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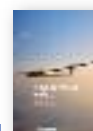
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Are you covered?



As part of a sample audit of UK registered aircraft, the CAA has been sending out letters to aircraft owners informing them that their third-party liability insurance may have to be increased in order to avoid having their aircraft grounded.

The letters, sent by the CAA's Aircraft Registration Department, ask for proof that aircraft owners have increased their third-party liability insurance in step with exchange rate fluctuations, or alternatively, ask owners to provide confirmation that their aircraft has been grounded.

The letters have raised considerable concern amongst aircraft owners and aviation organisations, who say that the CAA is effectively asking pilots to include currency exchange rate checks as part of their daily pre-flight checklist before they can go flying.

Under EU regulation, third-party liability aircraft insurance requirements are set against the Standard Drawing Rights (SDRs) basket of currencies. Established by the International Monetary Fund (IMF) in 1969, SDRs are used as a unit of account by the IMF and several other international organisations. A few countries, such as the UK, peg their currencies against SDRs, and it is also used to denominate some private international financial instruments, for example, the Warsaw convention, which regulates liability for international carriage of persons, luggage or goods by air, and uses SDRs to value the maximum liability of the carrier.

When first established, SDRs were valued at 0.888671 grams of fine gold, which at the time was also equivalent to one US dollar. Today however, the value is calculated against a basket of currencies made up of the US dollar, British pound, Euro and Japanese yen, and it is because of the current relative low value of the British pound when compared with the SDR that the CAA is concerned that aircraft owner's liability insurance may be insufficient.

Aircraft insurance in the UK follows the guidelines laid down in EC directive 785/2004, which is based on a calculation that takes into account the following variables:

- The maximum take-off mass of the aircraft – taken from the details held by the CAA from the aircraft's flight manual or from another CAA derived source.
- The number of passengers carried - either the number declared by the operator or air carrier (if supplied), or the design maximum number of passengers for the aircraft.
- The exchange rate from SDR's to Pounds Sterling taken from the IMF website on the date given.

The current third-party liability level for GA aircraft under 2,700kgs is three million SDRs. Last June, when the pound was at a record high against the dollar, £0.83 would buy one SDR. Today however, the pound has devalued by approximately 25% compared with six months ago, and so one SDR is now worth nearer £1.05, meaning that some policies may fall short of the three million SDR third-party liability level.

So, what about the insurance companies? Presumably they hedge against this sort of exchange rate fluctuation and so insurance policies will already take this into account? Yes and no would appear to be the answer. While some brokers Flight Training News has spoken with assure us that their third-party liability premiums are generally sufficient to cover exchange rate fluctuations, the sheer scale of drop in the value of the pound over the last few months is almost unprecedented, and so some insurance policies taken out when the pound

Continued on page 4

"This is ridiculous... I wonder if the Aircraft Registration department is short of work and needs to justify its money?"

The CAA is effectively asking pilots to include currency exchange rate checks as part of their daily pre-flight checklist before they can go flying



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Are you covered?

Continued from page 3

was at its highest last year, may not now meet the three million SDR minimum liability level.

However, according to Martin Robinson from the UK's Aircraft Owners and Operators Association (AOPA), the argument is specious. "This is outrageous," he commented in AOPA's GA Magazine recently, "Sterling climbed inexorably to historical highs against the dollar and the SDR in recent years; did anyone get a letter from the CAA saying they were over-insured? Three million SDRs is an entirely arbitrary number invented by a bureaucrat. If third-party claims have to be paid, they are paid in sterling, so the value of three million SDRs in sterling equivalent rises as sterling falls, balancing the ratio of premium to payout.

"What we have here is one bureaucracy playing another bureaucracy's game, with the GA pilot as the loser. I wonder if the Aircraft Registration department is short of work and needs to justify its money. The threat to ground aircraft is completely unacceptable and we are seeking urgent clarification from the CAA on this issue."

As far as Flight Training News can establish, the largest ever third-party liability claim in the UK involving a light aircraft ended in an award of £600,000 to the injured party. Some industry observers consider that it is highly unlikely that any claim of that magnitude will be ever be made against a light aircraft owner, and believe that seasonal fluctuations in the value of a policy based on the SDR should be overlooked until the policy comes up for renewal. Aircraft owners have told Flight Training News that the CAA threat to ground aircraft is in the very least heavy-handed.

Flight Training News contacted the CAA for comment and we were told that they have an obligation to audit aircraft insurance levels periodically, as dictated by EC regulation 785/2004. While they said that they will normally consider evidence of insurance compliance on the basis of the exchange rate between sterling and the SDR in place at the time policies are taken out, it remains the owner's responsibility to ensure that adequate cover exists for each and every flight.

Letter from the CAA's Aircraft Registration Department concerning third-party liability insurance

According to our records you are shown as one of the current registered owners of the above aircraft. In order to verify our records we are carrying out a sample audit of aircraft currently entered on the UK Register of Civil Aircraft to monitor compliance with Regulation EC 785/2004 on insurance requirements for air carriers and aircraft operators.

In accordance with Article 6 of the Civil Aviation (Insurance) Regulations 2005 could you please provide a copy of your certificate of insurance, that demonstrates compliance with the minimum requirements of Article 4(1) of the EC Insurance Regulation, within fourteen days.

For your guidance, an estimate of the minimum amount of cover required for this aircraft is given on the enclosed summary form. Please note that this estimate is based on a number of variable items such as the number of passengers carried and the recent exchange rate between Pounds Sterling and the Special Drawing Right (SDR).

The CAA will normally consider evidence of insurance, and therefore compliance with the Regulation, on the basis of the exchange rate between Sterling and the SDR in place at the inception of the policy. However, owners and operators need to be aware that it is their responsibility to ensure that adequate cover exists for each and every flight. If owners or operators have concerns over their level of cover they should contact their broker for advice.

If the aircraft is not currently insured in compliance with the Regulation could you please ensure that you sign the declaration on the attached form which confirms that the aircraft will not be flown unless the CAA has first been provided with a certificate of insurance or other valid evidence of insurance.

Additionally, I would be grateful if you could verify that all of the details on the enclosed form are correct, sign the declaration on the completed form and return it to this office in the postage-paid envelope supplied. If you wish, the completed form and a copy of your insurance certificate can be faxed to us on 020 7453 6670. If you have sold the aircraft, or the aircraft has been withdrawn from use could you please notify us accordingly in writing by returning the original Certificate of Registration endorsed on the reverse or by confirming this on the attached form.

FAA licence renewal requires visit to US

It would appear that thousands of pilots worldwide who hold American FAA licences on the strength of their national licences will need to make a trip to the US before 5 March 2010 in order to continue to exercise their licence privileges.

The new policy, which appears to have been introduced without any notice or consultation, requires all pilots who hold 61.75 certificates to have them stamped with 'English Proficient' in order to meet the ICAO Level 4 language requirement. And this stamp, according to the FAA, can only be done in person, in the US.

Pilots who have a standalone FAA licence are unaffected. All they are required to do is log on to the FAA's website, pay a \$2 fee and then wait

a couple of weeks to receive their authorisation. But pilots who have been awarded an FAA licence on the basis of a national or JAA licence (known as a 61.75 certificate) will be put to the considerable trouble and expense of having to visit the US in order to get a rubber stamp that clears them as Level 4 English language proficient.

The process can take anything up to three months to arrange

Before travelling to the US, UK and Australian pilots, in particular, holding 61.75 certificates must fill in a special form to apply to their national authority to have their licence, ratings and medical validated. Pilots must then apply to the FAA for an English proficiency stamp and arrange to collect it in person in the US at an FAA District Office. It is believed that the process can take anything up to three months to arrange.

The issue is further complicated for pilots holding the old-style paper 61.75 certificate. The FAA has been issuing credit card style

Holders of old-style paper 61.75 certificates will need to make a trip to the US before March 2010 in order to upgrade to the new credit card licence.

licenses for the last five years and the paper ones will no longer be legal after 31 March 2010. And just like the English language stamp, they cannot be issued in their home country, so a trip to the US is required. The latest edition of the Federal Aviation Regulations (FAR/AIM) says that the holder of a paper pilot certificate issued by the FAA may not exercise the privileges of that certificate after 31 March 2010. This means pilots must have the plastic certificate by this date, or they will be ineligible to fly under their FAA licences.

The FAA is also starting to issue certificates with an expiry date and for 61.75 certificate holders these will expire on the date that the foreign pilot licence expires, unless otherwise specified on the US certificate. As the CAA are now only issuing UK licenses as being valid for five years, this will have to be checked more regularly.

According to the FAA there is no one outside of the US who can carry out this validation work



Rumours have been circulating that there are organisations in Europe who are able to undertake the rubber stamping, thereby circumventing the requirement for an expensive trip to the US, but at the time of writing Flight Training News has been unable to verify this. Indeed, according to the FAA there is no one outside of the US who can carry out this validation work: "The only way is to go through the verification of authenticity process and meet with an FAA Inspector in the US," an FAA spokesman said.

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Squawk!

Welcome to Squawk, FTN's page for aviation anecdotes and gossip.

Airliner ditches in river - no schools or hospitals harmed...

Ryanair's PR department appears to have been putting on the velvet gloves and biting their tongues recently, what with the public attacks over their 2009 cabin crew calendar and the airlines' recent decision to bin its operations into and out of Newquay airport.

Those of us in the Flight Training News office were probably not alone in being pleasantly surprised by the overall care and restraint with which the media cover the unplanned arrival of an A320 onto the Hudson river. Given the hyperbole sometimes meted out to even the most minor incident (yes BBC, we're looking at you) we could have feared for much worse. Maybe the event itself was simply so dramatic that it simply didn't warrant any additional theatrical treatment.

Probably our favourite reporting came from the Daily Mash (www.thedailymash.co.uk) which describes itself as "...a satirical website covering national and international news with spoof stories, commentary and opinion (i.e. it's all made-up and not intended - in any way whatsoever - to be taken as factual. Hello lawyers.)". You get the picture.

As fans of the Mash, we're pleased to

report that they were very quick off the mark with their take on the story entitled "HUDSON CRASH LANDING STILL BETTER THAN HEATHROW". The story goes on to recount the tales of (presumably) fictional passengers such as one Kathy Cook, who is quoted as saying "I looked out the window and saw the water getting closer and closer. I thought of my children, my husband, all the things I've never done and then I thought, 'oh well, at least it's not Heathrow'. Minutes later we were all squeezed onto the wing in the freezing cold waiting to be rescued and it occurred to me that this was actually much less crowded than Heathrow and with better facilities." The story has clearly been put together by someone who knows what they're talking about when it goes on to quote an airline spokesman as saying that the soggy passengers should receive their luggage within 48

hours, "It's not as if the plane has been anywhere near Heathrow. It's just partially submerged in the Hudson river."

With rather larger media organisations still managing to overblow almost any event involving an aircraft we're starting to think that the Daily Mash is setting an enviable track record in offering a far more accurate take on world events.

Meantime, we are disappointed not to have been able to track down the truth (or otherwise) of the rumour that one TV news reader, breathlessly narrating the pictures of the ferries crowding around the A320 to take on the passengers, actually said, "How did the pilot manage to avoid all those boats?"

In the days after the A320 ditching we were also delighted to receive an e-mail entitled "Airbus A320 Mandatory Airworthiness Directive" which on closer inspection revealed the picture illustrating this article.

Our final thought for now is the fine example of 'nominative determinism' that we came

across in the aftermath. Nominative what? Nominative determinism is a term created by the magazine New Scientist which refers to a situation where a person's name is strangely appropriate to their job, hobby or field of study. The idea was launched sometime in the mid 1990s (according to more seasoned staffers here) by, we think, the discovery that the book "The Polar Regions and the Future of the Planet" had been written by Daniel Snowman. Since then many column inches have been expended in trying to determine whether some people really do gravitate to certain fields based on their name. The subject seemed to have gone a bit quiet of late, but we suspect the A320 V Birds contest (score 1:1 we reckon) will reignite the topic. You see, according to the New York Times, feathers from the sodden A320's engines have been sent to the Feather Identification Lab at The National Museum of Natural History in Washington. We're delighted to report that the Lab's director is one Carla J. Dove.



The shy and retiring Ryanair management...

...have been at it again - allegedly. Unfortunately, the legal eagles have decided that we can't reprint the 'spirited' letter that a friend of ours received from Mr O'Leary in response to a letter of complaint. But we can report that following the British Airport Authority (BAA) being invited to sell off some of their airports, there have been recent media reports that bids for Gatwick are coming rather below BAA expectations. To be fair, it's probably not the best time to be selling an airport. However, we are hoping that there is some truth in the rumour that reached our ears (via someone reasonably high-up in Ryanair) that

when it was announced that BAA would have to sell at least one of their London airports, Mr O'Leary immediately wrote out a cheque for £2 billion and put it in an envelope, inviting BAA to cash it in exchange for the keys to Stansted. Presumably, they didn't cash the cheque back then, but by now might be wishing that they had.



Not for sale (yet) - one largish airport in Essex, slightly soiled...

What does he know...?

We're not having a downer on airline management (really), and to be fair Virgin is one of our favourite carriers (nothing to do with the upgrades then? Ed.).

Nevertheless, Richard Branson, having so recently displayed his trademark sureness of touch in dealing with a particularly eloquent complaint, may be giving away more than he intended when interviewed on Radio 4 news. As far as we can recall, in reply to a question about the current economic situation he replied:

"Asset prices are at rock bottom, and could go even lower".
Oh dear.

In the light of Ryanair's termination of its deal to sell hotel rooms via Expedia, we were not entirely surprised to see a quick response from easyJet promoting its own easyJetHotels service. However, in light of the number of 'airlifts' organised recently to repatriate the unfortunate passengers of collapsed airlines, we thought it a tad provocative to entitle their press release:

"easyJet comes to the aid of Ryanair customers"

Now then boys and girls, let's play nicely.

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NEWS BRIEFING

Cardiff Aviation Academy closed

Shortly before Christmas, Cardiff Academy of Aviation (CAA) was forced to shut down, following what they describe as "exceptionally difficult trading conditions" over the previous few months.

According to Mr Robinson, CAA's managing director, the school's biggest setbacks came from inclement weather, increasing operational fees and the economic downturn. "The horrendous weather has obviously been a major factor with only a small handful of suitable flying days available each month; suffering also from the effects of the economic downturn along with large increases in our fixed operating costs and the unprecedented increases in the price of AVGAS aviation fuel at Cardiff," he commented.

"All at the academy have worked hard over the last four years to build a successful flying school for both students and private pilots alike, achieving Flight Training Organisation status from the CAA early this year. However it is with great regret that under the current climate we have taken the decision to suspend all activity with immediate effect," added Mr Robinson.

We spoke to the airport operators and they informed us that this does not mean the end of flying training at Cardiff Airport and they confirmed that they are already in talks with a company who wish to establish a new school at the airport.

Lands End Flying School calls halt to 30-year operation

Down at Lands End Airport another flying school has been forced into closure. The Flying Club and School at Land's End Airport, which has been operating continually for the last 30 years, is closing. The closure is believed to be in part due to the relocation of British International Helicopters' Isles of Scilly operation from Penzance to Lands End, which will mean much of the limited space available at the airport will be taken up with BIH's fleet.

However, the airfield says that the future of the school had been in question prior to this announcement, due to a run of poor summers and the worsening economic situation.

The club and school will be closing on 31 January 2009. It is hoped that job losses will be kept to a minimal as employees will be redeployed in newly created jobs on the airfield. Most of the school's aircraft will be sold, although Land's End is expecting to retain one aeroplane for sightseeing operations.

"Following a long standing review of Land's End Flying School, it has, regrettably, been decided that the Flying School will close on Saturday, 31st January 2009. It should be noted that the Airport and ATS will close on Sunday's from this date. Skybus and Scenic flights will continue as normal. All visiting pilots are reminded that the Airport is strictly PPR by telephone to ATC. ATC will advise pilots of revised procedures & facilities during this period of change," commented an airport spokesperson.

BWPA award for women helicopter pilot

Flight Lt. Michelle Goodman, the first woman to receive the Distinguished Flying Cross (DFC), was awarded the Brabazon Cup, at the British Women Pilots' Association (BWPA) Christmas Lunch and Awards in Oxfordshire during December.

Michelle was the Aircraft Captain of an Incident Reaction Team Merlin Helicopter that flew into an extremely dangerous area of Basra City late at night to rescue a casualty. Under very heavy fire, she landed at an unfamiliar and dangerous landsite next to the casualty and extracted him. The aircraft landed at the British Field Hospital just 14 minutes after launch. Without the Incident Reaction Team, the casualty would have died.

The citation read: "we can but marvel at the courage shown by Michelle and her team and reflect on the dedication and sacrifices made by British service personnel every day on our behalf."

Robin owners gets last-minute reprieve

The French aircraft manufacturer of Robin aircraft appears to have pulled off a last-minute reprieve, just one week before their deadline.

Local Dijon businessman Bernard Thiriet has stepped into to buy all the shares of CEAPR, the holding company behind Robin and also CAP aerobatic aircraft. The refinanced CEAPR is planning to quickly start distribution of spare parts for Robin aircraft, though restarting production of new aircraft has yet to be ratified.

The deal went through one week before the 31 December 2008 deadline, set by EASA, for a suitable company to take responsibility for factory support for Robin aircraft. Nearly 4,000 Robin aircraft worldwide, most of which are at French flying schools, could have been grounded if no buyer had been found.

A statement issued on 31 December said: "Philippe Corne, ESME engineer and former executive officer of Dassault Aviation, has been appointed Chairman of CEAPR, replacing Guy Pellissier who remains available to the President for the transition.

"The investors have met the same day Mr Philippe Maitre, receiver in charge of the liquidation of Apex Aircraft and Apex Industries, in order to confirm the immediate restart of the activity of CEAPR. In addition, CEAPR has deposited a bid for the CAP assets, property of the liquidated Apex Aircraft."

Llanbedr airfield sold

The Welsh assembly government has given the go ahead for the sale of Llanbedr airfield in the Snowdonia National Park to Kemble Air Services. If all the planning processes now go ahead as planned, flying could resume as soon as the spring or summer of 2009. Deputy first minister Ieuan Wyn Jones has approved the sale of the Llanbedr airfield site to Cirencester based Kemble Air Services following "careful consideration of all environmental and legal implications."

The plans had apparently prompted a determined campaign by the Snowdonia Society against the revival of flights from the former RAF base inside the national park. But Mr Jones ruled that the sale of the airfield would secure the future of the site and job opportunities for the benefit of the local economy.

"I'm satisfied that the disposal of the airfield in this way will maximise the economic benefits to the local community and bring jobs to an area which needs them. Llanbedr airfield lies within the Snowdonia National Park and has until very recently been a busy military facility."

Kemble Air Services will form a new company, Llanbedr Airfield Estates, to operate the site to accommodate private flying, flying training and to let the many empty buildings on the site for business use, creating local jobs.

A number of businesses are understood to already have expressed interest in occupying

premises on the site, the Assembly government said.

An e-petition generated by the Snowdonia society attracted just 156 signatures, while a petition in favour of the proposal generated in the local community attracted 1,240 names.

Lufthansa Flight Training to establish new simulator centre

Lufthansa Flight Training (LFT) and the joint stock company Vnukovo International Airport have agreed to form a joint venture to set up and operate a simulator centre for pilot training. A Memorandum of Understanding on the founding of a joint venture in January 2009 was signed recently in Moscow.

"Russian airlines already have a growing number of western aircraft in their fleets. The Russian market is developing rapidly and Vnukovo Airport will play a pivotal role in its future growth," Vitaly Vantsev, CEO of Vnukovo International Airport, said, explaining the decision to base the joint venture in Moscow. Ludwig Merkel, Managing Director of Lufthansa Flight Training, added: "The overall volume of the Russian flight training market is set to expand steadily. In keeping with our customers' wishes we would therefore like to offer localised simulator training."

Vnukovo has already funded preparatory work for the construction of the training centre, which is scheduled for completion at the end of 2009. The first pilots are scheduled to start training at Vnukovo Airport in January 2010.

While most of the potential customers of

the new training centre will be Russian carriers, the aim is also to attract airlines from neighbouring countries, says LFT. Today, all Russian airlines train their pilots in Europe, Asia and America, which calls for a large investment in terms of time and money. For most airlines, therefore, a training centre located in Russia that that complies with Russian and international standards and also equipped with state-of-the-art technology is a much more cost-effective option.

Changes to UK flight planning

The UK parent Aeronautical Fixed Telecommunication Network (AFTN) moved to the Swanwick Air Traffic Control Centre on 28 January 2009, meaning there is now a new number wherever you are in the UK for faxing flight plans. Parent AFTN Units at the Scottish Air Traffic Control Centre and at Heathrow Flight Briefing Unit closed at the same time.

The Swanwick Air Traffic Control Centre will manage the Parent AFTN function alongside the 'flightplanningonline' facility. Pilots who do not have a 'flightplanningonline' account should fax flight plans and associated messages to 01489 61 2793 ensuring that they are correctly addressed. There is a 24 hour Helpdesk for all enquiries on: 0845 601 0483 or 01489 612792. The Helpdesk AFTN address is EGGGYFAJ.

AIP Supplements 5/2009 & 6/2009 due for issue on 26 February 2009 and NOTAM Boo84 / 09 refer. www.flightplanningonline.co.uk



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Wings Over Westminster

Flights of Fancy

Our resident flying Parliamentarian Lembit Öpik takes a lighter look at what the year ahead may have in store for the world of aviation.

I keep reading articles that say that around now is the most depressing time of the year. I tend to agree. I looked out the window on Sunday morning and it was raining out of a 200-foot cloud base with a 30-knot wind pushing the air onto fog covered hills. It was, basically, just rubbish. Even the loony pilots I know wouldn't be flying in that. The question is, what's going to be the bigger danger to aviation this year: the British weather or the "current climate," whatever that means? It's one of those phrases people seem to use to describe everything APART from the weather.

In consideration of all this, it's a good time to try and second guess destiny – to make some tentative predictions about 2009, and how it will affect General Aviation.

First, what seems obvious is that the recession will affect every walk of life, or I should say wing of life, because aviation is no exception. I'm told that sales of light aircraft are struggling. I'm not surprised; I'm passionate about flying to places, but when push comes to shove, I can drive or take the train if my bank manager tells me to. So, if faced with job insecurity or a drop in company profits, the Cessna is likely to get moth-balled long before the Citroen.

The same goes for the actual amount of fly that we do. The price of fuel virtually wiped out flying as a regular hobby for some people. The return to slightly more tolerable costs may improve matters, but it's still in the balance. As such, there's a pressure on General Aviation which hasn't been seen for over a decade. I predict the industry will continue to endure some downturn, but, unlike most people, I feel the problems will bottom out around July.

Although the recovery may be precarious, I do think there WILL be one and it'll be well under way by December 2009. Think about it. Gordon Brown will do just about anything to win the next election. He'll throw billions more into it if he must to make sure it looks good in May 2010 – the likely date of the election. So, for this year, I anticipate six months of trouble followed by six months of improvement.

Another spectre for this year is the security issue. The Government still frets over airports and bombs. The problem is they are half-thinking of legislation that could require the same level of security for ALL airports. Wow! How would, say, White Waltham look if its grass airfield needs a Gatwick-like security perimeter effort and magnetic resonance search machines – all for the sake of going on a ten minute flight to Denham? What about glider pilots? Policing virtually empty fields doesn't bear thinking about!

Third, there's the threat to airspace access. I always worry in

case a light aircraft collision with a commercial jet happens. History tells us there's usually an immediate and desperate reaction to crisis. So if there is a fatal airspace infringement causing substantial loss of life we could be in trouble.

Finally, in the big risks stakes, I list the mess which could occur between European and British regulations. After numerous meetings with the Civil Aviation Authority I am now persuaded that they are actually on our side over aviation regulation. However, I worry that the laudable ambition of standardisation for European aviation could cost us dearly. Some ratings could go under the European control of FCL, and we've already seen a colossal increase in the cost of making modifications to aircraft. Want to build a Garmin GPS into your cockpit? Get ready to write a four-figure cheque to cover the European bureaucracy costs.

A gloomy prognosis indeed. These are all areas I believe I will have to focus on as a flying parliamentarian in 2009. However, I don't want to depress you completely. So, by way of psychological assistance to the aviation community, here's my almanac for 2009 - my list of predictions for the year. I know it's already February by the way. But I was too depressed to write in January - and at the time of writing it's still raining!

FEBRUARY Britain reports its strongest wind ever at 150 knots. Nevertheless, in a daring experiment a private pilot takes off from Exeter, attempts to fly west to Lands End but ends up in Norwich. The national air traffic service reports him for not looking where he's going. He is recorded in the Guinness Book of Records for the longest drift backwards since America under George Dubya Bush.

MARCH As the credit crunch deepens, recession-hit oil producers drop their price to a new low. Avgas falls to 20p per litre causing a massive increase in private pilots. Unprepared for the leap in general aviation traffic, airfields in Leicester, Denham and Dunceswell introduce stacking procedures.

APRIL Following a quadruple engine failure due to a bird strike, an Airbus A340 en-route from Gatwick to the USA is forced to divert to Tatenhill, where it lands safely with no casualties. Local press hail the Captain a hero while Tatenhill Aero Club management convert the Airbus into a cafeteria and local engineer Lee, half-inches the wings to construct an improvised wind turbine.

MAY Following months of criticism of general aviation, all three party leaders take to the sky to campaign for European elections. In response to media questioning the leaders make a joint statement: "Flying is still a very bad thing, but it's very good when we do it." Sceptical protestors are greeted with hand-

shakes and money-off vouchers for package holidays in Ibiza.

JUNE Gordon Brown announces a package to kick-start the economy- this includes free fuel and all landing fees to be paid for by the State. Fuel hoarding grips the aviation world. Reports suggest the average private pilot has stockpiled 1.4 million gallons of fuel, causing European regulator EASA to fine Britain for using imperial measures.

JULY The Civil Aviation Authority announces an end to all unnecessary regulation. Jubilant pilots hold street parties and burn their medical certificates. Angry bureaucrats march on CAA headquarters demanding something to do. They are dispersed by the same police who raided the climate camp at Heathrow.

AUGUST In response to continuing arguments about the expansion of Heathrow Airport, Welshpool announces plans for a second and third runway. Planners indicate that this will only be permitted if both mountains in the vicinity are removed. Climate protesters descend on Welshpool quadrupling the population of the area. Local publicans label the demonstration as the greatest spontaneous gathering since Woodstock but with more sandals, dope and real ale.

SEPTEMBER It rains solidly for four weeks, cutting Norwich off from the rest of Britain. Seizing the opportunity, Argentina attempts to annex Norwich to compensate for the Falklands. The RAF set up an air-bridge to provide Norwich folk with essentials including pies, beer and England football shirts. As the floodwaters recede the threat of invasion is replaced with a friendly at Wembley football stadium between improvised teams from both air-forces.

OCTOBER Multiple reports of Unidentified Flying Objects in the Grimsby area. Eyewitnesses describe the objects as being huge in size, slow moving and with a cigar-shaped protrusion glowing at one end. Investigators rush to the scene and identify the object as Ken Clarke on a visit to the North East.

NOVEMBER In an unexpected move, Gordon Brown reveals plans for the "world's longest runway" for Heathrow airport. It is to be constructed in a South-North direction and be 180 miles long to accommodate all anticipated future aircraft. The flying community welcome the proposals as "a victory for common sense". Environmentalist groups uncover the proposal as a road.

DECEMBER As the British economy begins to come out of recession the Chancellor raises the price of Avgas to 2008 levels. The number of pilots returns to normal. And it continues to rain – causing concern in Norwich.

Lembit Öpik's back catalogue of 'Wings Over Westminster' available free to read at www.ftnonline.co.uk



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FLIGHT TRAINING NEWS CHRISTMAS QUIZ

ANSWERS

How did you fare? The truth is exposed and there will be winners and losers as we reveal the answers to Rod Simpson's Flight Training News Christmas Quiz

Events of 2008

1. What kind of aircraft was Steve Fossett flying? **Bellanca Super Decathlon**
2. The Russian Ministry for Unusual Situations took delivery of the first of seven new twin-jet aircraft this year. What were they? **The Beriev Be-200 firefighting amphibian**
3. The American FAA is pushing ahead with its new ADS-B air traffic system. What does the acronym ADS-B stand for? **Automatic Dependent Surveillance - Broadcast**
4. Eurocopter and its Chinese partner rolled out the prototype fuselage of a new helicopter in November. What is it called? **EC175**
5. A famous German airport closed on 1st November. What was it? **Berlin - Tempelhof**
6. A British airport expanded with the opening of its new terminal on 14th March. What was it? **Heathrow Terminal 5**
7. On 18th March, the first scheduled service by an A380 flew into Heathrow. Who was the carrier? **Singapore Airlines**
8. EU regulations grounded passenger flights by a famous model of airliner in July. What is the aircraft? **The Douglas DC-3/Dakota**
9. A famous twin-turboprop airliner has been put back into production and the first one flew on 1st October. What is it? **The De Havilland Canada DHC-6 Twin Otter built by Viking Air**
10. Lufthansa has taken over a major British airline. What is it? **British Midland (BMI)**

NAME THAT PLANE!

1. What is the name of the Luscombe 8A? **Silvaire**
2. What is the manufacturer's designation for the Beaver? **DHC-2**
3. Piper flew the prototype PA-47-2400J in July. What is the name of this aircraft? **PiperJet**
4. Hawker Beechcraft manufacture the single-engined Bonanza with a Garmin cockpit. What is its current designation? **Model G36**
5. Boeing is having trouble with developing a new long-range airliner. What is it? **Boeing 787 Dreamliner**
6. Diamond Aircraft are selling a twin-engined surveillance aircraft. What is its designation? **The DA42MPP**
7. What is the official designation of Bell's Long Ranger helicopter? **Bell 206L-4**
8. What is the model number of Cessna's Citation Sovereign? **Model 680**

I'm sure I saw it in FTN!

1. A famous Wycombe-based flying club was 60 this year. What was its original name? **Airways Aero Club**
2. Tests of a new procedure have been in progress at Gloucestershire Airport this year. What is that procedure? **GPS Non-Precision Approaches**
3. What does the acronym MPL mean? **Multi Crew Pilot Licence**
4. Where is the only place you can go in the UK to get a seaplane rating? **County Fermanagh in Northern Ireland**
5. What is Blink? **A Farnborough based air taxi operator with Citation Mustangs**
6. In the 20 years to 2026, what is the worldwide demand for pilots to support fleet growth and pilot retirements? - (a) 143,000, (b) 286,000 (c) 363,000 or (d) 466,000 **(c) 363,000**



Letters to the editor

Sir, I have just been reading Helen Krasner's article on teaching helicopter emergencies. I was wondering if she has read the full PPL(H) syllabus? If she had she would see exercise 8C – hovering emergencies, and exercise 11C – circuit emergencies, both there to teach exactly what she is talking about!

She also states that exercise 16 – engine off landings, is to be practiced by pulling into a hover. Now forgive me, but engine off LANDINGS means just that, a landing (i.e. to the ground). I am also a flight instructor and am sick of the amount of students who come to me for refresher training who have never done an engine off landing. At the annual licence proficiency check a pilot MUST be able to demonstrate this in any single engine helicopter, and also perform one on the final handling test for PPL(H) issue. There are a number of flight examiners obviously who are not testing this, but more importantly if the student is not shown by the instructor during the course how can they be expected to perform one on a test?

Maybe if Helen had never completed any emergencies on her PPL(H) training she should have mentioned it, if not at the time (I appreciate she will not have known what the course should consist of whilst doing her PPL(H)) then on completion of her FI rating?. If these things are not brought to the attention of the head of training of the flight schools involved how can the shortfalls be fixed? Oh, one more thing after re-reading Helen's article, exercise 22C – navigation at low level with reduced visibility, would seem to cover her last point! All exercises were brought in / clarified with the JAR 'go pack' prior to implementation of the JAR courses in 2000. Maybe a re-read is in order?

Name and address withheld

Helen replies: Thank you for your letter. I am well aware that emergencies other than engine failure are covered in the PPL(H) syllabus, as made clear in the article. My point was that, in practice, they are often not emphasised to any great extent, or not as much as I feel they should be. This theory is based on my experience and is perhaps not universal - in which case I'm delighted that others have had different experiences.

Concerning engine failures, again, I did state that they are done to the ground. Yes, I also said that one sometimes recovers to the hover, because again, that is what is sometimes done in practice. Anyone other than very high hour instructors are usually told to do them this way when flying the R22, for safety reasons, although not everyone agrees that this is a good idea. Again, I'm talking about what happens in reality, not what perhaps ought to happen.

Concerning navigation at low level with reduced visibility, yes, it is in the syllabus, but not always taught in any detail. As I said, I learned more about it when learning to fly micro-lights than I did when doing my PPL(H). Perhaps I was unique, but this has not been my experience to date.

In summary, I was writing about what sometimes happens in the real world, not in an ideal one. I'm delighted to hear that your experience is different from mine and I had no intention of criticising helicopter schools or the syllabus, just suggesting ways in which I felt things could be improved. Happy and safe flying for 2009.

Helen Krasner

Which Airline is that?



1
Iberia



2
Flybaboo



3
Luxair



4
Ryanair



5
Pacific Southwest/
US Airways



6
Royal Jordanian



7
Tunisair



8
LOT

Congratulations to Neil Whiteford from Horsham, W.Sussex who got all answers correct (swot!)

His entry for the Xmas quiz caption competition was: "Tea or coffee Sir?"

He wins a leather flight case courtesy of AFE





Following a couple of false starts over the last few years, including 'Baby Branson' Martin Halsted's infamous failed Oxford to Cambridge shuttle, Oxford Airport have announced that they are about to play host to a new scheduled service to Jersey, starting July 2009.

Air Southwest have teamed up with holiday group CI Travel to provide a scheduled shuttle service to Jersey between 11 July & 12 September 2009. Air Southwest will operate a 50-seat Dash 8 for the service, which will run each Saturday between July and September.

According to Oxford Airport's marketing manager, James Dillon-Godfray, bookings are already starting to come in. "Oxford is well positioned to provide an attractive alternative to the likes of Heathrow, Birmingham or Luton for those in the Thames Valley region looking for a hassle-free, easy access set-off point for a summer break," he added.



The secret diary of a flying school manager, old before his time

The 'relief' instructor

The alarm failed to go off again this morning. Actually, it's a new model I was given by the airfield owner for Christmas. Think he was trying to tell me something and I suppose one of these days I should try and figure out what it was.

Arrived at the club a little after 9am and thought I'd walked into the Mary Celeste. It would appear that the Black Death has reappeared round our parts recently, judging by the dwindling staff count. Both Arnold and Claire are off with the lurgy, leaving me two instructors short. The entire café staff have likewise been brought down with a nasty strain of the Ebola virus, or some such, leaving Mike, Linus and myself to run the place. I did manage to pull in one relief instructor to deal with our growing pile of trail lesson bookings, but perhaps, in retrospect, I should have been a little more thorough in checking his credentials.

His C.V. said his name was Buck Allman, although looking at him you hardly would have guessed it. With a name like that I was expecting a six-foot, boy-wonder with gold braid down to his kneecaps, so it came as a bit of a surprise when all five-foot-nothing of him walked into my office. I found myself wondering where the 'Buck' stopped and the 'Allman' started. His weasel-like face did little to add to his demeanour and his shifty eyes make him look as twitchy as a

short nun at a penguin shoot. Still, judging by his C.V. he was just the sort of seasoned instructor I was looking for. His résumé said he'd been instructing for over 10 years at various flying schools round the country and had acquired some 8,000 instructional hours to date. He was also, according to his C.V., an ex Harrier pilot with the RAF; had flown in the Royal Flight; was a former national aerobatic champion, and had even had time to act as stunt pilot on a number of Hollywood blockbusters. Clearly here was a man who could cope with a few trial lesson sorties, I thought.

Following a brief interview with Buck I offered him a part-time job with the school. I told him that he should concentrate on trial lessons first, in order to get him up to speed with the club's operations, before taking on any of our PPL students. Buck shrugged and said it's all the same to him who he takes flying, but could I advance him a week's wages as he was waiting for a bank transfer to be completed from his off-shore account and was consequently a bit short of cash at the moment. I couldn't see any problems with this (more fool me) and so we shook hands and I gave him the grand tour of the club.

The first trial lesson of the day was booked for 10am and as the weather was holding I told Buck to go and prep kilo-lima. It was then that Buck informed me that he'd recently had his car broken into and the thieves had made off with his flight bag containing all his piloting paraphernalia, so could he borrow a

headset and a few other bits? Sure, I said, and furnished him with headset, chart, plotter, pens, flight log pad, stopwatch, fuel tester, flight guide and pilot bag, all out of our shop stock. He then said he'd be happy to pay for it all out of his wages, only did we have any better headsets in stock, as the basic version I'd provided was not really suitable given his RAF days had left him a little hard of hearing. The only other headset in stock, I told him, was a top-of-the-range Bose headset, but as it sells for £700 he may find it a little on the steep side. Not at all, Buck responded, one can never be too careful about one's hearing etc. Stick it on his bill, he said.

Fine, it's his cash, I thought.

His trial lesson student turned up a few minutes later while Buck was out carrying out a pre-flight on kilo-lima, so I got the young guy to fill in his membership form and then plonked him in one of the briefing rooms to await the reappearance of Buck. When Buck reappeared in the office I briefed him on his first flight, telling him it was 30 minutes in the local area and the youngster would probably want to fly over his house located in a nearby village. Fine, said Buck, and headed off to find his student.

Ten minutes later and they were strapped into kilo-lima and ready to depart.

"GOLF, KILOGRAM-LUNA IS READY FOR TAKEOFF TO RUNWAY DEPARTURE GRID WITH TWO PERSONS ON BOARD, OVER!" barked Buck's voice over the radio.

Linus, who was working the Air/Ground station, turned to face me and raised a questioning eyebrow. "Where did you say this guy was from boss?"

"Never you mind Linus. All you need to know is that he's got more experience at this than the rest of us put together. He's probably more used to military radio phraseology, so just go ahead and answer him and we can watch how a real pro does it.

"OK boss," said Linus doubtfully.

"Roger, golf, kilo-lima. Runway two-seven, left-hand circuit, QNH 1015."

"RUNAWAY TWENTY-SEVEN, LEFT-HAND IN THE CIRCUIT, ROGER. 0195 QFH." Replied Buck.

"Err, that's QNH 1015 golf, kilo-lima," corrected Linus.

"ROGER!"

A couple of moments later and kilo-lima shot passed the Ops window, taxiing at not much less than 30 knots, I guessed. I winced inwardly at the thought of what would happen if he hit a bump in the grass at that speed. I grabbed the mic off Linus.

"Umm, golf, kilo-lima, could you slow your taxi speed down a bit please. The grass is a little bumpy at the moment." I said.

No reply.

Making it to the runway holding-point in one piece a couple of minutes later, kilo-lima then immediately lined up and commenced its takeoff run.

To be continued...

for your diary

January 2009

| | | | |
|-------|--|----|--|
| 5-8 | JAR-FCL EXAMINATIONS ATPL (A), (H) Gatwick, Oxford, Shuttleworth College & Glasgow www.caa.co.uk | 17 | Oxford Aviation Training seminar APP First Officer Oxford Airport www.oxfordaviation.net |
| 12-13 | JAR-FCL EXAMINATIONS CPL (A) Gatwick www.caa.co.uk | 22 | CAA Safety Evening Rochester Holiday Inn, Rochester Airport, Kent 01634 869969 www.caa.co.uk |
| 14-15 | JAR-FCL EXAMINATIONS CPL (H) Gatwick www.caa.co.uk | 24 | Icicle 09 Microlight Fly-in To be confirmed www.bmaa.org |
| 15-18 | U.S. Sport Aviation Expo Sebring Regional Airport, Florida, USA www.sport-aviation-expo.com | | |

February 2009

| | | | |
|-------|---|----|---|
| 2-5 | JAR-FCL EXAMINATIONS ATPL (A), (H) Gatwick, Oxford, Shuttleworth College & Glasgow www.caa.co.uk | 18 | CAA Safety Evening The White House Restaurant, Cardiff 01446 710000 www.caa.co.uk |
| 7 | First Officer Direct Cabair Integrated Pilot Seminar Cranfield, Auditorium www.cabair.com | 19 | CAA Safety Evening Boscomedown, Salisbury 01980 626506 www.caa.co.uk |
| 9-10 | JAR-FCL EXAMINATIONS IR (A), (H) Gatwick www.caa.co.uk | 21 | Oxford Aviation Training – Waypoint Pilot Programme Seminar Oxford Airport, Kidlington www.oxfordaviation.net |
| 11-12 | ABACE NBAA Asian Business Aviation Conference Hong Kong www.abace.aero | 23 | CAA Safety Evening Bobbington Village Hall, Halfpenny Green 01384 221565 www.caa.co.uk |
| 11-15 | Aero India 2009 Yelahanka, India www.aeroindia.in | 25 | CAA Safety Evening Fairoaks Flight Centre, Surrey 07974 951430 www.caa.co.uk |
| 17 | CAA Safety Evening Lee on Solent, Hampshire 01489 482636 www.caa.co.uk | 26 | GAPAN Aptitude Testing for Commercial Pilots RAF Cranwell (Guild of Air Pilots and Navigators) 020 7404 4032 www.gapan.org |
| 17-18 | Met for Aviators Met Office College, Exeter www.metoffice.gov.uk | | |

Ofcom backs down on spectrum pricing



Following a barrage of objections from industry and government bodies, the UK communications regulator, Ofcom, has elected to postpone its plans to apply spectrum charging to the aeronautical and maritime sectors.

Ofcom
OFFICE OF COMMUNICATIONS

In the last edition, we reported on the aviation industry's near universal objections to plans to apply aviation spectrum pricing, which protestors had argued was little more than a thinly disguised stealth tax on the use of radio and also contrary to international law.

The regulator has since issued a statement that says no further action will be taken until it comes forward with new proposals and there will be a full round of further consultations before any decisions are made.

Ofcom had argued that the charges were designed to enable a more efficient use of radio

frequencies, but the argument was quickly pulled apart by objectors who demonstrated that they are already operating at high efficiency and that any attempt to incentivise better spectrum use through a charging scheme would be contrary to international convention.

Industry was not alone in its objections, being joined by international and UK aviation regulatory bodies such as ICAO and the UK CAA.

In a statement issued shortly before Christmas, Ofcom said: "There will be a further full consultation before any changes are made to these fees, including an impact assessment."

Cabair to offer USA integrated training option



Cabair Integrated at Cranfield-based Cabair College of Air Training have added a new training option to their current integrated ATPL course First Officer Direct. Up until now, cadets on First Officer Direct training courses, underwent basic visual flight training at Cabair's new facility at Requena near Valencia in Spain, before returning to the UK to complete their instrument flight training on the all-glass cockpit aircraft and simulator fleet.

Now, students have the option of completing their basic visual flight training, together with some instrument flight training, at Cabair's successful US facility – Orlando Flight Training, based in Kissimmee, Florida.

Cabair Integrated say they hope that the choice of training in Europe or the USA, and of

paying in euros or dollars, will be a welcome one for their customers.

For more information, Cabair Integrated hold bi-monthly seminars at Cranfield (the next scheduled seminar is 7 February) and places can be reserved online at www.cabair.com/seminars.

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FROM THE FLIGHT DECK

The Art of Touch

If you Google 'Art of Touch' on the Internet, you will find many references to websites focusing on exotic massage. Fascinating though these may be, they are not relevant to the topic of this month's 'From the Flightdeck'. What we are discussing here is an examination of the body language and Human Factors elements exhibited by airline crew in the execution of their duties. That phrase, 'execution of their duties' is a very formal expression and is itself an indicator of the highly regulated world in which we operate. What is not so easily understood, perhaps by pilots new to the profession, are some of the unwritten rules and less obvious codes of conduct that govern how we behave at work.

Some of these rules have been in existence since the very early days of commercial air operations and often reflect the much talked about 'chain of command'. In other words, despite modern CRM (Crew Resources Management) teaching that tends to blur the rank barriers, there is still a pecking order that is observed by crews when they meet outside the flightdeck. This is most easily noted when all crew members are in uniform and therefore the rank of each crewmember is clearly evident. In the simple case of two sets of pilots meeting with each other, the Captains will often greet the other Captain first prior to greeting the First Officer of the other crew. In the case of the F/O, the reverse is true and they in turn will shake hands with their opposite number on the other crew. Note that a handshake is usual, although there are cultural differences all over the world and in certain countries of course it is common to be more demonstrative. I think it is safe to say that it is probably not a good idea if you have just joined a British airline as a new F/O to greet your fellow male co-worker with a big bear hug and kisses on both cheeks... but that could just be me.

If it's the opposite sex however, then it is quite normal for male and female pilots who are on friendly terms to demonstrate more than just a handshake, but it is important not to be over-familiar. Kissing on the cheek and an upper body hug is fine, whereas kissing on the lips is not. Experience of the manner in which crew greet and touch each other in socially acceptable ways can only really be gained by practice. Of course in the early days of aviation, female pilots were few and far between and even now they are a rare sight in some companies. I will always recall working on the Airline TV series when I was training a female F/O (Georgie Hobbs) with hidden cameras inside the flightdeck of the 737 while we flew. On the TV programme where Georgie carried out her crosswind landing in Amsterdam, there was a point after shutdown on the ramp when the cameras recorded that we kissed/embraced across the centre console. This might have seemed to many of our colleagues to be a little over-familiar for just another sector, however in reality this piece of film came from another flight some days later when I had just informed her that she had passed her Final Line Check – it was on the ground in Malaga! Who says the camera never lies?

I was amused afterwards though when the film crew producer seemed to be very pleased with the footage and I think this may have been the first time ever that airline pilots have been seen kissing in uniform on the telly. Not a bad

result from his point of view. Georgie was an excellent pilot, an above average trainee and just for the record our relationship was entirely proper in all respects. The same could not be said however of a male Captain and a female F/O in another airline where I worked. The poor old Fleet Manager had his work cut out for him when he received a stream of complaints from the Cabin Crew that Captain X and First Officer Y, (who were often rostered to fly together) had started 'locking' the flightdeck door from the inside. This was in the days when routinely the flightdeck door was left unlocked – you could almost say it was a more innocent time. The word 'innocent' would probably be inappropriate to describe the working relationship of these two professional aviators however, as the Cabin Crew's main complaint was that when they finally gained access to the cockpit, they were made to feel like they had "invaded somebody's private boudoir"! The mind boggles. The Fleet Manager's instruction to the rostering department prevented them flying together in the future and there was never any incident therefore which could have arisen as a result of unorthodox behaviour at work.

Apart from accidentally brushing against each other, we males do not normally touch each other in the course of operating on the flightdeck together. In fact if we do accidentally touch the other pilot's hand, or vice versa, the feeling is something of a shock and often an apology is made. As a Training Captain however it is part of my job to make sure that the trainee remembers what I tell them especially if the message is an important one. A good, recent example is when an inexperienced F/O under training, while landing the B757 at Orlando in Florida slid his throttle hand forward and grabbed hold of the thrust reversers. A usual action for the operating pilot one would say, except the important and dangerous part of this was the fact that we were still airborne in the landing flare! I deliberately placed my right hand firmly on top of his and held it there so that he could not deploy the reversers until after the main gear had touched down. Needless to say I explained in detail after the event the reasons why I had done so and the grave importance of not attempting to select reverse while airborne. I do not think he will forget the incident and I am sure he will not develop this bad habit – I just hope he does not doubt my intentions either...

In the simulator also, touch can be used to emphasise reassurance to pilots who occasionally get it wrong. A comradely pat on the shoulder from the instructor is useful to remind the trainee that we are all human – it says, "Look

here's the human touch" – literally. The message is one of empathy and sincerity. It says, "I know how you feel chum and I have done the same myself". Often accompanied by, the verbal, "let's try that again shall we?"

Very occasionally you come across a story which involves inappropriate touching while at work with the airlines. Like the B737 Captain who had a habit of smacking First Officers with the back of his hand while they were airborne if they incurred his displeasure. The reason that I became acquainted with this particular story was because a type-rated recruit from an Irish airline relayed it to us during his interview to join a low-cost airline that employed me at Luton some years ago. Naturally we were able to assure him that he was unlikely to experience similar poor CRM techniques with his new employer. Apparently the senior Captain was renowned in the company for his behaviour and it even resulted in F/Os threatening to hit him back if he did it again.

Inappropriate touch by a crew member on the ground was exemplified back in the early '90s in the UK during a very busy summer, typified by long ATC slot delays. On one such occasion and after significant verbal abuse and under extreme provocation by a male passenger in the departure lounge, the incensed First Officer threw a punch that knocked the punter off his feet! Needless to say the F/O was arrested by the airport police, charged with assault and lost his job, but there were many crew members who sympathised with his position. It should be noted that as in all industries, physical violence is not acceptable at work and assault of any kind constitutes gross misconduct that will likely result in a summary dismissal.

Which reminds me of the time when I was a Pilot Manager for a great number of pilots, in a previous existence, as they say. Like all managers, 90% of my time was taken up with less than 5% of my people and these I referred to in private as my 'troublesome parishioners' (or TPs for short). One of the pilots in particular was always ready to come into the office and complain to me at high volume about all manner of things that were wrong with the company, the job, the rostering, the crew, the airport, the aircraft, you name it, he'd complain about it. At times he used to get himself so wound up that he would literally start to rant at the top of his voice, often with his nose only a few inches away from mine. As I was the manager, he saw



ME as part of the problem and he believed that I should be fixing it all for him. Well I have to say that we, as a company, had spent a lot of time and effort trying to accommodate this particular gent although to hear him shout, you would think we had done nothing.

As we had an open office policy at this company, nothing was secret in the base office, especially as pilot X would tackle me head on, standing toe to toe in the middle of the room. Of course as one of my TPs, he had also been involved in many adverse incidents with crew, crewing, operations staff, handling agents, passengers and we had almost exhausted the disciplinary process, but he was still employed. As he appeared to desire confrontation with his aggressive manner, I adopted the policy of arguing forcefully on behalf of the company, mainly because a lot of what he came out with was pure subjective rubbish and somebody needed to let him know the truth. The other staff in the office started to get concerned for my personal safety however, when this strategy resulted in him getting more and more angry. The Base Office Manager said, "One of these days he's going to punch you when he gets all steamed up like that, you need to be careful..." This was after a particularly nasty incident when pilot X had blown his top at me once again in front of everybody.

I looked across from my desk and replied with a mischievous smile, "Oooh, do you really think so?"

© James McBride.

SAFETY MATTERS

the aircraft approached its final destination. The Management Guidance Computer (FMGC) was programmed and the crew briefed and prepared to fly the VOR/DME approach to the landing runway using the autopilot. Analysis of the Cockpit Voice Recorder recording showed the atmosphere on the flight deck to be relaxed with the crew operating in a professional manner.

The aircraft started its final approach with the flight crew in visual contact with the runway. At an altitude of 1,870ft they confirmed that the aircraft was on the approach profile; the aircraft was then configured for landing with full flap. The aircraft continued on the profile and, at 1,400ft amsl, the co-pilot disconnected the autopilot. The autothrottle remained engaged for the approach and landing, and the approach speed stabilised between 132kt and 138kt. At about 830ft above the runway the flight crew gained sight of the runway PAPIs. The commander initially advised the co-pilot that he could see three, and then, four white lights, indicating that the aircraft was high on the approach, and advised the co-pilot to increase the rate of descent to about 1,000ft/min. The co-pilot increased the rate of descent and requested that the flight directors be selected off.

The descent rate and the ground speed stabilised at about 1,000ft/min and 138kt respectively, equating to a descent path of about four degrees (the approach plate for the landing runway defines the approach path angle at 2.99°, which is equivalent to a rate of descent of 741ft/min at a ground speed of 140kt). At 500ft the commander stated that the approach was stable and the co-pilot confirmed that the descent rate was being maintained at 1,000ft/min. At about 160ft, the commander confirmed "THREE WHITES AND ONE RED AND CORRECTING".

It was apparent that the commander was 'coaching' the co-pilot somewhat during the final approach but he stopped mid-sentence at the automatic FIFTY callout from the Radar Altimeter. The subsequent FORTY, THIRTY and TWENTY callouts came in very rapid succession. At about 35ft the co-pilot retarded the thrust levers and started the flare, progressively moving the sidestick aft about two thirds of full travel. Almost co-incidentally, the commander applied nearly full aft sidestick, (A) Figure 1. The aircraft's pitch attitude increased to about 6° before touching down with a descent rate of 900ft/min generating 3.15g - (B) Figure 1 - following which it bounced.

The commander took control of the aircraft and the aircraft bounced twice more before settling on the runway, following which heavy braking was applied. The spoilers had deployed automatically, the thrust reversers unlocked at 70kt but no reverse thrust was selected. No standard callouts were made by the crew during the landing roll.

As the aircraft cleared the runway, the flight crew noticed that the brakes were indicating HOT, before the commander said, "THE FLARE WAS RATHER LATE THERE...BUT THEN I SHOULD HAVE TAKEN OVER".

The aircraft taxied to a stand, where it was shut down, and the passengers disembarked normally. The Aircraft Condition Monitoring System (ACMS) produced a report on the flight deck printer, indicating that the landing had been classified as 'heavy'. The commander reported this to the company and the aircraft was declared unserviceable. Several of the operator's maintenance staff travelled to the airfield and carried out elements of the Severe Heavy Landing Check. Both main landing gear oleos were found deflated and fluid had leaked from the charging points. As the facilities for repairs at the airfield were extremely limited, it was decided that the aircraft should be ferried, gear down, to the manufacturer's repair facility at Toulouse. Here both main landing gear assemblies were replaced before the aircraft returned to service.

As part of the investigation into this occurrence, an AAIB investigator carried out an assessment exercise in a full flight A320 simulator taking the role of a 'trainee' pilot, together with an experienced A320 Type Rating Examiner (Aircraft) (TRE(A)). The TRE(A) was current in both line and base training of pilots of all levels of experience.

Having briefed the TRE(A) that he should act as he would during normal operations, the 'trainee' flew normal approaches and landings, interspersed with approaches and landings during which deliberate handling errors were made. No prior warning was given to the TRE (A) of these errors.

In the first of these 'unusual' approaches, a manual approach was flown with autothrust, but the 'trainee' ceased to make sidestick inputs at 50ft Radar Altitude. The TRE(A) was unable to intervene in time and the aircraft struck the runway without a flare. In other 'unusual' approaches, the TRE(A) was again unable to intervene, or intervened too late, to prevent a hard landing.

Analysis by the company's flight safety department after the accident showed that during line training the co-pilot had carried out 28 landings and, on nine occasions, the commander had intervened.

From an AAIB report

Undercarriage failed during training flight

Aboard the aircraft were the instructor and two trainee pilots. The first landing of the day was uneventful and the aircraft subsequently departed to conduct an asymmetric power training detail. Some of this was carried out at high level, during which the landing gear was cycled six times. The aircraft then joined the circuit at a second airfield, making three touch-and-go landings, with the purpose of conducting practice engine failures on departure. The commander stated that the landings were smooth, with no lateral drift. The next landing was to be a full stop, in order to refuel before returning to base.

However, on touchdown the aircraft veered to the right and appeared likely to leave the paved surface. The instructor took control and flew the aircraft off the ground, but when the gear was retracted the 'gear unsafe' light remained illuminated. The rear seat student then reported that he had heard a 'bang' during the touchdown.

With the gear extended, the left wheel appeared to be deflected at 90° to the airflow, with the leg bent rearwards

The aircraft departed the circuit and the landing gear was cycled a number of times in attempt to clear the problem, but without success. When selected up, the gear unsafe light came on; when selected down, two greens (the nose and right main) illuminated. The emergency landing gear extension procedure was then conducted, at the appropriate speed of 84kt, but the indications remained the same. During this time, the rear seat student observed that, with the gear extended, the left wheel appeared to be deflected at 90° to the airflow, with the leg bent rearwards. The commander then made his own visual inspection and agreed with the findings. The gear was cycled once more, whereupon, three green lights illuminated. By experimentation, it was found that the left wheel was fouling the left flap when set fully down.

It was by now clear that a normal landing could not be achieved, so it was decided to continue to base where more comprehensive emergency services were available. The commander explained the problem and the airport emergency services were placed on standby. The aircraft was held at a visual reference point (VRP) while preparations were made. During this time, the commander briefed the students as to what he expected from them and also debated whether to spend time burning off more fuel; approximately half the contents by now remained.

The commander took control of the aircraft and flew an approach to land. He aimed to land on the right side of the runway in order to improve the chances of remaining on the paved surface in the event that the aircraft veered to the left. At approximately 250ft agl and over the runway, the commander closed

Figure 1

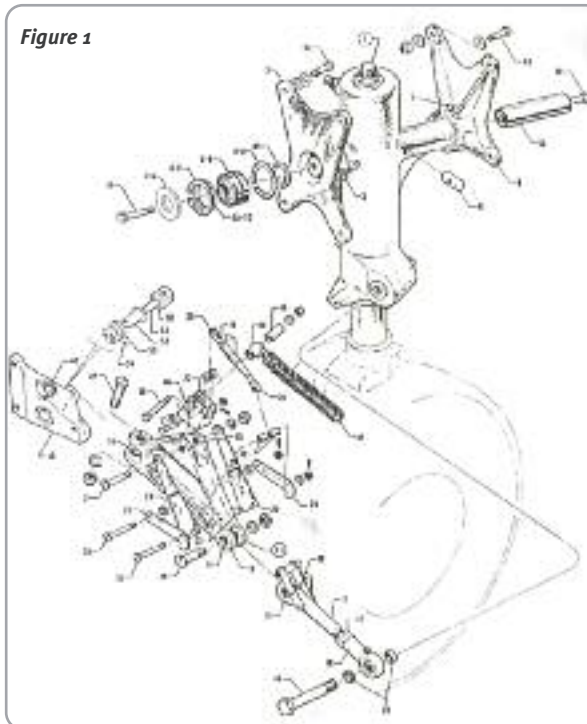
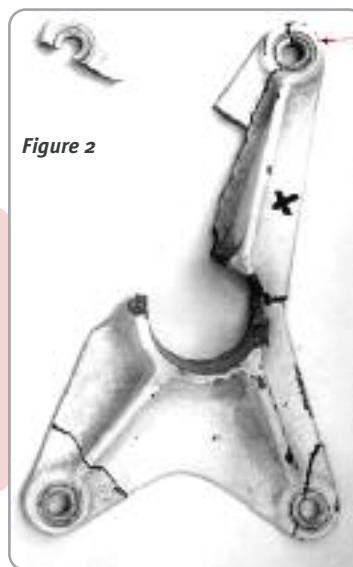


Figure 2



both throttles, feathered the propellers and selected the mixture controls to idle cut-off. Although the right propeller feathered quickly, the left continued to windmill. Only two stages of flap were selected in view of the fact that the left wheel fouled the flap at its full deflection. The commander held the aircraft off the ground for as long as possible, with the front seat student reporting the speed to be 60kt on touchdown. Right aileron was applied to hold the left wing off the ground, with contact occurring at 40kt. Right rudder and right brake were applied in order to keep the aircraft straight. As soon as it had halted the occupants vacated the aircraft; there were no injuries. The emergency services were in attendance almost immediately. The aircraft had sustained relatively little damage and there were no fuel or hydraulic fluid spillages.

The aircraft was recovered to the maintenance organisation's hangar, where an inspection revealed that the left landing gear forward trunnion fitting had broken into several pieces. Parts of the component were missing, although one piece was later recovered from the runway where the circuit detail had been undertaken. Figure 1 shows an illustration from the Illustrated Parts Catalogue, which shows details of the installation. The fragments from the trunnion fitting were removed from the aircraft, Figure 2, and subjected to a metallurgical examination.

There was evidence, in the form of polished areas on the rear face of the trunnion fitting, of fretting, ie, small amplitude relative movement between the fitting and the wing spar surface to which it was bolted.

In March 1993, the aircraft manufacturer issued a Service Bulletin (SB), which consisted of two parts. The purpose of the SB was to address the possibility of the trunnion fitting attachment bolts losing their assembly torque after prolonged service. The SB noted that: 'Left uncorrected, the bolt holes in the attach fittings and wing spar may become elongated, possibly resulting in damage to the wing structure or the failure of the landing gear.'

Part 1 of the SB provided instructions for initial and repetitive (100 flight hour) inspections of the trunnion attachment fittings to determine if loosening had occurred. Part 2 provided larger diameter bolts, which strengthened the installation and removed the requirement for the repetitive inspections. SB 956 Part 2 was embodied on the accident aircraft, which thus removed the repetitive inspection requirement of Part 1. However, the maintenance organisation for this aircraft stated that they nevertheless continued to check the torque of the trunnion fitting bolts every 100 flight hours. The most recent such check was conducted 24 days before the accident.

The metallurgical examination of the failed trunnion fitting determined that fretting had occurred, leading to a low cycle fatigue process in the material adjacent to the bolt holes. This culminated in the complete failure of the component, much as predicted in SB 956. In the absence of any additional evidence, it is likely that the fretting occurred due to the bolt torques slackening off in service.

It was not established why the trunnion fitting attachment bolts appeared to have slackened off prior to this failure.

From an AAIB report

SAFETY MATTERS

Training issues a factor in A320 heavy landing

The co-pilot of an Airbus A320 had joined the airline under a 'Cadetship' programme offered by a commercial flying training organisation (FTO) in conjunction with the airline. Under the scheme the cadet would pay for a 'Jet Bridge' course (the purpose of the 'jet bridge' course is to provide pilots whose only experience is of piston-engine powered aircraft, with a general awareness of the operation of the more complex jet powered airliner), a type rating and 150 hours of line flying with the airline. Thereafter, there would be a possibility of employment should the airline concerned have any vacancies.

The commercial training organisation paid the airline for its involvement in the training, enabling the airline to generate revenue through their training department, and to have a 'pool' of trained pilots available to meet seasonal operational needs. A number of airlines have similar arrangements with flying training organisations. For consideration for the cadetship programme, the co-pilot underwent psychometric, literacy and numeracy tests and an interview, before flying skills were assessed in a Boeing 737 simulator. Although the co-pilot performed well in the non-flying aspects of the assessment, the performance in the simulator did not meet the required standard. However, the co-pilot was offered a further assessment in an A320 simulator with a senior training captain employed by the training organisation. The co-pilot passed this second assessment and was offered a place on the scheme.

'there is a need to greatly improve the landing technique which is still almost out of control.'

Once formal simulator training towards the issue of the Airbus type rating began, difficulties in landing were soon identified. By the fourth training detail, the instructor commented that: *'there is a need to greatly improve the landing technique which is still almost out of control.'*

It was not until the tenth simulator detail that an instructor wrote any detailed analysis of the co-pilot's landing technique, however constraints of time meant that early action to concentrate upon correcting the co-pilot's landing technique was not taken.

The co-pilot's training report noted that the trainee was a keen and well-prepared trainee and a very pleasant individual. Instructors knew that the co-pilot had invested considerable time and money into this chosen career and that the operator's training manual mentioned.

'Training failures especially in the later stages are very costly and wasteful of our resources.'

Although instructors identified that more time needed to be spent training the co-pilot to land, this time was not found, and the training was repeatedly deferred. It was not until the tenth detail that specific comment was made as to the cause of the co-pilot's inconsistency, with the instructor noting that the co-pilot appeared to be following the flight director commands below 200ft.

The co-pilot's ninth training detail was scheduled as the Licence Skills Test (LST) for issue of the A320/321 type rating, but the co-pilot did not perform satisfactorily. The report stated that one landing was: *'firm - little or no flare'* and, in detailing the examiner's three main areas of concern, stated: *'landings are still an area of concern with very late flare leading to very firm touchdown.'*

A further note stated: *'following discussion with the chief pilot it has been decided that [the co-pilot's] next sim will concentrate on further training to include single engine handling and landings. It has also been decided that a full LST shall be completed after this [next] training detail.'*

When the co-pilot undertook base training in a real A320 for the first time, low cloud made it necessary for each circuit to be

directed by radar, culminating, each time, in an ILS approach. The report on this training stated: *'initial landing OK but [the co-pilot] could not subsequently stabilise the aircraft on approach after going visual...below 200 feet [the co-pilot] allowed the nose to rise leading to a steep descent just prior to a hard landing. Three attempts with no improvement.'*

The instructor recommended further simulator training to improve the co-pilot's final approach technique.

An additional simulator training detail was carried out. It was noted in the first half of the detail that: *'the variable flare and landing was cause for concern' and that 'the second detail initially did not see much improvement but then something clicked and the final 5 approaches and landings were to a [satisfactory]*

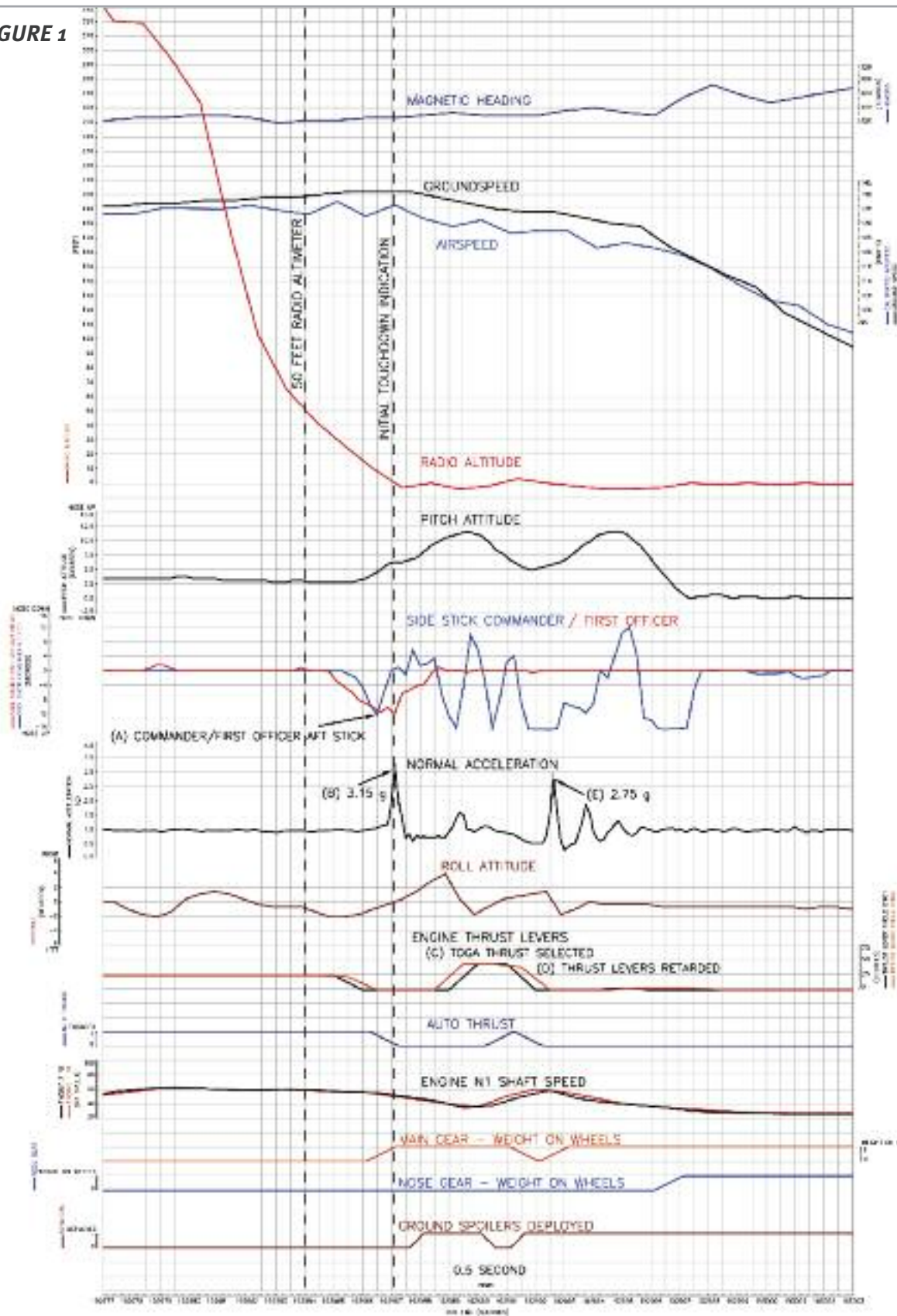
standard. On that basis [the co-pilot] is cleared to re-attempt base training but must be under no illusion that [the co-pilot] needs to reproduce the standard of the final 5 approaches consistently to pass.'

The co-pilot subsequently completed a base training detail and the report stated that the co-pilot: *'settled into a series of consistently accurate circuits with good landings...'*

The co-pilot was cleared to commence line training.

The accident flight was to be the 37th sector of the co-pilot's line training programme and the aircraft departed its base on a non-scheduled 'charter' flight with 180 passengers on board. The co-pilot was Pilot Flying (PF) and had carried out a manual landing without incident at an en-route refuelling stop before

FIGURE 1



SIMULATOR NEWS

First MCC course graduates with Tayside Aviation

Tayside Aviation have just completed their first Multi Crew Coordination Course (MCC) at Dundee Airport.

The two individuals who underwent the inaugural course were Nick Becket and Will Macleod, who were completing their training under a Highland Airways sponsored cadetship. The MCC course marked the end of their training with Tayside who with the recent acquisition of an Alsim AL200 MCC simulator to add to their PA28 and Seneca fleet, are now able to offer full CPL, ME IR & MCC training packages.

Tayside Aviation's managing director, Jim Watt said, "It is great to finally bring about the plans from two years ago in where we aimed to harmonise the CPL ME IR & MCC. All credit to all the staff at Tayside who have worked hard to produce this end product."

Tayside Aviation operates 17 aircraft with 14 full time instructors and are currently the sole provider of the MOD cadet scholarships, training over 150 cadets per year.

Tayside says that they aim to run one MCC course per month starting the first Tuesday of each month. www.taysideaviation.co.uk



Tayside Aviation's new AL200 MCC simulator

Alsim secures three new contracts

Alsim has recently signed a contract with Flying Time Ltd, to provide them with a DA42-configured AL200 for MCC courses. Flying Time Ltd, based at Shoreham Airport on the south coast of the UK, operates a fleet of Diamond DA40 & DA42 aircraft, making the AL200 DA42 simulator an ideal addition to their training fleet. This device, a replica of the DA42, is the 20th of its type that Alsim has sold. It is fitted with a 180° wrap around visual and is certified to FNPTII (JAR-STD3A) in the UK. Flying Time are expecting delivery this March.



The AL200 MCC simulator with 180° wrap around visual system

Over in Greece, Alsim have secured their first Greek customer, Egnatia Aviation, who have opted for an ALX simulator. Egnatia say they are running a number of training contracts with local airlines and are the first Greek FTO to adopt the JAR FCL training syllabus.

Finally, Alsim say that Qatar Aeronautical College is just about ready to operate the first ALX they ordered last year. The new, dedicated simulator buildings have also been fitted with two ACT Garmin 1000 simulators, which will support their Diamond DA42 Twin Star training and the instructors say that they are very keen to start the first courses following approval from their national aviation authority. In total, the school will operate three different training devices – the ACT G1000s for Garmin avionics panel training, an AL50 for ab-initio single engine training and the ALX for IR, MCC and jet transition.

CAE secures contracts for eight full flight simulators

CAE has sold eight simulators over the last couple of months, valued at in excess C\$100 million, bringing their total sales for Full Flight Simulators (FFS) to 31 in their fiscal year 2009.

The contracts are with Air China/Shandong Airlines, Continental Airlines, Saudi Arabian Airlines and the Hua Ou Aviation Training Centre in Beijing.

Air China/Shandong Airlines

Air China, the flag carrier of the People's Republic of China, and Shandong Airlines have jointly ordered three CAE 7000 Series full-flight simulators (FFSs): two Boeing 737-800 FFSs and one Airbus A320 FFS. One Boeing 737-800 FFS and the A320 FFS will be delivered to Air China's training centre in Beijing in the first half of 2010. The other Boeing 737-800 FFS will be delivered to Shandong Airlines training centre in Qingdao in 2010.

Continental Airlines

Continental Airlines has ordered a comprehensive suite of Boeing 737 Next-Generation (NG) simulation equipment, including two FFSs and a flight training device (FTD). The two CAE 7000 Series FFSs along with the FTD will be delivered to Continental's training centre in Houston in 2009. Continental is taking delivery of new Boeing 737NG aircraft over the next several years for greater fleet flexibility and operational efficiencies as it replaces less efficient 737 Classic aircraft.

Saudi Arabian Airlines

Saudi Arabian Airlines has ordered two CAE 7000 Series Airbus A320 FFSs, a CAE Simfinity™ Airbus A320 Level 5 flight training device (FTD), and suite of CAE Simfinity Airbus



Pilot Transition (APT) trainers and Airbus Competence Training (ACT) classrooms for the A320, A330 and A340 aircraft. The training solutions will be delivered in 2009 to the Prince Sultan Aviation Training Academy in Jeddah.

Hua Ou Aviation Training Centre

The Hua Ou Aviation Training Centre, a joint venture of Airbus and the China Aviation Supplies Holding Company (CAS), has ordered a CAE 7000 Series Airbus A330/340 convertible FFS. The simulator will be convertible to five types of A330 and A340 aircraft, including the A330-200 with three different engine types, the A340-300 and the A340-600.



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AT THE FOREFRONT OF EUROPEAN PILOT TRAINING

EASA FCL Matters of principle

by Peter Moxham

Peter Moxham is chairman of the Royal Aeronautical Society's Flight Operations Group and a member of the Guild of Air Pilots and Air Navigators Education & Training Committee. Having been a key member of the Joint Aviation Authority's Licensing Sectorial Team up until its disbandment in 2007, he was co-opted onto the EASA Flight Crew Licensing 001 Working Group in 2006.

Gaining his first pilot qualification in 1961, Peter started his aviation career with Thurston Aviation, going on to become flight operations director of their AOC Charter operation. He then moved to CSE aviation and set up a new full FBO for jet aircraft at Stansted where they also held the Learjet distributorship. Staying with company, he then moved within CSE to their Oxford Air Training School in 1985 and became director of sales and marketing, travelling the world to win airline training contracts.

Although now nominally 'retired', Peter continues to represent the interests of professional pilot training at European level, through his association with EASA.



Peter Moxham FRAeS

This is not intended as a whitewash for the European Aviation Safety Agency (EASA), but for two years I have worked alongside the new regulator's people in Cologne and have got to understand the processes upon which they have embarked. Some historical facts need to be placed on record.

EASA was conceived by the European Commission (EC) in response to the requests of European Members of Parliament having decided that the Joint Aviation Authorities (JAA) was not achieving the EC's desired aims, coupled with the EC's desire to control the process. In effect, this was politics taking over from the technical experts from the various national authorities that constituted JAA, which was established to enable harmonisation of civil aviation throughout Europe.

Why did the politicians want to take control from JAA? The answer is simple. Due to the fact that JAA had no legal constitution, its achievements did not result in any harmonisation across Europe as each member state cherry-picked from the regulations what it wanted to apply and what it didn't. Thus, at the birth of EASA, when the situation was reviewed, it was found that no two member states had adopted the same JAA regulations to the same standard. In effect there was still no harmonisation, hence the political intervention and the formation of a new legally binding entity – EASA, to set up a regulatory system for all member states of the European Union as defined under the EC Basic Regulations.

EASA does not claim to be an expert on all matters relating to aviation. Over the years, it has formed many consultative groups to help meet its needs to make regulations. This was the case when it came to both Flight Crew Licensing (FCL) and Flight Operations. From the beginning, EASA has tried to learn lessons from its admitted mistakes and this has resulted in significant contributions from industry as well as from national authorities. Indeed the balance is usually in favour of industry with the national authorities being in the minority.

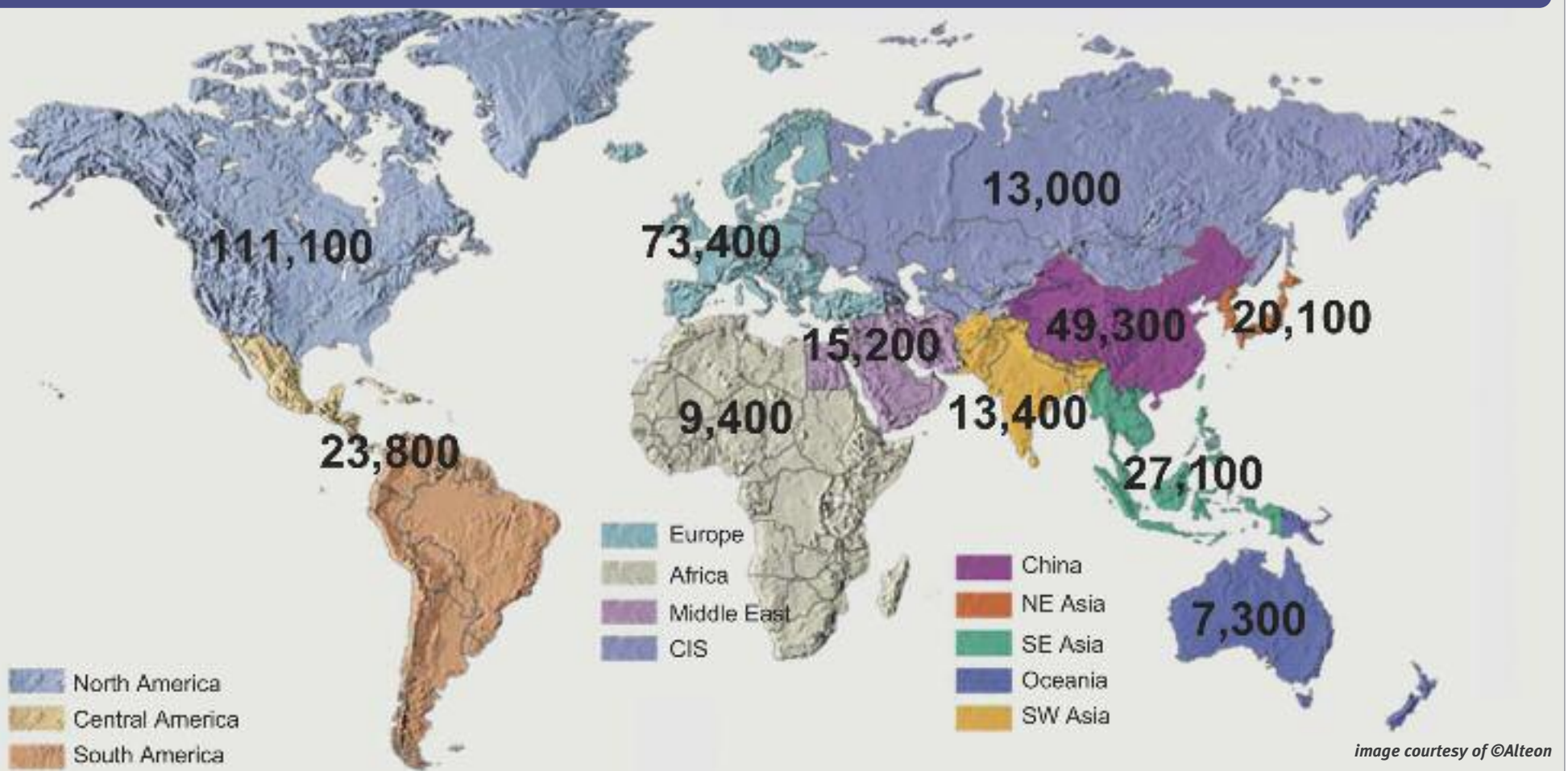
One has to remember that while JAA made rules, with no legal force to back them, EASA is making laws with the full backing of the EC, effectively over-riding any national law that may currently conflict with them. This is an important point to understand. The phraseology of laws means that they have to be written in such a way as to only allow one interpretation and this has meant that much of the phraseology written by JAA has had to have been deleted in order to avoid ambiguity.

It is a fundamental fact that no national authority may either add to the legal requirements or subtract from them. What you see is what everyone gets. Thus, if the UK CAA ask for any additional requirements, they would be required to get the new laws changed, which would require the CAA to substantiate their rationale for pan-European adoption. The same process applies when it comes to any operator requiring the national authority to



DATA & STATISTICS...

Pilot Demand to Support Fleet Growth & Pilot Retirements (2006-2026)



Numbers represent the total pilots needed to support fleet growth & pilot retirements between 2006-2026

INDUSTRY WATCH

Scheduled services of Association of European Airlines member airlines:

November 2008

| Type of Traffic | Passengers Boarded (000s) | Annual Change |
|---------------------------------|---------------------------|---------------|
| European | 19,413.6 | -11.4% |
| International short/medium haul | 13,013.7 | -5.9% |
| Longhaul | 5,192.7 | -4.2% |
| Type of Traffic | Freight Tonne-Kms | Annual Change |
| European | 68.6 | -18.9% |
| International short/medium haul | 163.8 | -4.8% |
| Longhaul | 2,852.2 | -11.7% |

General Aviation new aircraft deliveries worldwide

Nine months Jan-Sept 2008

| Category | 2008 | 2007 | Change |
|--------------|-------|-------|--------|
| Piston | 1,646 | 1,857 | -11.4% |
| Turboprop | 341 | 300 | +13.7% |
| Business Jet | 990 | 761 | +30.1% |

(source, General Aviation Manufacturers Association)

British Airways passenger statistics

December 2008

| | Dec 2008 | Dec 2007 | Change |
|-------------|-----------|-----------|--------|
| Passengers | 2,511,000 | 2,630,000 | -5.2% |
| Load Factor | 76.7% | 76.9% | -0.2% |

easyJet passenger statistics

December 2008

| | Dec 2008 | Dec 2007 | Change |
|-------------|-----------|-----------|--------|
| Passengers | 3,111,388 | 2,899,349 | +7.3% |
| Load Factor | 84.6% | 83.5% | +3.3% |

Ryanair passenger statistics

December 2008

| | Dec 2008 | Dec 2007 | Change |
|-------------|-----------|-----------|--------|
| Passengers | 4,370,000 | 3,950,000 | +11% |
| Load Factor | 79% | 79% | - |

BAA airport passenger statistics

December 2008

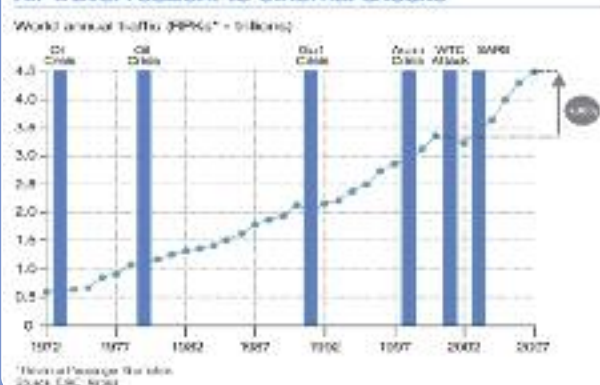
| Airport | Passengers Jan 2008 to Dec 2008 | Change |
|-------------|---------------------------------|--------|
| Heathrow | 66,909.9 | -1.4% |
| Gatwick | 34,178.6 | -2.8% |
| Stansted | 22,337.5 | -6.0% |
| Southampton | 1,951.0 | -0.8% |
| Glasgow | 8,137.1 | -6.8% |
| Edinburgh | 8,993.3 | -0.5% |
| Aberdeen | 3,313.3 | -3.5% |

UK National Air Traffic Services traffic data

| Type of Flight | Dec 2008 | Dec 2007 | Change |
|-----------------------------------|----------|----------|--------|
| UK Flights | 165,705 | 180,089 | -8.0% |
| Transatlantic Arrivals/Departures | 10,057 | 11,056 | -9.0% |
| Other Arrivals/Departures | 98,021 | 107,752 | -9.0% |
| Domestic | 34,403 | 36,525 | -5.8% |

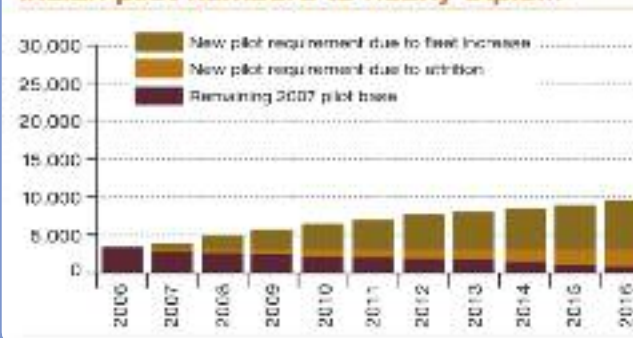
Airbus Passenger Traffic Data – the long term view

Air travel resilient to external shocks



Airbus Pilot Demand Forecast – emerging markets

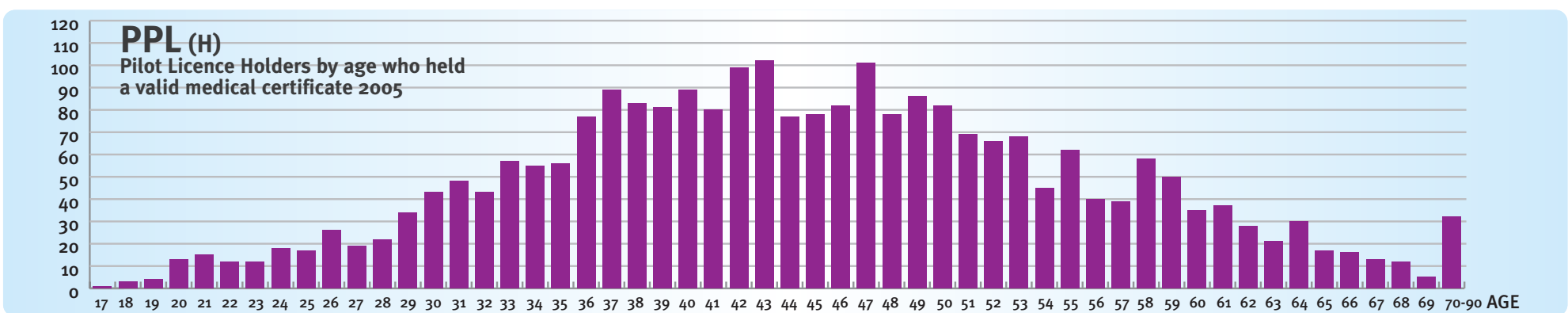
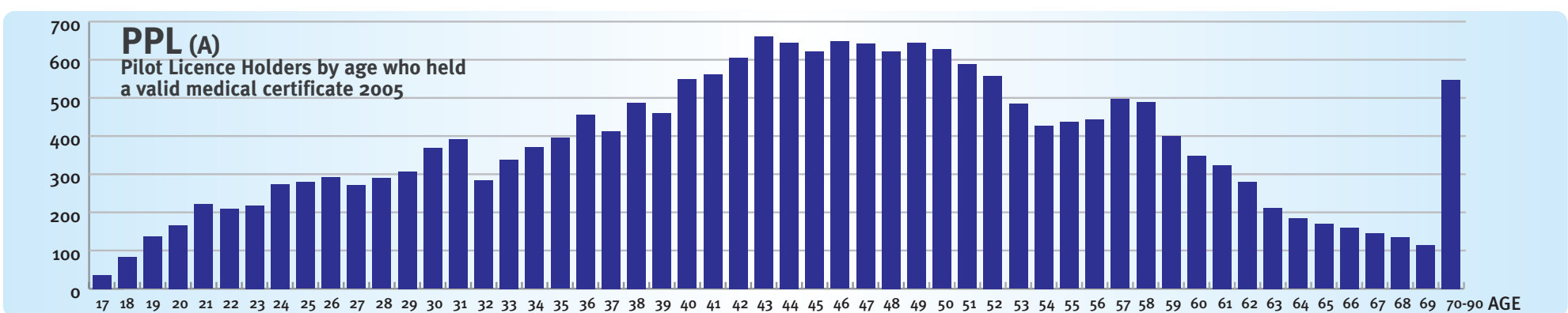
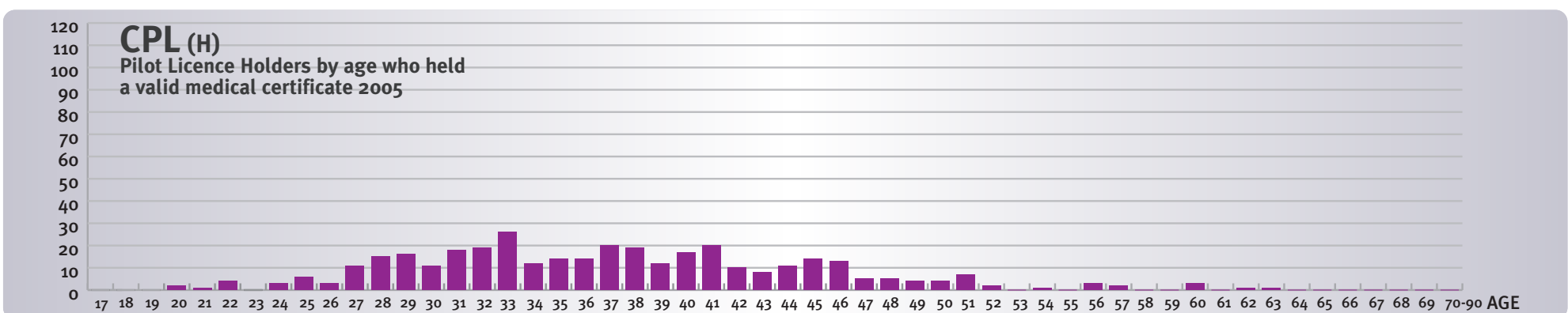
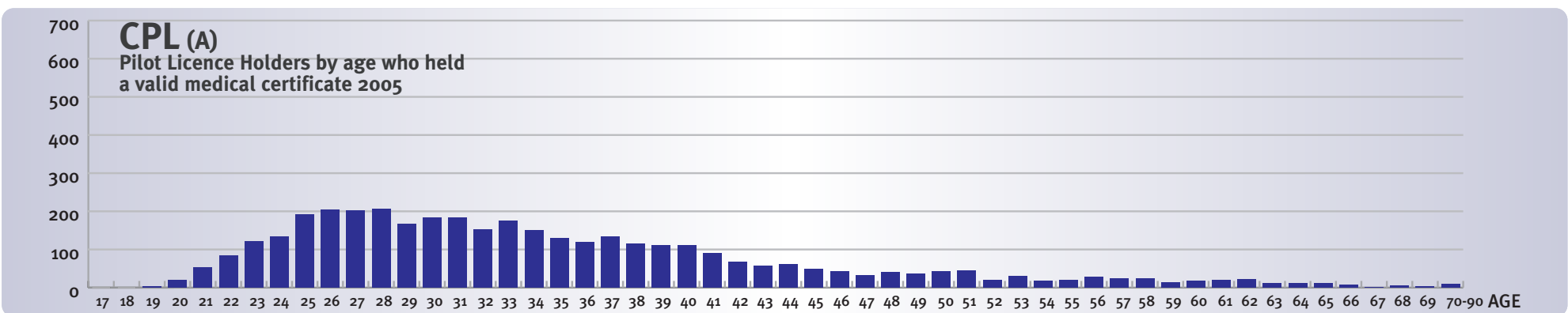
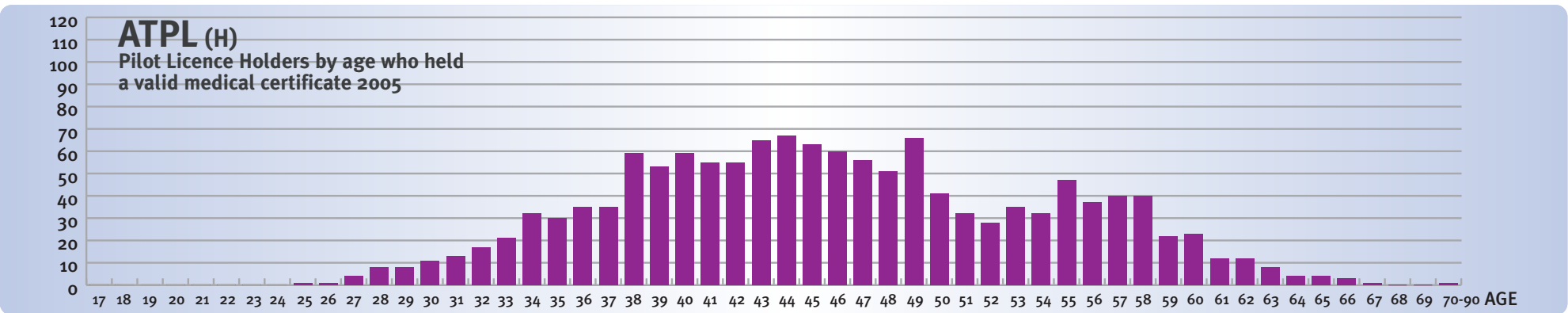
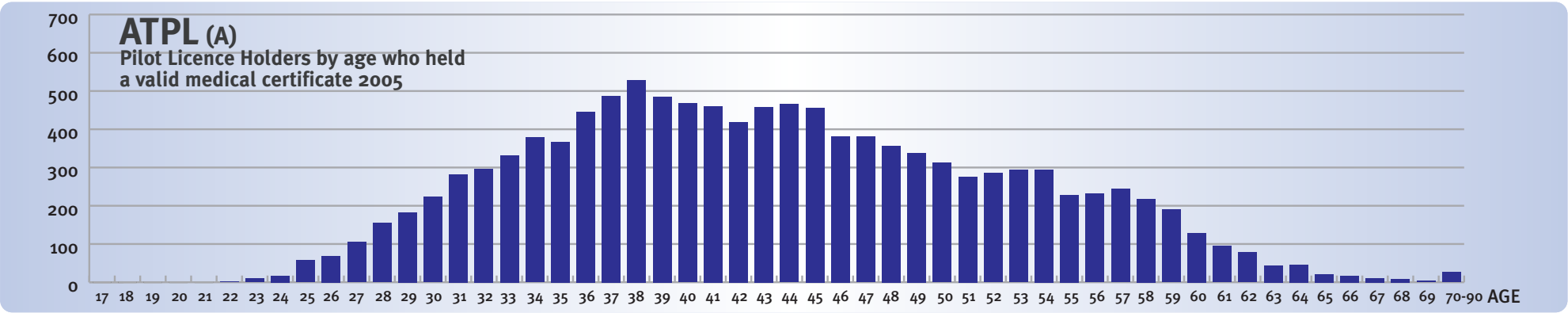
Indian pilot numbers to nearly triple...



...Chinese pilot numbers to more than double



DATA & STATISTICS...



give dispensations. Once that is understood then appreciating why things have been changed from national regulations and from the JARs, starts to become apparent.

Whilst there was an overriding desire to use the current JAR FCL regulations as the basis for the new proposals, it became obvious at an early stage that changes would arise. This was particularly so since many states, including the UK, had not adopted the amendments to the regulations that had been adopted under JAA. In fact, at the time of writing, the UK is effectively a few months behind some countries, yet ahead of others, in the adoption of the JAA amendments.

Another major problem was that the EC, following their own consultations, required EASA to take on board pilot licensing for activities never considered by JAA. For the first time a European authority was now required to produce legislation for balloons, gliders, airships and powered lift devices. For the UK and many other states this was a major change and arguably not for the better. However, that is what the EC demanded and therefore that is what we have.

My own belief is that the EC should have only concerned itself with flights that were either for the carriage of fare paying passengers or cargo, leaving recreational flying to national regulation, but it proved impossible to differentiate. To illustrate this, training professional pilots would, quite rightly, need to be regulated by EASA but as professional pilots following the modular training route are required to first start with a non-professional licence – the PPL, it became obvious that EASA would need to regulate training for recreational licences as well commercial ones, in order to provide complete oversight for professional pilots. I believe that this is a mistake, since it has led to every sector of general aviation being regulated to a degree never previously encountered. However, so be it.

The EC has failed to understand the complexity of introducing new regulations

Because of the lack of understanding regarding aviation, the EC has failed to understand the complexity of introducing new regulations. One effect has been the gross underfunding of EASA, which has led to insufficient staff numbers being available to complete the various projects to a timescale dictated by the EC. Illustrating this has been the repeated amendments to the consultation period, all largely due to lack of staff. As an example, I well recall that at the first meeting of the working group on FCL, that the task was estimated to take three months – showing a clear lack of understanding of what they were being asked to undertake. In fact, it took nearer 30 months!

The staff employed by EASA are extremely competent; they are well qualified and do listen to the working groups, but there are simply too few of them. The people employed directly at EASA to look after the whole of the FCL and Flight Operations documents can actually be counted on the fingers of one hand! This results in very long hours and working weeks with very few holidays – something we may understand within the industry, but something not previously felt by the national authorities. Do not knock ESA staff; they try very hard to keep industry advised. Witness the many presentations that they have managed to fit in to their already overcrowded schedule, which are usually given with a willingness to take on board comments which, at times, can be very unreasonable.

So where do we go from here? The FCL Notice of Proposed Amendments (NPAs) are all on the table. They are not perfect, but that is where the readers come in. The Flight Operations proposals will be on the table by the time that you read this and again, they are not perfect.

If you disagree with any proposal you have the right to comment

If you disagree with any proposal you have the right to comment. You must set out your comment using the Comment Response Tool [available alongside the NPAs on EASA's website, www.easa.eu.int] and these comments should be submitted electronically. Will they be taken into consideration? Yes, provided that they are constructive they will not only be considered but could, very likely, lead to changes to make the laws more acceptable and accurate. And as one who is involved in responding to the comments, a personal plea: all comments are entitled, under EU law, to a response, so please do propose a solution as well as a request if your input is to offer anything constructive to the process. And bear in mind that 500 comments on one particular subject will not carry any more weight than one comment on a different subject – it is not quantity but quality that counts.

Once all the comments have been considered a new NPA text will be issued and those who made comments will be able to see the changes made. If you made a comment and it has been misinterpreted you will be able to raise this once you have seen the revised document.

Following this second look at the NPA the document will be finalised and pass through the various processes required to make it become law. EASA does not actually pass laws; the European Parliament does this, albeit with guidance from the regulator.

Is that the end of the process? Yes, from the point of view of comment. However there will be a period to introduce the new laws. In any event everyone has to comply with everything by an effective date of 8th April 2012. This has been set by the EC and not EASA. It is possible that some parts, particularly those unchanged from the JAA, will be introduced earlier. This applies to both FCL and Flight Operations.

There will be further changes required - of that there is no doubt. We work in an industry which is subject to continual change and technical advances and this will inevitably mean changes over the coming years, but the process is quite tortuous and takes time. If we do not get things right today, it is unlikely that any significant changes will be possible for at least three years – thus let us try to get it right first time out!

Do remember that this is a harmonisation exercise. There will undoubtedly be things in the proposals that we do not like in the UK, but the same applies to all member states and as we see new requirements being put upon us, so will the rest of the members of the European Union.

One final point, a key issue, is the need to ensure all national authorities do comply with all the regulations. EASA has established teams of people to inspect, on a frequent basis, the national authorities and their compliance with the new rules. These teams will have significant powers. However, the one thing that will not be harmonised will be the charges levied by the individual national authorities. In the UK there is absolutely no doubt that we will continued to be saddled with considerably higher charges placed upon all levels of aviation that the CAA currently see fit to charge. It may well be time for general aviation to look very carefully at where it wishes to receive its regulation in the future.

are you up to date?

Aeronautical Information Circulars (AICs)

| | |
|--|--|
| Aeroplane Bounced Landings – Avoidance and Recovery Techniques (Pink 143) 71/2008 | Joint Aviation Requirements - Flight Crew Licensing 2 (Helicopter): Cessation of JAR-FCL CPL(H) and ATPL(H) Theoretical Knowledge Interim Arrangements (White 149) 51/2008 |
| Air Traffic Services Outside Controlled Airspace (Pink 140) 55/2008 | Joint Aviation Requirements - Flight Crew Licensing 1 (Aeroplanes): Revision of Requirements for National Private Pilot's Licence (NPPL) - The Air Navigation (Amendment) (NO. 2) Order 2007 (White 148) 30/2008 |
| Air Traffic Services Outside Controlled Airspace (Pink 145) 73/2008 | MET Reporting of CAVOK (Yellow 267) 48/2008 |
| CAP 413 (Radiotelephony manual) Ed17 (Yellow 270) 74/2008 | Monitoring Codes Around the London Terminal Control Area - the Use of Discrete SSR Codes for Aircraft Operating Outside Controlled Airspace and Monitoring the Relevant Frequency (Yellow 275) 92/2008 |
| Change to Terminal Area Forecasts – TAFs (Yellow 266) 47/2008 | UK CAA Process ICAO Standards and Joint Aviation Requirements in Respect of Language Proficiency (White 156) 89/2008 |
| Establishment of Class D Controlled Airspace in the vicinity of Robin Hood Airport (Yellow 269) 67/2008 | Use of Instrument Landing System (ILS) Facilities in the UK (Pink 134) 12/2008 |
| European Implementation Regulations Concerning Flight Crew Licensing – European Aviation Safety Agency (EASA) Consultation Process (White 150) 52/2008 | |
| Flight over and in the Vicinity of High Ground (Pink 148) 82/2008 | |
| Guidance to Training Captains and Trainees – Simulation of Engine Failure in Aeroplanes (Pink 142) 64/2008 | |



CAA Chart Editions

| Chart Edition | Current Edition | New Available |
|--------------------------|-----------------|------------------|
| 1:500,000 series | | |
| Southern England & Wales | 34 (10 Apr 08) | 12 Mar 09 (Ed35) |
| Northern England & Wales | 31 (28 Aug 08) | 4 Jun 09 (Ed32) |
| Scotland | 25 (20 Dec 07) | 2 Jul 09 (Ed26) |
| 1:250,000 series | | |
| North Scotland West | 5 (28 Aug 08) | TBC |
| North Scotland East | 5 (3 Jul 08) | TBC |
| Northern Ireland | 5 (7 June 07) | 4 Jun 09 (Ed6) |
| The Borders | 6 (10 Apr 08) | TBC |
| Central England & Wales | 7 (12 Apr 07) | 9 Apr 09 (Ed8) |
| England East | 8 (5 Jun 08) | TBC |
| West & South Wales | 6 (2 Aug 2007) | 30 Jul 09 (Ed7) |
| England South | 12 (14 Feb 08) | 12 Feb 09 (Ed13) |
| London Heli Routes | 13 (12 Feb 09) | |

CAA Publications

| Publication | Current Edition/Version (December 2008) |
|--|---|
| CAP 168 Licencing of Aerodromes Ed 8 | |
| CAP 393 Air Navigation Order | |
| Third edition incorporating amendments up to 3/2008 | (12 September 2008) |
| CAP 413 Radiotelephony | Ed17 (21 July 2008) |
| CAP 413 Supplement – quick reference guide to UK phraseology for commercial air transport pilots | May 2007 |
| CAP 601 Multi Engine Piston Aeroplane Class Rating Syllabus | Issue 2 (18 Dec 03) |
| CAP 637 Visual Aids Handbook | Issue 2 (May 07) |
| LASORS | 2008 (Feb 08) |
| GASIL 2008/04 | (November 2008) |

AFE Publications

| | |
|------------------------------------|------------------------------|
| UK VFR Flight Guide | 2009 (White cover, Dec 08) |
| UK Aeronautical Information Manual | 2008 (Photo cover, May 08) |
| UK En-Route Guide | 2005 (Blue cover, 25 Nov 04) |

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Instructor Notes

Helen Krasner



Women in commercial aviation

On September 9th 2008, the men and women who served in the Air Transport Auxiliary (ATA) during the Second World War were honoured by the Prime Minister at a reception in Downing Street, where they were awarded a special badge of recognition for their contribution to the war effort. These aviators had delivered over 309,000 aircraft between factories and front line airfields during the war and returned them when they were damaged. They had flown aircraft which were new to them with virtually no training, crossed the UK in some atrocious weather conditions in aeroplanes with minimal instrumentation and some of them had lost their lives, including world famous record-breaking pilot Amy Johnson.

Why am I mentioning all this? Because a large proportion of the ATA was comprised of female pilots and extremely competent ones – they had to be. Yet, despite all they had done, after the end of the war most of them found that jobs in commercial aviation were barred to them. The airlines would not take them on, their main excuse being that they felt the public were not ready to accept women pilots. Some managed to find other flying work, such as instructing. Others got occasional ad-hoc piloting work. Jackie Moggridge, who died a couple of years ago, at one point had a job ferrying Spitfires to Burma, but she still had great difficulty getting any regular work in aviation. Others continued to work in aviation, but not as pilots. Lettice Curtis, the first woman to fly a four-engined heavy bomber, became a flight test observer, then a flight development engineer, while keeping up her flying as a private pilot. Anne Welch flew a wide variety of aircraft, became well-known in gliding circles and wrote many books, but she still did not make a regular income from flying.

Prejudice is a thing of the past and it never even occurs to passengers or to anyone else to notice the gender of a pilot, does it?

But all this is ancient history, isn't it? Women are now totally accepted in aviation and can do any of the jobs available. Prejudice is a thing of the past and it never even occurs to passengers or to anyone else to notice the gender of a pilot, does it?

Well, no... and yes. If you talk to women who are employed in commercial aviation about this topic you will get mixed reports. Some claim that they have never encountered any prejudice and that it doesn't exist. Women who claim they are discriminated against, they say, are those who expect it, who perceive every slight as being caused by their gender. But others disagree and their experiences are very different. Recently, I interviewed Caroline Gough-Cooper

who has twice won the Ladies' Trophy in the World Helicopter Championships and who used to be an airline pilot. She had a very different story to tell. While training in 1987 – not that long ago – Caroline had applied for sponsorship with one of the airlines and she found, "Their attitude was why should they spend all this money on me when I'd probably get pregnant and go off and raise a family". Later, having been offered a job by British Airways, she was sent to Glasgow, but she said, "I did very little flying. I was the only female on the fleet and there were some captains who refused to fly with me".

But, you might argue, even 1987 is over 20 years ago. Things have moved on now, haven't they? Well, they certainly should have and they might have done so, to some extent. I have never flown for the airlines and I don't have all that much contact with pilots who do, so I can't be sure. But I do know a fair amount about the instructing world. And my experiences and those of some of my colleagues suggest that this kind of discriminatory attitude is not completely dead. Not yet.

My first anecdote is completely true and concerns a woman who used to run a flying school. Since I haven't asked if I can quote her by name, we'll call her Jane. She was on reception at her school one day when a man came into the office and the following conversation took place:

Man: *I'm thinking of learning to fly.*

Jane: *Excellent. You've come to the right place. I can let you have all the information you need.*

Man: *Err... well... I think I'd like to talk to a flying instructor.*

Jane: *No problem. I'm a flying instructor.*

Man: *Oh, I see. Well... I've got some important things to ask about, so I'd like to speak to the Chief Flying Instructor.*

Jane: *I'm the Chief Flying Instructor.*

Man: *Right... well... I'd really like to speak to the owner of the flying school.*

Jane: *I own this flying school. Now, what can I do for you?*

I have no idea what actually happened after that, as when I heard the story I was laughing so much by this point that I never heard the end of the story. And I suppose this is one of the main differences between life in aviation now for women and what took place on a regular basis many years ago – nowadays such an atti-

tude is perceived as archaic and amusing, but it does not impinge on one's life. It was going to make very little difference to Jane whether or not this chap became one of her students, so she wasn't about to get upset at his prejudices. She tells this story regularly, but it doesn't bother her. Why should it?

Women represent 6% of private pilots and 2-3% of commercial pilots

My own experiences of this issue have been varied. When I started learning to fly fixed-wing aircraft I was almost the only woman at the flying school and it was some time before I met any other female pilots. This is quite common, for women still only represent 6% of private pilots and 2-3% of commercial pilots. This percentage has been approximately the same for the last 50 years; no one knows why and the possible reasons are beyond the scope of this article... though I may well write about them in the future. Nevertheless, no one treated me any differently from any other student, apart from laughing at my early stammering attempts on the radio, since they always knew it was me!

Things were the same when I switched to helicopters. I was simply accepted as another pilot. That was the case, at least until I decided to 'go commercial'. My decision was met with amazement and disbelief by everyone from friends and acquaintances to my own instructor! At the time I thought this was due to my age, since I was in my forties, which is perhaps slightly late for a major career change, or so I thought at the time. But there were men of around the same age who were taking the plunge, deciding that now they had the money they would fulfil their dreams. No, it became clear that it was because I was female. The prevailing attitude seemed to be, not quite prejudice, but a disbelief that a woman could go ahead and do something like that. An employer, outside of aviation, said to me at the time, "Oh come on now Helen, don't be ridiculous. Of course you're not going to become a helicopter pilot". Another acquaintance, this time within the flying world, assumed I must be married, since there had to be a man who was funding me. When I told him I was single and that I had

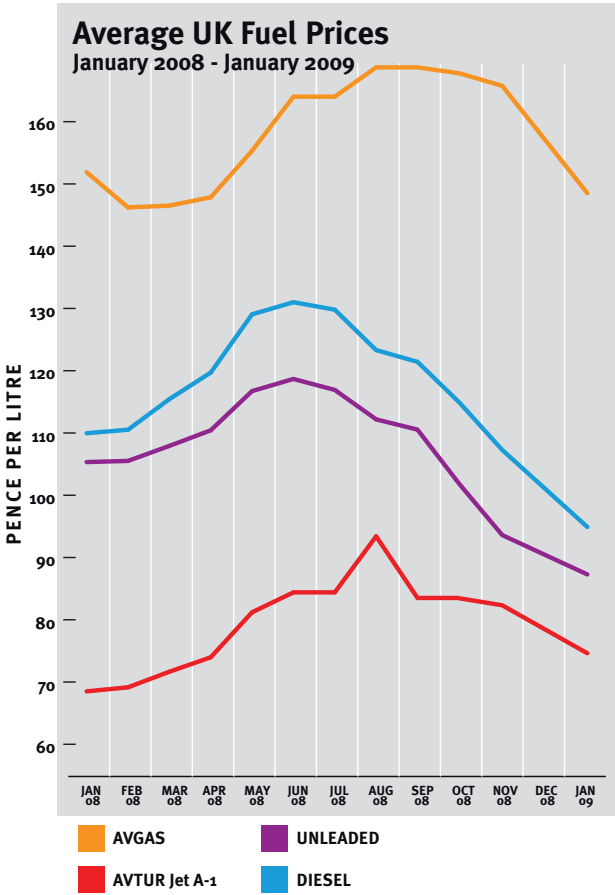
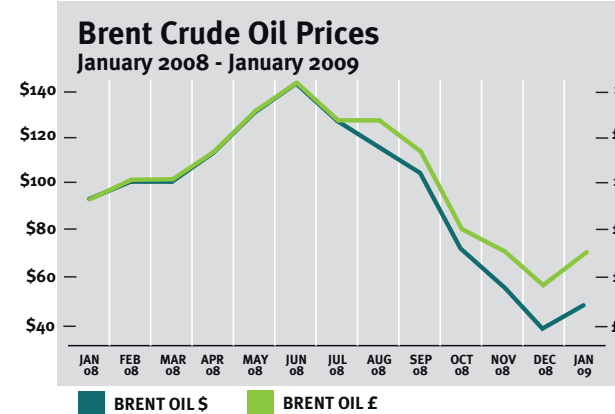
earned the money myself he looked distinctly puzzled as though the whole thing was quite impossible. It was clearly something outside of his experience and this makes me wonder if the financial aspect was the main reason people were so surprised, despite equal pay having been around for over 30 years.

As an instructor this attitude of surprise rather than discrimination pretty much sums up what I find now. I certainly don't experience any prejudice from colleagues or anyone else working in aviation. And the general public? They are frequently very surprised to see me. Many seem to think that I'm the receptionist or tea lady, despite my wearing a pilot's shirt and tie. It appears that I just don't look like their preconceived idea of how a helicopter instructor should look. I think I'm probably the wrong size and age as well as being the wrong gender, although I don't know that for certain. One trial lesson student, looking completely nonplussed when I asked him to come into the briefing room for a bit of a chat, said to me, "This is going to sound a bit stupid, but I didn't realise that women flew helicopters". Others ask involved questions about principles of flight which I somehow know they don't particularly want the answers to; they just want to test me, to find out if I really know my stuff. Somehow the mere mention of dissymmetry of lift always shuts them up!

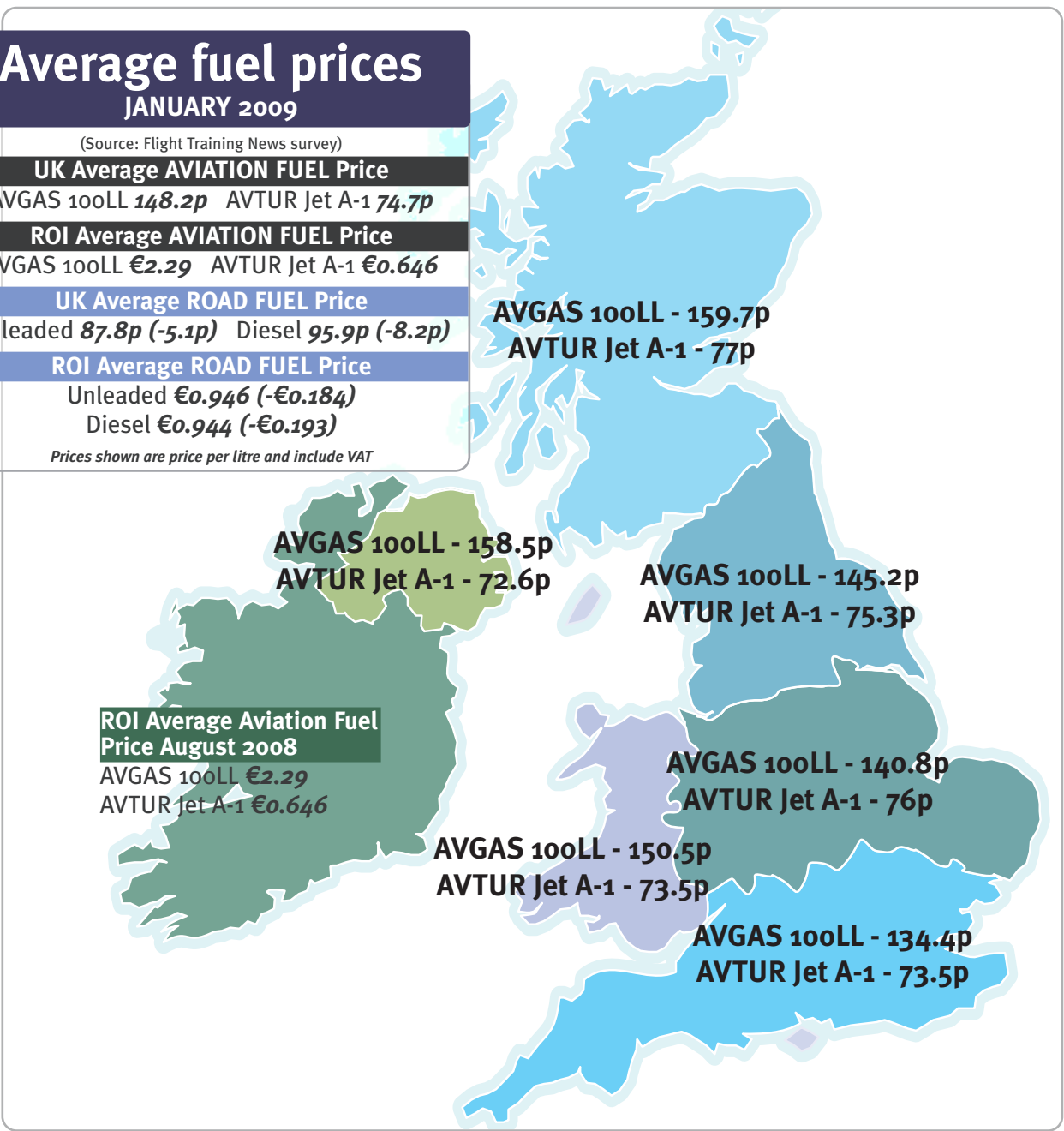
Does any of this annoy me? Not at all. In fact, I find it quite amusing. You've got to laugh at times at the strange things the human race does and thinks. If you work as an instructor you'll run into all types of people and does it really matter that they're surprised to see you in the job you're doing? It doesn't to me. I was mildly put out when one person refused to fly with a female instructor... but that person was another woman! No, I'm not even going to attempt to explain that. But overall, as far as I'm concerned people are entitled to their prejudices so long as they don't really affect my life. Anyway, they're the paying customers and if they want a Martian for an instructor, then we'll try to find them one.

However, I must admit that I do long for the day when I can just blend into the background, when female pilots will be as normal and unnoticeable as women doctors and solicitors. So to all the women reading this please get out there quickly and add to our numbers!

DATA & STATISTICS...



| Average fuel prices | |
|--|------------------|
| JANUARY 2009 | |
| (Source: Flight Training News survey) | |
| UK Average AVIATION FUEL Price | |
| AVGAS 100LL | 148.2p |
| AVTUR Jet A-1 | 74.7p |
| ROI Average AVIATION FUEL Price | |
| AVGAS 100LL | €2.29 |
| AVTUR Jet A-1 | €0.646 |
| UK Average ROAD FUEL Price | |
| Unleaded | 87.8p (-5.1p) |
| Diesel | 95.9p (-8.2p) |
| ROI Average ROAD FUEL Price | |
| Unleaded | €0.946 (-€0.184) |
| Diesel | €0.944 (-€0.193) |
| Prices shown are price per litre and include VAT | |



Forthcoming UK and ROI JAR Theoretical Knowledge exams

JAR ATPL (A) & (H) Exam Centres: Gatwick, Oxford, Shuttleworth College & Glasgow

| Exam Month | Closing date for applications | Subjects | Exam Dates |
|------------|-------------------------------|--|--------------|
| MARCH | 16/02/09 | Principles of Flight, Airframes, Mass and Balance, Performance | Mon 2 March |
| | | Instrumentation, Operational Procedures, Flight Planning | Tue 3 March |
| | | General Navigation, Radio Navigation, Meteorology | Wed 4 March |
| | | Air Law, Human Performance, VFR Communications, IFR Communications | Thur 5 March |
| APRIL | 22/03/09 | Principles of Flight, Airframes, Mass and Balance, Performance | Mon 6 April |
| | | Instrumentation, Operational Procedures, Flight Planning | Tue 7 April |
| | | General Navigation, Radio Navigation, Meteorology | Wed 8 April |
| | | Air Law, Human Performance, VFR Communications, IFR Communications | Thur 9 April |

JAR CPL (A) Exam Centres: Gatwick only

| Exam Month | Closing date for applications | Subjects | Exam Dates |
|------------|-------------------------------|---|--------------|
| MARCH | 23/02/09 | Principles of Flight, Aircraft General, Performance and Planning | Mon 9 March |
| | | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Tue 10 March |
| MAY | 28/04/09 | Principles of Flight, Aircraft General, Performance and Planning | Mon 12 May |
| | | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Wed 13 May |

JAR CPL (H) Exam Centres: Gatwick only

| Exam Month | Closing date for applications | Subjects | Exam Dates |
|------------|-------------------------------|---|---------------|
| MARCH | 25/02/09 | Principles of Flight, Aircraft General, Performance and Planning | Wed 11 March |
| | | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Thur 12 March |
| MAY | 30/04/09 | Principles of Flight, Aircraft General, Performance and Planning | Thur 14 May |
| | | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Fri 15 May |

Republic of Ireland Theoretical Knowledge exams

All held at: The Gresham Hotel, 23 Upper O'Connell Street, Dublin 1

| Exam Month | Closing date for applications | Subjects | Exam Dates |
|------------|-------------------------------|-------------|-------------|
| MARCH | 02/03/09 | CPL/ATPL/IR | 23-26 March |
| MARCH | 06/03/09 | PPL | 27 March |

Downing Street Petitions and Campaigns

| Campaign | Deadline | Current Signatures | Sign up |
|---|---------------|--------------------|---|
| Award official student status to British trainee professional pilots | 2nd Sept 2009 | 62 | http://petitions.number10.gov.uk/Student-Pilots |
| Remove Strubby from the shortlist of proposed eco-towns | 2nd June 2009 | 316 | http://petitions.pm.gov.uk/Strubby |
| Urge the Communities and Local Government Department to ensure: a democratic process and consultation concerning the Eco Town proposal based around the site of Leicester Airport | 4th Dec 2009 | 3,776 | http://petitions.number10.gov.uk/PennburyEcoTown/ |
| Protect the RNLI from paying licence fees for using Maritime radio frequencies | 8th Oct 2009 | 26,364 | http://petitions.number10.gov.uk/RNLI-RF-licences/ "Ofcom wants to bring 'market forces' into the maritime and aviation communications. The RNLI will have to pay £250,000 a year, and 'smaller search and rescue charities fear they may have to close'. This proposal must be rejected wholeheartedly." |
| Ensure the Vulcan XH558 project receives sufficient funding to enable it to continue "Honouring the past and inspiring the future" | 11 April 2009 | 13,567 | http://petitions.number10.gov.uk/vulcan-XH558/ |

(Source, Downing Street website)

UK CAA Open Consultations

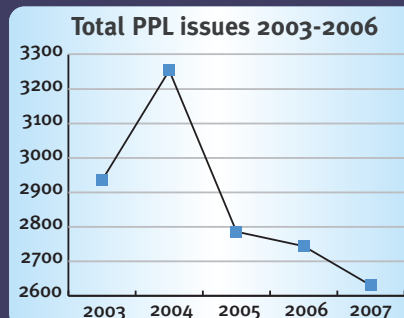
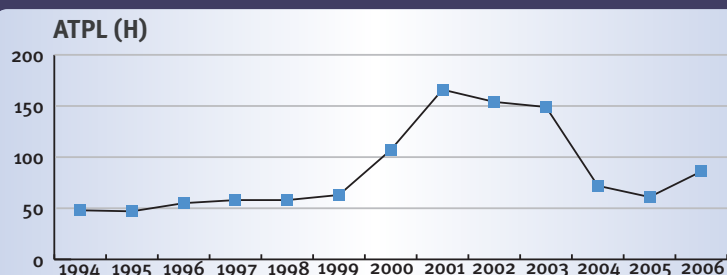
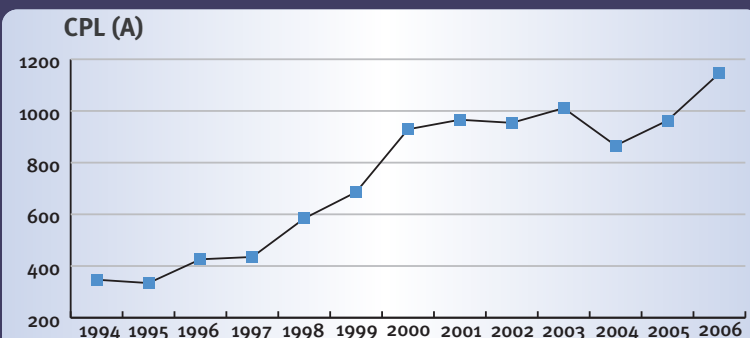
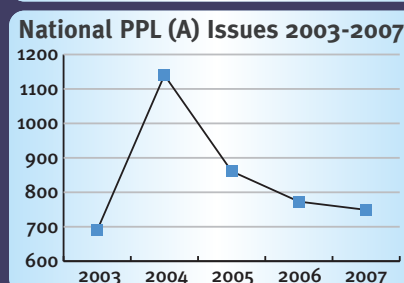
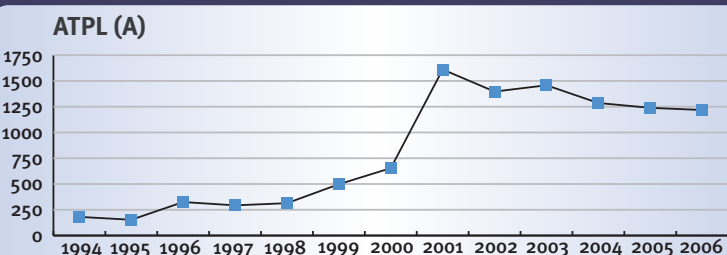
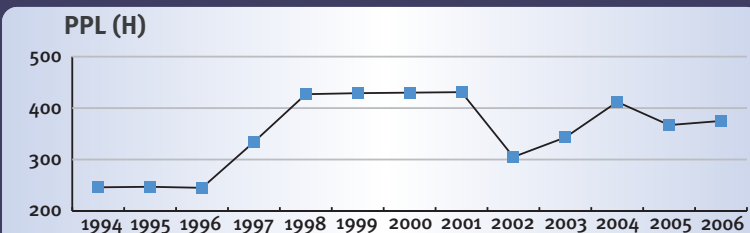
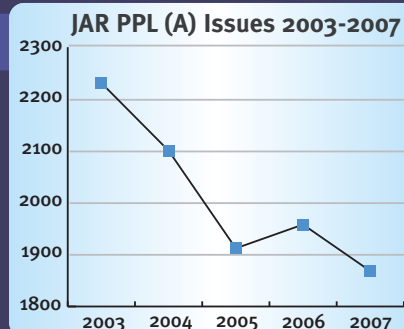
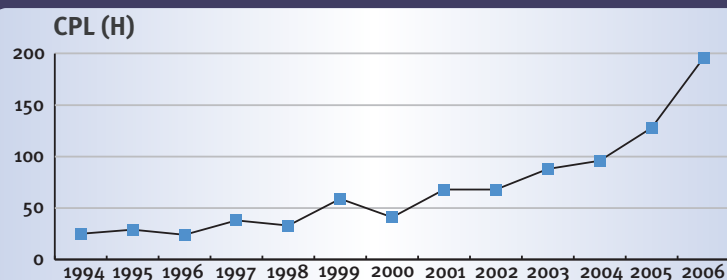
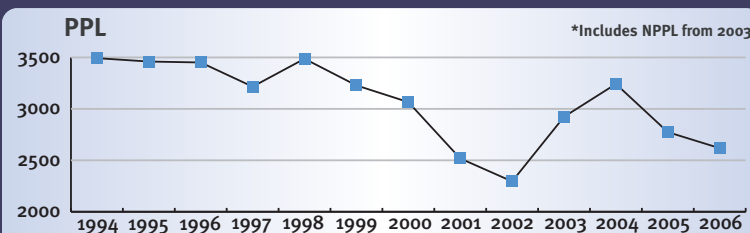
| Consultation | Deadline | Details | Link |
|------------------|----------|---|---|
| Letter of Intent | n/a | To Amend the Air Navigation Order 2005 to make provision for the CAA to suspend provisionally the Certificates of Airworthiness of UK-Registered examples of an aircraft type that is regulated by the European Aviation Safety Agency (EASA) | http://www.caa.co.uk/default.aspx?catid=1868&pagetype=90 |

EASA Open Consultations

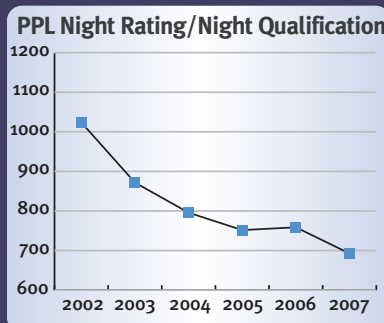
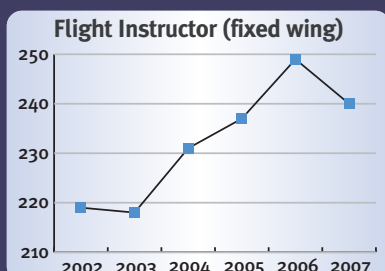
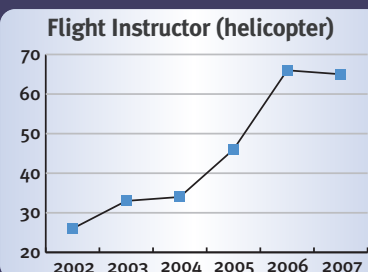
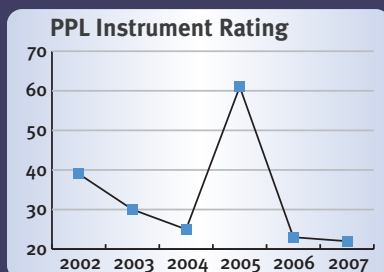
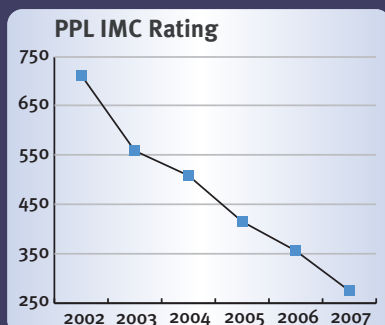
| Consultation | Deadline | Details | Link |
|--|--------------------|---|---|
| NPA 2008-17a NPA 2008-17b NPA 2008-17c | 28th February 2009 | Implementing rules for Pilot Licensing A Explanatory notes and appendices B Part - FCL C. Part - Medical | http://easa.europa.eu/ws_prod/r/r_npa.php |
| NPA 2008-22a NPA 2008-22b NPA 2008-22c NPA 2008-22d NPA 2008-22e NPA 2008-22f | 28th February 2009 | Authority and Organisation Requirements A. Explanatory Note and Appendices B. Authority Requirements (Part-AR) C. Organisation Requirements (Part-OR) D. CS-FSTD(A) E. CS-FSTD(H) F. Regulatory Impact Assessment FCL | http://www.easa.europa.eu/ws_prod/r/r_npa.php |

DATA & STATISTICS...

UK Initial Licence Issues



Ratings - six year trend



| 2006 | figure | year-on-year change |
|-------------------------------------|--------|---------------------|
| PPL (A) (includes JAP-PPL and NPPL) | 2618 | -4% |
| PPL (H) | 375 | - |
| CPL (A) | 1146 | -1% |
| ATPL (A) | 1218 | - |
| ATPL (H) | 86 | +11% |

Number of licenced airfields in the UK

(Source: 2007 UK AIP)

142

Professional Flying Training Organisations UK and ROI

*excluding organisations that are solely TRTOs.
(Source: Flight Training News)

107

Microlight Schools UK and ROI

(Source: Flight Training News)

107

Helicopter Schools UK and Ireland

(Source: Flight Training News)

102

Current Licence Processing Turnaround

As at the 17 December, the UK CAA were processing licence applications received:

| | |
|----------------------------|-----------------|
| • Professional Flight Crew | 1 December 2008 |
| • Private Flight Crew | 4 December 2008 |
| • Instructors | 1 December 2008 |
| • NPPL Flight Crew | 4 December 2008 |

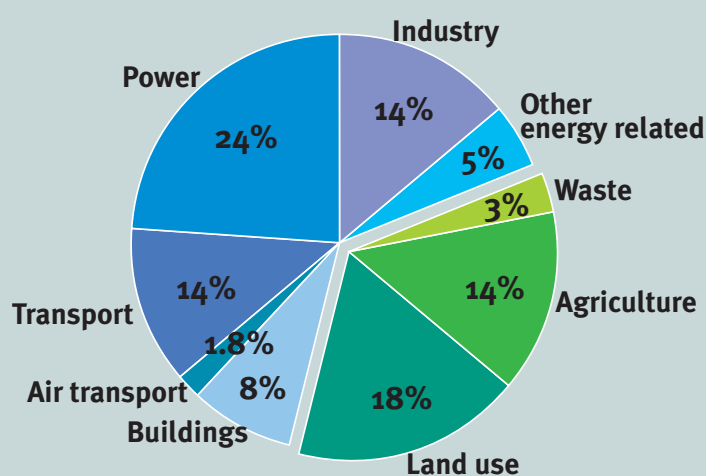
(Source: CAA)

How green is aviation?

All forms of transport combined account for **14%** of global greenhouse gas (GHG) emissions.

Domestic and international air transport account for **14%** of transport-related global greenhouse gas (GHG) emissions.

- Water transport is responsible for **1.5%** of global greenhouse gas (GHG) emissions.
- Air transport is responsible for **2%** of global greenhouse gas (GHG) emissions.
- Road transport is responsible for **11%** of global greenhouse gas (GHG) emissions.
- Business and General Aviation uses less than **1%** of the fuel of the airlines and accounts for only **0.016%** of all CO₂ emissions. (Source: BBGA)



For further environmental data, see www.enviro.aero

(Source: the Stern Review Report)

Statistic of the month

19,953 – the number of General Aviation aircraft (weighing up to 5,700kg) on the UK CAA register
1,378 – the number of aircraft weighing more than 5,700kg on the UK CAA register

EUROPEAN GENERAL AVIATION

90,000 pilots engaged in private powered flying
40,000 microlight pilots
90,000 glider pilots
115,000 hang glider and paraglider pilots
5,300 balloon and airship pilots
20,000 General Aviation aircraft
22,000 gliders

(Source: European Community paper on General Aviation)

Living the Dream

by James Carrie

James Carrie turned a dream into reality last year when he completed a CPL/IR and Flight Instructor rating and gained his first employment as an instructor. He now works with Abbas Air at Compton Abbas Airfield in Dorset, where he teaches students on the PPL syllabus.

At 47, I gave up my career and took flying lessons to turn my PPL, with 200 hours experience, into a CPL/IR and Instructor Rating. I wanted to be a flight instructor and this dream became a reality in March 2008 when I landed a full time job at a local airfield. Several people commented to me during the summer that I was “living the dream” for them. One person commented they couldn’t follow their dream because “they had responsibilities.” So what is it like, living the dream and can the responsibilities be met?

First, I would say that the CPL course and the ground school can be completed in a year or two whilst working, provided the hours are not excessive. However, the IR is so demanding in cost and emotional and intellectual energy, I would not recommend it to anyone, other than a full time student. The owner of the school where I trained said that only one student had ever described the IR as anything other than the most demanding thing they had ever done. This student placed the IR as second to helping his wife give birth to their first child in a hospital car park! The IR then, is not for the faint hearted, but there is no reason why the aspiring PPL instructor should go to the expense and effort of getting one.

The Flight Instructor Course is great fun!

The Flight Instructor Course (FIC) is great fun. It is an opportunity to fly all the lessons in the PPL syllabus with an experienced instructor and to learn what to do and to say in the cock-

pit – or perhaps more importantly what not to do and to say. You should never say, for example, “push the sick forward,” because one day somebody will!

So £30,000 and six months of flying training after leaving work I was ready to teach.

The nature of the Flight Instructor’s job is very much determined by the school or club where they work. I was given all the support I needed and I wasn’t pushed to do anything I didn’t feel ready for. My advice to new instructors would be:

Never take a risk (even if the CFI is flying, the new instructor must remain within their personal limits).

Be flexible – some students don’t want a briefing, they just want to fly. Others will need encouragement to put the checklist away and get going.

I keep a few probing questions in the back of my mind, to check the understanding of the club members who claimed to have read the Flying Orders Book.

Never sign anything until you are satisfied it is right to do so. I kept an eye open for the club member who flies regularly, has a valid class rating but has forgotten to renew their licence after five years, which is out of date.

As well as flying skills, the instructor needs to be skilled at managing people’s expectations. I was surprised that some students did little preparatory reading. Referencing the textbooks and asking questions about the reading helped one or two students become more focused. If I showed that the ground school mattered to me, it began to matter to them.

About 30% of my work was the one-off gift

experience. These clients are not seen again. They range from the very timid, to the unrealistically ambitious. The only person who was sick asked some excellent questions, including one on adverse aileron yaw. Great question, but he had also prepared himself to fail by lunching on crisps and fizzy orange juice. He expected to be sick! I wish he had told me that at the start of the lesson.

Most of the students have a wonderful outing. I delivered many birthday presents; one of the most moving was to take granddad on his eightieth birthday, as the family had obviously saved hard to buy the gift for him.

“If there is any doubt; there is no doubt – don’t go.”

A couple who hadn’t flown much before expressed an interest in starting with a four-hour long flight and a landing in France. This rang alarm bells in my head. They might not like the experience. The law also expects that flying instructors give lessons. Might this trip constitute air transport, which would require the business to hold an Air Operators Certificate? I recalled that excellent maxim for pilots - “If there is any doubt; there is no doubt – don’t go.”

As a flight instructor, I worked 55 hours a week, for six months and I earned a little over £8000. I might just about have recovered my travel and the cost of my FI course, but I certainly didn’t make a fortune. On the other

hand, my job satisfaction was enormous. There were many unforgettable moments, one of the best was teaching a student to land. “Did I do that?” she asked, visibly swelling with pride and eyes wide with excitement. “Well it wasn’t me, so I guess it must have been you,” I replied. I can’t think of any better reason to go to work, than for the magic moments when a student triumphs.

It is a shame that for many flight instructors the motivation is to build up enough flying hours to be attractive to an airline, as a first officer. Instruction is a real vocation. However, it is not surprising that few instructors stay in instruction for very long, given the economic realities.

One thing that an instructor might have is time to do something else. If a club owner is sympathetic and releases the instructor on days when the weather is poor, then the instructor who can readily turn their hand to another form of employment is at an advantage.

Everyone’s financial situation and aspirations are different. There may be times when the new instructor’s ability and enthusiasm are in conflict with money and the industry’s old-boy network. I have done a small amount of computing work and some voluntary counselling that are helping me to eventual financial stability.

The thought of working with depressed clients brings me back to the opinions of my students that prompted this article. Am I living my dream? I believe so. What stops you from living your dream? The flight instructor does not earn a great living, but certainly enjoys a great life!

Bristow buys Severn Aviation

Bristow Helicopters has purchased Gloucestershire airport based Severn Aviation, a multi-engine instrument flight training provider established by Peter Saunders in 2006. The flight school will now become part of the Bristow Academy.

Commenting on the acquisition, Richard Burman, Managing Director for Bristow Helicopters said: "This acquisition will enhance Bristow's ability to maintain the supply of qualified pilots into the North Sea and our other operations around the world. The Bristow Academy's Gloucester campus will become the newest addition to Bristow's Global Safety, Training, and Standards Division and will continue to set the standard for European Instrument training qualifications."

Peter Saunders, founder of Severn Aviation, said: "In a very short time Severn Aviation established a reputation as an independent



centre of excellence for helicopter training and we were surprised and flattered when approached by Bristow Helicopters. In making this sale I feel confident that the ethos of the business will be maintained and that the services will be continued and enhanced within the Bristow Academy."

According to Bristow, all ground and instructing staff are to be retained under the new ownership. The school will operate AS355 Twin Squirrels with simulator training being conducted on their Elite Evolution S723 FNPT II devices.

FlexiCrew – new, global pilot supply solution from CTC

CTC Aviation has launched a new initiative named FlexiCrew to provide flexible resourcing solutions for both the airline industry and qualified pilots, including experienced instructors and examiners. CTC says FlexiCrew will provide high quality pilots to airlines around the world on a seasonal or termed contract basis.



"We have always strived to work with our client airlines to find workable training and recruitment solutions. The economic market is such today that everyone needs to review the way they work. Airlines have seasonal peaks and troughs and CTC FlexiCrew provides our clients with the ability to select from a supply of quality pilots, instructors and examiners to supplement their crew at times when they are most needed," said Captain Chris Clarke, Chairman of CTC Aviation Group plc at the launch of CTC FlexiCrew last month.

The scheme aims to place handpicked pilots/instructors/examiners with airlines who are offering limited-term or seasonal contracts.

"CTC has been providing new and experienced pilots and instructors to its client airlines since the early 1990's. Airlines can be assured that any FlexiCrew pilots being put forward for positions within their operation will have been handpicked by CTC to ensure a seamless transition into their crew complement team. Pilots wishing to register with CTC FlexiCrew will need to be prepared to attend a selection interview

and simulator assessment to ensure that they have all the right qualities and skills.

CTC prides itself on supplying only the best quality pilots today and FlexiCrew pilots will be no exception to this rule." Commented Captain Clarke.

"Discussions with several of our client airlines who have expressed an interest in outsourcing their crewing needs have been taking place over recent months and we hope to be in a position to announce our first FlexiCrew

opportunities very soon. In the meantime, we are encouraging quality pilots from around the globe to register with us if a more flexible working pattern is what they seek. Our pilots are our finest ambassadors and we will strive to ensure that those who register with us are provided with the best opportunities available."

CTC say that they set high standards and accordingly pilots who wish to apply for a position through CTC FlexiCrew should be prepared to demonstrate that they have all the right qualities and skills. Applicants for an advertised position must therefore be prepared to undergo a selection interview and simulator assessment prior to airline placement. In return, CTC say that they will commit to working actively on the pilot's behalf to find a position commensurate with their experience and qualifications.

For those pilots considering funding their own type rating to improve their career opportunities, CTC says they can offer FlexiCrew applicants special prices for type rating training on both B737 classic and NG and Airbus A319/320/321 types. www.ctcaviation.com/flexicrew

Abbas Air gets its first diesel warrior



Abbas Air's new diesel powered PA28 Warrior

Abbas Air training school, based at Compton Abbas Airfield in Dorset, UK, has added the first diesel aircraft to its fleet.

Clive Hughes, owner and operator of Abbas Air, told Flight Training News that the aircraft, fitted with the new 2 litre Thielert Centurion engine, has recently been completely renovated with new paint and new upholstery and a new avionics suite, including Garmin GNS 430 and autopilot, making it a well-equipped and inexpensive touring aircraft.

Clive says that the school has always tried to be competitive in its pricing and he aims to continue this theme with the diesel Warrior going

out at a very competitive £92 plus VAT per hour solo. It is not necessary to buy block hours, he says, and there is no up front payment and landings at the airfield are included in the price.

One other bit of good news is that Abbas Air have reduced all of their aircraft dual and solo rates by 15% recently. Clive told Flight Training News that they have taken this decision in order to try and keep both students and qualified pilots current at a time when some may be finding that cash is in short supply. www.abbasair.com

Grandson realises grandfather's dream

At a recent graduation ceremony at Cabair College of Air Training, Cranfield, UK, a 76-year old grandfather and survivor of the Blitz, looked on with pride as his grandson Christopher Day, alongside 29 other students, graduated from his commercial flight training course with Cabair.

Grandfather, Dennis Staines, was born in 1933 and lived in the East End of London during the Blitz, spending a lot of his time cramped in an air raid shelter at the end of his garden, with his family. His father ran a grocery store and was able to keep the store open all through the war, determined to keep serving the community.

Dennis always had a keen interest in aircraft. He joined the RAF and worked in the Ground Navigation Aids section. During the last 30 years leading up to his retirement, he worked at Luton Airport working on the radar ILS systems. It was during this time that he took his grandson Chris



Chris and his grandfather Dennis Staines

to the airport on many occasions and they spent many hours together watching aircraft. Whenever Chris would stay they would often put on their favourite film – Reach for the Sky.

Understandably therefore, Dennis was delighted when his grandson realised his lifetime ambition of graduating as a commercial pilot.

ftnreview

As I sit here writing this, it is foggy outside and a tall bird, atop a tall tree, could probably poke at the freezing level with a long stick. So... probably time to think about a new VFR flight guide then.

In the UK, we have a choice of five different VFR guides, but of these, far and away the most popular are AFE's UK VFR Flight Guide and the venerable Pooley's Guide. Indeed, so venerable is the Pooley's name that it has become almost the generic name for this sort of guide, rather as "Hoover" became the term for vacuum cleaners. They both have their advocates, they both cost about the same and they both come out at the same time of year. Which to choose? Well, that probably depends.



The UK VFR Flight Guide 2009

Starting with AFE's UK VFR Flight Guide, its reputation has been built on its clear, uncluttered layout and the fact that it has the most airfields of any UK guide. Something over 500 nowadays, where the Pooley's guide numbers nearer 400. Easy access to regular updates free of charge via the AFE website is also a popular feature. Page size is a little larger than A5, noticeable taller than the Pooley's, and the airfield diagrams are rather larger which does make some of the more complex airfields a little easier to read. Mind you, the reason the UK VFR Guide has so many airfields is that it also contains the majority of small farm strips, something not covered quite so comprehensively by Pooley's, and many of these don't really benefit from a larger airfield diagram. As far as farm strips go, the editorial team at AFE claim that the only strips not featured in the UK VFR Flight Guide are omitted at the request of the owners and operators, most likely because casual visitors are not encouraged due to planning or neighbour considerations. I'm in no position to confirm or challenge this claim, but it strikes me as a pretty responsible editorial policy. Talking about private strips, the preamble section now includes a reproduction of the CAA Safety

Sense Leaflet 12, "Strip Sense" which gives loads of valuable, potentially lifesaving advice for anybody wanting to make use of the multitude of farm strips covered here.

New features for this year's edition, apart from the "Strip Sense" section, include a bright red "non-standard join" warning for any airfield with, er, non-standard joining procedures. Warnings boxes are now highlighted in red, and more airfields have circuit and noise-sensitive areas diagrams. They've changed the paper, too, which sorts out that little, ahem, problem with last year's edition being a touch too fat for comfort. Wish they could do the same for me...

UK VFR Flight Guide 2009, 678pp, published by Camber Publishing, distributed by AFE.
Spiral-bound edition
 ISBN 978 1 906559 038 **£22.95**
Softbound edition
 ISBN 978 1 906559 052 **£22.95**
Loose-leaf edition
 ISBN 978 1 906559 045 **£26.95**
binders from £10.00 (if purchased with Guide)

Available from flying schools, pilot shops or direct from the publishers online at www.afeonline.com

Pooley's Flight Guide 2009



Pooley's has been around rather longer than the AFE Guide, this year's is the 47th edition! Depending on your point of view, this is both a strength and a weakness. The format hasn't changed much since I used to buy the old hardback edition, twenty-odd years ago. That's largely because that's exactly what the traditional Pooley's customer likes and anybody returning to flying after a long gap would feel instantly at home, but those who have moved over to the AFE Guide might differ. That said, Pooley's is no stranger to innovation, they introduced colour diagrams before AFE after all. What you get with your Pooley's is familiar and friendly format and, it has to be said, a bigger point size for the font. When you're my age, that starts to be a consideration. Pooley's have also tended to include lots of pre-flight and operational information, such as exhaustive details of the London helicopter routes, for example, indeed the Pooley's guide incorporates quite a useful number of helicopter sites, something the AFE guide ignores, so if you're a rotary pilot this will probably dictate your choice. This all makes the guide significantly fat-

ter than the AFE guide, and it uses a much larger-diameter spiral binding to incorporate all those extra pages. This itself is a significant improvement over the rather awkward double-spiral binding used until recently, so well-done chaps!

This year's edition is, once again, available in three formats though sadly, the lovely old hardback versions of my youth are long since consigned to the dustbin of economic reality. Mind you, the spiral-bound format is far more practical, and much easier to use in-flight than the old hardback format so that's progress, isn't it?

Pooley's Flight Guide, United Kingdom 2009, 748pp, published & distributed by Pooleys Flight Equipment
Spiral-bound edition
 ISBN 978 1 84336 160 2 **£25.50**
Softbound edition
 ISBN 978 1 84336 161 9 **£25.50**
Loose-leaf edition
 ISBN 978 1 84336 159 6 **£35.50**
binders from £7.00 (if purchased with Guide)

Available from flying schools, pilot shops or direct from the publishers online at www.pooleys.com

A Glider Pilot Bold – Wally Kahn



While we're on the subject of fair-weather flying, gliding* is not something the typical Flight Training News reader tends to be involved in – it isn't a recognised route to an ATPL after all. In so many ways that's a great pity;

gliding develops handling and awareness skills, not to mention strategic and tactical thinking, which might easily be of value in any professional pilot's armoury. For example, the very skills which the recent ditching in the Hudson River might well have called upon. There are also some interesting licensing and privilege anomalies enjoyed by the gliding fraternity. Gliders have much more freedom (for example, crossing airways non-radio), than power pilots. This has largely come about because gliding is regulated by the British Gliding Association, not the CAA, and the BGA has always had strong support from the armed forces, drawing many of its officers from the influential upper reaches of the RAF. Indeed, the gliding movement in the UK can be said to have grown out of support for the sport from the earliest days of the RAF. Gliding is a serious business. Fair-weather flying, it most certainly ain't.

All this is abundantly clear in "A Glider Pilot Bold" by Wally Kahn, a collection of anecdotes dating from, almost literally, the dawn of gliding in the early 20th century. Many of the tales are told first-hand, others are related from an obvious personal knowledge of the subjects and rarely does one get the impression the tale is merely being passed-along. Wally Kahn is obviously deeply immersed in the gliding world, and it is a world evidently populated by some wonderfully colourful characters. The stories range from the mildly-amusing, through the "I wish I'd been there" to "I'm glad that wasn't me" and paint a picture of an aviation subculture unfamiliar to those of us who rely on engines to keep us aloft. The first edition of "A Glider Pilot Bold" sold largely within the gliding world, this updated second edition, now published by AFE, deserves a far wider readership. It's one of those charming books best dipped into from time to time. If it simply amuses the reader and passes a few pleasant hours, it has earned its cover price many times over. If it encourages a few readers to try their hand at gliding, or simply fosters a little closer understanding of gliding for the uninitiated, then it will have exceeded its aims handsomely.

*By this point, I expect all self-respecting glider pilots to be foaming slightly and reaching for the green ink.

A Glider Pilot Bold, by Wally Kahn, published by AFE.
Paperback, 198pp with illustrations.
 ISBN 978 1 906559 069 **£12.95**

Available from gliding clubs, flying schools, pilot shops or direct from the publishers online at www.afeonline.com

ment/location subject to agreement. The bursaries are to enable licensed pilots to convert onto the de Havilland Tiger Moth, with the aim of providing a new and continuing stream of experience for the operation of vintage aeroplanes.

Applicant Criteria for a Flying Bursary 2009:

- A current UK licence holder (any class) for a powered aircraft
- A minimum of 75 hours pilot in command

Selection Process:

A maximum of eight candidates will be selected, a process which will involve an interview, each to receive a 40 minute trial flight with CFG. As a result of this assessment, expected to be in May, bursary awards will be made to a maximum of two successful candidates. It is a condition of the award that prior to commencement of their flying bursary winners become individual members of the de Havilland Moth Club.

For further information, and to download an application form, visit www.dhmothclub.co.uk

CLOSING DATE – 28 FEBRUARY 2009

de Havilland Educational Trust Engineering Bursary 2009

Each year de Havilland Educational Trust awards Engineering Bursaries to individuals who are licensed or unlicensed aircraft engineers with an interest in the restoration and maintenance of vintage aircraft and who are aiming to further their professional experience and qualifications.

Following assessment of written applications, a number of candidates will be called for interview when they will have the opportunity of explaining to the Panel how they would use the funds in the furtherance of their vintage aircraft interests.

For further information, and to download an application form, visit www.dhmothclub.co.uk

CLOSING DATE – 28 FEBRUARY 2009

Royal Aero Club Trust



The Royal Aero Club Trust, as part of its Flying for Youth program administers a Bursary Scheme for young people. Every year it awards a number of bursaries, each of up to £500, to suitable candidates.

The scheme is divided into two categories of Bursaries:

- Flying Bursaries/Grants for those wishing to advance from one recognised level of air sport to the next higher level and wish to upgrade their existing qualifications;
- FlightSim Bursaries/Grants for Computer Flight Simulation enthusiasts wishing to gain practical experience of flying or an air sport.

The scheme and the bursaries comprise all types of air sports and aviation-related activities including: paragliding, gliding, hang-gliding, parachuting, microlight aircraft, helicopter, fixed wing aircraft and the designing, building and flying model aeroplanes.

Applicants for these grants must hold British Citizenship and be permanently resident in UK and aged 16-21 years.

For more information, and to download an application form, visit www.royalaeroclubtrust.org

CLOSING DATE – 31 MARCH 2009

Royal Aeronautical Society Centennial Scholarship Fund



The Royal Aeronautical Society's tribute to the whole achievement of the first century of powered flight was to create in 2003 a Centennial Scholarship Fund with the ability to give financial assistance to those who have the ability and determination to make a significant contribution to the 2nd century of powered flight but lack the means to do so. In

particular, the fund aims to help individuals struggling to complete aerospace-related studies and groups or organisations aiming to promote aerospace and engineering study and careers to young people.

RAeS says that thanks to the generous support of the sponsors of the Fund, representing all areas of membership of the RAeS – from Corporate Partners large and small, to individual members – the Fund has gone from strength to strength and has been able to provide support to a number of outstanding

students and team initiatives and will continue to do so in 2008.

Awards made so far include support towards:

- Final year BEng and MEng students
- Postgraduate tuition fees to enable young people to undertake Master's programmes such as Air Transport Management and Aerospace Vehicle Design
- Completion of aerospace-related post-doctorate research projects
- National programmes to encourage young people's interest in the aviation industry and aerospace engineering.

Since the awards began in 2003, over 100 awards have been made with a value of more than £300,000.00

Closing dates for 2009:

Series 1, 2008 - 28 March 2009

Series 2, 2008 - 2 September 2009

For further information visit www.raes.org.uk

RAF Association Flying Scholarship



Each year Air Cadets from across the country play a vital role in helping to collect for the annual Wings Appeal, organised by The RAF Association (RAFA).

And as a form of 'thank you' applications are invited from Air Cadet Squadrons from across the UK to nominate outstanding cadets for flying scholarships, to enable them to achieve the necessary flying hours to qualify for solo flying.

Members of the Air Training Corps are awarded the scholarships by the RAFA each year, with the person in first place receiving 35 hours flying time and the others 12 hours each.

The scholarships, which are open to male and female members of the ATC, are funded by money raised through the RAFA annual Battle of Britain Wings Grand Draw. Applicants must be at least 17 years of age and under 20 on the 1st January of the year of application, must be British Citizens and have served at least 12 months with the ACO or GVCAC.

The scholarships application date for 2009 closed on 31 January. Applications for the 2010 will open towards the end of the year.

For more information visit www.rafa.org.uk/scholarships.asp

Royal Navy Gliding Scholarships



Royal Navy Gliding Awards are available each year for young persons between the ages of 16 and 23 who are physically fit for flying duties and who have achieved an appropriate educational standard.

The Awards cover the full cost of a gliding course (about 8 days), food and accommodation in the Officers' Mess at the appropriate Naval Air Station, or Naval Establishment, and all travel costs.

The courses are provided by the Royal Naval Gliding Clubs at Lee-on-Solent, Yeovilton and Culdrose. They are intensive and many students may expect to achieve solo flight before the end of the course.

The aim of the Award Scheme is twofold:

- To foster interest in Naval Aviation and to provide practical flying experience for those wishing to become involved in aviation, particularly as pilots or observers in the Royal Navy.
- To provide the participants with an exciting challenge and an activity designed to encourage a sense of responsibility, the motivation to provide leadership qualities, and an opportunity to broaden horizons.

The scheme is sponsored and administered by the Directorate of Naval Recruiting (DNR) and the Fleet Air Arm Officers Association (FAAOA). Funding is provided through the Royal Naval Flying and Gliding Awards Scheme and by the FAAOA Aviation Scholarship Trust.

Support is provided by members of the Fleet Air Arm Squadron giving the students the opportunity of flying in powered light aircraft and carrying out navigational and tactical reconnaissance exercises.

The awards are open to students in full time education at schools, universities and colleges and to members of Combined Cadet Forces (RN and Army Sections), Sea Cadet Corps and certain Nautical Colleges and Schools. Candidates must be between 16 and 23 years of age at the time of selection and be interested in becoming a naval pilot or observer.

The award of a scholarship does not mean that the award-holders will automatically be accepted for flying duties in the Service, nor is the recipient under any obligation to join the Royal Navy. However, participation in the scheme could lead to a worthwhile and rewarding career in aviation or in the aerospace and defence industries.

For further information visit www.faasquadron.org.uk/glidingawards.html

Or write to:

The Administrator
FAAOA Aviation Scholarship Trust
4 St James Square
London
SW1Y 4JU

University Air Squadron



Open to anyone at a British university that is affiliated to a University Air Squadron scheme, individuals receive a high standard of free flying instruction from serving RAF members. While intended to provide an introduction to what life will be like in the RAF, membership of the UAS does not imply commitment towards a career in the RAF.

There are 14 University Air Squadrons around the country, offering undergraduates flying training and a chance to experience RAF life. They are: Bristol, Cambridge, East Midlands, East of Scotland, Glasgow & Strathclyde, Liverpool, Manchester & Salford, Northumbrian, Oxford, Southampton, University of Birmingham, University of London, Wales, Yorkshire.

Visit www.universityairsquadrons.com for further information.



**FLYING SCHOLARSHIPS
SPONSORSHIPS & BURSARIES**

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Where to Apply GUIDE

Your Pull-Out Where to Apply Guide

ISSUE 246 February 2009



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How to use this Scholarships, Sponsorships & Bursaries Where to Apply Guide

The Flight Training News Scholarships, Sponsorships & Bursaries Where to Apply Guide is intended as a guide to flying scholarships, sponsorships and bursaries on offer for pilots wishing to experience their first flight, train for an initial licence or rating, or add additional ratings to their licences.

The information given within has been taken from a wide range of official and non-official sources, including data supplied by the organisations themselves. While this guide is intended to be as comprehensive as possible, other forms of sponsorship do frequently come up for offer and so our regular Scholarships & Sponsorships column may contain in future editions, offers not included in this guide. This applies most especially to airline sponsorship schemes, which often appear at short notice as an airline releases funds for new recruitment drives.

All users of this guide should be aware that nothing contained in this

Where to Apply Guide forms a binding offer or commitment to offer any course or facility at a particular sponsored price, or at all. Scholarships, sponsorships and bursaries can, and do, vary; schemes can be withdrawn or added. Whilst we have taken care in publishing this information, we do so in good faith and we are not responsible for any loss suffered in relation to this data. Please refer directly to the organisation concerned for current information. The listing of an organisation does not comply any endorsement by Flight Training News or any related company.

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| | AIRCRAFT TYPE | | | | FLYING TRAINING TYPE | | | | | | | | | | | | | OTHER | | |
|---|---------------|--------|--------|---------|----------------------|-----|----|-----|----------------|------|------|----------|---------------|---------------|-----|------------|----------|-----------------------|------------|------------|
| | FIXED WING | ROTARY | GLIDER | BALLOON | ATPL | CPL | IR | PPL | GLIDER LICENCE | NPPL | F(R) | F(MULTI) | F(INSTRUMENT) | F(AEROBATICS) | JOC | AEROBATICS | PRE-SOLO | ENGINEERING/ OTHER | WOMEN ONLY | ACTIVE NOW |
| Air Cadets | • | | • | | | | | | • | | | | | | | • | • | | | • |
| Air League Prince Philip Flying Scholarship | • | | | | | | | | | • | | | | | | | | | | |
| Air League Flying Scholarships | • | | | | | | | | | • | | | | | | | • | | | |
| Air League Flying Bursaries | • | • | • | | • | • | | • | | • | • | • | | | | • | | | | |
| Air League Gliding Scholarships | | | • | | | | | | • | | | | | | | • | • | | | |
| Air League Balloon PPL Scholarship | | | | • | | | | • | | | | | | | | | | | | |
| Air League Engineering Scholarships | | | | | | | | | | | | | | | | | | • | | |
| Atlantic Airlines Cadet Pilot Sponsorship Scheme | • | | | | • | | | | | | | | | | | | | | | • |
| British Aerobatics Foundation Annual Bursary Scheme | • | | | | | | | | | | | | | | | • | | | | • |
| BWPA Amy Johnson Memorial Trust Scholarship | • | • | | | • | • | | | | | • | • | • | • | | | | | • | |
| BWPA PPL Training Bursary | • | • | | | | | | • | | | | | | | | | | | • | • |
| Caroline Trust | | | • | | | | | | • | | | | | | | | • | | | • |
| Dennis Kenyon Junior Helicopter Flying Scholarship | | • | | | | | | • | | | | | | | | | | | | • |
| Flying Scholarships for the Disabled | • | | | | | | | • | | • | | | | | | | • | | | • |
| GAPAN JN Somers ATPL Scholarship 2009 | • | | | | • | | | | | | | | | | | | | | | |
| GAPAN PPL Scholarships | • | | | | | | | • | | | | | | | | | | | | • |
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| GAPAN Flight Instructor (Restricted) (Rotary) Rating Scholarship | | • | | | | | | | | | • | | | | | | | | | • |
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| GAPAN Flight Instructor Bursary Programme – Aerobatics Instructor (up to £1,250) | • | | | | | | | | | | | | | • | | | | | | • |
| GAPAN Flight Instructor Bursary Programme – Multi-Engine Instructor (up to £3,000) | • | | | | | | | | | | | • | | | | | | | | • |
| Glen Stewart Flying Scholarship Trust | • | | | | | | | • | | | | | | | | | | | | • |
| Highland Airways Cadet Pilot Sponsorship | • | | | | • | | | | | | | | | | | | | | | |
| de Havilland Educational Trust | • | | | | | | | • | | • | | | | | | • | | • | | • |
| Royal Aero Club Trust | • | • | • | | | | | • | • | • | | | | | | • | • | | | • |
| Royal Aeronautical Society Centennial Scholarship Fund | | | | | | | | | | | | | | | | | | • | | • |
| RAF Association Flying Scholarship | • | | | | | | | | | | | | | | | | • | | | • |
| Royal Navy Gliding Scholarships | | | • | | | | | | | | | | | | | | • | | | • |
| University Air Squadron | • | | • | | | | | | | | | | | | | • | • | | | • |



Pilot Aptitude Testing....

...by the prestigious Guild of Air Pilots & Air Navigators, using the RAF's own test facility, at the Officers and Aircrew Selection Centre, Cranwell, Lincolnshire. How to ensure, inexpensively, that you would be suited to a career as a commercial pilot, before you commit to an inevitably costly training course.

Following the tests which take less than two hours, your results will be evaluated by a senior airline captain or RAF officer and the implications discussed at a one to one debriefing. Comprehensive independent advice will be offered. The charge of £175 covers costs incurred by the Guild which is non profit making.

For further information contact:

The Clerk, GAPAN, 9 Warwick Court, London, WC1R 5DJ. Tel: 020 7404 4032

e-mail: gapan@gapan.org Also see the website: www.gapan.org

and/or experience in science, mathematics or other aviation related subjects

- Must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate rating and any relevant CAA pre course entry requirements

Candidates will be notified of results during May 2009. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be completed by end September 2009. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at www.gapan.org

The awards are made by a Selection Committee appointed by The Guild. Candidates who are short listed for the FI Bursaries may be required to attend at their own expense for an interview.

Pre-entry requirements:

- Be an unrestricted Instructor
- Preferably working as a full-time Instructor
- Must have completed more than 200 instructional hours

CLOSING DATE – 9 APRIL 2009

GAPAN Flight Instructor Bursary Programme – Aerobatics Instructor (up to £1,250)

The aim of the Bursary Programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Rating. The Bursary covers only direct training and examination costs. The costs of obtaining the required Medical Certificate, and any associated travel, subsistence, and accommodation expenses are the responsibility of the Bursary winner.

The criteria for successful applications includes:

- The ability to demonstrate a serious ambition to pursue a career as a Flying Instructor
- Availability to undertake and complete the training award within the prescribed (agreed) time
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate rating and any relevant CAA pre course entry requirements

Candidates will be notified of results during May 2009. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be completed by end September 2009. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at www.gapan.org

The awards are made by a Selection Committee appointed by The Guild. Candidates who are short listed for the FI Bursaries may be required to attend at their own expense for an interview.

Pre-entry requirements:

- Be an unrestricted Instructor
- Preferably working as a full-time Instructor
- Must have completed more than 200 instructional hours
- Must have evidence of sufficient aerobatic experience i.e. at least AOPA Aerobatics Certificate, entered BAeA competition etc

CLOSING DATE - 9 APRIL 2009

GAPAN Flight Instructor Bursary Programme – Multi-Engine Instructor (up to £3,000)

The aim of the Bursary Programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Rating. The Bursary covers only direct training and examination costs. The costs of obtaining the required Medical Certificate, and any associated travel, subsistence, and accommodation expenses are the responsibility of the Bursary winner.

The criteria for successful applications includes:

- The ability to demonstrate a serious ambition to pursue a career as a Flying Instructor

- Availability to undertake and complete the training award within the prescribed (agreed) time
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate rating and any relevant CAA pre course entry requirements

Candidates will be notified of results during May 2009. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be completed by end September 2009. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at www.gapan.org

The awards are made by a Selection Committee appointed by The Guild. Candidates who are short listed for the FI Bursaries may be required to attend at their own expense for an interview.

Pre-entry requirements:

- Be an unrestricted Instructor
- Preferably working as a full-time Instructor
- Pre-entry requirements set out in LASORS must have been met
- Should have completed a minimum of 500 instructional hours, and have at least 50 hours MEP P1 time with a current MEP class rating
- Must hold a valid IMC or Instrument Rating

CLOSING DATE – 9 APRIL 2009

Glen Stewart Flying Scholarship Trust



The Glen Stewart Flying Scholarship was established in 2005 to enable young pilots from the age of 15 to train towards the grant of a Private Pilot's Licence, as well as additional funding for those already undertaking PPL training. The Glen Stewart Flying Scholarships Trust has a particular interest in helping those people for whom the financial burden might otherwise hinder their ambitions.

The criteria for successful applications include:

- The ability to demonstrate a serious ambition and ability to learn to fly
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant JAA Class 2 medical standard to enable grant of the appropriate license and any relevant JAA pre course entry requirements

Application forms are available from the website www.flyingscholarships.co.uk or by written request enclosing an A4 size stamped and self-addressed envelope to:

Mr N Thornhill,
The Glen Stewart Flying Scholarships
7 Stockwell Rd, Knaresborough
North Yorkshire HG5 0JG

All applicants will receive a free polo shirt, bi-monthly newsletter and careers advice if required.

The scholarship was established in memory of the late Glen Stewart, founder and operator of SoloFlight Pilot Training Centre at Humberside Airport from 1978.

Highland Airways Cadet Pilot Sponsorship



ON HOLD

Highland Airways launched its Cadet Pilot Scheme in September 2005 and with few other cadet sponsorship in existence then (which unfortunately remains the same today) they were, unsurprisingly, overwhelmed by applications. While applications are closed at present, HA say they

envisage opening their doors again in the near future with the announcement appearing on their website www.highlandairways.co.uk FTN will also be announcing the scheme's re-opening in future issues.

Since the scheme was launched HA have taken on 4 new cadet pilots from around the country and provided them with a fully funded course of commercial flight training before employing them on the line.

The scheme aims, initially, to take an individual with a Private Pilot's Licence through to Commercial Pilot's Licence (CPL) with Instrument Rating (IR), which will lead ultimately to a full Air Transport Pilot's Licence (ATPL). This will permit them to progress to flying as Commander on public transport flights around the world, starting with Stornoway.

During their training the pilot also gains experience in each department of Highland Airways along side their pilot studies so that not only will they be a fully qualified pilot but also will be able to branch out into business management in later years.

Candidates wishing to be considered for the scheme should meet the following requirements:

- Hold a valid PPL (A)
- Hold a valid Class One JAR Medical
- Be aged between 18 and 25 years of age*
- Hold a valid UK Driving License
- Be in possession of the right to live and work within the EU

**Although an upper age limit of 25 has been set, Highland Airways say that they will also consider applications from candidates over 25 with the required qualifications and abilities.*

Those who are successful in obtaining a place on the scheme are likely to be required to train at both Inverness and Coventry. They will undertake a tightly controlled training course, which takes the form of two phases. The first phase will involve the individual working towards their CPL/IR (Frozen ATPL), with periods of ground school, self study and flying training elements as appropriate. Also, a period of time within the Operations department along with many operational duties will also be performed during the first phase of their sponsorship. It is presumed that the First Phase will take approximately 18-24 months to complete. The second phase sees the pilot fulfil their commitment to become an employee of Highland Airways as a Public Transport Pilot for a minimum period of five years.

The cost of the training is met by Highland Airways, who will invest £75,000 in each cadet by the end of their course. During the First Phase they supply accommodation and pay the cadet living costs of £300 per month. Once cadets move into the Second Phase of their sponsorship, they become an employee at which point their salary will increase to 90% of the level of the relevant position to which they are appointed.

The de Havilland Educational Trust



The de Havilland Educational Trust is an initiative to encourage pilots and engineers to become more familiar with the operation and maintenance of vintage aeroplanes. The formation of the de Havilland Educational Trust was announced by Air Marshal Barry Thornton, CinC Personnel and Training Command, Royal Air Force and Air Member for Personnel, in October 2006, to celebrate the first flight exactly 75 years previously of the one of the world's most famous training aeroplanes, the de Havilland DH82 Tiger Moth.

The aims of the de Havilland Educational Trust are:

- To encourage and promote the continued operation of historic aeroplanes by:
 - facilitating flying training through the award of bursaries; and
 - facilitating training of aircraft engineers through the award of bursaries
- To enable people of all backgrounds and ages to experience flights in historic de Havilland aeroplanes.

Fiona McKay Flying Bursary 2009

Each year the Trust awards a maximum of two bursaries to fund ten hours flying on de Havilland Tiger Moth aircraft at the Cambridge Flying Group (CFG) or at an alternative establish-

awarded at all due to a lack of suitable candidates. This is not to say that potential applicants should be put off in applying, as even being short listed for interview is recognised as a worthy accomplishment and can only bolster a pilot's CV. And even an outside chance of winning a Scholarship worth £60,000 is surely worth following. It is a little disappointing therefore, says GAPAN selection board member Captain Clive Elton, that there has been a falling trend in the number of applicants received each year, with less than 150 applying for the last Scholarship.

When the scholarships become available, applications must be made using GAPAN's application form available to download at www.gapan.org

The minimum entry requirements are as follows:

- Minimum Age of 18 years and maximum 26 years on year of application
- Holder of Class 1 JAA Medical Certificate
- Educational standards of at least 5 GCSE passes in relevant subjects (e.g. English, Maths, Science) and at least 2 A level passes or equivalent level of qualification (as determined by the Qualifications Curriculum Authority www.qca.org.uk)
- Evidence of strong motivation towards a career in aviation – evidence of progression towards a PPL will enhance a candidate's application

Training at a JAA approved training organisation tends to commence in the Spring of the year following application at a training organisation considered to be the most suitable available world-wide, selected by GAPAN.

GAPAN PPL Scholarships

GAPAN has a minimum of six PPL scholarships to award in 2009 thanks to the generosity of several sponsors. These scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45 hours of flying these scholarships can take a candidate with little or no experience to their flying licence during the course of the summer, alternatively they can "finish off" someone who is partially trained already. The scholarships are awarded entirely on merit as evidenced on the completed application form as assessed by a selection committee appointed by the Guild.

The aim of the Scholarships programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Licence. The Scholarship covers only direct training and examination costs. The costs of obtaining the required Medical Certificate and any associated travel, subsistence and accommodation expenses are the responsibility of the Scholarship winner.

The criteria for successful applications includes:

- The ability to demonstrate a serious ambition and ability to pursue an aviation-based career
- The availability to undertake and complete the Scholarship during summer 2009
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant CAA medical standard to enable issue of the appropriate licence and any relevant CAA pre-course entry requirements
- Must be age at least 17 at the commencement of training on 1 July 2009

For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance in due course. The Guild will expect training to be carried out at a flying school approved by The Guild, to be commenced by 1 July 2009 and to be completed by 9 October 2009. Applications must be made using GAPAN's application form available to download at www.gapan.org.

A Selection Committee appointed by The Guild makes the awards. Candidates who are short-listed for the PPL Scholarships are required to attend at their own expense for an interview on either 16 or 17 June at the Guild Office in London (alternative dates cannot be arranged). The interview is preceded by a short test to help ascertain aptitude and ability.

CLOSING DATE - 9 APRIL 2009

GAPAN Flight Instructor (Restricted) (Fixed Wing) Rating Scholarship

In 2009, GAPAN has a minimum of three FI scholarships to award. It is of paramount importance, says GAPAN, that the candidates meet the full terms and conditions of the pre-entry requirements as listed on the application form. And according to the Guild, considerable discussion is currently taking place in

order to extend the amount of FI scholarships available as an investment into professionalism within aviation.

The aim of the Scholarships programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Rating. The Scholarship covers only direct training and examination costs. The costs of obtaining the required Medical Certificate, and any associated travel, subsistence, and accommodation expenses are the responsibility of the Scholarship winner.

The criteria for successful applications include:

- The ability to demonstrate a serious ambition and desire to pursue an aviation based career
- Availability to undertake and complete the training award during summer 2009
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate licence and any relevant CAA pre course entry requirements

For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance in due course. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be commenced by 6 July 2009 and to be completed by 9 October 2009. Applications must be made using GAPAN's application form available to download at www.gapan.org

The awards are made by a Selection Committee appointed by The Guild. Candidates who are short listed for the FI(R) Rating Scholarships are required to attend at their own expense for an interview on 18 June 2009 at the Guild Office in London.

Pre-entry requirements:

- Completed at least 200 hours of flight time of which not less than 100 hours shall be pilot-in-command (PIC) if holding an ATPL(A) or CPL(A), or 150 hours PIC, if holding a PPL(A).
- Have met the knowledge requirements for a CPL(A)
- Completed at least 30 hours on single-engine piston powered aeroplanes of which at least five hours shall have been completed during the six months preceding the pre-entry flight test set out below
- Received at least 10 hours instrument flight instruction of which not more than five hours may be instrument ground time in a flight simulator or FNPT
- Completed at least 20 hours of cross-country flight as PIC
- Passed a specific pre-entry flight test with an FI qualified in accordance with JAR-FCL 1.330(f) for this purpose, based upon the proficiency check as set out in JAR-FCL 1.240(b) within the six months preceding the start of the course. The flight test will assess the suitability of the applicant to undertake the course.

CLOSING DATE - 9 APRIL 2009

GAPAN Flight Instructor (Restricted) (Rotary) Rating Scholarship

The FI(R) Rotary scholarship, sponsored by Weetabix, is once again on offer and is a highly competitive, much sought after award. The scholarship covers all direct training and examination costs for the successful candidate to achieve their Helicopter Instructor Rating.

The aim of the Scholarships programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Rating. The Scholarship covers only direct training and examination costs. The costs of obtaining the required Medical Certificate, and any associated travel, subsistence, and accommodation expenses are the responsibility of the Scholarship winner.

The criteria for successful applications include:

- the ability to demonstrate a serious ambition and desire to pursue an aviation based career
- availability to undertake and complete training award during summer 2009
- educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate licence and any relevant CAA pre course entry requirements

Candidates will be notified of results by end of June 2009. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance in due course. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be

commenced by 6 July 2009 and to be completed by 9 October 2009. Applications must be made using GAPAN's application form available to download at www.gapan.org

The awards are made by a Selection Committee appointed by The Guild. Candidates who are short listed for the FI(R)(H) Rating Scholarships are required to attend at their own expense for an interview on 19 June 2009 at the Guild Office in London.

Pre-entry requirements:

- Completed at least 250 hours of flight time of which not less than 100 hours shall be pilot-in-command (PIC) if holding an ATPL(H) or CPL(H), or 150 hours PIC, if holding a PPL(H).
- Have met the knowledge requirements for a CPL(H) as set out in AMC FCL 1.470(b)
- Completed at least 30 hours on single-engine helicopters of which at least five hours shall have been completed during the six months preceding the pre-entry flight test set out at below
- Received at least 10 hours instrument flight instruction of which not more than five hours may be instrument ground time in a flight simulator or FNPT
- Completed at least 20 hours of cross-country flight as PIC
- Passed a specific pre-entry flight test with an FI qualified in accordance with JAR-FCL 2.330(f) for this purpose, based upon the proficiency check as set out in JAR-FCL 2.240(b) within the six months preceding the start of the course. The flight test will assess the suitability of the applicant to undertake the course.

CLOSING DATE - 9 APRIL 2009

GAPAN & EPST Jet Orientation Course Scholarship

In association with European Pilot Selection & Training (EPST), the Netherlands based developer of pilot selection tools and ab-initio pilot selector, GAPAN is to offer two Jet Orientation Course scholarships. This course is specifically designed to prepare newly qualified professional pilots for employment with an airline. The course is not type specific. According to GAPAN, pilots who have completed the EPST Airline Jet Foundation course (AJFC) have proved to be well regarded by potential employers.

In line with GAPAN's stated objectives which include aiding those people for whom the financial burden of training might otherwise hinder their ambitions, applications are invited from candidates who satisfy the following criteria:

- Evidence of independent Pre-Selection prior to commencement of training
- Must have completed a JAA Commercial Pilot course with licence issued after 1 April 2008 before 1 September 2009
- Average Ground School pass mark of 85% or higher at ATPL level
- Average assessment of 3 (good) or better in Simulator Performance, Progress Test scores, and Team Skills
- Instrument Rating and Commercial Skills Test pass in 2 attempts or better.
- Overall course flying assessment at average 3 (good) or better.

The selection process will commence in September 2009 and will possibly include interviews in London. The selection process will be conducted by GAPAN in line with their policy of fairness and equality of opportunity. Applications must be made using GAPAN's application form available to download at www.gapan.org

CLOSING DATE - 28 AUGUST 2009

GAPAN Flight Instructor Bursary Programme – Instrument Rating Instructor (up to £2,000)

The aim of the Bursary Programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Rating. The Bursary covers only direct training and examination costs. The costs of obtaining the required Medical Certificate, and any associated travel, subsistence, and accommodation expenses are the responsibility of the Bursary winner.

The criteria for successful applications includes:

- The ability to demonstrate a serious ambition to pursue a career as a Flying Instructor
- Availability to undertake and complete the training award within the prescribed (agreed) time
- Educational achievements, demonstrable knowledge

How to apply?

This is the second of our annual Where to Apply guides and it comes at a time when sourcing funding for pilot training has rarely represented such a challenge.

It would appear that gone are the days when students could source unsecured bank loans to the tune of a fully integrated commercial pilot course. Instead, individuals are either having to look at funding the training themselves, or providing considerable collateral as security against high street banks loans.

At the same time the airlines remain reluctant to provide much in the way of sponsored courses (although Flybe will be continuing to run a number of part-sponsored courses this year), so competition for scholarships and bursaries is expected to be particularly high for 2009.

The most generous of the UK aviation scholarships continues to be the JN Somers ATPL scholarship, which is the only UK scholarship that funds a fully integrated professional pilot course, although at the time of writing we were still waiting on confirmation that it was running this year. But even if the JN Somers scholarship is cancelled for 2009 there are still plenty of other flying scholarships on offer in the UK, so what can one do to increase one's chances of getting to the top of the shortlist?

No. 1 You can't win if you're not in

Sounds obvious, but if you can't be bothered to take the trouble to enter, or you figure that someone else will stand a better chance of getting the scholarship than you, then you've given up before you've started. Each year it is reported that the number of individuals applying for flying scholarships amounts to a tiny percentage of those who undertake flight training at their own expense, so the reality tends to be that you're competing against far fewer candidates than you may suppose.

No. 2 Planning ahead

If you know the scholarship, or type of scholarship that you wish to apply for, then plan ahead as far as possible. First, make sure that you'll be available to undertake the training course and not be off on a world tour at the time the course starts. If the scholarship is run by a particular association or organisation, see if you can join them in some capacity. If nothing else, then it shows that you're willing to put something back into the organisation that might be kind enough to pay for some or all of your training. Think about what you can do that will demonstrate your suitability or enthusiasm for your chosen award. This may involve joining a local flying or gliding club, or any other relevant organisations. If there is some particular entry criteria for your chosen award, do what you can to meet those criteria.

No. 3 Application

You'll undoubtedly be required to fill in some sort of application form when applying for a scholarship. Take your time in filling it out as this will form the first impression you provide to the judges. Read the form carefully and be sure to provide all the information that is asked for, and make certain not to embellish or invent anything – you will soon be found out. Avoid silly spelling or grammatical mistakes and make sure the form is legible and well presented. If you can't be bothered to take care over the application form it is likely the judges will consider that you aren't all that bothered about the course, so you'll most likely not progress any further.

No. 4 The Interview

If you get past the application stage then you will be asked to interview. This is where you need to be prepared with all the background knowledge concerning the scholarship, the organisation providing it and what they are looking for in a winner. Also, if you know who is on the interview panel try and gain some background information on them as well.

Pay attention to your personal appearance before attending an interview. Interviewers are often fairly senior figures in aviation, usually with an airline or military background. They appreciate punctuality and smartness and will be less impressed by scruffy latecomers. Get a haircut, dress conservatively and smartly and get to the interview in plenty of time to have a nervous pee and get your bearings, and be prepared to be under scrutiny from the moment you walk through the door, not just in the interview room.

Once you're in the interview it's too late to do any further preparation, so try and relax and remember what you've learnt, and don't be too worried about nerves as interviewers will understand the pressure you are under. Most importantly, be honest – interviewers tend to be very good at their jobs and will quickly catch on if you're trying to be someone you're not. Be prepared to answer questions such as 'Tell us about yourself' and 'What makes you an ideal candidate' and try not to be too intimidated, after all, the interviewers want you to succeed and will have most likely been on the other side of the table themselves sometime in the past.

Finally, if you're not successful on your first attempt, don't give up. Making your own luck is all about perseverance and your future employers will think all the more of you if you show the drive to achieve your dreams.

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The Air Cadets



The Air Cadets offer several different levels of training for 13 to 20-year olds. Cadets from both the Air Training Corps and CCF are offered opportunities to fly in light powered-aircraft and gliders, as well as other RAF and civil aircraft.

There are plenty of opportunities open to cadets when flying, from aerobatics in the Grob Tutor to practising stalls in a Grob Viking glider.

Some Cadets who stand out from the rest may also get the opportunity to fly on a civil airliner or go on an overseas flight in an RAF Tri-Star, VC10 or Hercules. A few cadets have also had the opportunity to fly in a variety of other aircraft including fast jets and the Red Arrows.

There are also exciting opportunities for cadets to learn how to fly, with scholarships available for both powered flight and gliding.

In general, every cadet will be given opportunities to fly during their time as an active member of an ATC or CCF squadron. Visit www.aircadets.org for more information.

The Air League Educational Trust



The Air League Educational Trust (ALET) is a charitable trust, offering careers advice and annually awarding flying scholarships, flying bursaries, gliding scholarships, a balloon PPL scholarship and engineering scholarships. Regular readers of FTN will have followed the Air League scholarships programme detailed in previous editions. While application for the 2009 Flying Scholarship Competition has already closed this year, the following information provides background to the type of courses on offer for future years. Applications for the 2010 Flying Scholarship Competition will open towards the end of 2009 and FTN will confirm the date in coming issues. Meanwhile, the 2009 Flying Bursary, Gliding Scholarship, Balloon Scholarship and Engineering Scholarship competitions are all still open until 27 February.

In addition to the scholarships and bursaries on offer from The Air League, free advice is on also offer to young men and women considering a career in aviation. The Air League produces three pamphlets: 'Private Flying', 'Starting a Career as Aircrew in Military Aviation' and 'Starting a Career as a Civil Pilot'. Those interested in learning more should email the Trust: flying@airleague.co.uk detailing your age, qualifications and what you want to do. The Trust will then send a personal reply giving their best advice.

The Prince Philip Flying Scholarship

The Prince Philip Flying Scholarship was established to celebrate His Royal Highness's 50 years as Patron of The Air League. The scholarship provides funding to achieve a National Private Pilot's Licence (NPPL). The scholarship is awarded each year to the flying scholar from the previous year (i.e. 2008) who is judged to have made the most progress in their flying, is an exceptional Air Cadet and who has achieved a Duke of Edinburgh's Award.

Enquiries to: scholarships@airleague.co.uk

Flying Scholarships

Flying scholarships offer 12-15 hours of flying training towards the award of a National Private Pilot's Licence (NPPL). All the scholarships are funded by industry, by private individuals or by income from endowed funds. Between 40-50 awards are made each year. Applicants have to be young people permanently resident in the UK aged at least 17 but less than 26 years on 1 April in the year the scholarship is flown. They also have to join The Air League. Application forms are available from November with a closing date of the end of January for the

receipt of completed applications.

Enquires to: scholarships@airleague.co.uk

Flying Bursaries

The flying bursary programme offers 5-8 hours of advanced flying training to PPL holders. The bursaries again are funded by industry and by private individuals. Applicants have to be permanently resident in the UK and either be or become members of The Air League. Application forms are available in December with a closing date of the end of February for receipt of completed applications. There are no age limits but most bursaries go to applicants under 40.

Enquires to: scholarships@airleague.co.uk

Gliding Scholarships

Gliding scholarships offer the opportunity for solo glider pilots or Air Cadets who have reached Gold Wings standard to broaden their flying experience. Depending on experience, the following awards are available at civilian gliding schools:

Aerobatic Training

4,000ft aerotows with instruction in basic aerobatic manoeuvres. The intention of this award is to enhance a scholar's handling skills and provide an insight into the skills and flying discipline of competition aerobatics. If you want to improve your skills and have a lot of fun doing it, apply for an aerobatic scholarship.

Cross-Country Training

British Glider pilots continue to lead the world in glider racing. This award allows an insight into the complex, exciting world of racing sailplanes cross-country. This scholarship is tailored to the individual's personal ability. Tuition takes the form of 2-seater flying around a cross country looking at the techniques and skills involved in racing sailplanes. This is consolidated with further two-seater or single seater flying depending on your ability to ensure you progress to as high a level as possible. This scholarship typically takes a week to complete.

SLMG NPPL Training

Gliding is a fantastic and affordable way to start a career in aviation. The handling skills gained as a glider pilot being second to none. As well as providing an insight to the world of silent flight, this award allows the opportunity to combine non-powered and powered flight. Training in a self launching motor glider (SLMG) you will learn how to operate a powered aircraft whilst understanding how to optimise the weather as a glider pilot. Flown from one of four sites in the UK, the course comprises of up to 32 hours flying (depending on previous experience). This award can lead to scholars achieving an SLMG National Private Pilot's Licence.

There are many opportunities and the majority of gliding clubs in the UK offer cadet schemes. These schemes offer lower flying rates and sometime free flying in return for assisting with daily club operations. Contact your nearest gliding club for details: <http://www.gliding.co.uk/findaclub/ukmap.htm>.

Applicants must be young people permanently resident in the UK aged at least 16 but under 26 years on 1 April in the year of application. They also have to join The Air League. Application forms are available from December with a closing date of the end of February for the receipt of completed applications.

Enquires to: scholarships@airleague.co.uk

Balloon PPL Scholarship

This scholarship is for a Private Pilot's Licence (Balloons) and is funded by Breitling with training being co-ordinated by Brian Jones. Applicants must be young people permanently resident in the UK aged at least 17 but under 26 years on 1 April in the year of application, and either be or become members of The Air League. Application forms are available in December with a closing date of the end of February for receipt of completed applications.

Enquires to: scholarships@airleague.co.uk

Engineering Scholarships

In conjunction with HQ Air Cadets, the J N Somers Charitable Will Trust and the Rhodes-Moorehouse VC Charitable Trust, The Air League Educational Trust provides an annual programme of engineering scholarships offering one or two-week work placements with leading aerospace companies or flying schools. The scholarships currently provide B&B accommodation (if necessary) and meet any expenses necessarily incurred for travel and meals. Applicants must be young people permanently resident in the UK aged at least 17 but under 26 years on 1 April in the

year of application, and either be or become members of The Air League. Application forms are available in December with a closing date of the end of February for receipt of completed applications.

Enquires to: scholarships@airleague.co.uk

Atlantic Airlines Cadet Pilot Sponsorship Scheme



Atlantic Airlines Cadet Pilot Sponsorship Scheme is designed to take aspiring trainee pilots, meeting the initial selection criteria, to the issue of an Airline Transport Pilots Licence (ATPL).

Training is part funded by Atlantic Airlines and includes accommodation and all utilities (living in cadet accommodation is mandatory). The scheme lasts approximately two years, and exposes trainee pilots to the overall operations of the airline.

On successful completion of all mandatory courses, including type and line training, a position as a fully fledged Commercial Pilot will be available on one of Atlantic Airlines aircraft types.

Industry standard salaries are paid on completion of training. In return, Atlantic Airlines say that all they ask in return is for an individual's commitment to duty as a line pilot for a minimum of 5 years from the completion of training, by way of training agreement.

To be eligible to be considered for the scheme individuals must meet the following criteria:

- Hold a valid JAA / ICAO PPL with at least 150m hours
- Be aged over 18
- Be able to live and work in the UK as a permanent resident
- Hold a full UK JAA Class 1 medical
- Hold a full UK Driving Licence

All completed applications should be directed to Multiflight. Intakes for Cadet Pilots occur approximately every 4-6 months. For further information, and to apply, visit www.multiflight.com

British Aerobatics Foundation



The British Aerobatic Association (BAeA) is the sport flying Association responsible in the UK for scheduling and running aerobatic competitions for powered aircraft and gliders to internationally approved rules.

The Association runs up to thirty events each year throughout the UK and Eire. The majority of these cater for all levels of aerobatic con-

test flying, and national champions are declared in four power and three glider classes. The Association also sends teams to the three annual international aerobatic World or European championships.

British Aerobatic Annual Bursary Scheme

The bursary is only open to current aerobatic pilots.

The scheme is open to six powered pilots (three at Standard, two at Intermediate and one at Advanced level) and two glider pilots (one at Sports and one at Intermediate level), who have achieved the highest scores in the annual points table at their level, are encouraged to move up to the next competition level via the award of up to £250 of expenses for two days training by a BAeA approved coach.

Coaches should be members of the Association and have competition experience at a higher level than that for which the training is being given, other than for Unlimited coaching which should only be given by a more experienced Unlimited pilot.

Pilots wishing to take advantage of this scheme, must discuss their intentions with the BAeA Head of Competition by April 1st to establish their eligibility and register for the award, at which stage details such as the nomination of an appropriate trainer and the scope of the assistance to be funded in that season can be established. The awards are normally payable at the end of the season provided the applicant flies in the next higher class at the national championships that year. Applications can be made via www.aerobatics.org.uk

British Women Pilot's Association



The BWPA exists to promote aviation, particularly to women. There are over three hundred members of the BWPA involved in all areas of aviation. Amongst the membership are student pilots, those flying for a hobby, airline captains, military pilots and flying instructors. Members are of all ages, experience and backgrounds, but share a common enthusiasm for flying.

Amy Johnson Memorial Trust Scholarship

ON HOLD FOR 2009

The Amy Johnson Memorial Trust Scholarship is offered each year to assist British women pilots with a scholarships worth £2,000 in either of the following categories:

PPL holders wishing to obtain a CPL/ATPL. Candidates must have completed and passed all ground and medical examinations required for the licence by the closing date for applications.

Holders of CPL/frozen ATPL licences working towards the Instructor Rating, Multi Engine Instrument Rating, CRM/MCC Rating. Only holders of the CPL/frozen ATPL licences issued on or after 1 June of the year of application are eligible to apply.

Candidates must be a British citizen by birth and reside permanently in the UK. The age of the applicant may be taken into account when deciding whom to interview. The scholarship will be awarded by a selection committee whose decision will be binding and final.

Applications by letter to:

Amy Johnson Memorial Trust
12 Church Lane, Merton Park
London SW19 3PD

Visit the BWPA's website www.bwpa.co.uk for further details.

BWPA Flying Scholarship

Every year the BWPA gives a Scholarship to a young British woman between the ages of 17-26 years old to pay for between 12 to 15 hours of flying training towards the initial grant of a National Pilots Licence or Private Pilots Licence.

While applications closed 30 January 2009, this is an annual scholarship so applications can be made for 2010. Email scholarships@airleague.co.uk, call 020 7222 8463 or download an application form from www.airleague.co.uk.

BWPA Flying Bursary

If you already have a PPL then you can apply for a Bursary. The flying Bursaries offer between 5 and 8 hours of advance flying training. Recent winners have used them to help fund twin-engine, instructor, aerobatic and IMC ratings. Application forms are available from www.airleague.co.uk

CLOSING DATE - 27 FEBRUARY 2009

Caroline Trust



The Trust has been running since 2000 and aims to provide young people, especially women, with the opportunity to experience the sport of gliding, as well as encouraging

and enabling those with disabilities to participate in the sport.

Over the last five years the Trust has given in excess of 100 bursaries of around £250 each. These bursaries are paid direct to an individual's flying fund at their local gliding club to help them achieve milestones of first solo, Bronze, Basic Instructor and so on. According to the Trust, the gliding clubs will often supplement the bursary themselves, in order to provide the individual with as much chance as possible of achieving their flying goals. Additionally, once a year, an award of £300 is made to the cadet who has distinguished themselves in their flying and also contributed the most to their gliding club. This award is made each year at the British Gliding Association's annual conference.

The bursaries run throughout the year and are open, predominantly, to 15-16 year olds, although up to 18 year olds will be considered if they have particular problems in funding their training, and up to 21 year olds for those who wish to become and Instructor. Disabled individuals who wish to experience gliding for the first time can apply irrespective of age.

For further information and to apply, visit the Trust's website www.carolinetrust.org.uk

Dennis Kenyon Junior Helicopter Flying Scholarship



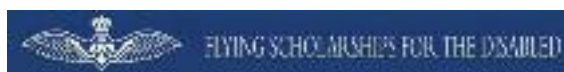
Based out of Shoreham Airport in Sussex, the Dennis Kenyon Junior Helicopter Scholarship is the only helicopter PPL scholarship on offer in the UK currently. The scholarship for a helicopter PPL is being offered by Dennis Kenyon, the specialist display pilot and flying instructor, in memory of his son.

It is open to young people between the ages of 17 and 23.

For Scholarship details and an application form, write to:

The Dennis Kenyon Scholarship Office,
The Terminal Building, Shoreham Airport,
Shoreham by Sea,
West Sussex BN43 5FF

Flying Scholarships for the Disabled



In 1983 Paul Bowen and Tim Prince, on behalf of the Royal International Air Tattoo, inaugurated Flying Scholarships for the Disabled to perpetuate the indomitable spirit of air ace Group Captain Sir Douglas Bader. Sir Douglas was a dedicated supporter of disabled people to whom he set a great example of courage and determination. He personally devoted much time to encouraging countless people to come to terms with their physical disabilities.

From 1976, until his death in 1982, he was President of The Royal International Air Tattoo and was an inspiration to the many volunteers committed to raising funds for the relief of hardship and distress amongst past and present members of the Royal Air Force and their dependents.

Although the primary aim of the scheme is to give disabled people the opportunity to realise their full potential through the pleasure, the thrill and freedom of flying, a few students complete sufficient flying to qualify for a Private Pilots Licence.

Nearly 300 disabled people have participated in the scholarship scheme, several are paraplegic, and others are disabled as a result, for example, of cerebral palsy, rheumatoid arthritis, MS, ME, spina bifida and poliomyelitis.

All students who can satisfy their Chief Flying Instructor during a general handling flying test that they have reached an acceptable standard of competence, compatible with the nature of their disability, are awarded the Flying Scholarships for the Disabled badge.

If after applying online an applicant is considered suitable they will be asked to send FSD more detailed information about their personal and medical history. At the same time applicants will also be asked to submit a short essay. A Preliminary Selection Board, which is held early each year, will then decide whether to short list the applicant for the Final Selection Board which is usually held in April at RAF Cranwell.

At RAF Cranwell individuals will undergo flying aptitude tests, medical examinations and interviews. While at RAF Cranwell they will encounter, perhaps for the first time, the challenge of aviation and demonstrate their ability to climb into an aircraft cockpit, which is not nearly as difficult as it might appear to be at first sight, says FSD.

Those who pass the Final Selection Board will be presented with a scholarship certificate at a special ceremony at the Royal International Air Tattoo (RIAT).

There are two types of scholarship on offer – a full scholarship, and a mini scholarship.

Full scholarship

Each full scholarship student completes a 6-week residential course of training in South Africa, which includes 40 hours of airborne tuition and ground school. Currently training for full scholarships takes place at 43 Air School, Port Alfred, South Africa, which provides a complete residential service.

Mini scholarship

Mini scholarship students complete a 1-week course of training in the UK, which includes 10 hours of airborne tuition and ground school. Currently training for mini scholarships takes place at The Goodwood Flying School, Chichester, West Sussex and accommodation is arranged nearby.

For further information visit www.toreachforthesky.ork.uk

The Guild of Air Pilots & Air Navigators



In an address in 1970, the then Grand Master, HRH The Prince Philip, Duke of Edinburgh, described the Guild as follows:

"It is a body of people interested in every kind of flying; whether it's light aircraft for pleasure or sport, whether it's commercial, passenger or service; and who want to talk about flying and improve the tech-

niques of flying and of airmanship.

"Of course, other bodies exist to look after the different divisions of aviation but the Guild exists to bring all pilots and navigators together whatever division they be in. It's more than a club because it has a more serious purpose.

"The Guild is concerned with every technical aspect of flying from safety to navigational aids from airport facilities to training methods and in particular with new developments in aircraft and their handling. It is a unique organisation, as its membership is restricted to qualified pilots and navigators and therefore it can truly claim to bring together the views and ideas of people who control aircraft in the air. Perhaps, the most important function of the Guild is to help set and maintain standards of conduct among flying people.

"The Guild is not intended to be a lobby or pressure group and it does not function in the same way as the Airline Pilots Associations. However, that doesn't mean that it will never offer considered advice if it thinks it necessary, and of course it is always ready to offer an opinion if asked for."

The Guild's constitutionally stated objectives are:

- To establish and maintain the highest standards of air safety through the promotion of good airmanship among pilots and navigators.
- To maintain a liaison with all authorities connected with licensing, training and legislation affecting pilot or navigator whether private, professional, civil or military.
- To constitute a body of experienced airmen available for advice and consultation and to facilitate the exchange of information.
- To strive to enhance the status of air pilots and air navigators.
- To assist air pilots and air navigators in need through the Benevolent Fund.

GAPAN JN Somers ATPL Scholarship 2010 TO BE CONFIRMED

The JN Somers Scholarship has been providing pilots with fully funded courses towards a frozen Air Transport Pilot's Licence and Instrument Rating (including the JOC and MCC module) since 1999.

Generously instigated by Mrs Somers in memory of her husband, the late JN 'Nat' Somers, who was a Test Pilot and a member of the GAPAN from 1946, the scholarship is widely recognised across industry as one of the most prestigious flying scholarships in the world and as such graduates are virtually guaranteed airline employment.

Unfortunately, at the time of going to print, the 2010 scholarship has yet to be confirmed, but FTN will announce it through future editions and via our website if the scholarship is continued this year.

Past winners of the award include Andy Mitchell, who was awarded the 2001 JN Somers Scholarship. After graduating from FTO Flight Training Europe, Andy started flying for GB Airways in May 2003 on the Airbus A320/21 aircraft. Since that time he has progressed rapidly to become GB's chief ground instructor and is currently undertaking an upgrade course to Captain. He also finds time to be managing director of Winglet Media, an aviation multimedia and computer-based training supplier, and in recognition of the debt of gratitude he owes GAPAN, Andrew contacted the Guild last year to say he would like ten per cent of his company's annual profits to be donated to good causes in aviation, to be distributed via GAPAN's Trust.

"I feel privileged to have a career as an airline pilot, and I am very happy to be able to repay some of the debt I owe to the Guild and the industry for getting me to where I am today," said Andrew.

The Scholarship is not easily won and is awarded only to those individuals who are recognised as being of the very highest calibre. This even led in 2005 to no Scholarship being