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# REDHILL AVIATION FLIGHT CENTRE Newsletter

**G-BIUY on left base for 26L at LGW???**

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

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## **The short way home from Shoreham...**

Our regular PA28 student, Johnathan Wootton called Gatwick on 11 February requesting a zone transit from Haywards Heath, naturally expecting to be routed via East Grinstead. Instead, he was asked to cross direct over the tower and managed to find time to take this photo before being transferred to Redhill. We only wish he had also found time to report to EGKR 6 miles south of the airfield – how quickly would Fraser have spilt his coffee?!

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### **Congratulations!!**

A fabulous result for Adrian Norvill who passed his PPL Skills Test on 21 January with flying colours. Also warm congratulations are due to Manisha Punchoo and Rachel Whitehouse for both making their first solo flights during January. Memorable personal steps forward for each of you!

### **I learned about flying from that...**

A PPL student was recently flying a navigation exercise from Redhill to Shoreham via Guildford, so he was monitoring Farnborough West radar on 125.25. It was a beautiful CAVOK afternoon and he noticed that Farnborough were exceptionally busy - he had, in fact, been queued on stand-by on his initial call.

He was soon approaching the Shoreham VRP at Washington Intersection near Steyning and keen to change frequency to Shoreham as soon as possible, but found that he could not get a word in edgeways for all the radio traffic. Caught in a dilemma, he wisely decided to orbit clear of the Shoreham ATZ to the north and wait, slightly nervously, for a break. Three orbits and some time later he finally managed to speak to Farnborough and switch to Shoreham, who it turns out were also busy with traffic in the circuit.

What were his options? He could have simply dropped Farnborough without speaking to them, but remember that the controller has both a moral and potentially a legal responsibility for pilot safety, so we surely have a mutual responsibility to inform him of our progress. A practical solution would have been either to call Farnborough East to ask them to advise their colleague of the frequency change before switching to Shoreham, or to perhaps ask Shoreham to telephone Farnborough and let them know.

### **07/25 Taxiway open for business**

The benefits ensuing from the widening of the southern taxiway to create the unlicensed 25 tarmac runway are hard to over-estimate. Without it, there would have been no fixed wing flying at Redhill all winter and we would certainly not be flying today.

However, the verges are still given to soft mud and there have been several incidents where pilots have misjudged the sides and become stuck to an extent where the fire crew have been called out to rescue them. Not only is this incredibly embarrassing but it also instantly closes the runway to all other traffic, which is an inconvenience to everyone concerned and also a potential safety hazard.

Therefore, if you have not yet had the pleasure of gliding smoothly along the perfect tarmac surface of 07/25 before rising gracefully into the air then ask for a full briefing from an instructor and fly a dual circuit first before flying on your own. This is mandatory requirement for all private pilots flying Redhill Aviation aircraft.

With good reason, Air Traffic may require us to backtrack 25 to the Bravo/Charlie intersection before turning 180 degrees to line up. Please observe this requirement if so requested.



## **Fly Out to Lee on Solent**

A suggestion has been made that we organize a trip to Lee on Solent for lunch, ideally for as many students and PPL's that wish to come along, subject to aircraft availability. In order to assess potential numbers may we ask you to let us know as soon as possible that you would like to book your place!

We aim to organize several such Fly Outs over the Spring and Summer period, so do feel free to make any suggestions that will be warmly received.

## **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.

## **CHIRP GA Feedback**

Please take some time to read the attached CHIRP report which contains some useful information for all of us to consider.

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## Max's Corner



Finally, a few words passed on to me from our mascot and canine companion in the crew room. He is eternally grateful to you all for any attention provided and is always willing to assist you with any odds and ends of your lunch that you find generally unappetizing.

He has also asked me to let everyone know that he never goes to sleep on the sofa when Laurance is away from the building. Apparently this never happens...

Anyway, he has a joke and here it is:

At a party, how do you know when there is a pilot in the room....??

Because he tells you....

## ***Safe flying everyone...***



