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REDHILL AVIATION FLIGHT CENTRE

Newsletter

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

Squawks alive...Listening Squawks

Much as we would like to imagine otherwise, there are occasions when an Air Traffic Service simply would prefer not to be talking to you. Work load varies enormously for a controller but the requirement to remain clear of Controlled Airspace and to be aware of other traffic in the area will always remain with us as pilots.

One helpful system that we can use now to help us and controllers alike in the busy United Kingdom aviation environment is the Listening Squawk. Listening out squawks, officially known as Frequency Monitoring Codes, have played a vital role in reducing infringements of controlled airspace by enabling air traffic controllers to alert pilots if their aircraft looks likely to infringe. Any aircraft fitted with a Mode A/C or Mode S transponder can use these codes. By entering the relevant four-digit code into the transponder and listening to the published radio frequency, a pilot signifies to air traffic control that he/she is actively monitoring radio transmissions on that frequency and their aircraft position is visible on radar.

Check out this link for a useful guide which you might like to save or print out and keep on your kneeboard:

<http://flyontrack.co.uk/wp-content/uploads/2013/04/Squawk4Q2013.pdf>

Grass runways

Notwithstanding the frequent snow showers on the airfield during the past week, Summer *must* be here because the Tower have cleared us across the grass areas to the East of the club once more!

36 has been in operation now that the previously treacherous borders to the 25/07 taxiway have been rolled hard enough to bear the weight of a light aircraft and 26L has also been working once again.

Remember that acceleration on the grass will be much slower than on 25/07. Keep the weight off the nose wheel as you add power and wait for the correct rotation speed.



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!!

Two excellent passes this month! Both Annabelle Dubois and Johnathan Wootton now have shiny new pilot's licences in their top pockets...



Annabelle with G-BOSO...

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and Johnathan in the PA28...

I learned about flying from that...

Hands up who remembers *why* we dead-cut check the magnetos before shutting the engine down at the end of a flight? Going through your check list by rote without a genuine understanding of the reasons for the checks – and the *order* in which they are listed – is surely a route to a potential accident.

Were we to shut down a magneto driven engine without first ensuring that both the magnetos were fully operational then we might walk away from the aircraft with a propeller which is still live. The consequences to the next man or woman – or child – that walked near the propeller and accidentally touched it might be lethal.

If in doubt – ask! *All* of those checks are vital, even those ones you perhaps do not yet understand.

Discount Days

May we remind you all that flights booked from Monday to Wednesday for holders of a valid pilot's licence 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



This may not be immediately obvious to you as he is usually fast asleep, but Max is always very sympathetic to the plight of students struggling with the ups and downs of learning to fly. He sincerely hopes that the following two pieces of wisdom will help you along the way to that coveted left hand seat in a brand new A380...

'There is an art ... to flying. The knack lies in learning how to throw yourself at the ground and miss.'

— *Douglas Adams, The Hitchhikers Guide to the Galaxy*

'Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.'

— *Captain Rex Kramer, in the movie Airplane*

Safe flying everyone... remember - never pick the same cloud as everybody else...



