



Hi there {FirstName},

Welcome to the November issue of *flightlines*

Exciting news! We've finalised details of the Take Flight Christmas party.

It's no overstatement that our parties and sometimes the actions of the participants have become legendary.

This year will be no exception and for the first year, to officially welcome and recognise our latest licence holders and first solos we'll be making brief presentations and the Take Flight Golden Globes for new PPL's. There'll also be some light hearted fun awards too.

The new Cessna 172 is back on line with a fresh annual and G-DASH is now back from maintenance following engine and various upgrades.

Don't forget to visit us on our stand at The Flying Show Saturday/Sunday 30th November 1st December at the NEC, you are always welcome.

Our first Wednesday will be a "first Thursday" once again in December to coincide with night flying.

It was great to see so many folks at our Halloween and Bonfire events and thanks for the great feedback.

Look forward to seeing you soon.

Safe Flying

Mike

What's the Crack then?

Several weeks ago two of our members suffered a worrying situation over water with an engine that wasn't running smoothly. They are two experienced pilots who over time have built up their experience and work well as a crew. They did all the right things and made a safe and uneventful forced landing at Lands End. They then caught the train back leaving the aeroplane to the MU at Lands End to inspect.

I am full of respect for anyone that faced with a situation reacts with a cool head and essentially does the things that they have been trained to do. Similarly both have kept the event largely to themselves and view it as "just one of those things" that comes with the territory of flying.

Naturally as a professional flying organisation we look to see if issues can be mitigated or risk managed out of our business. Flying is inherently risky we all accept that but we can also all help by operating aircraft carefully and as per the check list.

The cause of the above incident was a hairline crack along the cooling fin of one cylinder. Such a problem is nigh on impossible to spot with the naked eye. When you consider that the nacelle of the aeroplane in question grants little or no access other than to the oil filler for ground inspection you begin to realise that we are all reliant on one another for our safety.

FORTHCOMING EVENTS

30th November 1st December

The Flying Show - NEC



We are once again attending The Flying Show on the above dates and would look forward to you joining us for a chat on the stand.

If you look at the website (click on the above image) there are a number of seminars to visit , or purchase those last minute discounted christmas presents that you always wanted to buy yourself.

2013 will see some show favourites return along with some brand new features. The very **best of the lightweight flying industry** will gather to show their products. Looking forward to seeing you there?

Christmas Dinner Dance Saturday 21st December - Here are the details



our safety.

Cracks in engine cylinders are a long term manifestation of underlying issues. Rapid shock cooling will over time cause the cylinder to fail. How long back in an aeroplanes history the issue begins is impossible to say.

Certainly it is not the sort of failure that can be attributed to the handling pilot on the day but more over a long insidious history. All we can ever do is operate the aeroplane carefully and sensibly within the guidance of the POH.

Perhaps it is worth just readdressing some basic engine handling points that we should always observe with our aircraft. We all now drive cars which are packed full of electronic wizardry to make life simple for us. Lifting the bonnet of most modern cars reveals a plastic shroud which other than the manufacturers logo might as well have a sticker saying "Keep out you're not welcome".

Our engines are not so advanced. They are 1940s technology. In effect huge air cooled boxer engines which produce a large amount of torque at low RPM. Most of our aeroplanes red line at around 2800 RPM most run at around 2300/2400 RPM. Think this through you can probably get 350

BHP out of a 4 ltr motor car engine these days – turbo charge or supercharge it and you're through 500 BHP. A basic 2 litre Ford diesel pumps out about 150 BHP.

A Piper Warrior has a 160 HP or 180 HP unit its got 4 cylinders and has a displacement of an 319 cubic inches. **Its an American unit that we don't readily appreciate but 319 cubic inches is about 5.2 litres.** 5.2 Litres to produce 160HP? That's how unstressed the engine should be. However over time rapid cooling and heating will cause the metals in the engine to expand and contract eventually leading to weak spots and failure.

Always allow engines to come up to temperature or at least until a register on the oil temp gauge is noticed. A high RPM puts a lot of heat into the engine and should be avoided until the engine has warmed up. Leaning whilst taxiing can help warming the engine.

Once airborne always check your gauges before demanding more power. Is the unit functioning properly. **The classic area where the engine can inadvertently be misused is in the descent.** Always keep warming and engine in the descent or begin the descent further away from the airfield so that it is more gradual with a higher power setting. Treat an engine as if it is made of glass and be gentle. In a prolonged descent the forward facing body of the cylinder is exposed to the air flow which is cooling it rapidly.

Compared to the rear of the cylinder which is still relatively hot a temperature difference occurs which can cause the front of the cylinder to contract. This is known as ovaling and can cause excessive wear on the piston and cylinder bore so always try to keep some heat in your engine and warm regularly in a descent.

Opening and closing a throttle should be over a slow count of 4 and not a snap close or opening. It is often said that mechanics make lousy racing drivers as they have too much mechanical sympathy. I think the reverse is true in flying. After all the only thing separating you from being a poor glider pilot is your engine. You have a lot at stake in its continued undisturbed performance, treat it kindly and it will look after you and all of us in turn.

IMC Updates - As of 17th October 2013

I never like to say I told you so but.....Carry on.

The UK Civil Aviation Authority (CAA) today welcomed a proposal from the European Commission to allow the UK to continue issuing the Instrument Meteorological Conditions (IMC) rating for pilots until April 2019. The move follows considerable effort by the CAA and UK GA to support the retention of the rating.

Since its introduction in the 1960s the IMC rating has been acquired by thousands of UK private pilots to help them plan and fly safely in instrument weather conditions. 'National' ratings, such as the IMC, were to be phased out by April 2014, but today's proposal, which is expected to be included in the next amendment of the European Aircrew Regulation, will extend this deadline, allowing flying schools to continue offering IMC training and many more UK pilots to add the rating to their

awards from our ace team of instructors playing **BEAUTY AND THE BEAST**. Fun and Games as entertaining as **TOY STORY 2**.

Sumptuous food described with **TERMS OF ENDEARMENT** and plenty to drink so don't **WALK THE LINE** stay over and rest your **TOOTSIES** before **THE HANGOVER!**

So throw **SENSE AND SENSIBILITY** to the wind bring your favourite **DREAM GIRL, BABE** or **WORKING GIRL** for the best night of the year!



Rooms available
Book now to avoid disappointment
Tel: 01789 470424
email: admin@takeflightaviation.com

It's here! The Main Event.

It's bigger and even better than last year.

Following on from our first "all our own work" event last year we are once again using a venue close to the Club's location, so if you don't want to stay overnight the travelling distance will be reasonable.

This year it will be at the **Charlecote Pheasant** -which is opposite Charlecote Park and the church on final for 18.



The Charlecote Pheasant Hotel

Charlecote, Stratford – Upon – Avon

Warwickshire, CV35 9EW

The event will be from 7:00pm till 1:00am with dinner at 8:00pm.

The room is fully self contained and away from the hotel, with it's own bar

We are for the first time holding an annual awards ceremony for those who have achieved their "goals" this year - so you need to be there!

With entertainment, live acts and a fantastic disco light show what more do you need to start the Christmas festivities?

Booking this year is with the club so you need to e-mail admin@takeflightaviation.com or phone the club on 01789 470424 with your order. **Bring your partner and guests, ticket price is £39:50**

Dress is Black Tie or Lounge Suite (optional)

Rooms are available at £50:00 including breakfast and once again are booked via the club.

Your requirements are needed by the **11th December at the latest.**

We also need your choice of menu (please indicate any vegetarian requirements)

**WINTER FARM VEGETABLE SOUP
CREAMY GARLIC MUSHROOMS
HOG ROAST PATE**

**TURKEY
GAMMON**

**SIRLOIN OF ROAST BEEF & YORKSHIRE PUDDING
SLOW ROASTED CHERRY TOMATO & GOATS CHEESE
TARTLET (V)**

**CHRISTMAS PUDDING WITH BRANDY SAUCE
MERINGUE NEST WITH FRESH FRUIT
BANOFEE PIE
LEMON TART**

DOUWE EGBERTS COFFEE & MINCE PIES

licences.

It had previously been agreed that pilots who already held the rating before April 2014 would be allowed to use it indefinitely within the UK and to transfer it to a new EASA Private Pilot's Licence as an Instrument Rating (Restricted) and this agreement remains.

Praising the move, Andrew Haines, CAA Chief Executive, said: "The IMC rating has proven itself over the years to be a valuable safety tool for UK general aviation - training private pilots to cope with our very unpredictable weather systems. This is a sensible way forward which will aid flight safety in the UK. One of my first commitments to the GA community was that the CAA would argue strongly for the retention of the IMC rating and the privileges and safety benefits it brings. We will continue to make the case for the permanent preservation for the benefit of future generations of pilots."

Well done the CAA.

John Eburne CFI November 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

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](#)

So give us a call and book your tickets, rooms and menu choice.

You can pay over the phone or down the club by credit card, cash or cheque.

We look forward to seeing you all there.

This is a not to be missed event.

First THURSDAY 5th December

Night Flying and Curry Evening

Now is the time to revalidate or start your night rating as official night starts at around 4:45pm at the moment. So as the airfield closes at 8:00pm there is at least 3 hours flying time available - plenty enough, weather permitting, to complete the course in a couple of weeks. It's a great one to get with a minimum of 5 hours and with no written exams.



So for this "First Thursday" we will be organising a local night flyout, followed by curry at Alladins in Tiddington (our usual local curry house), that way we can ensure we can eat irrespective of the weather. Final details will be by text to your mobile.

Come along just for the food, or book an aircraft and fly, or just back seat with someone - as the last two night events showed everyone fully enjoyed the experience.

Congratulations - an update

The weather has beaten many attempts at completing first solo's or skills tests recently.

So congratulations must go to **Simon Young** on completing his PPL in the last couple of weeks.

Seen here being congratulated by our resident CFI **John Eburne**.

Now it's a night rating Simon, followed by an IMC?

Or perhaps just a few flights with the family as you are now on the members rate?

To go to members page *click* below

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

