

FLY BY LIGHT



December 2016

The Month In Review

Key Dates

- Next club get2gether
6th December 2016
- Flyer Live 2-3
December 2016

Student Milestones

- Leigh Cohen – First Solo
- Adam Norsworthy – X-Country To Duxford

News Items Covered

- Meet The Guys
- First Solo
- Regulatory Changes
- New Flight Booking System
- Payment Details
- New Rental System
- Meet At Battle Axes

Welcome

Welcome to the inaugural Fly By Light newsletter. This newsletter is for the use and benefit of the Students and Members of the school and is hoped to be a good source of information.



Hi Everyone

I am Mike Fitch and I am very pleased to have taken over the running and ownership of Fly By Light. Kevin and Andrea have been my friends for a long time so when the opportunity came along to take over the fantastic club that they had started I jumped at the chance!

My flying roots started from my father. When I was 9 he got me sitting on a pillow in the P2 seat of a PA 28 that he was hiring, I was always sat alongside him when he was flying, even one time flying it through Gatwick's airspace! I took my first lesson at Leavesdon (which is now closed) in a C150 which I loved but could not afford to do any other lessons, so went along the microlight route, and started flying from Sandy in an AX3. This was taking too long for me as I was only flying when I had the money, so in the end I got a loan and did a full course at Stapleford where I met some good friends and had a great time.

I hired aircraft for a while after that until one day I was out on a drive and found Plaistow in St Albans where I brought my first microlight in the form of a Snowbird (please look it up on the internet!) which was a difficult aircraft to fly! I also brought a hanger there and that's where I met Kevin and Andrea.

Since then I have done a lot of flying over many years including getting a rating for complex aircraft, twin engine aircraft and a helicopter licence. I now have interests in 6 different aircraft

including a war bird . I love flying and am always up for a flight in any type of plane and that's why I love to be at an airfield, so running the club is ideal for me.

Hopefully you have noticed a few changes around the club including a new hot water dispenser so that anytime you are coming for a lesson or just passing through, there is always free tea or coffee ready for you! We have also added a snack fridge with cold drinks and snacks for £1 each. We have also installed CCTV around the school so we can watch and take offs and landings on the runway and simulator, we've installed a TV in the briefing room to watch teaching DVD's etc. There is also free Wi-Fi, a better stock of equipment for sale and we will be trying to make more fly outs and social occasions happen regularly as we want the school to have much more of a club like atmosphere. We have also got a new instructor starting in the New Year.

....So things are starting to happen! But we are also up for suggestions, so please talk to me and lets work together to make the club a fab place to enjoy and learn.

Happy flying! Mike

James Wood (CFI)

Hello everyone. I've been told that I must ramble on a bit about myself so here goes... I got into flying when I was 13 through the RAF Air Cadets. I got started in a Grob Tutor before having flights in various RAF aircraft (including an Alpha Jet) and was awarded a Gliding Scholarship to solo standard. I also received an RAF Sixth Form sponsorship following successful aptitude tests with the RAF. Unfortunately, the budget cuts at the time stopped my application and then discovery of my slight short sightedness ended the RAF dream. After this I carried on flying gliders and light aircraft alongside my studies at the University of York, where I studied maths and then trained to become a maths teacher. After this and lots of flying I became an instructor on fixed wing microlights and started flying with Fly By Light.



During the school's recent transition I have become its Chief Flying Instructor. What that means to you is that I am the point of contact when it comes to all flying matters at the school, particularly ones which affect safety. I now oversee all the training at the school and coordinate instruction and the school's instructors (currently just me!).

The most exciting thing about the recent change for me is the introduction of the Flight Design CTSW to our fleet. It's a 'hot ship' high-performance aeroplane which is extremely capable. We will be using it for conversion training, biennial flights for revalidation of ratings and for navigation training. However, anyone who wants to try it out is more than welcome!

My goal from here is to become a Flight Examiner once I gain the requirements. This will mean that I will be able to conduct General Skills Tests (GSTs). I am looking forward to getting more students through the syllabus and with licenses in their hands; ready to go and explore this wonderful country (and maybe even Europe) from above.

I hope to see you all in our revamped school soon! Happy Landings. James

First Solo



Congratulations to Leigh Cohen. On 19 November 2016 he went for his first solo and we are all so proud of his achievement and look forward to his continued safe journey towards obtaining his full licence.

Changes To Regulations

CAA Medical Requirements

There has been a change in medical requirements for holders of a UK NPPL or PPL. The process of obtaining a medical for an NPPL is now achieved by completing an online self-declaration form on the CAA website. The old-style GP medicals can still be used to exercise the privileges of a license (subject to their validity), however, these medicals are no longer issued by GPs and you will need to complete and submit the online form if you need to obtain a medical.

The medical form works best with Internet Explorer:

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=7580>

New UK VFR requirements

Not long ago the VFR requirements that we are governed by changed. It used to be the case that there were licence minima as well as airspace minima. The licence minima for the NPPL(A) with a Microlight rating used to be more restrictive than the airspace minima. In August, this changed and now only airspace minima apply to us. Whilst this is much easier to remember (because there's only one set of minima to remember), in practice the minima are very relaxed and I would not advise anyone to use these minima as a personal limit.

For example, the limitation in uncontrolled airspace below 3000', below 140kts is that you need to be clear of cloud, in sight of the surface and have an in-flight visibility of no less than 1500m. That distance is very small. At that distance, you wouldn't be able to see the runway when turning finals on either runway at Elstree.

Whilst this rule change is good for less confusion, it calls for pilot's better judgement on the minimum visibility in which they fly in. As a rule, I don't train students in any less than 10K visibility and I advise you all to set similar personal limits, especially if you have limited flying experience post-licence.

These limitations are included in the guide which I have linked to below. This is a very informative guide about flying VFR in the UK:

Validity Of Solo and Navigational Hours

The BMAA and CAA have agreed that a 9-month validity period for solo and navigational hours is too time restrictive. They have now amended the requirement to be in line with the ground examinations. As such, solo and navigational hours claimed for a licence now have a validity of 24 months. This change does not affect the validity of the GST or Ground oral exam; both have a validity of 9-months.

New Booking Details

Some of you will have noticed that we have introduced a new booking system. If you haven't, then here is the link to it: www.airchunk.com. If you don't yet have a login, then get in touch with James and he will set up one for you. If you don't have/use a computer and want to continue calling us to make a booking, then you may still do that and one of us will put you in the diary.

The online system allows you to see which slots are available and it allows you to book them in yourself. If you make a booking on the system, please could you let James know so he can confirm it.



Changes To Payment Details

Those of you that have not yet changed your standing orders or other online payment details for the school, below you can find the new payment details, and we would request that you update these for any further payments :

Bank : HSBC

Account : 81591452

Sort Code : 40-12-27

New Rental System

We are introducing a new rental system for suitably qualified pilots to rent our club aircraft. The system has in built flexibility in the form of three options that are available to pilots. We are still finalising the nuts and bolts of two of the options but the first option is that we will be offering hire of club our aircraft for £120 per hour (hobbs) in addition to the regular monthly membership amount of £15. This option is available now so get in touch with us for more details.

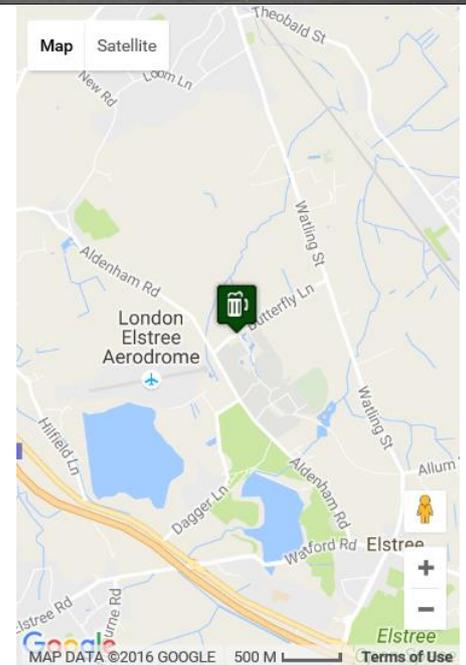
The other two options will include hiring with a higher membership amount but a large reduction in hourly hire rate. Details of these two options will be available soon.



Meeting at The Battle Axes, Butterfly Lane, Elstree, Borehamwood, Herts, WD6 3AD

Tuesday night 6th December at 7 o'clock

Looking forward to seeing you there.



Offer Of The Month

Christmas Gift Idea

We are happy to offer our students a 10% discount on any pre-paid flight simulator booking that they wish to make and give as a gift for friends and family.

Just speak our helpful team to purchase a voucher.