

Lyneham Flying Club

NEWSLETTER

Hi, I seem to be the busiest man under the sun at the moment, so without further ado....

AGM

The AGM has been set for the 6 May 2010 1800 for 1830. There will be a bar and a (free) buffet. The meeting should not take too long, however YOUR input to YOUR club is welcome and encouraged.

FLY-IN

After the success of the last one, we are going to attempt another in September. We had a fantastic turnout from the club last year and I'm very grateful to all that lent a hand and made the day as great as it was. Again, we will be looking around for helpers nearer the time, to help maintain our excellent reputation.

CLUB UPDATE

As ever, the committee have been busy behind the scenes, Keith is still as busy as ever in the Ops room, and Bob has sourced Blinds for the second Classroom (looking at the weather outside, I've no idea why?) Bob has also sourced extra hose for the new bowser – you would of noticed that the smaller bowser is back in it's original place – however please be careful of the wing tips when manoeuvring around the bowser/parking area. (refuelling aircraft is still done from the small bowser, as per normal)

CROSSWINDS

Just a quick reminder that the crosswind limit of 7 kts is bearing down on us, unless you've spoken/flown/demonstrated to an instructor and have had it signed off on FSPro and the notice board in the Ops Room.

STANDARDISATION BOOK

"I've never been shown that before".....I've used that one loads of times! (although it was never believed!) however, we appreciate all instructors are different, which is a good thing in my mind, the most important thing is that the syllabus is taught to the same standards. If you have something that has been taught that conflicts with something else you may have been taught (within the club) we will have a "Standardisation Book" to place your query into. This will aid the instructors to deliver the best possible instruction within the club. It can either be anonymous or not.....not would enable this scheme to thrive to it's full effect and help out all involved.

"FLY AWAY" BOXES

In the back of the Warriors is a Tupperware box full of "stuff" such as oil, luminous jackets, rolls of wipes, sick bags etc to make your fly-away and operation of the aircraft as simple and carefree as possible. If you need to take this out for whatever reason, please put it somewhere dry and replace it back in the "boot" when you return, Thanks.

AIRCRAFT

Busy, in a word.

G-VICC has had a annual, new cylinders, a new prop and a new DME in the post, the aircraft should be back online at the end of the first week in April, New cylinders also mean new oil procedures, please be very careful what oil you use in what aircraft – they will be clearly labelled – it DOES make a difference.

G-ELUE is cracking on nicely, the avionics are the next thing to be upgraded (to try and extend the ADF reception to beyond 5 NM!) there are also new Nav boxes on their way.

G-BNSP you can now do ab-initio training on this aircraft. It is fully serviceable and awaiting your Aerobatics course this summer!

G-WFFW is still in long term rebuild, no news yet but see below.

G-SNUZ is a new Warrior II to add to our fleet, hopefully by the end of the month (just paperwork to follow up) it is fully IFR and has a moving map display – this is due to WFFW taking longer than expected.

All in all, we're looking good on the aircraft front, we're working very closely with Freedom and Bob to make this the best maintained, cheapest and most available fleet in the country, all we need now is the weather.

CIRCUITS

ATC are extremely undermanned at the moment and Ops/ATC have decreed that Circuits can only take place 0900 – 1700, additionally no circuits between 1200 – 1400 on Saturday and Sundays to allow for their lunch. Arrivals and departures are not affected, if you need to do circuits outside of the allotted times possibly consider Brize, Colerne, Little Rissington or Kemble? Night circuits are another problem that have arisen from this, I am in discussions with ATC and will report back soonest.

Cheers!

Seb