



# IN THE GREEN



## The official newsletter of Thurston Helicopters Christmas 2017

### Take Torque...

In my new guise as a 'semi-retired person' I have done somewhat fewer hours this year than both my colleagues, Gerald and Phil but the flying I have done has either been with the one student I have whom I'm hoping to take through to his licence by the end of next year when my instructors' rating lapses, or as progress checks for Phil's students and I must say it's been a pleasure on both fronts. As far as progress checks are concerned other than the students' basic flying ability I also look carefully at their attitude to their flying, as attitude, over-confidence and arrogance are great contributors to the 'accident meter' which, on a scale between 1 and 10, starts hopefully at about 1 when one walks up to the aircraft prior to the flight. It could be higher of course if you've had say, little sleep the night before, or some other form of stress related 'incidents' but once you get into the aircraft and prepare to start, feeling full of yourself and your abilities the meter goes up to a good 5. You may even forget a few pre-start checks. It's now on 6-8... Helicopters can have a very nasty bite and demand 100% respect at all times. If you do that and never underestimate the ability of the helicopter to 'bite you in the behind', and never over-estimate your abilities, accepting that you're learning all the time, you'll derive immense pleasure from them as I have in my 7000 or so hours so I do urge you to think about that accident meter...

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

Javid Ibrahim – R44  
John Burton – R44  
Ian Kemsley – R44  
Matthew Brown – R22  
Elliott Fielding-Miller – R22  
Ann Cormack – R22  
Peter Sonyak – R22

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

Neil Miller – R44

The following have passed their R44 Type Rating:-

Harry Fern – R44  
Mark Powis – R44

The following have done their First Solo:-

Elliott Fielding-Miller – R22

### WELL DONE ONE AND ALL

Finally, I'd like to thank Phil Cox once again for all his efforts throughout the year.

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



PTO...





### **Gerald's 'Galavants'**

Many of my longer flights were similar to previous years, albeit as you know, they are never the same, with weather, Notams, and transit permissions all making them different. Two flights of possible interest were firstly, two days flying around northern France using La Touquet as a base. Both days were slightly marred by ok but not the best visibility, still with a fair number of frequency changes and one of particular joy was the Mademoiselle (in my mind she was unmarried) at either Caen or Deauville who I could have happily listened to for the rest of my life. Spoilt only a little by the embarrassment of listening to an English fixed wing pilots reply to Paris information 'can't understand you mate' the mate on the end made it especially cringe worthy.

The other flight was in October, flew to Padstow with a fairly strong westerly which made the flight 40 minutes longer than normal. Next day the weather was excellent, blue sky and relatively calm. We departed from the landing site at Rock owned by John Bray who is heavily into tanks and other military vehicles. That day they were all out for a film shoot, departing above them felt like the film Apocalypse Now (possibly a slight exaggeration). The next couple of hours flying around the coastline including Lands End and St Michael's Mount then Bodmin for fuel. Having looked before departure both Newquay and Lands End had over twenty commercial flights each mainly to the Scilly Isles but were more than accommodating to me flying through their Zones. Return flight via Dunkerswell for fuel and a late lunch.

Overall a thoroughly enjoyable flying year, even though the weather since the end of October has been a little disappointing and caused many cancellations, my enthusiasm for when it gets better is all the greater.

*Gerald*

### **Finals...**

Just one question this year and it applies to the carburettor models both R44 and R22. I'm not going to suggest an answer but would welcome suggestions by email or 'phone.

What should one do if, during the initial climb out, climbing through 2-300 feet for example, you notice that your carb temperature is deeply in the yellow?

