

IN THE GREEN

The official newsletter of Thurston Helicopters

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Tuke Torque...

Well doesn't time (like helicopters occasionally!) fly – I can't believe that already I'm being, how shall I say, encouraged by our editor to produce the next version of Tuke Torque.

So what's happened since the last one? Well not much really. This time of year is, to say the least, a bit grim... One thing I have done though is visit the HeliExpo exhibition in Las Vegas. This is the annual major Trade Show held in various locations in the US but somehow is always rather better attended when held in Las Vegas – can't understand why... Everything about Vegas is vast and the convention centre where it was held was no exception! There must have been at least 100 helicopters displayed including Sikorsky S92s which has to be one of

the biggest helicopters you'll see anywhere. So armed with a sensible pair of shoes I set off to walk around the show.

All the major players were there including Frank Robinson who spent much of the time being interviewed by TV crews. I did spend quite a lot of time at the FLYIT Helicopter simulator stand. This is a small simulator built into a trailer. It's based on the Microsoft(c) 2002 Flight Simulator program but it has a few add-ons, namely an eight foot screen placed in front of a full cockpit with real controls which can be swapped to represent either an R22, H300 or B206. I was anxious to 'fly' the R22 just to see how much use it might be for us in these dismal winter months (hopefully now fading into the distance). The main problem was hovering and hover-taxiing; I really thought I had lost my

touch until the operator explained to me that Microsoft(c) didn't really concentrate much on that side of the simulation, more on the conventional side of flying i.e. straight & level, turns etc.. Also they couldn't get the UK scenery to work properly but nevertheless I completed half a circuit at 'Redhill' before the system froze and I was re-located to somewhere in the US where I finished the rest of it!

I'm told though by the Belgian European distributors that all these problems would be ironed out in the next model. The machine certainly showed up errors that you might encounter in circuit work such as a poor transition or a misjudged approach etc. For NAV training and Instrument Flying I'm sure it would be a very valuable aid. The chap before me was

given an 'engine failure' in the JetRanger and I must say he coped very well indeed.

I intend to visit the Belgian distributors in Antwerp within the next few weeks once the machine has received its JAR approval.

Thanks to all who attended our GPS courses held last month. From the positive feedback we've had I think everyone got something out of the evening, even if it was only the 'half-time' G&T! We'll be running some more courses, both on this subject and others – we'll keep you informed.

Finally, as a reminder, don't forget to keep your hand in and don't let your type rating expire. You can renew up to three months in advance if you wish and not lose out on

any validity of your existing one. That's all for now.

James

Competition time!

C I S Y N O P T I C K R I
K A U N T R O B I N S O N
C A V O K T E N G H S V S
A R S J R T P U U L T Q U
B G E A C O R T I T I X A
P Y H Y D R A U L I C U B
A C D B Y Q L E V W K M I
L A S H P U T U D K P O L
F L A N G E H R E G O R I
Y K R A M D I K S G C S T
I V D Y N A M I C B N O Y
R I R W N U B E A V E R L
S N O I T A T I M I L S H



Here is your chance to win four tickets (worth £80) to the The London Airshow. This is an all things aviation exhibition to be held at Earls Court 16-18 April, which should prove to be an un-missable event. Thurston

Helicopters, along with London Helicopters, will be exhibiting. If you would like a chance to win tickets, then please complete Rach's word search to find the missing word. To enter the competition please write the missing word on a post card and send to the office. We will then draw the winner from a hat. Good luck!

torque	roger	skid	chart
hydraulic	stick	synoptic	limitations
dynamic	instructor	flange	instability
hinge	flapback	robinson	cavok

Laying down the air law: whose right of way?

Maintaining a good lookout is an essential part of airmanship. It is vital to be vigilant by constantly scanning the sky for other aircraft. But on the occasions when we do meet someone else, what is the correct action to take? Well it depends on the circumstances. What you have to try and establish first is, who has the right of way?

If you are following a line feature (motorway, railway, river etc), fly to the right. Remember on the right in the right. Hopefully if someone is coming the other way they will be on the opposite side of the feature and there will be no risk of collision. If, however, both aircraft are on the same side heading

towards one another, and this does happen, then there is obviously a greater chance of collision. The correct procedure in this instance is for both aircraft to turn right. Do not assume though that the other pilot will act correctly. Anticipate their change of direction. If either pilot makes a mistake then you must take whatever avoiding action is necessary.

If you are cruising along one day and you happen upon a slower aircraft flying ahead of you then they have the right of way. It is up to you to take appropriate action for safely overtaking by passing on their right hand side. The aircraft being overtaken is obliged to hold heading and speed

but not height. They may well be on an approach to land or on the climb out after take off.

It is worth bearing in mind that most GA fixed wing aircraft are captained from the left hand seat. High winged aircraft have very poor visibility above them especially in the turn. Sometimes as Robinson pilots we forget the luxury of our excellent visibility compared with our fixed winged counterparts.

If two aircraft are on a converging course then the one on the right has the right of way. If you find yourself on somebody's left it is up to you to alter course and pass behind them. Again remember, on the right in the right.

If you are receiving

commands from ATC hopefully mandatory aircraft separation will always apply. However everyone makes mistakes and it is the ultimate responsibility of the pilot to take avoiding action if the risk of a collision occurs even if it is contra to the controller's instructions.

Gliders and balloons have the right of way over planes and helicopters. I generally apply this rule to all microlights especially the ones that look like tea towels stretched over bamboo canes!

The sky may appear to be empty but I can assure you it isn't. We fly in some of the most congested airspace in the world so please keep a good lookout.

Rates

Type	Dual rate per hour	5-10 hour rate
R22	£215	£199
R22 SFH	£155	£145
R44	£360	£345
R44 SFH	£295	£285

NB G-EMMI, being a Clipper II, is an additional £10 per hour

Please note that all the above prices include circuits and landing fees at Headcorn.

All prices are exclusive of VAT

Contact List

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Ashley Luffrum Instructor	07941 266855



Events Calendar

The Isle of Wight trip has proved to be very popular and was fully subscribed within a couple of days. However, if you would like to come please contact the office and we will put you on the reserve list in case of any last minute cancellations.

An overnight crop circle visit is planned for late June, early July. These truly awesome works of art are well worth

seeing. We would like to arrange a fly down to Wiltshire to visit these mysterious things. We will stay at the Manor Farm B&B just north of Thruxton. Please call the office if you would like to come.

Other trips in the pipeline include day visits to Le Touquet and Duxford and possibly a mountain flying weekend in Wales. Finally, don't forget the visit to the Robinson factory in LA this autumn.