landing".

There is no need to call vacated. The tower will be watching you like a hawk and you will be taking up airspace that someone else might want to use. Believe me if you ask any instructor what tires them out most over a days flying it will be the constant gibberish that is pumped through the airwaves, please try to do your bit to help.... alleviate the issue.

safety.

Take Flight can organise further trips to Birmingham or Brize or even Swanwick if the interest is there. Click on to email at <mailto:atevents@takeflightaviationgallery.com> if you would like us to organise a trip to Birmingham.

If we can get 6 to 8 people we will set things in motion.

It is a useful trip to discover that there are "human beings" working in the nearest international airport that can affect the operation of EGBW.

NATS are also promoting two other initiatives, their "Fly on Track" website which lists all useful safety data, "Red Arrows" notams etc. etc. as well as useful pdf files on low level routes, through solent, Manchester and Bristol as well as discrete squawk codes - well worth a shortcut link on your browser.

- click on the logo for a look in.

D&D Could Use More "training fixes" at present.



If you look at the website they are looking for practise D and D calls at the moment their newsletter states:-

"The current reduction in flying due to bad weather is contributing to a shortage of 'training fixes' for the D&D Cell on 121.5MHz who like a certain number to keep in 'fixing practice' and check software and equipment. If you get airborne in England/Wales and have time and capacity, why not listen out on 121.5MHz to see if 'busy', then " **London Centre, G#### requests training fix, training fix, training fix**" They try to position you to within +/- 3 nm using DF if you are at 2000' or above around the LTMA or 3000'(+) elsewhere, but it can be useful practice even if you are lower, but accuracy may suffer. Practice Pans also welcome. If you really are lost, just tell them, they don't bite, they just calmly 'fix' the situation, pun intended!"

Listening Squawks

Also at the safety meeting, the Birmingham delegate, James Carr, outlined the useful procedure of setting a listening Squawk on your aircraft's transponder, especially with the uncertainty of Coventry, it gives them assurances that if necessary they can contact you swiftly.

Current listening squawks published, are also on the Wellesbourne Airfield web site.

0010 Birmingham 118.050 MHz

0012 Thames Radar/ Gatwick 132.7 MHz / 126.825 MHz

0013 Luton/ Stansted 129.550 MHz / 120.625 MHz

6170 Doncaster 126.225 MHz

7366 Manchester 118.575 MHz

0011 Solent 120.225 MHz

On February 24th we held a "Meet and Greet" entitled, all you "really" need to know when flying abroad which turned out to be a wine tasting evening

The wine was supplied by local wine merchant [SH Jones of](#)

So there may be it and not a Roger or Wilco in sight. I take it you know that Roger means I understand your message. Wilco means I will comply with your instruction. Over means I expect a reply and Out means I don't expect a reply.

So I hope you will Roger this missive, Wilco, and on that note it's Out from me.

John Eburne

Events

Dates and details of forthcoming trips are on the web site at <http://www.takeflightaviation.com/events.htm> with updates on the e-allocator notice board and our excellent unofficial Facebook page (Take Flight Aviation). Our CFI John continues his series of informative talks dotted throughout the calendar in 2010 reaffirming our commitment to safe and fun flying. Take Flight's operation is well respected on the airfield and beyond, and we thank you for your help in making us look and sound as professional as possible.

New Discount code



New Pooleys Account, Maps, Log Books, Flight Guides, Sweat Shirts -with yet more to come soon

The Pooleys account is now up and running and the the latest "edition 36" southern maps are available from the club now



- why not buy them from Take Flight (they are even available to purchase on a Sunday as well!!)

To be legal you should have a current map with you when flying, even if doing circuits, just in case the runway becomes blocked!



We also have in stock our own logbooks, (with a gold foiled Take Flight logo on the cover), to purchase at £9.00 including VAT. Come on, support and promote the club.

In addition, log onto the Pooleys website ([click here](#) or on the logo above) and when completing your purchase enter the code `takeflight` in the coupon discount field and you will get an extra 5% discount, well worth it if you are a student and buying your Trevor Thom's books, flight bag, headsets, consumables etc. Also look for the link that will appear on the Take Flight website.

Join AOPA - for free!



Did you know that Take Flight was a corporate member of AOPA UK? AOPA offers many other courses and challenges that can be taken up, and so it is well worth joining, even if its just for their excellent magazine.

However if you are a student member of Take Flight then it is free. Just log onto their website and follow the instructions and all will be revealed.

Following Sarah Outens "solo" presentation at last months club night, we have also had some SOLOS!

Many congratulations to:

Andrew Sparrow who completed his first solo on Monday 1st of

Leamington and judging by the conversations afterwards was well received, although there were some new mixtures and concoctions by the end or the evening as the glasses ran out.

Pete Taylor organised a quiz to test new and old members on EGBW procedures, safety, circuits and the preferred Take Flight pub and opening times!

John Eburne made an introduction presentation and handed out a questionnaire outlining interests and goals that you may have in your flying.

We would like you to take part more formally (even if you have already filled in a paper form) so [please click here](#) and fill in the short online questionnaire, so we can gain an accurate census of your interests, and therefore tailor events to suit - [now is the time for us to prepare these, before the 2010 flying season gets under way.](#)

Events Planned for 2010

Follow the events page on the Take Flight website for provisional dates and further broadcasts, but for your interest:-

Next Month's Fly Outs



Sunday April 11th flyout to Isle of Wight for lunch at [The Crab & Lobster](#).

With a germ of an idea from Richard Bowman, Take Flight is organising a "newly qualified" members/student members, and members fly out to Bembridge in the Isle of Wight, on Sunday 11th April, (weather permitting of course).

The idea is that if you are a student, talk to your instructor and convince him/her to go with you, perhaps sharing the plane with another student so that one can do the outbound trip and one do the return - this can be a great way to be briefed, understand, and complete a nav exercise lasting about an hour with a practical use and a great meal at the end.

It will also get you used to talking to other services such as Brize Zone, Farnborough Lars etc. as well as plotting and flying routes up and down the centre of England, which will eventually become the initial routes down to Jersey, and into France later on in your flying career.

You could also extent this flight and circumnavigate the island and fly low level and sightsee the Needles, Cowes and the Solent. For newly qualified pilots why not link up with an experienced one and enjoy a simple practise trip before taking your friends on the same trip later in the year.

If you want to express an interest, talk to colleagues and your instructor as appropriate [click here](#) events@takeflightaviationgallery.com and send us an

March. He worked very hard to achieve this before he sets out on a gruelling climb to the base camp of Mount Everest (which is at an altitude of 20,000ft) during March. Andrew is raising money for charity for his climb, and has been training hard for the expedition, yet he still managed to get his solo before he sets off. Good luck on your climb Andrew, and well done.

Adam Green completed his first solo flight in a fixed wing aircraft on the 5th February 2010. Adam went solo after 4hours and 5minutes. He did have the advantage of being a glider instructor which helped, but still it is an amazing achievement.

Congratulations also goes to Miguel Costa who, with one setback after another (weather and Coventry's demise) has completed part 2 of his skills test, and is now a fully qualified PPL - now the learning really starts, Miguel!

As the nights are getting shorter and training night flying draws to a close at EGBW a spate of night ratings have been achieved.




Peter Gale, completed his night qualification course at Take Flight on the 10/03/10.

Caroline Morrison completed her night qualification on the 12/03/10, and congratulations also go to: Lee Suffolk, Craig Warmington and Sam Iskra successfully supervised by Sat Kalsi

Alan Price and Mark Newman are both, all being well, going to finish their night qualification this Wednesday 18th March.

Not necessarily a congratulations - but Kim Towle had a birdstrike on March 1st. All training is good for students and Kim and Sharlene "executed" a perfect aborted takeoff - unfortunately the pigeon didn't! Remember you have to report online all birdstrikes.



 Click PDF for form

We're expecting Ross Wall to complete his qualifying cross country soon weather dependant - hang on in there Ross.

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.

This is the sixth 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

[unsubscribe](#)

email so we can get an idea on numbers and how to plan the day.

April 17th Dublin - whatever they say, Guinness is better over there!

This is also next month, (see the details on last month's **FlightLines**). There are a number of members who have expressed an interest - now is the time to formalise your interest, please let us know if you want to go and we can then look at availability of aircraft and skill levels that are appropriate as well as organising a pilots meet to discuss flight planning routes etc. before the proposed date

If you want to express an interest for this trip email events@takeflightaviationgallery.com

Heads up notice!



Wellesbourne Wings and Wheels 2010 will take place on Sunday 20th June 2010 (Father's Day)

For those of you new to EGBW this is the traditional annual ground run of the Wellesbourne Vulcan and the club normally organises an open day/barbeque which is well attended - there are usually other unannounced fly pasts of interesting aircraft that appear during the day. Pencil it in, and bring the family.



Its a great day out. Thanks to **Clark Stanley** for the great photo taken at the last Wings and Wheels. As you can see the flying Vulcan paid us one of its frequent "airshow transit" flight visits.

Members Gallery



The members gallery is available to upload pictures for some of the trips and events that happened over last year.

contact us with your pictures, and any comments and we will send you a link to upload the pictures for you.

Have a look around the gallery, follow the instructions, and browse through the current images at <http://www.takeflightaviationgallery.com/> or via the link on the Take Flight members page.

To go to members page *click* below

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