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Hi there,

## Welcome to the September 2012 issue of flightlines



Welcome to another edition of Flightlines. Is it a sign of getting old that the year seems to fly by and definitely a sign of getting old that I've probably opened a newsletter with that line before!

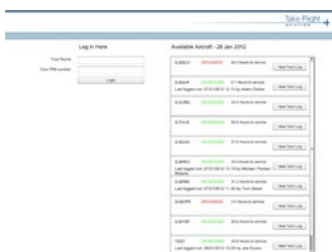
A mixed bag of summer weather for sure limiting flying some weeks to almost nil, although we have had some glorious days too, one such day being 10th August 2012 which enabled me to fly a challenge for Dawn to Dusk. More on that later.

On the subject of arrivals and departures we must welcome **Tim Reed** officially to the fold, who joins us as a freelance instructor. We have already seen his first student obtain his private pilot license.

We also say goodbye to "Sat" who has gone to pastures new. Sat's thought for the day will be missed but I'm sure we'll still see him flying with the friends he has made in the club.

**Our new Piper-Archer G- BNVE** is getting some good use on extended trips, which was always the intention for it. One of the big USPs ("Unique Selling Points") for the club is that members can take the aircraft away for days at a time and only pay the hours they fly. The exterior red has now been re-sprayed to match the club PA-28 fleet with the interior refurbished to match those of G-SP and G-CY. The aircraft is particularly well equipped, complete with Garmin 430 and 530 and Mode S transponder, which is now back working again after both aeriels failed. Don't forget there's a link from our website to an on-line interactive training video for the Garmin kit. The aircraft is only insured for full PPL Take Flight members so I hope you will make full use of this great resource.

The new computerised tech log system has now been in use for six months. The system automatically advises maintenance of any aircraft defects that you log so please don't use the defect log as a message board. If you're new to the club there's a straightforward training video on the website but feel free to speak to me or anyone of the admin staff if you have any problems.



**A lot of members are still failing to log separate legs which is a legal requirement as we have to log every movement in the aircraft and engine log books.**

Also please ensure that the correct payment type is selected as this is used for accounting. A great deal of work goes on behind the scenes to

## FORTHCOMING EVENTS

### 31st August - Airfield BBQ this Friday



Hopefully avoiding any inclement weather, the regular BBQ that takes place beneath the Tower, once again **starts at 5:30pm on Friday cost is £5.00 per person including a drink.**

Entertainment will be the usual formation fly past organised by On Track which includes our very own "HF" as well as **Tony Hooper and his model Jets.** Well worth a watch.

See you there?

### September 5th - First Wednesday 7:00pm for 7:30pm

An entertaining evening at the **Granville Arms Barford.** (CV35 8DS) **Prompt start at 7:30**

We think this will be a popular well attended first Wednesday event, so we are holding it locally to cater for the interest. The Granville is quite close to the airfield between the M40 junction and Wellesbourne in the village of Barford.

This will be an event not to be missed - **we have a guest speaker, a quiz night, beer, and food if you want it!**

**Partners and guests welcome, (there will be a charge of £5:00 for non members to cover the room costs.) All Members are free.**

### IMPORTANT

**To get an idea of numbers could you please e-mail your interest to:- [admin@takeflightaviation.com](mailto:admin@takeflightaviation.com) or call us on 01789 470424**

**Squadron Leader Pablo Mason** is one of life's extraordinary characters and is full of amazing tales about his distinguished RAF career.

Pablo was among the 24 tornado crews detachment during the Gulf War. During Operation 'Desert Storm' Pablo Mason led his formation of four 15 Sqn. Tornados on 24 bombing missions



used for accounting. A great deal of work goes on behind the scenes to keep the club running smoothly and **it would be a real time saver if everyone completes the log correctly.**

**Our next club meeting - Wednesday 5th September 2012 (and this will be a good one - see whats on later in this bulletin)**

Anyone wanting to come to the Jersey air show from **Wednesday 12th September for the air show on Thursday 13th September 2012 returning on Friday or Saturday**, as passenger or pilot, please let me know asap as we'll need to book hotels and aircraft parking!

### Dawn to Dusk 2012

As you may remember the club had two very successful entries into last years Dawn to Dusk competition with Kim (who was then a student pilot) and myself winning first place the Duke of Edinburgh Trophy and Amanda and Ruth winning the Bonney Trophy for the best all female entry.



As winner I was expected to try and retain my title and decided to do a photographic detail in G-BPEO! My challenge was to travel and photograph the complete coastline of England and its borders with Wales and Scotland, between the hours of Dawn and Dusk departing from and returning to iconic Lands End airport who offered a now very rare out of hours permit.

The journey departed Lands End at 6 am on Friday 10th August 2012 travelling around 1200 nautical miles in a clockwise direction, arriving back at Lands End shortly before 9 pm the same day. The route involved 108 turning points, around 100 changes of radio frequency and navigating around, through, over or under more than 60 areas of controlled airspace, airfield ATZs, danger areas, MATZs and restricted zones.



Re fuelling was planned at three airports Carlisle, Beccles and Exeter although a fourth was added en-route on the first leg, to stop at Blackpool to investigate uneven fuel flow for both aircraft and occupants! (or to put it less politely I was desperate for a pee). I was accompanied by Janine Wheeler a student pilot at Take Flight with only 6 hours experience.

**The Dawn to Dusk presentation evenings are held at the**

**prestigious RAF club in Piccadilly** and anyone interested in attending the next event date yet to be announced, early in 2013 please let me know.

Safe Flying

Mike

## Familiarity breeds.....?

It is often said that most accidents happen in the home or that most road accidents happen near to peoples home addresses.

Why is this?

Sometimes familiarity with a situation allows us to relax and to may be take our eye of the ball. Part of my role as CFI is to constantly assess potential risks and manage them out of our systems as much as possible. That is why we have certain standards that we set and adhere to.

As pilots we need to guard against becoming complacent. If we looked at recent incidents at Wellesbourne most, if not all, were avoidable either through taxiing more cautiously, parking more carefully etc. The low impact high frequency issues are the ones we can all help in minimising

over Iraq.

These included ultra-low level daylight mission, medium-level night bombing and the first ever Buccaneer/Tornado attack using laser-guided bombs which took place on the 2nd February 1991. During his first Gulf War mission his No. 2 was shot down and the crew (John Peters and John Nichol) became POWs. This was the attack on the Ar Rumaylah airfield and it was the first daylight Tornado attack of the war.

Pablo then flew for My Travel Lite and used to not just fly but also 'entertain' many passengers - the thank you letters from happy holidaymakers about they were in fits of laughter from his amazing tales made him one of the most popular pilots in the air!

He became one of the most high-profile pilots in the UK in March 2009 when he took his previous employers to a tribunal for unfair dismissal, after he was sacked for letting a Premiership footballer, with a morbid fear of flying, onto the flight deck to allay his fears on a privately chartered flight. *Unfortunately he lost his case!*



**If you want to make an evening of it and eat as well, the Granville opens at 5 pm**, with food starting at 6pm until 9.30 pm. prices range from £4.95 to £6.25 for light bites and starters, and £9.95 to £12.95 for mains. They also have a Meal Deal offer between 6pm and 7pm every weekday – 2-course for £9.95 and 3-course for £12.95.

You are welcome to arrive early if you prefer to eat before the event starts; or eat later. You can even book in advance if you prefer, on 01926 624236.

As mentioned, they run a very popular quiz every first Wednesday of the month. It is either a themed quiz - based on any big events happening in the month - or general knowledge. The quiz starts 8.30 / 8.45 pm. There are 5 rounds of quiz questions, plus a picture round (picture round is given out during the break (around 9.15 / 9.30 pm). Answers are given out by the Quizmaster following each round.

During the break, they also give out a complimentary drink/cocktail of their choice and free nibbles (nuts, pretzels or similar). The evening generally finishes around 10.45/11 pm following announcement of winners and raffle draw.

The quiz is £2 per person – this also enters the guest into a free raffle at the end of the evening. There is no restriction on numbers per team.

The prize for the winning team is a £40 Granville meal voucher and, for the runner-up, £20 cash.

The Granville @ Barford  
52 Wellsbourne Road  
Barford  
Warwickshire  
CV35 8DS

Tel 01926 624236  
Fax 01926 624806  
E-mail: [info@granvillebarford.co.uk](mailto:info@granvillebarford.co.uk)

Website: [www.granvillebarford.co.uk](http://www.granvillebarford.co.uk)

**Why not put together a TakeFlight team for the quiz and show the locals how it's done! (we may have an aviation round)**

**Wednesday 12th September -  
Friday/Saturday 14/15th**

by taking more care and attention. Leaving tie downs in situ when going flying is a particular bug bear of mine.

Propellers and tyres are at serious risk of damage when the aeroplane returns to parking or else another pilot didn't expect them or see them in the grass.



The high impact low frequency risks we deliberately train for, and I wonder sometimes if this leads us to believe that some issues are worthy of the title "risk" and some are not. Do we ascribe a seriousness to PFL engine failure training (Low Frequency High Impact risk) and by definition look at taxiing accidents as "just one of those things"?

It is worth thinking about risk management in relation to a flight. At the beginning of a flight we are, one hopes, all alert and briefed on local obstacles to flight via Notams, the weather the state of the aeroplane and its fuel, the local airspace and terrain are known to us. Our potential causal risk factors here are those we impose on ourselves – urgency to get on with the flight. That's when we might forget a key task so we should use check lists to make sure we cover the essential points....remember to put tie downs away!



En route we tend to relax a little as our flight unfolds as per the plan and the landmarks drift by in a timely fashion we might be talking to air traffic which is all very prescribed conversation and monitoring our aircraft systems Ts&Ps fuel balance and consumption etc. The potential risks here are the low frequency high impact ones – engine failure, other aeroplanes in our vicinity or incursions into airspace.

Maybe we need to fly IMC for a period of time and so face possible icing and terrain clearance considerations. Our potential risks become one of acceptance of a situation and sticking to our training. **If we climb to a safe height and carry on flying on course under a traffic service we are safe**, if we can't we turn back. If we try to scud run beneath the cloud because of lack of confidence, ability or training we run probably the second biggest risk in GA – CFIT Controlled Flight into Terrain.

So you see we run different risks at different periods during a flight. The different risks are managed by training or by check lists or by experience.

However, I suspect most of us feel the flight is over and the job is done as our destination comes in to view. Does our collective guard go down when we spot the white hangars of Wellesbourne from 10 miles away do we (wrongly) think the rest is so familiar that we need hardly engage our brain any further. I hope not because if you think about it the UK has a massive amount of open airspace where we all spend our time flying away from one another.

That is until we approach airfields. It's the old bees to a honey pot risk. Who was it who said air traffic was all about forcing aeroplanes with complete freedom to roam the wide open skies to fly in narrow corridors in close proximity to one another? You take my point.



**Situational awareness as you approach an airfield** is vital, particularly as you may be getting tired and fatigue may begin to set in.

Build up the picture as you approach by actively listening to other radio calls. The guy just taking off into the circuit as you descend deadside could be a threat to you as you join crosswind look and look again.

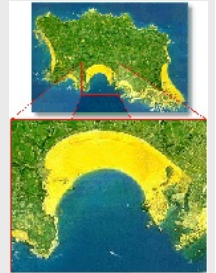
The guy descending deadside might not spot you as you fly down wind so be prepared. **High wing and low wing aeroplanes are notorious for not seeing one another.** Just because the tower says 3 ahead doesn't mean it's the gospel truth you might be number 3 so look out and keep looking.

For my money the circuit is THE most dangerous piece of airspace you will fly in. There will be home based and visiting aeroplanes all trying to slot in. There will be low time students and high time instructors. There



There is a flyout available to go to Jersey to see the Airshow. This is a midweek event with the show being on the Thursday so all visiting aircraft must be on the ground early Thursday AM, return maybe either Friday or Saturday weather depending. The show takes place at the promenade over the bay and is free.

Some of our aircraft are already reserved so this is a last call to confirm your interest and agree allocation. Contact [admin@takeflightaviation.com](mailto:admin@takeflightaviation.com)



## 7th December - Airfield Christmas Dinner

This is NOT the Take Flight extravaganza (to be confirmed and promoted later) and is open to all on the airfield. Organised by Mick Littler and Frankie Spray it has already outgrown its last venue, being so well attended last year.

**Let's try to make up a table of Take Flight members.**

This year the dinner will be held at the **Glebe Hotel Barford** (close to where our "First Wednesday" meet is) at 7:30 on the 7th December - Tickets £27.50 per head - £10.00 deposit secures a place **as it's on a first come first serve basis.**

requests and deposit to [admin@takeflightaviation.com](mailto:admin@takeflightaviation.com) so that we may make up a table, **book now to avoid disappointment.**

## A New Recruit

**Welcome to Tim Reed our latest instructor.**



Having joined us in the early summer, Tim has quickly become part of the furniture!

With four years of instructing experience, as well as European bizjet flying in a privately owned Pilatus PC-12, Tim brings a fresh approach to PPL training.

Tim's friendly, laid back manner means students can learn in a no-pressure environment. (In true Take Flight manner)

When not in the air, Tim's other passion is cycling and he can often be heard dissecting the tactics of the Tour De France with John Eburne.

**Tim can be seen most days between nine and five so say hi next time you're in, and he might even make you a cup of tea!**

## Congratulations - an UPDATE

Not stopping to take a breath after his arrival, Tim Reed was quick to put forward one of his existing students for a skills test.

**Ed Thorneywork** now has achieved his PPL and is just awaiting for the CAA to grind away at stamping the paperwork and taking the money by sending him his well earned license - Night rating now Ed?



Congratulations must also go to **James**

slot in. There will be low time students and high time instructors. There will be fast and slow aeroplanes and some people in aeroplanes just a shade faster than their reactions! All this leads to a potentially high risk environment. How do we keep it safe? – by rule based behaviour.

### The circuit is no place for “banter” and complaints about other aeroplanes.

Its unprofessional and leads to air rage at worse and broken confidence at best for a student, neither of which is at all conducive to safe flying.

Next time you are in the circuit think back to when you were learning and fumbling through your “Down Wind Leg Over” calls. Use your capacity, captaincy and experience to fly the aeroplane and land it safely.

### God gave us two ears and one mouth its a good policy to use them in the same ratio.

On finals if we can see two ahead consider a go around early; don't fly on the stall warmer waiting for an aeroplane to vacate the runway. Again **listen out**, is the guy ahead for a full stop or a touch and go? **Is there any point getting all stressed up calling when you can see the runway is occupied?**

Guess what the tower will say – “Runway Occupied” statement of the blindingly obvious really but every day we see it and hear it.

Remember the landing doesn't end when the Dunlops touch the tarmac.

That's when the landing begins. No need to hammer the brakes, just let the aeroplane roll along the centre line it will decelerate quite rapidly itself.

Now taxi back to the club and use your check list to close down. Seems straight forward enough on paper doesn't it?

### John Eburne CFI Take Flight Aviation September 2012



## Previous events - the Flying Proms 18th August

Seven aircraft successfully flew to **Old Warden** this month - the largest contingency at the show, and with the temperatures in the 90's we made it a **black tie event** and enjoyed a great evening of flying, food and music.



Although with all the food we brought and all the fish and loaves we could have fed the 5000! The maths of each person bringing one food type to feed 20 people went slightly wrong (20x20?), still who said pilots needed to be mathematicians? The evening whiled away till nightfall when some members tried to gate crash a wedding disco but in the end we sat outside on the grass eating even more of that food till the party finished. Next year - less food! more alcohol!

Old warden is a great place to visit, even when you are a student on a cross country with your instructor the museum is well worth an hour or two's time.

### 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

Congratulations must also go to **James Hawkesford**, who achieved his first solo. It's been very difficult this year to predict or even plan when Solos and Cross countries take place as the weather has played havoc with organising these milestones in a student's career, (just ask **Rowena** and her QXC). However, it's done and now James can move on to the more intricate parts of the syllabus - but you never forget your first solo! Do you?



With the weather being so unpredictable it's timely that **Chris Clarke** has now completed his IMC rating.

A student of Dave Donovan he was "tested" by John Eburne and signed off. Chris, who also has an aerobic certificate, can at least put all this to good use and recovery from unusual attitudes should be a breeze!



There are a number of pilots finishing this rating before all the licensing requirements change with the instigation of EASA regulations, and the expiry date for gaining an IMC depends on the type of license you have - so talk to someone or look on the CAA website for the latest information. **It has been well documented in Flightlines.**

## Night Flying

Don't forget Night Flying will commence once the clocks go back at the end of October.

**A good rating to get, and is only 5 hours with NO written exams.**

How about revalidating your existing one or planning a fly around Birmingham on Bonfire night? Or perhaps a curry night to Leicester airfield?

Cost for night flying is usually £10.00 per sortie, and will probably be on Wednesdays, Fridays, (night till 8.00pm) and Saturdays (night till 7.00pm)

More details to follow next month

**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.**

To go to members page *click* below

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



**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.**

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