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REDHILL AVIATION FLIGHT CENTRE

Newsletter

Who and what is Kate? A timely message from the CFI...

*All contributions
from pilots, students
and instructors
welcome!*



An infringement is shown here highlighted on Southampton's radar in magenta.

Who she is not is the Duchess of Cambridge and the wife of the future King. In fact, she is not benign and she spells her name CAIT.

CAIT or Controlled Airspace Infringement Tool is a piece of software applied to both primary and secondary radars to advise Air Traffic Controllers of actual or potential controlled airspace infringements.

So how does the voluptuous CAIT affect your flying? CAIT, like Farnborough LARS, is there to protect controlled airspace, but there are marked differences in how they achieve that function. CAIT is able to identify from both primary and secondary radar to identify when an aircraft has infringed.

An unknown aircraft will set off an alarm at Swanwick if a primary or secondary blip is seen within a CTR, ie CAS extending from the surface. However, CAIT can only alarm for potential infringements with CTA's, TMA's and airways if the offending aircraft is displaying Mode C or Mode S.

What is a potential issue is the altitude of alarm, I am led to believe that CAIT will alarm from 1475' QNH, ie 25' below the base of CAS in the vicinity of Redhill, at best there is no latitude for error, perhaps less! But if you are displaying a squawk allocated by an ATC unit such as Farnborough, the normal 200' mode C error is allowed and may only set off a warning.

To make matters worse, there appears to be an issue in the vicinity of the North Downs near Redhill where the Mode C can often over-read, sometimes by 2/300'.

So how can you prevent a letter from the CAA?

- Ensure that the correct QNH is set.
- Give yourself some latitude below CAS.
- Transfer to Farnborough for a basic service as soon as possible.
- If not in receipt of a LARS service, use an appropriate "listening squawk" 0012. 126.825 Mhz around Gatwick.
- Obtain permission to enter CAS.

If CAIT does sound the alarm then controllers will be required to send an airliner around, break it off an approach or stop departures, which is always time-consuming and potentially costly for the airlines.

Just because you have had your level challenged, don't necessarily assume you are in the wrong, but unfortunately the first you hear of it may well be a letter from the CAA, so pay attention to the advice above and don't let the Siren of CAIT get you into trouble!

Grass runways 26/08 back on line

From 22 March our old friends 26 and 08 have been operational once more, subject to surface conditions. You may have become used to the quicker acceleration on 25/07 so do remember to keep the weight off the nose wheel as you add power and wait for the correct rotation speed. The grass areas to the east of the Club are not yet suitable for taxiing so we are still limited to the taxiways and no short cuts to the pumps!



Fly Out to Lee on Solent

We have had several enquiries regarding the proposed Fly Out to Lee on Solent and we are suggesting 15th May 2016 as a suitable day. The event is not restricted to club aircraft and while it is primarily planned as a social event there will also be excellent opportunities for student pilots to pick up valuable experience. Do let Paul or Simon know if you are keen to get involved.

We are also planning an air navigation competition in the form of a 'treasure hunt' around the Kent countryside, so keep watching this space for more details!

Congratulations!!

A superb result for Paul Gallagher who passed his PPL Skills Test on 16 March with a certain degree of skill and panache!. Apparently, he was last seen disappearing northwards in the PA28...

Membership Renewals

Spring has sprung and renewal of your membership is due on 1 April 2016. This year the fee is increasing slightly to £95 and this sum covers both your membership and vital third party insurance. In order to remain a member, and thus be able to fly a Redhill Aviation Flight Centre aircraft, payment should be made as soon as possible and certainly before your first flight after that date.

I learned about flying from that...

Fuel and oil – taking either or both for granted when planning any flight can be very dangerous indeed. One Spring day many years ago I was having lunch at Blackbushe when a friend asked me to take him flying. I had an appointment later that afternoon, but we agreed that I would take him up but just for ten minutes, so we picked up our headsets before walking out to the aircraft. The left fuel indicator was showing quarter full and the right nearly half tanks – an hour's fuel at least – so I called the tower and off we flew.

I levelled off at 1400' to the north west of the airfield, I looked down and noticed that the left tank was still selected. I reached to switch to the fuller tank and as I did so the propeller stopped. I had no idea until that moment just how fast your reactions can be – fuel pump ON – fuel selector RIGHT... The engine popped and roared back to life immediately and the propeller again became reassuringly invisible. The whole incident was over so quickly that my passenger wasn't even certain that it had happened at all, so I didn't explain in full until after we (quickly) landed – I figured that was wise but I didn't feel very wise at all...

I called the aircraft owner later. 'Oh yes, I should have told you – the left fuel tank indicator can be a bit sticky sometimes – just give it a thump.' Well, that is one option maybe, but the safer course is to ALWAYS distrust all fuel tank indicators. ALWAYS have a look for yourself. There are dipsticks supplied to measure your fuel contents – ALWAYS use them. If your colleague tells you how much fuel – or oil – there is available, thank him, then measure it for yourself. You're the Captain...

Art for Art's sake...

Did you know that our indomitable flying instructor, Simon Canacott is also a professional artist and has been since 1993, working and selling work from a studio near Reigate, as well as through galleries around the country? Do you recognize these two little beauties?



For further information see Simon's web site: www.simoncanacott.com

Literary Talent in the Crew Room

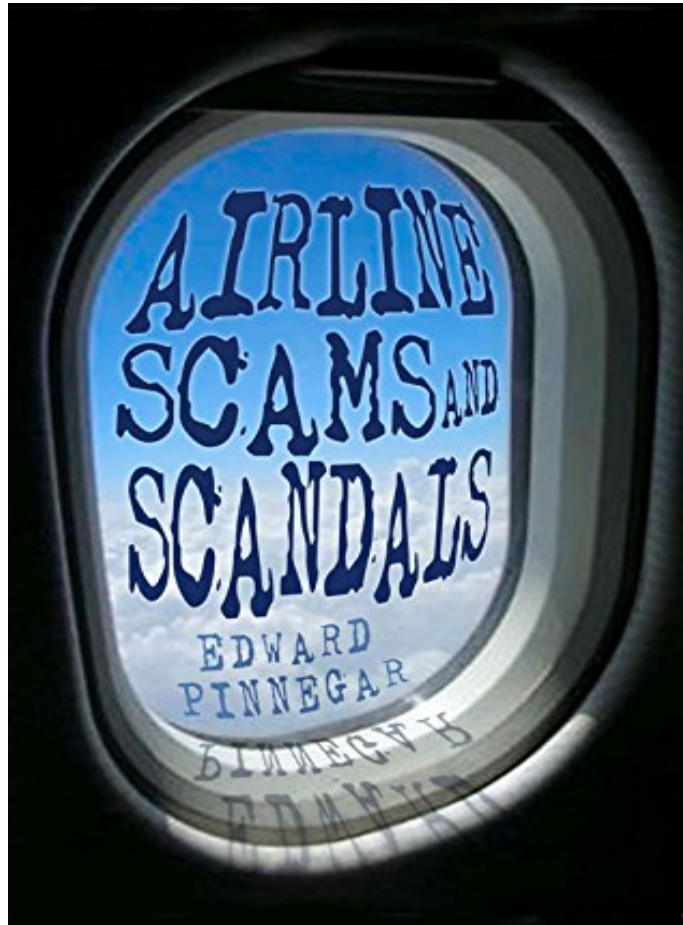
Student pilots find all kinds of ways to finance their flying but we were impressed when we learned recently that Ed Pinnegar has written a fascinating aviation book.

'G. K. Chesterton once noted that 'the poets have been mysteriously silent on the subject of cheese'. Readers of this newsletter will be thankful that this cannot be said of authors and aeroplanes. Although it is true that the most glowing praise one can reasonably give

my book, *Airline Scams and Scandals*, is that it serves as an excellent companion for that leisurely mid-afternoon trip to the lavatory, it has been featured in the *Daily Telegraph*, the *Daily Express* and *Sussex Life*.

Avoiding the recidivist clichés of the internet and the flying club with the precision of Simon Belassie equipped with a whiz-wheel, the book relays mostly untold stories of fake pilots, wrong destinations, dodgy cargoes, and even one Zambian's attempt to join the Space Race with a paucity of wit, an abundance of hope, and a 40 gallon oil drum.'

Edward Pinnegar



Published by The History Press in 2012, the book is available from [amazon.co.uk/dp/0752466259](https://www.amazon.co.uk/dp/0752466259) for £9.99. For signed copies, please call 01342 850594.

Discount Days

May we remind you all that flights booked from Monday to Wednesday are entitled to a 12% price discount. Every little helps!

Additional Courses

Redhill Aviation offer the following courses in addition to your PPL or LAPL, so do not hesitate to ask a member of staff for further details...

IMC RATING – Develop your flying skills and expand your horizons with an IMC rating, qualifying you to fly on instruments in or above clouds.

AEROBATIC RATING – For the more adventurous pilot, a minimum of 10 hours aerobatic flight training is required. The course follows AOPA guidelines.

NIGHT RATING – Just 5 hours of additional training is required to fly at night and this can be incorporated into your PPL course.

COMMERCIAL PILOT LICENCE – As a registered ATO, we can train pilots to the standard required to operate single or multi-engine aircraft safely, efficiently and to the prescribed proficiency standard necessary for the issue of a CPL(A).

FLIGHT INSTRUCTOR (Restricted) – Become a flying instructor and teach others the joys of aviation. The course is intended to enable you to give instruction to student pilots up to PPL standard.



Max's Corner

As you can see here, Max has been the subject of Mr Canacott's artistic talents this month and to good effect. Simon has truly caught his 'Please feed me now' expression.

Max has a lot of time on his paws and often waxes philosophical. He shared this with me recently... 'In life, you are either a passenger or a pilot – it's your choice.' Nice one, Max, but in your case we still think it might be best to limit that choice still further...

Safe flying everyone...



