

# East Staffs Flying Club



Newsletter

May 2008

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## Chairman's Report

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Well summer is well on the way and with the light evenings thoughts turn to BBQs. To that end ESFC have purchased a 4 x burner gas BBQ and we plan to have regular events (including partners) throughout the year. The plan will be that people bring and cook their own food and we chat, drink and relax in the sunshine. The first official BBQ will be on 14th June starting around 4.30pm.

A couple of dates for the diary - 14<sup>th</sup> June is the club fly out to Le Touquet, 28<sup>th</sup> June will be the annual ESFC Rally and the 9<sup>th</sup> August will be the Annual Fly-In.

We will have a Spitfire here for the Fly-In as well as some aerobatics from Genna Elfimov in Colin and Jane's YAK-52 as well as John Calverley and Dave Holland in their Antonov AN2. This will be a much smaller event than last year and we will not be advertising it to the general public. We will be looking for volunteers so please put your hand up when the requests start to come up. Planning is well underway as we need to obtain approval from the CAA for the display activities.

We will be painting the fencing and outside seating area very soon and again we may need some volunteers to assist. This is being organised by Brian Hall so please have a word with him when you are next up at the club house.

A number of aircraft managed to make the Oban fly out, with excellent weather up in the Scottish islands, but returning to some challenging weather back at Tatenhill!

If you have not yet registered on the ESFC forum, particularly students, please do so, so we can try and coordinate spare seats in aircraft on future trips and fly outs.

Mike Tidmarsh

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## Message From Tatenhill Aviation

Private Owners and Aircraft Hirers

With the longer evenings upon us please would all pilots kindly refrain from circuits past 5pm (local). We have to remain a good neighbour to those living locally and furthermore we still have planning issues to be addressed concerning the development of additional buildings at the Airfield. You are of course very welcome to fly in the evenings but standard departures/joins and no circuits please.

If you do need to practice circuits, the airfield is of course open daily 9-5pm!

Your co-operation is much appreciated.

Many thanks,  
Paula



## Aviation Medicine - the Stewart Memorial Award

I applied for the Stewart Memorial Award, which was published in our medical online details, after an Air Marshal who had a great interest in Aviation Medicine, and to my surprise, I was successful. The award is set up to further the cause of Aviation Medicine, and to help fund an AME such as myself to go to an International Aviation Medicine Meeting, and to profit there from. There are only 2 such meetings per year, one in the USA and one outside, and the most appropriate one for me is in Boston (Mass) in 10 days time, so no doubt you will hear more in the future. At present there is no more to tell, but it might be of some interest to your readers in the club.

Dr David Hall

## Recent Achievements

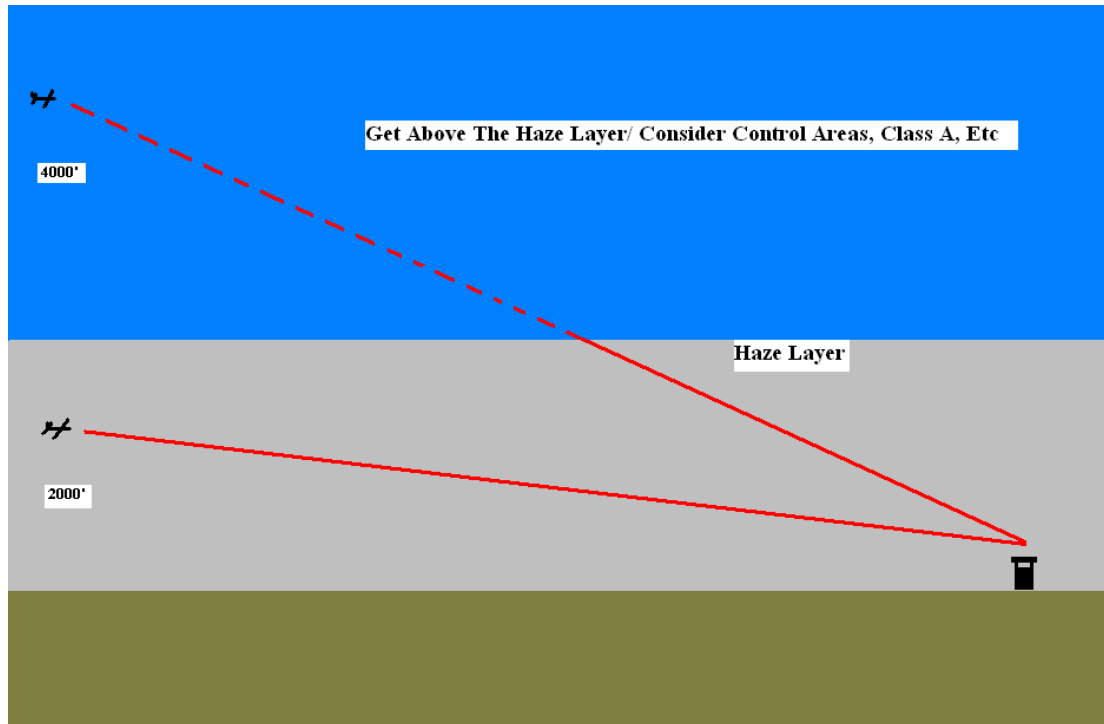
May has been a busy month, but there haven't been any noticeable achievements. However, several of our students are getting closer to first solo flights, Qualifying Cross Country flights, and final Skills Tests. I'm pleased to be able to say that we've got lots of new starters, including an intensive PPL course (starting next month). I've got my fingers crossed that the weather will continue to be kind to us.

## Hazy Days

May proved to be a fairly hazy month. One thing that I've noticed is the number of pilots who choose to fly around at approximately 2000' on days when the haze is dramatically reducing visibility. There appears to be a bit of a misconception that it's a good idea not to fly too high when it's hazy. This was recently confirmed by one of my students when I asked him at what altitude he was going to fly a navigation route. He answered that he was planning to stay at 2000' in order to stay in sight of the ground. I then explained to him that if he flew higher he wouldn't lose sight of the ground, but in fact would find that the all round visibility would improve dramatically.

I've drawn a diagram to explain the above. Apologies for the graphics. Hopefully it's plain to see that the aircraft at 2000' has an awful lot more haze to look through than the one at 4000'. Therefore the pilot at 4000' will be able to see the control tower, airfield, etc from a lot further out than the other pilot.

So my message is, "don't bumble around in the haze...try to get above it." That's assuming that your chosen altitude doesn't take you close to any Class A airspace, etc.



## Important News/NPPL

There have been some changes to the class rating revalidation requirements for NPPL holders. All NPPL holders need to read AIC 30/2008 (White 146) 24th April 2008, look at the NPPL website and/or speak to either Dave or myself about these changes. It's all potentially a little confusing (at least it's got us confused), but it appears that there is now a requirement for a Certificate of Revalidation/ Renewal. This certificate will need to be signed off by an examiner every two years (in a similar way to the JAR PPL). The break down of the hours needed to remain current has also changed slightly. There's a transitional arrangement for existing NPPL holders. This arrangement runs from the 1st February 2008 until the 30th June 2009.

Please make sure that you understand the new requirements. It's very easy to end up flying illegally. I found one chap during the month who was just about to do just that. He ended up needing a flight test to revalidate his licence.

Martin Handley.

Below is Further clarification of the new NPPL requirements c/o John McLinden



## Changes to the CAA Regulations concerning NPPL Re-validation

An AIC circular (White 146, 24 April) has recently been issued that gives details of changes to the revalidation requirements for the NPPL.

As best we can determine it, these changes mean the following:

- i). The re-validation period is now two years instead of one. To remain current, you must have your licence signed off and dated by an examiner for each consecutive 2-year period.
- ii). Within each 2 year period you must have flown a minimum of 12 hours, at least 8 of which must have been as PIC.
- iii). You must fly a minimum of six hours within the second year of each two-year period.
- iv). You must make a minimum of 12 landings and 12 take-offs during the two-year period.
- v). You must undertake at least one training flight of not less than one hour with an instructor within each two-year period. The instructor should sign this off in your logbook at the time.

If you already hold a current and valid NPPL, the next revalidation will apply 24 months from the date of the last one and not from the date of issue of the AIC.

If you are unable to complete the above requirements then the alternative is a flight test with an examiner to revalidate your licence.

JAR or NPPL, please do remember that it is solely your individual responsibility to maintain your licence (medical certification, revalidation, additional ratings, the re-issue of JAR licences after 5 years etc.).

No official body ever issues reminders!

Hopefully this will turn out to be the correct interpretation, but watch this space!

John McLinden  
Tatenhill Aviation Ltd.



## FLYING EVENTS

### Helicopter Trial Flights (R22) Saturday 26th July 2008

Flights operated throughout the day. A special rate of £60 for circa 15-20 mins has been negotiated for ESFC members. Anyone wishing to have a go should contact Terry Watts at:  
[dwatts756@aol.com](mailto:dwatts756@aol.com)

### FLY-OUTS

#### Fly Out to Le Touquet & BBQ Saturday 14<sup>th</sup> June

#### Fly Out to Waterford Weekend of the 25<sup>th</sup>, 26<sup>th</sup> and 27<sup>th</sup> July

Pre-planning meetings will be held in the run-up to the event.

#### ESFC Annual Fly-in Saturday 9<sup>th</sup> August

The 2008 ESFC Fly-in is presently in the planning stages. Events will be confirmed closer to the date

#### Contact

If you have any other questions relating to any of the proposed events please contact Mike Dillon on 07818 004188.

Please keep an eye on the club notice board and the website ([www.esfc.org.uk](http://www.esfc.org.uk)) for more regular updates on forthcoming events

### NEWSLETTER

If you have any articles for the newsletter or comments on the format, please contact Alison at [alie\\_todd@yahoo.co.uk](mailto:alie_todd@yahoo.co.uk).

## SOCIAL EVENTS

### CLUB NIGHT - 26<sup>th</sup> June 2008

This evening is currently in the planning stage and will be confirmed closer to the date. Please keep your eye on the notice board in the clubhouse and the ESFC website for further details on future club nights.

### OTHER EVENTS

#### ESFC ANNUAL RALLY - Saturday 28th June.

If you have any suggestions for other events or would like to help, please contact Jon Faulkner at [esfc2007@hotmail.co.uk](mailto:esfc2007@hotmail.co.uk)

#### Wednesday 25th June - Gliding Evening at Needwood Gliding Club commences at 5.30pm

Once again ESFC have managed to organise a gliding evening at the local gliding club for members wishing to try this alternative to motor powered flight. This event is fully subscribed, however if you wish to be added to a waiting list in case anyone drops out

### NEXT MEDICAL DUE?

As a reminder Dr Hill, our local AME, continues to give a discretionary £5 discount on aviation medical examinations to East Staffs Flying club members. To receive the discount you must show your current ESFC membership card at the time of your medical.

Contact details for Dr Hill are as follows:

Dr J D Hill AME  
Burton upon Trent  
01283 730201