

# February 2007

# LYNEHAM AVIATION CENTRE

## OIC NEWSLETTER

### 1. Introduction

Welcome to the first of the newsletters from the committee. We are intending to keep members informed of progress and changes through this medium.

### 2. Club Vision And other such management jargon!

The vision for the Lyneham Aviation Centre is key to the changes which have been occurring over the last few months. The outline of the vision is that the club will be operating 4 aircraft with the breakdown as 3xPA28 Warriors to be used for touring and training and one other aircraft (for example Robin 2160i, Bulldog, Chipmunk or Firefly) for some more advanced flying and aerobatic training. The overall aim is to keep the flying price at exactly cost price so the club is neither making money nor losing it. However, as we have recently discovered, other RAFFCA flying clubs are experiencing hard times and are disposing of assets (aircraft) which they can no longer afford to operate and with that in mind we intend to build the financial strength of the Aviation Centre slowly over an extended period to ensure its longevity

### 3. Costs

Many of you will have noticed what appears to have been a steady rise in the hire prices of the aircraft. This has been directly related to fuel matters. While the Royal Air Force bowser was present at Lyneham the fuel was easy to acquire and we had no running costs for the fuel delivery equipment. During this time we built up a substantial cash reserve, which led to the steadily decreasing hire costs. The hire price was being subsidised from this cash reserve, this was possible because the club had no other

substantial outgoings. Since then a period of time elapsed when there was no indigenous supply of fuel and the low hire prices we were paying reduced the cash reserve, that combined with the purchase of the fuel bowser reduced the cash reserve to zero. We promised that following the purchase of the fuel bowser flying cost would be kept down and this promise has been honoured (without the fuel bowser the wet hire cost price for G-WFFW would be £78, this is £13 more than the current price). The prices have been set at the calculated wet operating cost price. That is £65ph G-WFFW, £63ph G-VICC and £60ph G-BNNT.

### 4. Membership

The membership price for Lyneham Aviation Centre is due for review. When it was set at its current level, the club had no assets, one aircraft and very few members. Most of these situations remained the same for the first 2 years of the club's life, however, in the last 18 months the club has grown substantially in membership numbers and capabilities (for example, initially the club was unable to offer PPL instruction). This expansion has led to a requirement for the club to increase its supporting infrastructure. Items like Broadband, more capable booking software and the fuel bowser are all apparent ones. The review of the membership price will lead to an increase, the amount of the increase is to be discussed at the AGM. The increase will be to support the following:

- i. Fuel Bowser maintenance
- ii. Flight booking software
- iii. Broadband
- iv. Insurance excess reserve
- v. Advanced flying activities (e.g.aerobatics)
- vi. Instructor Retainer

This increase will not be popular but is required for the continued strength of a club which until recently had been running on empty.

### 5. Aircraft Defects

Defects reported by pilots are to be described on the defect pages in the tech logs, the operational effect column is for the engineer or committee to complete in order to either allow the aircraft to fly or ground the aircraft. ALL DEFECTS ADDED TO THE TECH LOGS ARE TO BE REPORTED TO THE RESPECTIVE AIRCRAFT OWNER EITHER DIRECTLY ,IN THE CASE OF G-WFFW AND G-VICC, OR INDIRECTLY VIA KEITH HATTER, IN THE CASE OF G-BNNT. Without this the defect can go un-noticed for some time and rectification can either be delayed or become more costly due to missed opportunities. Secondly, the defect is to be listed on Flight Schedule Pro using the Maintenance-Defects pages, this way people can see the defects before they leave home and can decide if they are happy to accept the aircraft.

### 6. Hangarage

It is intended that the aircraft be kept in J1 hangar again (the hangar adjacent to the normal outside parking bays used by LAC). Anyone who has not been trained how to operate the hangar doors will be required to complete that before being added to the key list. For those who either don't already know or who have forgotten, the key bunch is number 34. The move into the hangar will be advised by email.

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### **7. Flight Schedule Pro**

By now most members will have logged into flight schedule pro and hopefully will have found it to be more useful than Flyer.co.uk. The Flyer syndicate booking system was excellent when the club started but the size of the membership has expanded beyond the capabilities of Flyer, which resulted in the need for a more capable system. Some of you will have noticed in January and with the email releasing this newsletter that you were receiving 2 emails each of them the same (except for the origin, one from [r\\_mcphee@btinternet.com](mailto:r_mcphee@btinternet.com) and the other from [notify@flightschedulepro.com](mailto:notify@flightschedulepro.com)). Those of you who received duplicate emails are OK, however, those who only received one email (from [r\\_mcphee@btinternet.com](mailto:r_mcphee@btinternet.com)) DO HAVE A PROBLEM.

The problem is that you have a spam filter set on your email account which is filtering all emails from Lyneham Aviation Centre to the junk mail folder. To confirm this log onto your email account (online, not through outlook), and look in your spam or junk mail folder for any emails from [notify@flightschedulepro.com](mailto:notify@flightschedulepro.com) if there are any emails from that address in the junk folder then you must add [notify@flightschedulepro.com](mailto:notify@flightschedulepro.com) to your online address book or click "this is not spam" in one of the messages from that address.

All emails after this one will come from flight schedule pro.

Booking instructors through flight schedule pro can be done in one of 2 ways, if the instructor has declared himself available then you can go ahead and book the instructor online (and

call to confirm). The other way, if there are no instructors listed as available, is to ring around any of the instructors and find one who might fit you in and then create the booking online. You will receive a message about a "Business rule Issue" regarding the instructor not being declared available and you should take the option to override.

### **8. Aircraft Washing**

A hose system has been set-up at the parking location for the aircraft. The hose is not permanently connected to the water supply but a hozelock connector has been permanently fitted to a tap in the wash bay services point. The feed end of the washing system hose has been run along the fence line adjacent to the services point. The brush is stored in one of the POL lockers next to the aircraft parking locations. If aircraft are flown to grass strips they are to be cleaned after their return. Pilots intending to fly to wet grass strips are to book the aircraft taking this time into account, so as not to use the excuse "someone had it booked straight after me!".

### **9. Expeditions**

The main expedition proposed for 2007 is the Malta Air Rally which starts 30Jun and is expected to last 5 days. There will be several flying events, which will culminate in a competition. RAFFCA has offered to provide funds to assist involvement in this rally. Other smaller expeditions have been proposed for example to Leuchars or St Mawgan.

### **10. Club Member Requests**

We are looking to get more input from club members to assist us in taking the club in the correct direction. If individual club members have ideas which they would like to see the club adopt or

assist with please let the committee know.

### **11. Checklists**

The club will adopt a standard checklist for the members to use, this checklist is being prepared and should be available by the end of February. Once it has been published it will be the only checklist club members are to use in club aircraft.

### **12. Instructors**

The club is currently rolling along with 5 part time instructors and we are aware that the situation is not ideal. Mike Durand has offered to return for the summer of 2007 and is expected to arrive toward the end of April07 and will stay with us until September 07.

### **13. CAA Ground Exams**

Shortly (by 25 Feb) the club will be able to offer CAA ground exams, each paper will cost £20 to take and a re-sit fee of £15. The appointed ground examiner will be Bob McPhee but G Stokes will also be able to administer exams (initially these will be the only 2 members who will hold the key to the papers).

### **14. Annual General Meeting**

The club AGM will be held 3<sup>rd</sup> May 2007 1900L at 47AD (this is across the road from RAF Lyneham, the entrance to the 47AD site is about 500 yards past the main RAF Lyneham entrance on the road to Calne). We hope to see you there.

Any queries should be raised to the committee (contact details can be found on Flight schedule pro):

Sqn Ldr Matthews	OIC
Flt Lt McPhee	DOIC