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NEWSLETTER Winter 2008 number 08 / 3

A Merry Christmas and a Prosperous Safe Flying 2009

May we take this opportunity to wish you all a Merry Christmas and a safe flying 2009. Flight safety is to a great extent all about attitude as much as ability. There are many pilots who cannot fly as often as they would like for whatever reason, usually lack of the folding stuff, but manage to keep their mind active instead of dumping every thing from their heads when they leave the airfield. So there you are - think safe and be safe.

NEW QUALIFICATIONS

Congratulations - well done one and all. The weather slows everyone down. Global warming? When?

NEW PPLs Keith Liddle

FIRST SOLOS Matt Gelder Philip Pollock

RADIOTELEPHONY LICENCE(S)
Leigh Hall

AIR / GROUND RADIO OPERATORS LICENCE

None this time, but we are hoping to do a night school course for those interested in operating the proposed company radio in the office. There has been some interest in this qualification so we are posting the **CAP 452** on the website for you to download if you want to have a go at it.

CFI's NOTE While it does not look like we have been very busy of late, this is far from the truth. True, the weather has been an absolute b*****d of late and this has frustrated several students who hoped to complete their courses by Christmas. It is even more frustrating when the students have to work in the week and are only available to fly at weekends. So if the weather gets over it's monk in the next few weeks, we should be able to list several new PPLs all looking for friends to crew up with and exercise their wings in the good spring weather.

RICHARD JONES - 1943 to 2008

It is with great sadness that we learn of the sudden and untimely death of Richard Jones. Richard was one of our original Members when we formed the Humber Flying Group in the early 1980s and provided much needed moral support in our battle with the Humberside Airport Authority when we were trying to establish our Economical Pilot Training Organisation.

Throughout all the time we knew Richard, he was actively involved both with the HFG, now the HFC and the Trent Valley Gliding Club at Kirton Lindsey, also a popular and active organiser for the Immingham Air Cadets. He went from being an enthusiastic Glider Pilot to flying the glider tug until an eye problem seemed the end of his flying career. Then, by good fortune, came the NPPL with its reduced medical requirements. Richard was back in his element and continued to fly up to the end.

Richard will be sadly missed for his dry wit and politically un-correct jokes around the office. Our condolences and best wishes go out to Frieda and the family.

AIR TRAFFIC VISITS

We continue to organise these visits, usually at the end of the Radio courses. From the feedback we receive, everyone who visits ATC says that they learn from the evening spent in the Tower. Although the visits are timed to coincide with our Radio courses, it is possible to organise an extra visit or two if there is sufficient demand so if YOU are interested in looking round the Radar Room and Control Tower, please get in touch with the office and we will see what we can do. Obviously days when this is NOT possible are December the 25th, 26th, and January the 1st. Any other times are feasible.

ADVANCE WARNING OF AN IMPORTANT AIRPORT CHANGE

Because of magnetic variation change, we are reliably informed that the runway numbers will change in April 2009. This date is yet to be confirmed. 21 becomes 20 and 03 becomes 02. Those of us who have been flying from Humberside for 40 years or so and have got set in our ways and used to the old numbers will have to make some changes in our heads. Wots magnetic variation, you ask? Right.

The Humber Flying Club Annual Dinner Friday the 16th. January 2009

We have booked the Wheatsheaf at Hibaldstow again this year because members who have attended other years have insisted. So what can we do except comply. Places for this year's Annual Dinner are restricted to 32 places. Early bookings are therefore advised because of the fabulous food served. A £5 per head non refundable deposit secures your place(s). Final price is expected to be in the region of £15 per head which is very good value indeed. Form an orderly queue please.

CAPT. STEVE PIPER, Flying Instructor

Steve has joined us as a part time Flying Instructor and is available on Saturdays, Sundays and other days by arrangement. Please take the time to welcome Steve to HFC and make his stay with us as long and pleasant as possible.

ANSWERS TO LAST ISSUE'S QUESTIONS in red

How many did you get right? To be safe and competent, you need to have scored at least 75%.

1. Why do we check the red creep mark on the tyres? **To ensure that the tyre is not under inflated and that the valve is not in danger of being torn from the inner tube**
2. If you have an engine fire on start-up, what is the most sensible thing to do apart from panic? **Continue cranking the engine in an effort to start up and suck the flames into the engine.**
3. What is the most likely cause of an engine fire on startup? **Over priming. A hot engine usually requires no priming. Exercising the throttle for full and free movement should be avoided with a hot engine because it is a prime and is not needed any way.**
4. Give a good reason for running the cold engine for five minutes before attempting to taxi off the grass park. **Because insufficient engine warm up can and does crack cylinders with the subsequent high cost of replacements. A 5 minute or even 10 minute warmup before applying high power on the grass is cheaper than a cracked cylinder or even worse, a broken cylinder head whilst YOU are flying.**
5. On a damp or wet day, why is it a good idea to put the carb heat on for 10 seconds or so immediately before take-off? **To prevent carb or induction icing from allowing the engine to deliver full power in the climb after take-off.**
6. Why should the carb heat control be COLD when taxiing from parking? **To prevent the engine from ingesting grit blown up by the propeller because the hot air supply to the engine is unfiltered.**
7. What is the purpose of checking full / free movement on the flying controls before flight
 - a. **To confirm that the control surfaces do indeed have full and free (unrestricted) movement in all directions.**
 - b. **To ensure that there are no obstructions in the controls**
 - c. **To ensure that the controls move the control surfaces in the correct direction.**
 - d. **To verify that all control cables are intact.**
8. Why is it NOT advisable to check full / free movement on the throttle before engine start with a HOT engine? **Because an accelerator pump is fitted to the carburettor and this action primes the engine which could cause an induction fire if the engine does not start first time and kicks back when the starter is engaged.**
9. What is the purpose of taking a sample of fuel from the fuel system before first flight of the day? **To check for water and contamination in the fuel. The fuel should also be of the correct colour for the grade being used.**
10. Why is it advisable to fill fuel tanks at the end of the day, particularly in winter? **To prevent condensation forming on the inside of the tank and contaminating the fuel with the subsequent result that it stops the engine.**
11. Why do we do a **DEAD CUT** on the magnetos after engine start and what do we expect to happen when we do so?
 - a. **If the engine attempts to stop, it proves that the magnetos and the switch is operating correctly**
 - b. **If the engine does not attempt to stop, it raises the suspicion that the magneto switch or the cable from the switch to the magneto could be faulty and not earthing the magneto to the aircraft**

frame.

12. What is the likely cause when there is no mag drop on one mag? **The cable to the mag or the switch is faulty and live.**
13. What is the likely cause when we switch one mag off and the engine stops? **The other mag has failed or is faulty.**
14. How does water get into a fuel tank? 3 items.
 - a. **Microscopic water in the fuel when it is put in the aircraft, extremely unlikely.**
 - b. **Rain water getting through the tank cap seals.**
 - c. **Condensation forming inside the tank on cold nights when the level of fuel has been left low instead of refuelling before parking for the night.**
15. You notice an RPM drop since you last checked the RPM gauge at the correct power setting. Give 2 possible reasons.
 - a. **The throttle nut has not been tight enough to keep the throttle where you set it.**
 - b. **Carburettor or induction icing has formed and is restricting the air passage through the carburettor or induction manifold.**

HOW LONG SINCE YOU LAST FLEW??????

So that we know your status, please fill in the PPL Currency book after you fly. This helps us confirm you are legal.

SO WHO HAS HAD THEIR FEET ON THE BRAKES ON LANDING THEN?

We are not going back to the old ways with some 172 pilots landing with their feet on the brakes, are we? There is evidence of flat spots on the tyres which can only be caused by not having the heels back on the floor on landing. We had this expensive problem some years ago. It got to such a state that check flights were done by the boss who bollocked guilty culprits up hill and down dale in an effort to stop this un-necessary problem. We even stopped pilots from flying the 172 unless and until they stopped this expensive trait. The main trouble with this problem from what we saw previously is that pilots are totally unaware that they actually had their feet on the brakes.

What we have seen is that pilots actually taxi the aircraft and use the brakes to reduce the speed instead of reducing the throttle, which is the cheapest alternative and the proper way. It is not that many years ago that we actually needed a set of new brake linings after only 33 hours necessitating a change of pads between 50 hour checks!!!! This is totally unacceptable and will not be tolerated. Premature replacement of flat spotted tyres or worn down brake linings indirectly adds to the hire charges. In the present economical climate, wasted fuel also now falls into that category. There is no such thing as a free lunch. We assume you want us to keep the hire charges as low as possible? Then please stop this un-necessary expense.

So, what can be done to reduce un-necessary maintenance costs? Get the f*****g feet off the f*****g brakes and heels on the floor unless you are stopping or need to tighten up a turn in a confined space. It does not take much forward thought to treat the brakes as if they have failed. That way avoidable costs are actually avoided. Got it? We are keeping an eye on the tyres, so be warned.

Another thought is that pilots are applying the brakes on landing before the weight of the aircraft is on the wheels and the brakes are ineffective. Why???? With this long runway, there is no need for braking at all. If the touchdown is close to the numbers, there is enough runway left for at least another take off and landing without turning round, so no brakes required until approaching the apron. Basically, either look after our aircraft or find someone else's to abuse. We give you a free choice here at HFC. However, if you do not make the choice, we make it for you if we catch you.

FORTHCOMING DIARY EVENTS - 2008

If you wish to publicise your event here for 2008, please contact the HFC office with details so we can include your event. This is not a guaranteed list and no responsibility is accepted for inaccuracies or omissions.

Date 2008	Event
Dec 19 th / Dec 20 th	Barnetby Village Hall Christmas Concert. . Music by both Barnetby Senior and Junior Silver Band. Come along and support this very talented Band.
	As 2008 draws to a close, if you have an event to publicise, please contact the HFC office in good time for the date to be included in this list.

BIENNIAL FLIGHT CHECK WITH AN INSTRUCTOR a permanent item DO NOT LEAVE IT TO THE BITTER END!!!

Most pilots do not realise that there is no loss of the remainder of the current period of validity if the flight is taken early. The new 2 year validity only starts at the end of the current period. The sting in the tail is that if the validity expires, the licence signature cannot be backdated even though you may have the hours. A flight test is then mandatory. The other sting is that if the rating expires, then the **FULL** flight test schedule applies as per the original flight test for the PPL issue. The total time of the flight can exceed one hour forty minutes so make sure you do not need to renew in this way. There is also a fee to pay for the Examiner.

You are also reminded of the legal requirement for Single Engined Aeroplanes (SEP) of 3 flights in command (P1) in the last 90days, one of which must be at night, if you intend to carry passengers at night. You **MUST** do this!!!! Anyone who accidentally or otherwise lets the current term expire runs the risk of the aircraft C of A and insurance being invalid which is a very serious situation to be in if there is an incident of any kind - so please - check your licence regularly **AND GET THE HOUR DUAL FLIGHT DONE AND SIGNED OFF BY THE INSTRUCTOR BEFORE THE CURRENT TERM EXPIRES!!!!** It is not like the old system of 5 hours in command and getting the logbook signed every 13 months. That system has been relegated to the POWERED MOTOR GLIDER and Microlight fraternity, although we have heard that this is to change and brought in line with the EASA SEP. It is very difficult keeping up with the changing legislation.

THE NEXT ISSUE

Keep the material coming provided it is clean, funny and suitable for family reading. There will be another issue in about 3 months. However, if anyone among the membership have any interesting or informative material you would like included in a newsletter, please send or deliver it on a floppy or E-mail to JG at johngreenfield@talktalk.net. at the office. The preferred format is Word Perfect 8 to 11 but Microsoft Word 5 or higher can be imported with no problem.

FOR SALE

CONTINENTAL 0-200A cylinders suitable PFA aircraft. Serviced and in good order with history. Can supply new CAA approved parts including cylinders, pistons, gaskets, hardware, nuts and bolts or even larger items etc for any Continental or Lycoming at trade price. Phone JG at the HFC office on 01652 680746.

PILOTS SHIRTS Best quality Williams pilots shirts available in white or blue and long or short sleeves. Prices start at £9.95 (short sleeves) inc. VAT so please order from the office if you want to look the business. Ray-bans optional. Tel 01652 680746.

CONTINENTAL 0-300 crankcase assembly total time 1708 hours.. Open to offers. Phone JG at the HFC office on 01652 680746.

Pilot 3 GPS for sale by member Steve Bates. With case and power (lighter socket) cable. Instruction book and quick user guide. Also comes with PC cable to download updates. In very good condition. Offers around £80 please. Please ring HFC office for contact details.

WANTED

Co-pilots Wanted Several new PPLs have recently qualified and would like to meet like minded and qualified PPLs with a view to crewing up to explore the big wide world away from sunny Blunderside. Please apply at the HFC office or ask to display a small notice on the office board.

MEMBERSHIP RENEWAL FEES FOR 2009

Please note that Membership renewal fees are due from the 1st. January each year. If you renew by the 31st. January, you can claim a discount. Normal rates apply after that. Tough, isn't it? For new members joining, we do a pro-rata scheme to bring you in line with expiry on the 31st. December.

EDITORS FOOTNOTE

The views and articles included in this Newsletter are those of individual members and do not necessarily reflect the views of the Company. All articles and jokes are accepted on the understanding that they are polite, truthful and legal (mostly). Publication of an advertisement or announcement does not necessarily imply that the Company endorses any such advertisement, item or announcement .

Capt. John Greenfield CFI

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or photocopy if you don't want to cut page. Alternatively you can E-mail to johngreenfield@talktalk.net.

To: Humber Flying Club, 26, Franklin Way, Humberside Airport, Kirmington, DN39 6YH

From name.....

Address

The following information has changed. Please amend my file / address / details. The correct information is

Postal Address

Phone Number

Email Address

Other information

.....

HFC REVALIDATION REQUIREMENTS TO REMAIN COMPETENT AND SAFE

The requirements to keep legal and safe under JAR are indeed complex and complicated. The pilot who only flies at the end of the year to gain a C of E will come unstuck. Safety considerations indicate this is a foolhardy way to maintain a licence anyway. All pilots are requested to adhere to the following Company rules for their own protection as proof that they are acting responsibly with respect to the carriage of passengers should an incident occur and the pilot get sued for negligence if anyone is injured or worse.

P1 HOURS	NOT FLOWN 4 WEEKS	NOT FLOWN 2 MONTHS	NOT FLOWN 3 MONTHS	NOT FLOWN 4 MONTHS	NOT FLOWN 6 MONTHS
less than 50	2 DUAL CCTS	3 DUAL CCTS	1 HR DUAL CCTS 3 SOLO CCTS	1 HR DUAL PFLs & CCTS 3 SOLO CCTS	1 HR STEEP TURNS PFLs & CCTS 3 SOLO CCTS
51 - 100	2 SOLO CCTS	2 DUAL CCTS	2 DUAL CCTS 3 SOLO CCTS	3 DUAL CCTS 3 SOLO CCTS	1 HR STEEP TURNS PFLs & CCTS 3 SOLO CCTS
101 - 500	NONE	2 SOLO CCTS	2 DUAL CCTS 3 SOLO CCTS	3 DUAL CCTS 3 SOLO CCTS	1 PFL 2 STALLS 2 DUAL CCTS 3 SOLO CCTS
501 - 1000	NONE	2 SOLO CCTS	2 DUAL CCTS 3 SOLO CCTS	2 DUAL CCTS 3 SOLO CCTS	1 PFL 2 DUAL CCTS 3 SOLO CCTS
1001 plus	NONE	2 SOLO CCTS	3 SOLO CCTS	2 DUAL CCTS 3 SOLO CCTS	1 PFL 2 DUAL CCTS 3 SOLO CCTS

NOTE - to legally carry passengers, 3 P1 take offs and 3 landings are needed in the last 90 days. At least 1 flight must be a NIGHT if passengers are to be carried at night. In addition to all this, a pilot must show 12 hours flying and a 1 hour DUAL session with an instructor for their C of E to be signed (now every 24 months). Note C172 requirements have changed. Please see letter dated 18 June 2004. For the purpose of assessing HFC pilots currency, flight time in NON HFC aircraft or at other airfields does not count except in exceptional circumstances. Please fill in the new pilots book after your P1 flight.

THE NEW PILOTS FLYING ORDER BOOK

Have you read the changes and signed yet? If not, why not? The CAA inspect this book and look at the signatures every June when they come to cause us aggravation, sorry do their annual audit, so please get mind into gear and DO IT. If you don't, all we get is grief from the CAA when they audit us in the Summer.. If they give us grief, we give you grief. It is all about duty of care. Do you ever get the feeling it is like pulling teeth?