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Hi there {FirstName},

Welcome to the October issue of Flightlines

Firstly, for those of you who were not aware, I am sad to inform you of the sudden death of one of our members, **Ross Wall**. Ross had only just passed his PPL with us a few months ago and was a lovely, friendly, enthusiastic character; it was a pleasure to have known him and have him around the club.



Ross became interested in flying after accompanying his son Ben on a trial lesson and decided to give it a go himself. Whilst completing his license, Ross, was nearly always accompanied by his lovely wife Jane, who became a regular face at the club too.

Club members contributed to a beautiful floral tribute and the club was well represented at the funeral, I know Jane took great comfort from us being there, she said "Ross loved you guys".

We are hoping to arrange some kind of permanent tribute to Ross and I'm hoping Jane will still be a regular visitor. Ben is talking of continuing the flying legacy when he has the time as well.

Our thoughts are with Jane and Ben.

There's a great deal happening behind the scenes at the club at the moment.

You may have noticed **an extension to the concrete pad** outside Take Flight in order to house the club owned aircraft. Who knows we might even have a hanger one day!

In addition I have also commissioned a purpose built **computerised tech log and membership software system** to manage aircraft servicing, membership and payments more effectively as the club builds, leaving the crew and myself more time to chat and enjoy some flying.

Coming up in this issue of Flightlines, John gets in a Flap, Five Go Wild in Jersey plus there are details of future events including trips to Brize Norton and Fleet Air Arm Museum in November. As always a full programme can be found on-line at <http://www.takeflightaviation.co.uk/events.htm>

I hope to see you for some Night Flying and Frying, courtesy of the "Big Fish" Stratford on our first Wednesday club night in November. Before we know it, it will be Christmas.... and although the limited rooms available at the Aviator Hotel have been taken for our Christmas Bash, we're looking at a local alternative for overnight accommodation to house our growing numbers. It would be nice to go for a record four tables!

If you haven't been before it's a really great night and a posh old affair and worth the ticket money alone to see Bob drunk on Sambucca!

Safe and Happy Flying

Welcome to EMMA

As regular weekend attendees will know **Kim** has gone off to University in Manchester, although she still pops in on occasions and is hoping to complete her PPL with us in the next few months.



Therefore Take Flight began the search to find another attractive Sunday receptionist.

Rumors that Mike has merely plucked another barmaid from his local, as he did for models for the brochure, are of course entirely true and we welcome **Emma** with open arms!

Emma has already had her first flying lesson as is looking forward to training for her PPL.

Her early ambitions to join an airline as a cabin crew may well be overtaken for a desire to work on the flight deck.

REVIEW OF EVENTS - SEPTEMBER

Jersey & the Islands

A few last minute cancellations left "The Famous Five" for what has become an annual fly-out to the Channel Isles.

The weekend of eating and drinking was only temporarily interrupted for some cycling and flying and a good time was had by all.



The advance party took in lunch at Aldernery on Friday with PL and crew routing direct to Jersey on Friday evening. Once again our hotel in St Aubin excelled, picking us up from the airport and loaning us a big Jeep.



Saturday was spent cycling around the island with a visit to La Corbeire lighthouse and The Oyster Box in St Brelades Bay for lunch. Chris stopped off for a jet ski whilst the ladies shopped.

Saturday evening was the traditional trip to the beautiful Rozel Harbour for an evening meal, where Amanda practised her rally driving two-foot technique on the automatic off-roader.

MIKE

Don't get in a flap!



We all know that we need to be able to vary the lift that a wing produces for different phases of flight.

The easiest method of doing this is by **altering the angle of attack** of the wing and the power of the aeroplane to give us different performances.

We have a potential problem though in using this method to land an aeroplane. In order to reduce the air speed we raise the nose. In doing so, we spoil the view ahead which can be a potential issue on the approach. We have all seen the high nose attitude of a flapless landing and the increased touchdown speed.

The idea of altering the camber of the wing by using flap allows us to **fly the aeroplane more slowly, safely**, with better forward visibility.

However I am noticing a wide variety of flap settings being used.

Think through what is happening to the wing at different flap settings. At say **10 degrees** the flap is acting as a high lift device. **Incidentally there is no mention of this flap setting in a Warrior POH.** It appears to be a hang over from Cherokee 140 tooling.

At **25 degrees** of flap we are still getting a benefit of lift. This is normally how you set up the approach stage of a landing. Once you are sure of making the runway at say **300 feet on the approach you apply full flap** and commence your round out and flare.

Suppose you then had to go around. The correct sequence of control inputs for a light single, would be to add full power (Cb Ht off), control the pitch/speed, retract drag flap and begin to climb away on the dead side. **Only when you have a positive rate of climb do you bring up flap stages 2 and 1. Remember, it's important!**

Of late I have flown with people for various reasons and one or two land without full flap as they "feel its more gentle" or "the wind is a bit strong".

Flying isn't really about ad-libbing its about doing the correct thing each time you fly. **If the POH says use full flap use full flap.**

Your touch down speed will be slower saving wear and tear on the tyres and oleos. More obviously the drag component of the aeroplane will be greater hence the phrase "**drag flap**". That means when you touch down you will more likely stay down.

Perversely the 25 degree setting can leave you skittering around on the runway as it is still providing a lift component. Don't believe me? Check the flap setting for a short field take off. A legitimate action that you could take on landing, in strong gusty conditions, is to retract the flaps as soon as you are down, to keep all of the aeroplanes weight on the main gear. (One presupposes that you have confirmed that you have got hold of the flap lever and not the gear lever). However we are entering the realms of flying in extreme conditions here.

Remember that aeroplanes have a crosswind limit which is there to keep you safe and away from extremes.

If you don't have the skills or currency to fly the aeroplane in accordance with the POH please get some help from an instructor.

An hour brushing up your technique will be more beneficial (cheaper) in the long run that adopting a lazy non standard technique that sooner or later will have you in the runway side lights.

We are moving toward Autumn and as the jet stream moves above us so our weather will get more and more windy. Given that Saturdays only option is 18/36 at Wellesbourne **make sure that you are competent at crosswind techniques.**

Planning Ahead?



Giving yourself time to plan ahead of a flight is as important as the flight itself. We have touched on this in the past with regard to go no go decisions and pre flight checks. Most every cross country flight that you make is worth the extra flight time.

A "fish allergy" was blamed on an unfortunate incident when someone, who wasn't driving, fell out of the Jeep as she attempted to close the door. Obviously her wish to remain nameless is respected and there was no permanent damage, well to the car anyway!

On the way home we dropped in for Sunday lunch in Guernsey, returning for Sunday evening drinks back at The Fox.

The scenery is stunning and the Channel Islands are a beautiful place to fly and definitely one to book in your diary for next year if you missed it this time. **More photos and comments on the Take Flight Facebook page**

FORTHCOMING EVENTS

OCTOBER-DECEMBER 2010

November 2nd - Trip to Brize Norton



On Tuesday 2nd of November we have secured 2 aircraft to fly into **Brize Norton** to see the ATC operation and put a face to the people you call when zone transiting. It's quite an eye-opener to see such a large portion of airspace in middle England to be controlled by so few, who are desperate to explain the services they offer, and how we can help each other.

Its an early start.

8.30am at TF building to arrive at Brize 9.30am tour of Approach and Visual control rooms and depart around 12.00am.

If you are interested - it's on a first come first serve basis - **we need name, DOB, Nationality, and Passport numbers by Monday latest** send request and info to: events@takeflightaviationgallery.com

Nov 3rd first Wednesday - Night Flying!



The First Wednesday this time falls on the first night of night flying - so we are combining your night revalidations or first sorties into the night skies with a Fish and Chip supper.

As you know one of our members Marina Angelides owns the "Big Fish" food chain, and if we order at the beginning of the evening she will deliver for 8.00pm when flying ceases (a good way to get you all back on the ground).

Prices are very reasonable and a menu will be posted at the clubhouse this weekend.

If weather is inclement then we will have a very interesting indoor event to pass the time away.

For Flying you need to indicate your interest on Monday personally or via your instructor to the tower. See notes "From the Tower" below for the procedures and fees.



Nov 5th Bonfire night flying and trip round Birmingham

The second of this years night flying evenings falls on November 5th.





make is won or lost in the pre flight prep before you go flying.

I often see vague lines drawn between destinations on a chart with little additional visual details added. I'm amazed that "Dead Reckoning" navigation can be done accurately this way. So amazed in fact, that I suspect that it's hardly navigation at all but a blag known as feature crawling!

I would say **the bare minimum that your chart should have is your track line and a wind arrow**. At least that way you know roughly which way to add some drift.

A better approach might be to add 10 degree fan lines from your destination so you can make a reasoned correction at the half way point. If you really wanted to get accurate adding some 6 minute marks along track would also help. Remember in 6 minutes (1/10th hour) you will travel 1/10th of your groundspeed distance.

i.e. groundspeed = 120 kts you will cover 12 miles in 6 minutes
groundspeed = 80 kts you will cover 8 miles in 6 minutes.

The additional chart prep will take you less than 5 minutes and is well worth the effort. If you want a brush up on simple DR again ask – **you never know when your batteries will go on the blink in your GPS!**

Circuits (or Tours of Warwickshire!)

The airfield users meeting has again raised the size and shape of the circuit. I want to remind you that the downwind leg 18/36 is just outside the villages of Loxley and Hampton Lucy. **The whole purpose of flying in this position is so that you can land back on the airfield if your engine fails.**

Skirting Alscot and the eastern environs of Stratford on Avon will put you outside the ATZ. Every time that you leave an ATZ with a FISO **you must report on the radio and tell them when you come back into the ATZ. Stay in the ATZ is my advice.**

The airfield users group have stated that an aeroplane flying the correct position in the ATZ will carry on doing so and any other traffic will give way to it.

Of late there have been one or two exchanges on this subject airborne. Please do not get in to this kind of banter as it is unprofessional and can spoil a low hours student pilots confidence.

If anyone has issues about this they can come and speak to me personally. Similarly if anyone from elsewhere on the airfield has issues they can also come and talk to me.



Vive La France!

According to Loop Magazine..... **NPPLs can use their licences in France.**

After lengthy negotiations the British delegates were proud to report that **subject to gaining a Class 2 medical** and a certificate of ICAO compliance signed by NPLG Ltd which confirms a minimum of 40 hours total time 10 hours solo and 5 hours cross country to include a 150 mile trip with two full stop landings – QXC in effect in an SSEA or SEP aeroplane, an NPPL can fly by day in France!

Is it me or does this sound like 88% of a JAR PPL to you too? Well done the British negotiating team – **nice to see the French met you half way on that one!**

Safe flying

John E

New PPL's and Student Progress



Congratulations to **Ruth Bridges** Well done Ruth in passing your PPL. Sat will now have to find another student to support his pension!

Ruth came to TF from another flying school with many hours but nothing to show for it. Sat took on the challenge unpicking the bad training

So if it's clear and you are not being instructed / or if you want to team up with others, or persuade your instructor to plan a flight with you round Brum at night planes are available.



It takes about 1hr give or take 10mins so fits well within the night to 8.00pm window.

Get planning and see the fireworks from the air!

express your interest flying/passenger/student to:
events@takeflightaviationgallery.com

Fly-In to Fleet Air Arm Museum

How about a fly in to the Fleet Air Arm Museum (probably soon to have a batch of second hand Harrier jump jets!) **FLEET AIR ARM MUSEUM**

We have 2 aircraft reserved on a first come first serve basis on **Thursday 18th November.**

The museum is open and arrangements have been made to fly in, with transport to and from the aircraft, again on a first come first serve basis express an interest to:
events@takeflightaviationgallery.com

Christmas Party

Please don't forget the Take Flight Christmas Ball at Hangar One at Sywell Aerodrome.

This is the fourth year we have gone back (surprising really that they allowed us!) it a superb evening with a 3 course meal, dancing to the Original Memphis Belle orchestra playing traditional 1940's music, and a casino.



There are already 33 places booked and we need to finalise numbers as tickets are becoming limited - especially as we may have to book another table.

If you want to go please indicate your interest by e-mailing events@takeflightaviationgallery.com indicating number of tickets, vegetarian meals?, and if you wish to stay overnight

All the rooms at the Aviator Hotel are now booked - with a waiting list - but if you indicate that you wish to stay somewhere local we will research some venues for you (and if enough show an interest we could perhaps organise a shuttle service.) Once we have found a suitable local venue you can book the rooms yourself -its easier with a personal credit card booking)



Please indicate your interest by next Monday 25th October



View From the Tower



After the last users safety meeting here is a timely reminder of the points covered.

Bham Squawk 0010. The airfield is trying to build a good relationship with our local airport, Birmingham, as many infringements are emanating from the Wellesbourne area. They have published a great leaflet on the procedures around B'ham controlled airspace, it is sensible and as advised by the EGBW tower to squawk 0010 and listen into



and setting Ruth on the straight and narrow.

Now she's got her license, night flying and the beginnings of understanding the IMC course are in her sights. We are sure Ruth will be joining in on the club fly outs. We look forward to seeing her.

Congratulations also must go to **Colin McFarlane** another of Sat's students who has gained his PPL and again is working towards an IMC.



Following on with the Sat appreciation society! **Anello** completed his first solo - and judging by his extreme excitement he is still at 1000ft in the circuit!

It's always great to see the smiles and gain in confidence after that first circuit, especially as the instructor just gets out and says "you're ready, it's up to you now, just do what you

were taught"

Who's more nervous - the pilot in the air or the instructor on the ground?

Moving on, **Peter Fallon** completed his QXC, **Andrew Sparrow** his first solo, and **Kim Towle** completed her QXC under the watchful eye of **Richard Beesley**.

Moving on to Aerobatics, many congratulations to **Chris Clarke** in achieving the AOPA course in KU. Instructed by **Dave Donovan** Chris always seems to be up in the air and in a spin! Well done Chris.

Don't forget also that there are now **6 AOPA qualified Aerobic pilots** ready to share a short experience flight with anyone who wants to see what a Cessna 150 can do and possibly tempt you into doing the course - it really does improve your confidence and skills. share a flight with **Bob Shuttleworth, Ollie Shuttleworth, Chris Edkins, Mike Feldenham, Clark Stanley and now - Chris Clarke**.

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 latest 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](#)

as advised by the EGBW tower, to **Squawk 0010 and listen into 118.05** when flying in any vicinity of the zone - you don't have to contact, just monitor - they will contact if there's anything amiss.

Night Flying

We are once again hoping for a successful night flying season. It will commence **Wednesday 3rd November** until the end of March and will be available on the following days:

Wednesdays and Fridays official night until 2000 hrs
Saturdays official night until 1900 hrs.

No Night flying available on Sundays.

NOTE These times will be strictly adhered to, **anyone landing after finishing time will be surcharged £25.**

Runway lights can be requested at other times. The fee is £25. Night Flying will be subject to demand, staff availability and of course the weather on the night.

This year, in order to know how many wish to night fly, you will be issued with a "Night Flying Request Form" **which should be completed Mondays and taken to the Tower. This is very important in order to determine the feasibility of the exercise.**

The Tower will then expect confirmation on the day as early as possible depending on the weather and no later than 1600 (local).

Fees are £10 per sortie for home based aircraft. This is payable on the night, preferably before you fly, **otherwise you will be invoiced with an additional 15% for VAT.**

Please also note that with effect from the 31st October until end January, the airfield will close at official night. (ie sunset plus 30mins). Sunset times are published on the Wellesbourne web.

ANY landings outside these hours will attract a surcharge.

Tech Logs - A timely reminder

Due to the increased membership, number of aircraft, and increased utilisation, **please pay special attention to the completion of the tech and defect logs.**

The tech logs have been modified to show the countdown of hours to the next maintenance check more clearly, so you can see at a glance how many hours remain, **providing we all fill it in correctly.**

Please ensure that all sections are fully completed and a separate line is used for each away landing.

Look at the example that is attached to each aircraft's sign out book.

Can you also remember to cancel your booking if you're not using the aircraft.

Even if you're planning to depart later than you planned it's worth amending you booking, otherwise someone may assume you're not turning up and fly the plane away from under your nose.

Pooleys Account, Maps, Log Books, Flight Guides, Sweat Shirts etc

The the latest "edition 36" southern maps, as well as the less requested northern ones, are available from the club now as well as plogs, consumables etc., with more items arriving daily.



For other non stocked items why not log onto the Pooleys website (click 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.

To go to members page *click* below

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