



# IN THE GREEN



## The official newsletter of Thurston Helicopters Christmas 2016

### Take Torque...

**"Distraction** is the process of diverting the attention of an individual or group from the desired area of focus and thereby blocking or diminishing the reception of desired information."

Although, despite awful weather in the first quarter of 2016, we've flown more hours this year than last (just!). However the year hasn't been without incident and it could be argued that '*distraction*' played a part in both of them which resulted in hefty insurance claims. I don't need to go into what the distractions might have been but suffice to say, at the *critical stages of the flight*, and those could be described as the start-up, initial hover-taxi, departure, climb until away from the ATZ followed by the join, the circuit, approach, landing, final hover-taxi and landing, one really doesn't need to be distracted at all. For this reason we brought the following procedure into practice this year and it specifically concerns Self-fly-hire flights with passengers on board:-

It can simply be summed-up as 'during the critical phases of flight there should be no talking by passengers unless a potential emergency situation is envisaged'. This allows the pilot to devote his/her full attention to the job in hand. Also, as you may know, we now have to ask 'permission' to cross the runway to the north side prior to departure. If we adhere to these procedures we should avoid any similar incidents again.

On the training front we've picked up a number of new students and we'd like to welcome the following and wish them the very best with their training next year

Jon Martin-R22  
Neil Miller-R44  
Steve Goodwin-R22  
Nigel Rodrigues-R44  
Simon Allfrey-R22  
Julianne Garner-R44  
Matt Seldon-R44

So what's happened this year in terms of achievements?  
The following have passed their Skills' Test and can now be rightfully called 'Captain':-

Stefan Hayes – R22  
Sean Charlton – R44

The following have passed their R44 Type Rating:-

Rhys Thomas-R44  
Les Cook-R44 regained after a 5 year absence

The following have done their First Solo:-

Sean Charlton  
Neil Miller  
Simon Allfrey

And finally a mention must go to Neil Miller, Harry Fern & Mark Powis who due to poor weather are still waiting patiently to complete a skills test and two type ratings respectively.

### WELL DONE ONE AND ALL

Finally, as many of you know I have semi-retired now and Phil Cox has done an amazing job with all our students this year and I know I speak for Gerald as well when I say thank you very much Phil, all your efforts have been much appreciated.

– Have a Lovely Christmas and, as ever, **Fly Safely...** James



PTO...





## Gerald's 'Galavants'

There were many enjoyable flight destinations this year including a couple of racecourses, several motor racing circuits and I've discovered some new lunch venues, both hotels and pubs with some interesting approaches.

I flew on two of the hottest days of the year, firstly a flight to Bude with a fuel stop at Bodmin which is a friendly little airfield. As I approached over Bodmin Moor which has an altitude of 1500 feet in places, at midday with an extremely high outside temperature, being solo and with little fuel by then, I had to keep lowering the collective as the thermals were trying to have me join Icarus. The approach to the fuel pump meant things tightened a little with a high hover over a newly constructed car park to land with the tail rotor virtually under some overhanging branches with a near horizontal windsock from an unfriendly direction. The manager walked down from the tower to lend a hand with the pump as he said it was being difficult, I suggested the branches could do with cutting back and showed him why, he thanked me and said he would get it done and had not realised as they push the planes under the branches and mentioned that they don't get many helicopters (what a surprise!). Then on to Bude where the person I was meeting had managed to arrange permission for me to land on the rugby pitch, so in over the floodlights and "touchdown"

The second of the hottest days coincided with Polly's Birthday so she and I flew to Bailiffscourt Hotel near Littlehampton for lunch. We enjoyed an excellent lunch, it is always good value and my fish was superb. As some of you know I like to walk the path from the hotel to the beach, most times the beach is deserted but on this day it was packed with every size and shape you could imagine and some you wished you hadn't.

Overall it was a good year with some excellent flying weather.

*Gerald*

## Finals...

- a) One for R44 flyers.. You are flying along and everything is normal. Inadvertently your lady passenger catches her hand bag strap on the HYD circuit breaker and pulls it. What effect would you notice on the controls and why?
- b) A general multi-choice question: What effect would inadvertent lowering of the collective have in straight and level flight (R22 or R44)?
- 1) Nose would rise and yaw left, speed would decrease slowly and manifold pressure would increase
  - 2) Nose would fall and yaw left, speed would increase slowly and manifold pressure would decrease
  - 3) Nose would fall and yaw right speed would increase slowly and manifold pressure would decrease

Email your answers to [jamest@thurstonhelis.co.uk](mailto:jamest@thurstonhelis.co.uk)  
Or see [www.thurstonhelis.co.uk/newsletter2016/answers](http://www.thurstonhelis.co.uk/newsletter2016/answers)  
Or call us!

## STOP PRESS

Pooleys 2017 Edition now available – place your orders now!  
Latest issue of the London Heliroutes Chart was produced last year. If you need one make sure it's up-to-date

