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European PPL  
Instrument Rating  
a step closer?  
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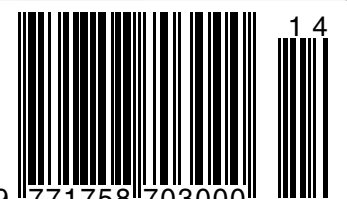
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FLIGHT TRAINING NEWS

# At last a UK airline makes the MPL a reality

**PLUS**

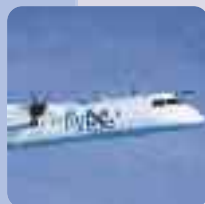
Fly it backwards  
A figure of speech  
Instructors and the  
credit crisis



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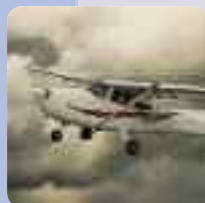


# News



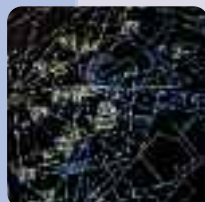
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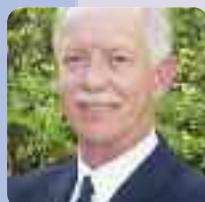
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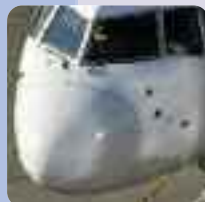


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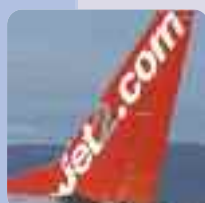


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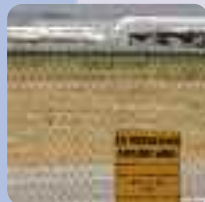


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**From The Flight Deck** - James McBride  
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A figure of speech. Don't mention Limoges!!



**Instructor Notes** - Helen Krasner  
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This month Helen discusses what the present economic situation means for flying schools and instructors in particular.

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March 2009

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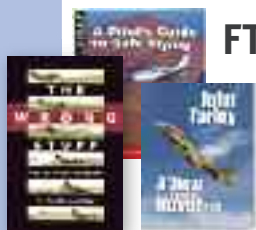
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## Instructor Seminars

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# Selection opens for UK's first MPL course



© Flybe

Last October, UK regional carrier Flybe confirmed its intention to become the first UK airline to adopt the Multi-Crew Pilot Licence (MPL). The airline has now confirmed that the first course comprising six students will commence on 26 June 2009, to be run by Flight Training Europe (FTE) at their training base at Jerez airport, southern Spain.

The MPL course, the first UK CAA-approved course tailored specifically for airline operations, will take six students with little or no flying experience direct to the flight decks of Flybe's Bombardier Dash 8 Q400 fleet.

**The application process opened at the end of February and continues until 9 March**

Selection is in four stages, with FTE conducting the first three interviews/assessments and then recommending a short-list of candidates for interview with Flybe at their Exeter airport headquarters in the UK, who will make the final decision as to who is awarded a place on the inaugural course. The application process opened at the end of February and continues until 9 March.

Flight Training News has been following the progress of the MPL since it was first proposed to the International Civil Aviation Organisation (ICAO) in 2004. The initial proposal was for a professional pilot training syllabus that was more conversant with modern flight deck technology and multi-crew operations, which, at the time, airlines appeared to be very much in favour of. Lufthansa, in particular, were a strong supporter of such a syllabus and sought to get

an MPL-type licence introduced at international level. However, following the creation of the MPL by ICAO and the subsequent adoption of the new licence in 2006 by the then European regulator, the Joint Aviation Authority (JAA), the MPL appeared to stall, as few national aviation authorities in Europe appeared willing to adopt the new licence.

As the JAA held no legal constitution to enforce the adoption of their regulations it was left to European Member States' national aviation authorities to choose those elements of JAR FCL 1 (the JAA's flight crew licensing regulations) that suited them, and ignore those elements that didn't, such as Amendment 7 that contains the MPL syllabus. Unsurprisingly, this cherry-picking did little to add to the harmonization of pilot licensing across Europe, and so the European Parliament created a new agency, the European Aviation Safety Agency (EASA) which this time round was invested with full regulatory control. With the backing of EASA the MPL's future in Europe appears to be secure, but during this interim period as the agency continues to consult on its new responsibilities, national aviation authorities remain in control of pilot licensing and continue to implement JAA regulations as they see fit.

Two years ago, Denmark became the first European country to adopt the JAA MPL syllabus and last year the first graduates of Center Air Pilot Academy's MPL training course joined Sterling Airlines. The MPL had arrived in Europe. Unfortunately, it was to be short lived.

As a result of the economic downturn, Sterling Airlines was forced into liquidation towards the end of 2008 and the newly qualified MPL pilots were left without jobs. To compound the problem, the pilots soon found that their new licences were effectively worthless as no other airline appeared willing to take them on, despite the experience they'd gained on the line as well as their demonstrated piloting skills, which Sterling said they were "extremely satisfied" with.

Commenting at the time, Bodil Frost, former head of training for Center Air Pilot Academy, said that the

unfortunate MPL pilots were struggling to find employment with other airlines, who were saying that while they 'looked good on paper' they were nonetheless unemployable, given their lack of CPL/IRs. This even led to Ole Boysun Lynggaard, head of the Danish CAA's personnel licensing department, writing a 'to whom it may concern' letter, stating: "The Danish CAA hereby confirm the Danish MPL is not restricted to certain AOC holders and that the licence holder can exercise the privileges laid down in JAR-FCL." Nonetheless, the damage was done and it appeared that the MPL's first appearance in Europe had just taken a major step backwards.

**Most airlines appear to be unwilling at this stage to commit to the MPL syllabus**

Modern, high fidelity simulated flying is at the heart of the MPL training course, with simu-



Brian Watt, Flybe's head of training, broke the news last year that the airline would be the first in the UK to adopt the MPL syllabus

lators playing a key role in the new syllabus. This contrasts significantly with the traditional CPL/IR training route, which is more single-pilot, piston engine aircraft focused and intended to qualify pilots for lower level operations, as well as flying for airlines. The theoretical knowledge component of the MPL remains the same as for an ATPL course, but the flying training element constitutes the biggest departure from traditional flying training practice for more than fifty years. Under the JAA MPL syllabus, the training course is type and airline specific, which means airlines must be directly involved in their pilot's training, and it appears that this airline tie-in is currently the principal barrier to the MPL being adopted worldwide. At the moment most of the world's airlines appear

*Continued on page 4*



Flight Training Europe's training school in Jerez, southern Spain

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## Selection opens for UK's first MPL training course *Continued from page 3*



reluctant to team with flight training organisations and create their own MPL training courses, and the current abundant pool of self-sponsored pilots looking for employment indicates that airlines aren't short of low hours pilots at present. Nonetheless, future global pilot requirement remains at an all time high and the current status quo will not remain so for long. An additional barrier to the MPL's adoption, say industry observers, are the number of senior airline pilots who view the new training methodology with suspicion, given the reduction in real, piston engine flying training, which is at once alien to the way in which they would have trained and also relies on new training techniques which have yet to be validated on a global scale. This is particularly so when it comes to the USA, the world's largest provider of airline pilots, and their regulator, the Federal Aviation Authority, who so far appear unwilling to adopt the syllabus. Flight training organisations, on the other hand, are largely in favour of the syllabus, which is not particularly surprising given that the MPL allows FTOs to tailor training to suit their airline partner's specific requirements, and although initial outlay in new simulator technology is expensive it is ultimately cheaper to conduct a flight training course on the ground than in the air. Also, for north European FTOs in particular, much less of their student's training will be weather restricted.

### MPL training will expose ab-initio pilots to CRM and TEM much earlier in their flight training

Supporters of the MPL say that the strength of the MPL syllabus is that it allows an airline to provide multi-crew/multi-engine training in a structured environment that is tailored to commercial airline operations versus having students pilots accumulate flight hours that are often flown unsupervised in a single-engine, single-pilot aircraft. MPL training will also expose ab-initio pilots to Crew Resource Management (CRM) and Threat and Error Management (TEM) much earlier in their flight training than is currently provided under the CPL/IR syllabus.

The bulk of the synthetic flying training for Flybe's first MPL cadets will be conducted on FTE's Mechtronix FFT-X Boeing 737NG Flight Simulation Training Device (FSTD). The FSTD

has been designed with the MPL syllabus in mind and students will fly multi-crew operations from a much earlier stage than pilots training towards a traditional frozen ATPL. Flying training will also be conducted in FTE's Piper Warrior single engine piston aircraft and Piper Seneca twin engine piston aircraft, with additional 'upset training' flown in a Slingsby Firefly.

One part of the MPL syllabus that is much talked about and remains a matter of concern, perhaps more than any other part of the syllabus, is the lack of a requirement during the training course to achieve solo flight. Indeed, the MPL confers no single pilot privileges on the licence holder at all. These must be obtained separately, which in the case of upgrading to command with an airline means on top of fulfilling the airline's requirements, pilots must also undertake an upgrade course. FTE have confirmed however, that Flybe cadets will be required to achieve solo flight as part of their training course.

For this course, at least, Flybe will conduct the last phase of simulation training in a Q400 simulator at Flight Safety International's Farnborough, UK facility, although Ian Baston, Flybe's chief pilot, says they have plans to open their own training academy by summer 2010. The final type rating and base training will then be conducted by the airline, using their Q400 aircraft before the cadets progress to line training. The duration of the course is scheduled at 60 weeks.

Ian Baston has said that the airline views the MPL as an innovative and efficient means of preparing young people for their role as airline pilots and despite the fact that this will be the first UK CAA approved course, they are confident that a proven quality training provider such as FTE will ensure that the end result will satisfy both Flybe's and the CAA's requirement for highly trained and competent pilots.

FTE's managing director, Peter Sadler, said that FTE was proud to have been selected by Flybe to add to its existing joint training programmes. He said that the MPL programme is an opportunity to tailor basic pilot training to the specific needs of airlines and praised Flybe's foresight in underwriting the first UK

**If there is any major interruption to the MPL course, Flybe and FTE have said that they will undertake reversion to the standard CPL/IR program at no additional cost to the students**

approved course.

As well as a conditional guarantee of employment with the airline, which should make it easier for the students to secure bank loans, the training course is also part sponsored. Flybe is putting in £19,800 towards each student's training, repayable out of the individual's salary over the first five years of employment with the airline.

Additionally, in the unlikely event that there is any major interruption to the MPL course, Flybe and FTE have said that they will undertake reversion to the standard CPL/IR program at no additional cost to the students. This means that if circumstances arise that prevent Flybe from employing the cadets, their retraining will be generic rather than type and airline specific, affording them the chance to apply to other airlines - something which the MPL pilots flying for Sterling did not have.

To be eligible to apply for a place on the course, individuals will need to have a minimum of two A Level passes of grade C or above and have 5 GCSEs, including Maths, English and a science subject at grade C or above. Candidates must also hold the right to live and work in the UK.

Individuals who meet initial criteria will be emailed a series of questions, which must be answered and returned within a specified period. Those who are successful will then be required to travel to Flybe's headquarters at Exeter airport for a one day selection programme, which is currently scheduled to take place between 30 March and 2 April. The final element of the selection process will be a Flybe airline interview, taking place at Exeter airport again, between 27 and 30 April



The MPL's key training device based at FTE, a Mechtronix FFT-X Boeing 737NG FSTD

**"The airline is ideally placed to provide validation"**

Whether it likes it or not, Flybe has tended to act as a feeder of pilots to other airlines. It has consistently employed ab-initio pilots and run part-sponsored training schemes with a number of Europe's larger FTOs. Consequently, it can be argued that Flybe has a greater knowledge of these FTOs than any other airline. Flybe say that they like low hours pilots fresh out of flight school. The airline's head of training, Brian Watt, says, "unlearning is harder than learning". Teaching students according to Flybe's specific requirements from day one means therefore that the airline can be confident that remedial training, or un-training, will be kept to a minimum when graduates join the line.

It will no doubt take some time for other airlines to take advantage of the MPL and to this end Flybe is helping in providing verification on the new syllabus and a new generation of airline pilots. As Europe's largest regional carrier, with in excess of 700 pilots with whom they can compare their new MPL pilots, Brian Watt says the airline is "ideally placed to provide validation".



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# SQUAWK!

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

## O'Leary taking the...?

Ryanair Chief Exec, Michael O'Leary's contribution to squawk this month came just as we were going to press. In an interview with the BBC, O'Leary told the public that the airline is now considering charging for the use of its toilets.

In the interview, O'Leary said, "One thing we have looked at in the past and are looking at again, is the possibility of maybe putting a coin slot on the toilet door, so that people might actually have to spend a pound to spend a penny, in future."

The interview didn't reveal if this includes the crew as well, but we suspect they may need to carry spare change in future.

And presumably, if this goes ahead, the onboard raffle prizes will include rolls of Andrex Super Quilted.

## The amnesia paper plane game

This little online game may look innocuous, but judging by the amount of goes that players are racking up worldwide (200 million and counting), global office productivity could be suffering and we may have found the root cause behind the current economic recession. The game, which involves throwing a virtual paper dart across an office (the world record is around 115m), was created in 2006 as a promo/competition for the newly launched Flight Sim X. The game soon leaked onto the web, where it remains, continuing to cause mayhem, jealousy and inter-office rivalry on a level never before experienced around what is, after all, a rather annoying little game. [www.flightsimx.archive.amnesia.com.au](http://www.flightsimx.archive.amnesia.com.au)

## FAA clarify regulations

### Regulation 1-7845-1A

No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Administration Regulations, except as authorised by the Administrator or an agent appointed by, or inspected by the Administrator.

### Regulation 1-7845-1B

If the pilot, or group of associated pilots becomes aware of, or realises, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Administration Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

### Regulation 1-7845-1C

Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Administration Regulations in such manner as to eliminate any further comprehension hazards.

### Regulation 1-7845-1D

The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Administration Regulations until such time that the pilot is too confused to be capable of understanding anything.

## Stop that pigeon!

In our strange but true section this month, we bring you the BBC World News report that a man has been caught with two pigeons stuffed in his trousers after he got off a flight from Dubai to Melbourne.

According to Australian customs officials, the live birds were wrapped in padded envelopes and held to the man's legs by a pair of tights under his trousers. Officials also found two eggs in a vitamin container in the man's luggage.

Due to Australia's strict quarantine rules on the importation of wildlife, plants and food, the 23-year old man could face up to 10 years in jail. And in addition to the possible jail sentence,

the maximum sentence for wildlife smuggling includes a fine of A\$110,000, making these pigeons two of the most expensive birds this reporter has ever heard of.

In a further twist, which did leave us wondering somewhat about the man's sanity quotient, customs officials say they also seized seeds found in the man's money belt and on a more surreal level, managed to rescue what they termed an "undeclared aubergine".



## High flying fashion or just plane weird?

Ever fancied owning a C-119 aileron conference table? How about a C-130 outer flap desk? No? Well, surely your reception at work would benefit immensely from a limited edition 747 cowling reception desk, while your clients relax in comfort and style seated round a Continental Radial Engine coffee table?

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### FTN 246 WINNER

Our congratulations to Ralph Jones who offered:

"That's the last time I use Toys R Us for replacement parts"



# NEWS BRIEFING

## Navigator's award up for grabs

The deadline for this year's nominations for the Royal Institution of Navigation (RIN) New Professional Navigator's Award, is 30 April.

Candidates between the ages of 18-28 must be nominated by their flight training organisation, employer, college or university, who considers that their work or achievement, as a navigator in the widest sense, deserves recognition.

According to RIN, nominations from all fields of navigation are invited and are not restricted to organisations or schools that are either members of or are affiliated to RIN.

[www.rin.org](http://www.rin.org)

## Pilot's club at Old Sarum

Old Sarum Flying School has launched a new initiative aimed at increasing club activity, called the Pilot's Club. Frequent flyers and students at OSFS can save money by signing up to OSFS's new club which offer members discounted fuel prices, priority booking, free charts, discounted pilot supplies and even free flying.

The scheme operates on two tiers, with silver membership costing £85 per annum and gold membership £110. For more information visit [www.flysarum.com](http://www.flysarum.com)

## Eclipse rescue package fails

During its short existence, Eclipse Aviation became the first company to roll-out the new generation of very light jets (VLJs), delivering more than 250 aircraft and receiving back orders for 1,000 more. Despite a market that was enthusiastic for their aircraft however, Eclipse has now been forced to move from Chapter 11 bankruptcy to Chapter 7 liquidation, effectively ending the company's nine year run.

Flight Training News reported earlier this year that a deal had been made through the courts for ETIRC's subsidiary EclipseJet to buy the company, but according to a recent memo sent to Eclipse's workers, necessary funding for the purchase of Eclipse Aviation could not be found in time, so Chapter 7 liquidation was filed.

## Cessna 177 Cardinal raffle

The Trim Flying Club, based at Trim airfield in Co Meath, Ireland, are running an aircraft raffle for a Cessna 177 Cardinal aircraft.

The Cardinal 177B, registration number EI-POD, is in excellent condition with 615 hours total engine time, 4,370 total airframe hours and a CofA June 2008. Tickets cost €100 each with a 500 ticket limit. The draw will take place on 17 March at the Castle Arch Hotel Trim, Co Meath.

[www.trimflyingclub.com](http://www.trimflyingclub.com)

## Robinson unveils R66 2005

Frank Robinson, founder of Robinson Helicopters, unveiled his long awaited R66 helicopter to public gaze for the first time at its home base in Torrance, California.



The R66 is Robinson's first turbine powered aircraft and is being aimed squarely at the training market as a replacement for the current JetRanger fleet. Powered by the RR300 Rolls Royce turbine, the five-seat R66 has about a year's worth of testing still to be completed but is on schedule for roll-out over the next 24 months.

Meanwhile, the production line at Robinson is starting to slow slightly as recession takes hold. According to one source who went to the unveiling of the R66, the production line is full of part finished helicopters waiting for their buyers to complete payment before production is completed, and many of those who have placed deposits on R22s or R44s would appear to be struggling to find the remaining funds.

## 2007 - 2008 UK pilot licence issues published

The UK CAA has released its figures for pilot licence issues between 2007 and 2008. At a glance, the figures remain at a similar level to 2006 to 2007 licence issues, with a total of 5,975 professional and private licences being issued between 2007 and 2008, compared with 5,709 the year before.

Professional licence issues have increased by around 12% from 2,679 to 3,015, while private licence issues have decreased by around 3% from 3,030 to 2,960.

Instructor ratings issues have remained virtually static, with 306 issued between 2007 and 2008 compared with 305 the year before. Further details of the licence issue statistics can be found in the 'Data and Statistics' section of Flight Training News.

## New helicopter school opens in Co. Mayo

A new helicopter training school has opened in Co Mayo, Ireland. Ireland West Aviation is an Irish Aviation Authority registered training facility able to conduct PPL(H) training on R22 and R44, two and four seat helicopters.

The new school is based at Ireland West Airport.  
[www.irelandwestaviation.com](http://www.irelandwestaviation.com)

## Southdown Gliding Club secures its future with airfield purchase

Southdown Gliding Club has purchased Parham airfield where they have been operating from since 1976. The club was established much earlier however, and is recognised as being one of the UK's oldest gliding clubs, founded back in 1930.

Southdown is one of the largest, all volunteer, clubs in the UK, with in excess of 250 flying members. Amongst their other activities, Southdown GC operates a cadet scheme for youngsters wishing to get involved in gliding, which offers significantly reduced rates for individuals training towards their first solo and beyond. As an active member of the British Gliding Association, they also compete in gliding competitions at national and international level. [www.sgc1.org](http://www.sgc1.org)

## MultiFlight 'Introductory Evenings'

Those individuals interested in learning to fly but are confused with all the rules, requirements and regulations, may wish to attend one of MultiFlight's new introductory evenings, run every first Monday of the month.

The Leeds Bradford Airport based school is putting on evening seminars that cover the private pilots licence (aeroplanes and helicopters), the commercial pilot's licence / instrument rating (aeroplanes), radio telephony course and multi-crew co-operation course. Fixed wing and rotary instructors are also on hand during the evening events to provide one to one advice to individuals.

Dates for the introductory evenings for the rest of 2009 are: 2 March, 6 April, 4 May, 1 June, 6 July, 3 August, 7 September, 5 October, 2 November and 7 December.

[www.multiflight.com](http://www.multiflight.com)

## New senior vice president IAOPA appointed

AOPA UK's chief executive Martin Robinson has been appointed Senior Vice President of IAOPA, taking charge of all of Europe under new IAOPA president Craig Fuller.

Martin has appointed Dr Michael Erb, Managing Director of AOPA-Germany, as his deputy and aims to develop IAOPA-Europe into a more cohesive and effective fighting force for general aviation.

Martin Robinson said: "While it would be impossible for an AOPA in, say, France to deal with general aviation problems in somewhere like Hungary, there is a lot more that can be done to co-ordinate and improve our pan-European efforts to improve the lot of general aviation. Similarly, I hope to foster more transatlantic co-operation, and I look forward to working with Craig Fuller on this. I have been very impressed with him so far, and I believe he's just the man we need for these challenging times."

## "Ignore UK aviation at our peril" warns Air League president

The Air League says that they are embarking on a sustained programme to press home the importance of aviation in all its forms to the economic and social fabric of the UK.

Speaking recently, Air League president Michael Marshall said, "We are determined to reach out beyond ourselves to inform and advise opinion formers about the importance of aviation. The UK currently has 17% of the global aviation business, which sustains 400,000 UK jobs and is worth £5 billion per annum to the country's economy. There is a battle to be fought."

Mr Marshall went on to say that while the country is counting the cost of economic recession, it should be remembered that in the week of last year's Farnborough Air show, UK companies contributed in the region of 50% of the overall sales announced at £42 billion.

Michael Marshall warns that there are challenges to face; including the mindset of those who would see the UK slip back to third or fourth rank in the aviation world. He argued for a balanced debate when future submissions are being made for runways at major airports – developments which Mr Marshall says are essential if the UK is to compete with its European neighbours.

"Aviation is a huge force for good and any further diminution of the UK's presence within the aviation manufacturing and travel industries will be to the detriment of the living standards and employment prospects of our citizens," he added.

## Flyer Professional Flight Training Show scheduled for April

Dates for Flyer's Professional Flight Training Shows have been confirmed for 2009, with the first show of the year being held at the Sofitel Hotel, Terminal 5, Heathrow, on 25 April.

The events are a must attend for those considering embarking on training towards an airline career, being the only flight training shows of their kind in Europe. Nowhere else is it possible to meet representatives from so many of Europe's leading professional flight training schools under one roof. Doors open 10am on Saturday 25 April, with pre-booked tickets costing £8.50 per person, or £10 on the day.

[www.flyer.co.uk/exhibitions](http://www.flyer.co.uk/exhibitions)

## Air League celebrates 100th year

His Royal Highness Prince Philip Duke of Edinburgh was guest of honour at a lunch held in New Zealand House, London on 17 February to celebrate the 100th anniversary of the founding of the Air League.

The Duke, who has been patron of the Air League for more than 55 years, praised the vision of its founders, who had seen the enormous potential for aviation at a time when the motor car was a comparative rarity. He said that through initiatives such as the flying scholarship scheme [see last month's Where to Apply Guide – Ed] the Air League was playing a valuable role in involving young people in flying and was thereby carrying on the organisation's tradition as a champion for aviation in the UK.





## Wings Over Westminster



# Fly it backwards

Our resident Parliamentary pilot Lembit Öpik takes a creative approach to the importance of vigilance and flight safety.

What if you could crash a plane backwards? I've never asked myself this question before, but watching the coverage of the dramatic accident of a Boeing 737 at Amsterdam's Schiphol Airport in February got me thinking about this.

The logic to my unusual challenge is rooted in a thought experiment I conducted as I watched the news reports and the extremely long press conference hours after the crash. No pilot can resist speculating whenever an aviation accident is reported. It's just something aviators do. We can't help going through the possibilities: was the autopilot faulty? Were there problems with the ILS – perhaps some weird reflected signal? Is the fuel to blame? Did the pilots fly a manual approach on wrong altimeter settings?

The answers to this accident will be forthcoming soon enough. The aircraft is available for accident inspectors. The black box is fine. And, though sadly there were fatalities, over a hundred witnesses lived to tell the tale.

But consider this. Imagine if you could turn time backwards. What if you could actually reverse the course of events and slow things down; to observe every aspect of what went on? Would you see the cause which led to the accident?

This is, to an extent, what the accident inspectors do. They work back from the accident. It's a meticulous process of deduction from known facts. Sometimes it's relatively easy. The black box is a masterful innovation, which for decades has revealed priceless information about causes of air accidents. These have made aircraft and aviation safer. It's no coincidence that, in the last three months, there have been no less than three survivable air accidents. Black boxes can take some of the credit for this.

However, we can become better pilots by applying the same backward thinking to our aviation experiences. Take a fairly straightforward example: a bad landing. Let's say you bounce a few times and stop inches from the hedge at the far end of the runway. What do you do next?

Most of us would get the plane back to the apron, check for damage and then stagger into the clubhouse to recount our near miss to anyone willing to listen. This is a perfectly natural response. Over time, the story will also get embellished, until it becomes one of your slightly self-effacing pub stories, to be wheeled out whenever conversation drifts into that "I learnt about flying from that" mode which usually occurs after a couple of pints.

Well, there's an opportunity to really learn as well. If you're minded to do so, when the original trauma of the incident wears off, why not emulate the air accident investigators? You probably won't have the benefit of a black box, so be your own black box, by going through the events in a meticulous way. Obviously, if you already know the reasons for the mishap, it could be overkill. But I'd be willing to bet that even then you'll learn more

about how you fly by going through the following approach.

First, look at what really happened. Don't speculate, embellish or deny. Just look at the facts. And begin at the end. What was the final state in which you and the aircraft found yourselves? Near the end of the runway? On the grass? Whatever actually happened, be honest about it to yourself and accept that it DID happen.

Second, work back. What happened moments before you came to rest in that final condition? Again, it's absolutely vital to be frank with yourself. A good way is to talk it through with a critical friend who knows something about flying. By saying it out loud, you're more likely to express events clearly, and expose assumptions you might inadvertently be making in your analysis. Note that, whatever happened, something didn't go right. So there's no question of pride here. It's a mini-investigation and not a self-imposed witch hunt.

Third, go back another stage by thinking of the actions you took leading up to the incident. A good practice is to try and remember the action you took in your flight. Consider the things you did. This is the hardest aspect of the process, because problems often occur through omitting something from the checklist. It's quite conceivable your mental review will once again omit it. However, by going backwards in time you might be more able to note whether you performed particular functions or not. If you can't remember, it's a possible cause. List it and keep moving back.

In theory, you would try and recount the whole flight to ensure you've covered all possible options. Once you've got a list, try to fit the outcome with possible causes. And hopefully, hey presto! A result.

Now, let's be realistic. You hardly need to go through this sort of detailed approach if, for example, you suffered a bird strike. It's pretty clear what happened and there's little benefit in attempting to find another reason for why the cockpit windscreen cracked. But in a lot of flying cases there IS a benefit to doing this.

Here's an example, as ever taken from my own personal experience. For a few days every year, Welshpool Airport is flooded by the mighty River Severn which runs by it. On one such occasion part of runway 04 was submerged, the rest of it being relatively dry.

I was desperate to fly, in order to visit my mum in Leicester. The limited runway length worried me and I spent ages hanging around in two minds about whether I calculated there was easily enough runway to levitate my Mooney M20J with two friends plus half tanks. I began the takeoff roll as normal and rotated at the usual 61 knots. No lift off. Just a stall warning. I was getting close to the end of the runway and if wasn't good. After a desperately long wait, which was probably only 3 seconds, we final-

ly rose up off the tarmac and cleared the hedge by about 10 feet. Far, far too close for comfort.

Though mystified as to the reasons the Mooney seemed so unwilling - on this of all days - to lift off a reduced length runway, I put that to the back of my mind and concentrated on the flying job in hand. The rest of the flight passed off without incident.

Once we landed, I returned to the scary departure to see if I could pinpoint the cause. I had a secret suspicion that the aircraft had lost power, or that there had been a problem with the brakes sticking on, perhaps thanks to the water puddle I'd had to taxi through to get onto the runway. But I was determined not to impose my prejudices on the situation. So I worked back from the point of clearing the hedge.

I went through it in a lot more detail than what follows, but the main points of my personal inquiry were these. At the point of clearing the hedge, I had a positive climb rate about 75 knots and the stall warning had stopped howling. Moving back in time, just at the point of take-off, I had around 65 knots, a very poor rate of climb and the stall warning blaring. Prior to that, at the normal rotation speed of 61 knots, I had no lift off and the stall warning beeped briefly.

I considered the facts. It wasn't a loss of power, because that wouldn't have affected the aircraft's ability to lift off at the normal rotation speed. Nor were the brakes relevant, as the speed was achieved and the plane still didn't lift. Also, the plane was well within its weight and balance parameters. I worked back through the checklist, trying to recall the various actions which may have contributed to the problem. And then, suddenly, the cause became obvious. I'd forgotten to extend the flaps to the "take-off" position.

The error had therefore occurred before I'd even taxied onto the runway. In my rush to leave, after having pottered about for so long, I hadn't gone through the checks properly. I was further distracted by the reduced runway length. Ironically, my mistake was prompted by the very factor which made take-off flaps all the more important.

Luckily, no accident occurred. But I certainly found the process of playing it backwards extremely useful in identifying the cause: pilot error. I am very careful to try and make sure I don't repeat the same mistake again.

So there you have it: review things in reverse and you might just spot things which save a lot of hassle and problems in future. In the real world, Time's Arrow only points one way. The secret is to point it round the other way in your mind's eye. Then there's a very good chance you really can improve how you fly forwards in your plane, by occasionally flying it backwards in your head.

Lembit Öpik's back catalogue of 'Wings Over Westminster' available free to read at [www.ftnonline.co.uk](http://www.ftnonline.co.uk)



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## SCHOLARSHIPS & SPONSORSHIPS

# GAPAN 2009 flight instructor scholarships & bursaries



Applications for this year's GAPAN flight instructor scholarships and bursaries close on 9 April.

There are a minimum of three flight instructor (restricted) fixed-wing scholarships on offer; one flight instructor (restricted) rotary scholarship; and three bursaries available for instructors wishing to become instrument, aerobatics, or multi-engine instructors.

### 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.

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](http://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.

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](http://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 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.

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](http://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.

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](http://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.

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](http://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**





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

# The 'relief' instructor part 2

Due to a bout of illness doing the rounds at the flying school, the FSM had been forced to employ a part time instructor to pick up some of the slack. With a CV that boasted an impressive range of piloting experience and qualifications, Buck Allman looked like just the person for the job, but then appearances always can be deceptive...

As Kilo-Lima took to the skies with Buck at the controls, I started to experience my first misgivings about taking him on without a more thorough interview. His RT skills were odd, to say the least, and taxiing at close to 30 knots on his way down to the runway holding point had not bolstered my confidence in the man. But it was his departure that caused me the most concern.

Kilo-Lima may not be the sprightliest kite on the flight line, but handled sympathetically she still works well as a basic trainer. Buck however, presumably more used to aircraft with plenty of power reserve, certainly made a meal of the departure. Pulling Kilo-Lima into a steep climb half way down the runway, it looked inevitable that she would stall and we'd be looking at a serious maintenance bill and quite probably a trip to the local Casualty department for the occupants. As the nose pitched even higher I was convinced that she'd run out of lift and her return to the ground would be a fair deal quicker than her departure. But by some mir-

acle she kept on climbing, at a snails pace, and at about 1,000ft Buck levelled her off. My relief was only to be short-lived however, as Kilo-Lima then abruptly began to descend off the end of the airfield into the valley below. Heck!

Watching the drama unfold from the Ops office, I was a millisecond away from sounding the crash alarm and launching the fire truck when Kilo-Lima reappeared in the distance, having apparently climbed out of the valley unscathed. Snatching the radio from Linus I called Buck.

"Kilo-Lima, are you OK, over?"

No answer.

"Kilo-Lima, I say again, are you OK, over?"

Still no answer, but I did hear a 'click-click' acknowledgement over the airwaves.

"Kilo-Lima, if you are receiving this, you are instructed to return to the field immediately. Runway 28, right-hand, QFE 997. Acknowledge please," I called, deciding that it was better to refund the trial lesson than continue with this flight and face potential disaster.

Again, no answer and by this time Kilo-Lima was nearly out of sight as she headed off to the west.

"Oh, God... I think we may be in a spot of bother here, Linus," I said, turning to my Ops lad. "Keep on calling him will you, and let me know the minute you hear anything. I'm going to have another look at his CV and try and come up with something to get us out of this fix."

Returning to my office I picked up Buck's CV

and began to re-read it. According his résumé, he been employed briefly with Oakwood Air Flying School and as the manager, Andy, was an old friend, I decided to give him a call and see if he could shed any light on our kamikaze instructor.

"Andy, hi, long time no speak, just wondering if you remember a character named Buck Allman who was an instructor with you about a year ago?"

"Buck Allman!" exclaimed Andy. "My God, there was a scoundrel if ever I've met one. You're wrong if you think I gave him a job though. Something about his CV didn't ring true when we interviewed him, so I did a little background checking and as far as I can tell he hasn't even got a pilot's licence, let alone an instructor's ticket! Actually, I'm amazed he's still trying it on after I reported him to the CAA and they sent out that warning email to us all. Still, least you won't have been fooled by him."

"Umm..."

"Anyway, thanks for the tip," continued Andy, "we'll keep a look out for him. I pity the poor mug who does fall for his spiel though. As they say, there's one born every minute, so he's bound to con someone sooner or later unless the authorities get hold of him. Glad it's not one of us!" he concluded, ringing off.

"LINUS!!" I yelled from my office.

"Yes boss?" replied a nervous looking Linus as he stuck his head slowly round the office door.

"Linus, we're in trouble." I told him. "I've just

been speaking to a friend who knows Buck and he says that the man hasn't even got a pilot's licence. Do you know how much trouble we're in here?" I asked rhetorically. "How the hell are we going to get out of this one?"

"He hasn't got a licence?" questioned Linus.

"Yes, that's what I just said, now..."

"You mean he's not really an instructor?"

"NO!" I said, my voice rising. "Now..."

"Then, how come you gave him a job boss?"

Linus continued doggedly, apparently oblivious to my rising temper.

"Only, didn't you check his licence before you let him go flying? Isn't that standard procedure, or something..." he said, trailing off as it finally began to sink in that this line of questioning could only end badly for him.

"No, Linus, I didn't. That sort of thing is left to Arnold and as he's off with the flu I suppose it must have slipped my mind to do it instead."

"Well, as long as he gets back in one piece I can't see the problem boss," ventured Linus, no doubt trying to reassure me.

"When he's landed I'll sort the student out with his refund and you can deal with Buck," he continued. "I've got a hammer in my car, if you want to borrow it," he added as an afterthought.

"I may well take you up on the offer Linus," I said, "if he makes it back, that is..."

To be continued.

## The AFE PPL Course Series

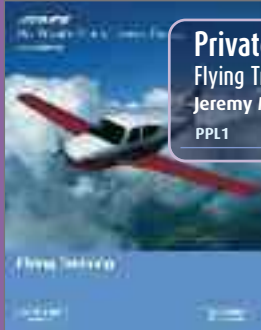
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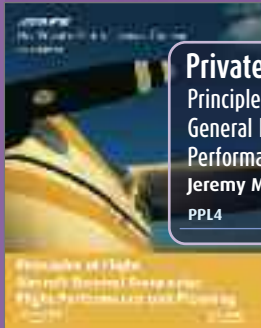
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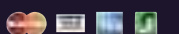
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# European PPL instrument rating a step closer?

Alongside current consultations on flight crew licensing and operations, the European Aviation Safety Agency (EASA) has established a working group called FCLoo8, to begin looking into the possibility of developing a European PPL Instrument Rating (IR).

The working group has been established following the decision by EASA not to include the UK Instrument Meteorological Conditions (IMC) rating or equivalent in the initial proposals for pilot licences, but instead to investigate a number of instrument flying options for European GA pilots as a separate rulemaking task.

According to industry observers, an instrument rating more appropriate to the kind of flying undertaken by GA pilots has long been sort within Europe. Current theoretical knowledge requirements for the JAA IR, say GA pilots, are biased towards commercial flying overly complicated and of little relevance for the average

private pilot. As a consequence, many GA pilots have converted to FAA licences, in order to make use of the less onerous American PPL IR on American registered aircraft. But as the future of EU nationals operating American registered aircraft in the EU is uncertain currently, an alternative European PPL IR is being looked into to bring the EU more in line with American PPL instrument flying.

The working group committee has been drawn from a body of regulators and industry specialists from countries throughout Europe and is aiming to develop an initial proposal by late 2009.



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## Introduction of new UK Air traffic service outside of controlled airspace imminent

With the introduction of new UK Air Traffic Control Services Outside Controlled Airspace (ATSOCAS) taking place on 12 March, the Airspace and Safety Initiative (ASI) is dispatching an educational CD on the changes to UK-licensed private pilots.

In the UK, ATSOCA are provided by both civil and military air traffic control units to a variety of airspace users ranging from commercial airliners to military fast jets and private pilots. The four new services that make up the changed ATSOCA will completely replace the existing services, say the CAA.

The interactive CD provides a complete guide to the new services and is being sent directly to all UK CAA licensed PPL and NPPL holders. A separate mail out of the CD was completed last year to commercial pilots and civil air traffic controllers. The Ministry of Defence has communicated the change to the associated military communities.

The new ATSOCA provides, for the first time, a single set of procedures and policies for civilian and military air traffic service providers. This means that a pilot receiving a service from a military unit in Scotland, for example, will receive exactly the same as a pilot talking to a civilian unit in southern England.

Other key changes include:

- Clearly defined responsibilities for pilots and controllers on collision avoidance and terrain clearance
- New parameters for controllers on what constitutes relevant traffic, to avoid pilots being overloaded with alerts on traffic that are not a risk to their flight safety, thereby providing a more appropriate service to aircraft operating outside of controlled airspace
- Changes to when pilots need to report changes in altitude, heading, route or manoeuvring area
- The introduction of non-radar procedural service in Class G airspace



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Pilots who have not received a CD can download its full content from the ASI website [www.airspacesafety.com](http://www.airspacesafety.com)

The official CAA publication detailing the changes (CAP774) is available on the CAA's website [www.caa.co.uk](http://www.caa.co.uk)

## GAPAN honours crew of Flight 1549

US 1549 crew stress importance of training Captain Chesley Sullenberger and First Officer Jeffrey Skiles of US Airways flight 1549 have spoken before the US House Transportation and Infrastructure Subcommittee on Aviation of the importance of training in airline safety.

Jeffrey Skiles said that the training, procedures and tenets of cockpit resource management (CRM) developed throughout the airline industry over the last 15 years played a significant role in the successful outcome of the January 15th Hudson river ditching. He went on to say "Sully and I have over 70 years of experience and 40,000 flying hours between us. New pilots in the jet aircraft of our affiliate airlines have 300 hours. When I began at US-Airways, the Company required several thousand hours just to gain an interview for a pilot position. It is certainly in the interest of the travelling public to have experienced crews in the cockpit."



Commander of US Airways Flight 1549, Captain Chesley Sullenberger

Chesley Sullenberger added "Expecting the unexpected and having an effective plan for dealing with it must be in the very makeup of every professional airline pilot." He also spoke about the importance of attracting skilled and experienced pilots, "If we do not sufficiently value the airline piloting profession and future pilots are less experienced and less skilled, it logically follows that we will see negative consequences to the flying public..."



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## Consultation underway for Stansted mandatory transponder zone

The UK National Air Traffic Service (NATS) has opened consultations on the proposed implementation of a Transponder Mandatory Zone (TMZ) beneath existing controlled airspace around Stansted airport, which will effectively ban all aircraft not equipped with altitude reporting transponders.

The 12 week consultation runs until 6 April. According to NATS, there are no changes proposed to the dimensions of the airspace or to the way in which aircraft fly through it. No new routes are proposed and no change to existing routes flight paths, concentration or dispersal of aircraft.

If implemented, the proposals will mean that

all aircraft not equipped with Mode C altitude reporting transponders will be banned from the zone, which includes within it several GA airfields including Andrewsfield, Audley End, High Easter, North Weald, Rayne and Wethersfield.

The consultation can be viewed at [www.nats.co.uk/text/252/stansted\\_tmz.html](http://www.nats.co.uk/text/252/stansted_tmz.html)





## FROM THE FLIGHT DECK

# A Figure of Speech



People often assume that because we are airline crews and fly all over the world, then we must be fluent in several languages. This is not the case. Whenever I am asked, I often jokingly reply that I am only fluent in English, but I can say, “Fill ‘er up!” in 23 different languages, while talking to the refuellers. The truth is that, in reality, it’s all about getting the message across and if you can do that with some smatterings of the local lingo and plenty of sign language your job is done.

Often hand signals are the only way in which we can communicate with the ground crews when pushing back or starting engines with a big airliner, and therefore it is very important to know which signals to use. The international signal for “Fire!” for example, from a marshaller on the ground, is the waving of his hand in a horizontal figure of eight, but surprisingly few of our colleagues seem to know this one. In fact, when recruiting pilots for a low-cost airline based at Luton, this was one of our standard questions, which is why I am aware of how few professional aviators know the sign. In response to the question, “How can you tell from the marshaller that the aircraft is on fire?” the most common reply was, “When I see him sprinting away at high speed in a state of panic...”

Even though we are trained to communicate with the ground crew via hand-signals, sometimes you cannot beat verbal or audible communication. It is often the case however that to

make yourself heard in the noisy environment of the ramp outside the terminal it is usually necessary to shout. The ambient noise levels of this area of the airport are very high indeed, with air conditioning packs running, airliners pushing back, starting jet engines and the incessant whistling of APUs running. In the past, when trying to expedite the turnaround and to let the handling agent know we are ready for passengers, I have found one of the quickest methods on the 737 is to open the flightdeck DV (Direct Vision) window, lean out and give a piercing whistle across the apron. As the handling agent then turns towards us, the universally accepted sign of thumbs up, normally does the trick and pax boarding soon commences.

Talking of DV windows being opened to call the ground staff reminds me of the time some years ago when the Fleet Manager was travelling back with his young family from their holiday to the Greek islands on one of our airline's

757s. It was the middle of a busy summer of ATC slot delays and many pilots had been working to their maximum hours for months. It was night-time and the main cabin doors had all been closed for some time, in anticipation of engine starting, but nothing was happening. The Fleet Manager was sat in the forward part of the cabin in row 6 with all the other passengers and could see that the flightdeck door was ajar. This was pre 9/11 of course when the flightdeck door was routinely left open until the cabin had been secured. All of a sudden the Fleet Manager (along with others in the cabin) became aware of a growling, impatient noise emanating from the cockpit, then the unmistakable sound of the DV window being wound open in a hurried fashion. Much to the embarrassment of the rest of the crew, the clearly audible voice of the operating Captain then came wafting back through the open door with the shouted words, “LISTEN \*\*\*\*! YOU DO YOUR JOB AND I’LL DO MINE – ALRIGHT!?” It

appeared that the message was effectively communicated, as very shortly afterwards the engines were started and an uneventful return flight to the UK was carried out. I believe the Manager had a quiet word with the skipper the following day, advising on the potentially negative PR value of such behaviour. No, I wasn't that skipper.

When it comes to PA announcements, the number of stories regarding who said what and when is legendary. Like the famous PA made by one pilot welcoming people to New Zealand many years ago with the words: “Ladies and gentlemen, if you want to know the local time - you can put your watches back twenty years!” Unfortunately for him a senior official of the NZ tourist board was travelling in the cabin and did not see the funny side. Similar complaints were made recently on one of the airline military trooping flights, when after climbing out from one of the remote island bases, staffed mainly with males, the Captain mischievously made



# SAFETY MATTERS

The Air Navigation Order 2005 (being in force at the time of the accident) stated the following:

ANO Part 4 'Aircraft Crew and Licensing', Article 26.

'A person shall not act as a member of the flight crew of an aircraft registered in the United Kingdom unless he is the holder of an appropriate licence granted or rendered valid under this order.'

In relation to the aircraft type rating, Article 29 of the ANO stated:

'The holder of a pilot's licence to which this article applies shall not be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the licence bears a valid certificate of revalidation in respect of the rating.'

The ANO thus placed the responsibility for ensuring ongoing validity of their flying licence, aircraft type rating and medical certificate on the licence holder. The CAA authorises suitably experienced and qualified pilots to act as examiners. Guidance notes for helicopter examiners

drew upon material contained in both JAR-FCL and a JAA Flight Examiners' Manual. Neither of these contained a specific requirement for an examiner to check the licence of a pilot presenting himself for an LPC.

Licence checks were required in guidance given to fixed wing examiners but were not explicitly required of rotary wing examiners. The examiner who conducted the pilot's last two LPCs did not believe it was his responsibility, with the result that he conducted both LPCs on a person who was not the holder of a valid flying licence, without being aware of the fact.

Whilst the CAA does not have a responsibility for the validity of individuals' licences, it does attempt to assist licence holders by alerting them to approaching expiry dates, so that they may take appropriate action. Similarly, a licence check as part of a skills test or proficiency check may serve as a timely reminder to the holder about expiry, and in cases where the licence is found to have expired, the holder could be cautioned about the need to renew it before exercising any licence or rating privileges. The following Safety Recommendation is therefore made:

## Safety Recommendation 2008-070

It is recommended that the Civil Aviation Authority standardise a requirement for all Authorised Examiners to check the licence and/or other applicable documentation of candidates presenting themselves for proficiency checks or skills tests. This requirement should be stated in the applicable Standards Documents, together with the action to take in the event that the validity of any required documentation has expired or is approaching expiry.

## Conclusion

The cause of the accident was not positively determined. Although no technical reason was found to explain it, a technical fault, whilst considered unlikely, could not be ruled out entirely. The available evidence indicated that the helicopter was intact when it struck the trees and that the engine was delivering power. The aircraft's trajectory suggested that the pilot was in control of the aircraft at the time of impact and was attempting to recover from a significant

deviation from his intended flight path when the helicopter struck the trees.

The descent into the valley appears to have been a deliberate manoeuvre. Considering the video evidence, the pilot's intention was probably to fly a hard, right turn at low height within the valley, possibly leading to a further, final zoom climb before landing at the helipad. A high-speed, low-level turning manoeuvre in the heavily wooded valley was a demanding one, which would have subjected the helicopter and its occupants to an increased risk. The circumstances of the accident, which included a strong tailwind, suggest that the pilot needed to fly an unexpectedly high performance manoeuvre which led to, or contributed to, the flight path deviation. This deviation may have been due to a servo transparency encounter, spatial disorientation, misjudgement or some other factor or combination of factors.

## From an AAIB report

(Editor's note. The full accident report is 33 pages long, and has been edited here to focus on the aspects relating to licence and rating issues).

## Engine overspeed by student was not reported

A student was authorised for a solo flight in a training helicopter to practise flight in the hover and circuits. During the pre-start checks the student did not ensure that the throttle was fully closed and when the engine was started the rpm increased rapidly. On hearing the high engine rpm, the student instinctively closed the throttle but was unable to recall what the maximum achieved rpm had been, although the student estimated it to be approximately 80-85%. The limit for the engine is 2,700 rpm, approximately 105%, but no overspeed, even momentary, is permitted. After some thought, the student decided to continue with the planned flight. Later the student told the instructor what had happened during the engine start.

The instructor questioned the student and formed the opinion that the student had probably not oversped the engine. The instructor had already briefed the next student on their planned flight, and there was no alternative helicopter available, so the instructor decided to fly the helicopter to see if it had been affected in any way. The instructor considered that it behaved normally and all the engine temperature and pressure indications were normal. This reinforced the instructor's opinion that the student had not oversped the engine, so the instructor continued with the instructional flight.

After landing, and aware that the helicopter was due to fly to its maintenance facility for a 100 hour inspection the next day, the instructor attempted to contact the maintenance organisation. As it was a Sunday afternoon the instructor was unable to contact them, so telephoned the Chief Pilot to discuss the circumstances. The Chief Pilot reminded the instructor that the student should have shut down the engine after the suspected overspeed and that the instructor should not have taken the aircraft for the subsequent flight. Nevertheless, the flight had taken place without incident and without any other abnormal indications, so the Chief Pilot considered that the engine had probably not been oversped. The Chief Pilot decided that the helicopter could be flown to its maintenance facility as planned and, as a precaution, the instructor put a loose note with the technical log to advise the maintenance organisation about the suspected overspeed.

The following day, an experienced R22 private pilot planned to fly the aircraft, with a passenger, to the maintenance facility. Whilst checking the aircraft paperwork, the pilot read the note to the maintenance organisation. The note mentioned that there had been a possible engine overspeed and that continued flight had been authorised by the Chief Pilot. However, since there were no entries in the technical log relating to an overspeed, the pilot decided to continue with the planned flight.

The engine start was normal and the pilot flew the helicopter into the hover before hover taxiing to the take-off point. All air-

craft and engine indications were within limits and, after ensuring that the area was clear, the pilot commenced the transition into forward flight. Shortly after the helicopter started moving forwards it yawed violently to the right, the manifold pressure increased and the aircraft began to climb. The pilot lowered the collective lever and applied left pedal to correct the yaw but had difficulty in maintaining control. The pilot suspected some kind of engine governor failure, so the pilot levelled the aircraft and attempted a slow running landing. Just before landing, when the pilot applied the collective lever to cushion the touchdown, the aircraft yawed and climbed, becoming very difficult to control once more. The pilot stabilised the helicopter and attempted a further landing, but this time made no attempt to cushion the touchdown and the aircraft landed more heavily than normal and quickly came to a halt. On the ground, with the rotor at 100% rpm, the pilot noticed that the manifold pressure was varying between 12 and 17 inches and the engine was running rough. The pilot advised ATC that the aircraft was safely on the ground and shut it down. The pilot and passenger, who sustained minor injuries in the heavy landing, vacated the helicopter normally.

The maintenance organisation inspected the helicopter and found damage to the lower frames, the rear undercarriage legs, a crosstube, and both engine side panels. The damage was consistent with a heavy landing.

An inspection of the engine found that the plastic gear for the left engine magneto was broken, which could account for the rough running engine and the fluctuating manifold pressure. The maintenance organisation had previous experience of this failure, which was normally associated with an engine overspeed or an inadvertent 'dead cut', where both magnetos are turned off whilst the engine is still running. The engineers also found evidence that the engine cooling fan had moved on its shaft, which they also considered to be consistent with an overspeed event. As a result of these findings the engine was sent to an approved Lycoming engine maintenance facility for an overspeed inspection. Clear evidence was found of an engine overspeed, with all cylinders having excessively worn valve guides and stepped valve springs.

The instructor and the Chief Pilot involved in this chain of events were open and honest about the decisions they made. They both agreed that, with the benefit of hindsight, a safer course of action would have been to ground the aircraft and seek engineering advice as soon as they became aware of a suspected engine overspeed. The Chief Pilot has since issued a company-wide memorandum to remind all instructional staff of the need to brief students always to treat incidents as 'a worse case scenario' and not to fly an aircraft after any suspected exceedance until appropriate engineering action has been completed.

From an AAIB report

## The importance of wearing the right kit for the job...

The aircraft was on its seventh flight following a 150hr maintenance inspection. The previous six flights, flown over a nine-day period, had involved relatively low energy manoeuvring. Three 'A' checks as well as pilot pre-flight 'walkrounds' had been conducted in this period with no relevant defects being noted. The incident flight, conducted over the aircraft's base airfield with ground safety precautions in place, was a formation display practice. As the aircraft conducted a maximum performance 'break', a three-foot square section of the forward fuselage detached. This fuselage section impacted the canopy, causing it to shatter, before the panel struck the rear fuselage and tail. The pilot immediately terminated the display and landed safely.

Following the incident, the operator established that there was no damage to the holes for four screws that secured the front horizontal edge of the fuselage panel, known as the 'turtle deck'. A review by the operator found photographs from before the fourth flight following maintenance (the first on the day of the incident); the four screws appear to be missing in this photograph. It is therefore likely that the screws were either not correctly replaced following maintenance or were removed for unknown reasons at some point prior to the photograph being taken.

The missing four screws secure a composite panel. The maintenance organisation stated that the correct technique for securing this panel was to replace the screws to 'finger tight', then after adjust-

ing the panel's positioning, torque the screws to the required value. As part of their release to service, the maintenance organisation conducts a final inspection which includes touching every panel and the inspector running their hand along screw lines. The maintenance organisation considers that the flexibility of the panel could have resulted in no screw head protrusion, even if torque to the screws had not been correctly applied.

The pilot, who was occupying the rear of the two tandem seats, was wearing a full 'bone dome' style helmet. Following the incident, the helmet had witness marks from contact with the Perspex canopy as it shattered. It is likely that the use of this helmet protected the pilot from a significant head injury.

From an AAIB report



# SAFETY MATTERS

# Pilot licencing anomalies uncovered following fatal accident

The accident occurred towards the end of a short flight, about 150 metres from the point of intended landing. A number of witnesses saw the helicopter during the flight. It approached from the west, before turning and descending into a valley which ran past the north side of the town and the pilot's home where a dedicated helicopter pad and hangar were situated. When last seen, the helicopter was generally described as flying faster than expected, in a banked, nose-low attitude. There were no witnesses to the accident itself.

## Discussion

The aircraft crashed into steeply sloping, heavily wooded ground on the south bank of the valley. The initial impact occurred with the upper branches of two substantial trees: the left side of the rotor disc had impacted the trunk of a fir about 30ft from its top, with the fuselage and the rest of the rotor disc striking an oak tree. The damage to the rotor head resulted in a complete main rotor blade being released, which then flew above the tree tops, landing in a field approximately 150m beyond the initial impact point. The main gearbox was torn from its mountings on impact with the trees and fell to the ground nearby.

The tail boom had separated into two major sections at the initial impact. The remainder of the aircraft, comprising the cabin section and

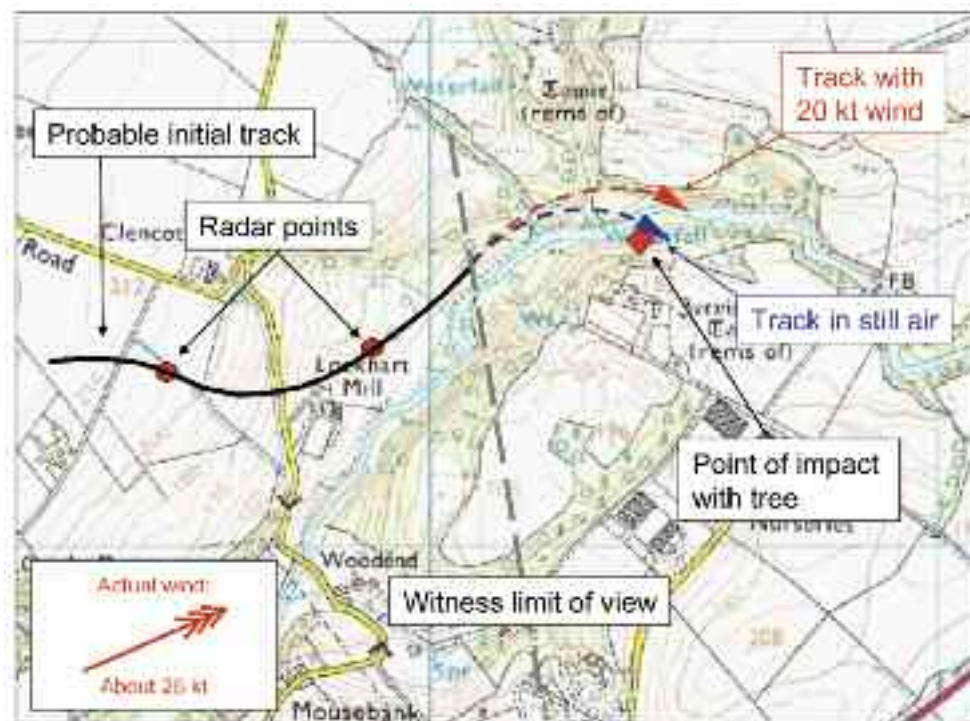
engine struck the rising ground of the valley side among smaller trees and saplings, before nosing over into an inverted attitude about 45 metres from the initial impact point. A severe fire developed, which destroyed most of the cabin structure, interior furnishings and the instruments. All four occupants suffered fatal injuries.

The only form of flight recording recovered from the helicopter was the video recording taken during the outbound and return (accident) flight.

Airborne cockpit indications were normal throughout the recorded period, with the exception of the chronometer, which was not running. Indicated Air Speed (IAS) generally varied between 110 and 115kt, which would be a typical cruise speed. The pilot remained in full control of the helicopter, and the manner in which he flew the aircraft suggested that he had no concerns about its serviceability or continued airworthiness. During the periods of flight captured on the video recording, the helicopter did not fly above 500ft agl, and it was considerably lower for most of the time. Other aspects of the pilot's handling of the aircraft were noteworthy: these included instances of very low flying, valley flying and other manoeuvres, as described below.

On the outbound flight the helicopter flew as low as 155ft over open farmland, as indicated by the altimeter and, at one point, it flew over farm buildings at a height estimated from the video to be 275ft. The pilot then rolled the helicopter rapidly into a brief but steeply banked right turn, before reversing the turn to the left, at which point a true indicated height of 335ft was recorded.

When the helicopter departed on the accident flight, the pilot flew a 'zoom' climb (a steep climb, in which aircraft speed is exchanged for height), before descending into a narrow, steep-sided valley. The valley is about 250ft deep, and densely packed with trees along its length. This section of the recording showed the helicopter flying over trees at the valley's edge at speed, with a separation from the trees estimated from the video footage at between 20ft and 30ft. It then pitched nose-down and descended into the valley, coming into similar proximity to trees on each side and below. The pilot then flew a further zoom climb out of the valley, which was seen by witnesses on the ground. Figures 4a and 4b show full screen images from the video, of



the helicopter approaching the valley, and in the valley just prior to the zoom climb.

The next recorded segment showed the helicopter in a steep right turn, at low level. The helicopter then stabilised at a moderate height, flying towards its destination.

The final recorded segment lasted 8 seconds, the first frame of which is shown at Figure 4c. The helicopter was flying at 110kt in a steep (about 60° angle of bank) turn to the right, at about 440ft above a shallow valley floor. It appears to have just started a climb, with a pitch attitude at 10° and greater than normal cruise power applied. The helicopter then rolled left, reaching an approximately upright attitude as the recording ended about 55 seconds before the accident.

The pilot gained a Private Pilot's Licence (Helicopters) (PPL(H)) in early 2000, after training on Robinson R22 helicopters. He then owned and operated an Enstrom 280FX, which he replaced with a turbine powered Eurocopter EC120B. He qualified to fly the EC120B in September 2000 and flew it as his main type between that date and November 2003, when he acquired the accident helicopter. He started training for an AS350B2 type rating on 12 November 2003, and passed the qualifying flight test on 17 November 2003. The pilot also undertook additional training in instrument and night flying techniques, and was issued a night rating to his PPL(H) in March 2004.

The pilot was required to maintain details of each of his flights in a personal flying logbook, which he did until March 2004. Although he continued to fly regularly, individual entries ceased after this date, being replaced with block entries of flying time (presumably transferred from the helicopter's technical records) and entries out of sequence. There was only one entry for 2005, a Licence Proficiency Check (LPC), which was to renew his AS350B2 type rating; after this, the pilot closed the logbook. No other logbooks, either hard copy or electronic, were found.

At the time of the accident, the pilot did not

hold a valid flying licence, or a valid AS350B2 type rating. He had been issued with a UK PPL(H), which was valid for five years but which expired on 14 February 2005. No other flying licence was found, or is believed to have existed. The validity period of the type rating was one year; this had expired on 21 March 2007 (almost 6 months before the accident - Ed). In order to revalidate it, the pilot was required to pass an LPC in the same helicopter type. Again, there was no record of an application to renew it.

The LPC was a check of the pilot's continuing competence and fitness to hold the type rating, and included handling of simulated emergency scenarios such as engine failures and hydraulic system malfunctions. Therefore, the lack of a current type rating was relevant to the continued safe operation of the helicopter.

The pilot had allowed his AS350B2 type rating to expire on each occasion before renewing it; yet he continued to fly the helicopter during these periods of invalidity. The pilot's last two LPCs in the AS350B2 were flown after the expiry of his flying licence. The CAA Authorised Examiner who conducted the LPCs did not check the pilot's licence on either occasion, and did not consider it his responsibility to do so. The examiner had known the pilot for a number of years and was under the impression that the pilot's licence had been issued with a lifetime validity.

The pilot held a Joint Aviation Authorities (JAA) Class Two medical certificate (validity period two years), which was valid at the time of the accident. However, there were two separate periods between November 2003 and March 2006, totalling 110 days, during which the pilot did not hold a valid medical certificate, his current one having expired: the pilot continued to fly during these periods. For a 13 day period in March 2006, the pilot's flying licence, AS350B2 type rating and medical certificate had all expired yet, during this time, he recorded two entries as captain in the helicopter's technical log.





the PA announcement, "...so all you Island Princesses who were so beautiful yesterday, must realise that you are all now OFFICIALLY UGLY again!"

On a serious note though, there is much damage that can be wrought by controversial or risqué comments on the PA and it is important for pilots to realise the potential for dropping themselves in it. I learned my lesson many years ago on a flight to Denver from Bangor Maine USA. When flying long sectors at high altitudes, the atmosphere inside our aluminium tubes becomes very dry indeed. It is common for us all to use moisturiser to protect our facial skin and this particular morning I had run out. While waiting for the passengers to arrive, I asked the rest of the crew if any of them had any neutral (i.e. non-perfumed) moisturiser I could have a quick squirt of. The message came back that one of the cabin crew at the back of the aircraft had some, so I left the Captain up at the front and trotted down the aisle to the rear galley. Angela was on one of her last flights as she had just found out she was pregnant, but fortunately for me, she had some spare moisturiser which I gladly rubbed all over my face.

Later on, while flying to Denver, word came through on the intercom from the Senior Cabin Crew Member in the forward galley (a funny lady called Di), that the stuff I had so gladly smeared all over my face on the turnaround was not really facial moisturiser, but was: "Nipple Anti-Stretch Cream and all the cabin crew think it's hilarious!" My cheeks burned, despite the anti-stretching agent, at the thought of being the butt of the cabin crew's jokes, but I was determined to put a brave face on it – pardon the pun. As it was my sector, I was making the PA announcements and thought it would be amusing to tell the passengers what a trick had been played on me by the girls down the back. I told the passengers all about being so grateful when Angela had offered me some moisturiser and then I said I felt a bit queasy when I found out that it was Nipple Anti-stretch Cream used by expectant mothers. I didn't think any harm could come from telling a joke against myself and from the laughter in the forward cabin, I thought it had gone down well. Shortly afterwards, Di called the flightdeck on the intercom again and asked to come in to see us.

She came in and sat down on one of the jumpseats and said that she had received a complaint from a passenger about my PA that mentioned women's bodily parts! I was astounded, but she went on to say that this gentleman had pushed the cabin crew call bell as soon as I had finished my little speech to say that he and his wife were very religious and felt it offensive that I should have made this announcement; he demanded that I make another PA to apologise. Now I felt bad and the Captain didn't help. When I looked over at him and asked what I should do, he said that I should sort it out myself and he was not involved. Well, I was not going to make another PA to apologise and look really stupid, but I was genuinely concerned that perhaps I had upset somebody, so I asked her to invite him to come and see us – ahh, those were the days, when we could have visitors to the flightdeck.

This rather earnest looking young gentleman came in and I did my best to mollify him, apologising for any offence which my little joke had caused to him and his wife. He suggested again that I make a public apology, but I countered with the fact that the majority of passengers had seen it as funny and did not believe this would be necessary. Eventually, after I had virtually exhausted all my diplomatic skills, he went back to his seat and we continued on towards Colorado. I felt miffed that anyone could be so stuffy and was very careful with my announcements on the PA after that – no jokes.

The return flight was uneventful, although I had to put up with all the girls taking the Mickey out of me about how I had upset the religious set on the way out. Finally, the whole embarrassing saga was over and we were off

duty back in the hotel – time for a couple of drinks to wind down after the flight, so we all ended up in one of the cabin crew's rooms. "Well, what shall we drink to?" said I in a loud voice, just thankful that we had not received a written complaint, yet. The girls all seemed to be in an unusually cheerful mood and Di with a twinkle in her eye said, "Why not let us drink a toast to the most gullible First Officer on the fleet?" At which point there was a chorus of "THE MOST GULLIBLE FIRST OFFICER ON THE FLEET!" and they all fell about laughing hysterically. For the second time in a day, I felt my cheeks burning with shame as I realised I had been conned. It was all a complete wind up and apparently the gentleman passenger was put up to it by Di as a joke. Peter, the Captain had also been in on the act, because while Di had been talking to me she had shown him her other hand behind her back, upon which was written, "IT'S ALL A JOKE!" I recall how he spent much of the time looking out of his window for the rest of the flight, especially when the passenger came in and I tried to talk my way out of it - I didn't realise he was trying not to laugh.

**"Ladies and Gentlemen. Buenos Aires! Welcome onboard this Easyjet flight to Luton."**

I still smile when I think back to that day and their cheerful faces in that hotel room in Bangor Maine, but it certainly made me more careful about my PAs to the cabin after that. This is especially true if you are going to try and make a public address in a foreign language, or even part of one. There was a lady Captain in Easyjet who made the mistake of trying to greet the Spanish passengers from Madrid in their own tongue, but it did not have the desired effect when she came out with, "Ladies and Gentlemen. Buenos Aires! Welcome onboard this Easyjet flight to Luton." Fortunately, a positioning Easyjet First Officer was travelling in the cabin and witnessed the mirth with which this attempt at linguistics was received.

In the same company and at about that time, there was an attempt to standardise the PA announcements from the flightdeck by the publication of a 'Guide to PA Announcements'. This was handed out to all the crews, but unfortunately to those of us who had already been flying for many years, it told us nothing new. In fact it became the subject of much derision on the line, as it was over-the-top patronising in tone at times. For example, it criticised the practice of referencing "the present position of the aircraft" to a little town called Limoges in central France. The reason that this town was allegedly used so frequently by the crews was because the waypoint and VOR beacon with the three-letter code LMG, is at a significant junction of several airways. 'Do not mention Limoges'.

Sadly, this backfired. Many of the experienced pilots felt that they had been patronised by the supercilious tone of the PA booklet, so the actual mentioning of the small town, famous for its artisans producing some very fine blown glassware, increased that summer. Many was the time when I would be flying with a pilot that had just made a PA, who then finished and turned to me to say in a Basil Fawlty voice, "I mentioned Limoges... but I think I got away with it!" Even when we were nowhere near that area of France and had already informed the passengers we were passing just to the west of Paris, we were in the habit of adding, "that's approximately 200 miles north of Limoges!" Well, it kept us amused that year anyway. The moral of the story is, as a pilot manager, you should be careful what you publish to the line crews.

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# MPL Fact or Fiction?

by Peter Moxham

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*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.*

It is now some years since ICAO pronounced on a new licence, known as the Multi-Crew Pilots Licence (MPL), and yet we have seen little of its existence in either the UK or, for that matter, Europe. What is going on?

Three years ago, when the JAA still made the rules, they agreed on the importance of this new development and put in place a section of the JAR FCL 1 covering all the requirements and syllabi for a JAA MPL. This was all set forth in amendment 7, which was approved at that time. So, I ask again, what is going on?

A very early proposer of MPL was Lufthansa, in particular Captain Dieter Harms, who was largely responsible for getting this qualification through ICAO. However, Lufthansa are only just about to start their first MPL course, some three years later. Another proponent was Boeing owned training organisation, Alteon. This American FTO set out to be the first to organise and start training for the MPL and did indeed get underway some time back with the first graduates appearing in 2008. BUT, these were not for airlines in the USA whose regulator, the FAA, have refused to accept the qualification. Thus the two major aviation continents have failed miserably to come up with a stream of MPL training courses. Why?

It is generally agreed by the airlines that the MPL is the answer to their prayer for a licence specifically designed for airline pilots, but the regulators in the various European countries were not keen to introduce the qualification and few have written JAR Amendment 7 to FCL-1 into their national law. Thus, even if you have an MPL, it is very difficult to find work – just speak to the first European graduates in Denmark who all joined Sterling Airways, only to have this airline collapse due to the current

financial crisis affecting the whole world. These young graduates were very acceptable to the airline, who planned to have all its future training to the new licence, but which, when it collapsed, found no other airline in Europe, outside of Denmark, could actually legally employ these graduates – not the best starting point!

Thus, if this qualification is so important to the airlines, why are we where we are? In the first instance this can be laid fair and square at the foot of national authorities refusing to introduce Amendment 7. Without acceptance into national law then it cannot be used.

**We can lay a lot of blame on airlines who simply failed to push the authorities to take action**

Second, we can lay a lot of blame on airlines who simply failed to push the authorities to take action, and the lip service that they paid to the value of the licence evaporated due to their own indifference. Interestingly, only one airline is today offering any sponsored training and no airline will give the job assurance that makes MPL work.

Why MPL anyway? For many years, airlines have been stating that the existing CPL is not adequate for today's cockpit environment; the graduate being required to demonstrate single pilot skills which go against all the requirements in a multi-crew environment. They are right; the needs these days are far beyond the ability to handle an aircraft but require concentration on many of the softer skills to manage flight in a highly complex environment. Whilst flying skills are essential they are only part of the requirement. The MPL was an effort to achieve this. However there is a big BUT.

Since the MPL was designed to meet the requirements of airlines it was essential that the airlines bind themselves to the licence. In Europe therefore, the regulations required the licence to be tied to the sponsoring airline which had to be involved throughout the training. The training itself fell into a number of components that could be provided by Flight Training Organisations (FTOs) and Type Rating Training Organisations (TRTOs) and airlines working together. As a qualification the licence is restricted to multi-pilot operations, with no single-pilot, private flying privileges – i.e. no PPL. This leads to a situation where if the airlines want MPL-qualified individuals then they have to bite the bullet and place guaranteed employment opportunities before potential employees. This UK airlines fail to do.

Historically, this industry of ours has been prone to huge rise and fall graphs. Last year, everyone said that the airlines needed more pilots than schools could produce; yet just a very few months later there are no vacancies. Historically, airlines invest millions of pounds in aircraft without any thought of how they intend to provide the pilots to fly them. Without the airlines therefore, there can be no MPL.

There is light at the end of the tunnel however. One UK carrier, Flybe, has openly stated that it wants MPL holders and has given two schools contracts to provide MPL pilots for their future requirements. At the end of February, Flybe launched a recruitment drive for the first six cadets to train under the MPL syllabus being run by Flight Training Europe (FTE), in Jerez, southern Spain.

So Flybe have been the first UK airline to take the plunge and it is now clear that, one day, the MPL will become the standard training route. So what should potential MPL holders need to beware of?

**Undertaking such a course without a guarantee of employment can lead to the individual holding a useless piece of paper**

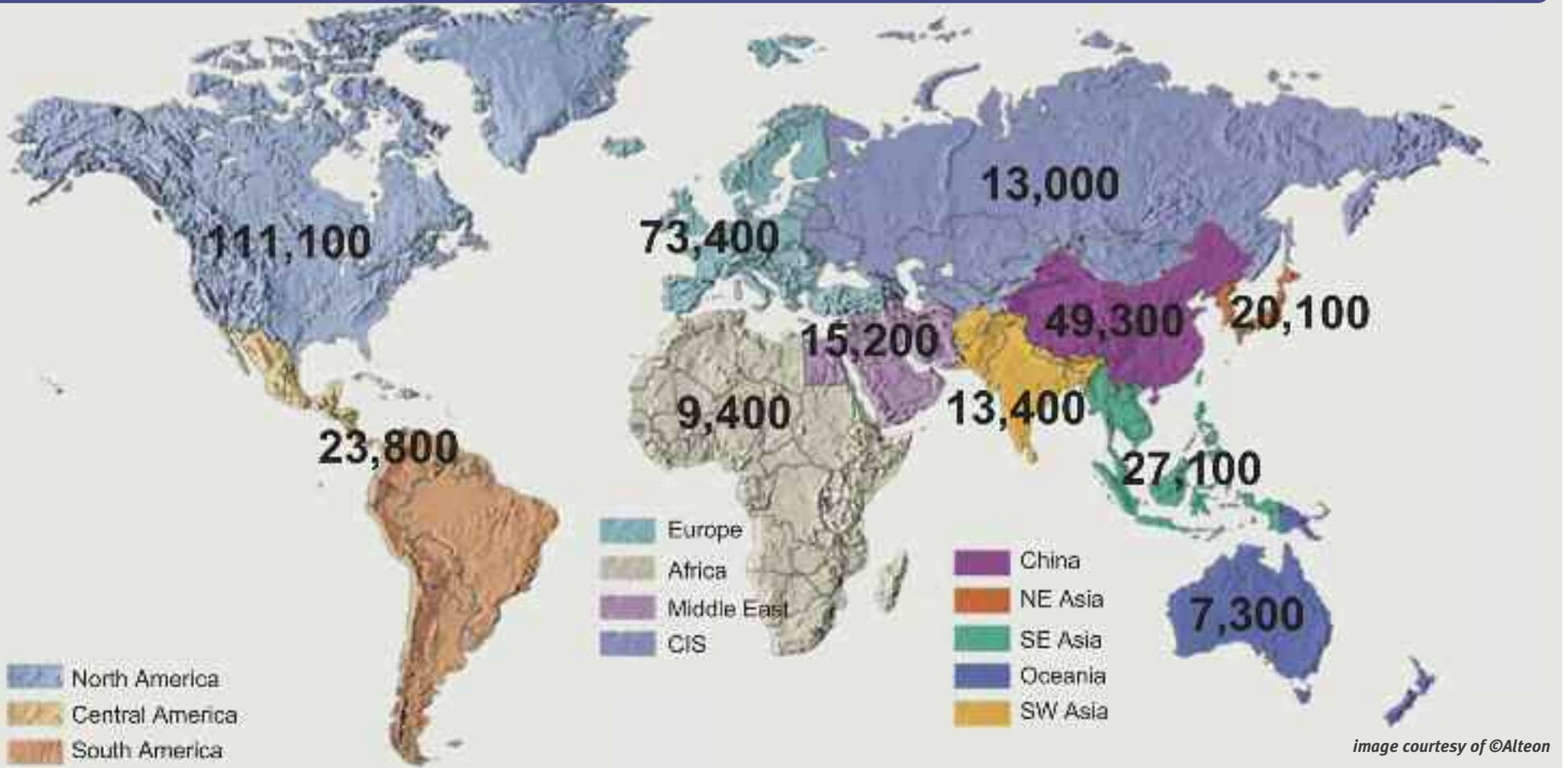
The most important thing is that, since the MPL is tailored very specifically to the airlines own needs, undertaking such a course without a guarantee of employment can lead to the individual holding a useless piece of paper (witness the Danish experience). This disappears once pilots have sufficient flying hours to qualify for an ATPL (restricted to multi-pilot aircraft only) but the intervening period can, potentially, be disastrous. Do not forget that the MPL is not issued until you have completed all the Base training for a particular aircraft and airline, thus I repeat, the airline must give you some guarantees.

The other thing is that this not a low cost substitute for an ATPL (Frozen), it is actually a highly sophisticated course of training entirely produced to meet airline employer needs. Please remember no single-pilot privileges.



# 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:

January 2009

| Type of Traffic                 | Passengers Boarded (000s) | Annual Change |
|---------------------------------|---------------------------|---------------|
| European                        | 18,085.3                  | -10.9%        |
| International short/medium haul | 12,525.4                  | -4.4%         |
| Longhaul                        | 5,352.3                   | -3.1%         |

| Type of Traffic                 | Freight Tonne-Kms | Annual Change |
|---------------------------------|-------------------|---------------|
| European                        | 61.1              | -20.9%        |
| International short/medium haul | 144.3             | -15.2%        |
| Longhaul                        | 2,408.1           | -21.8%        |

### General Aviation new aircraft deliveries worldwide January-December 2008

| Category     | 2008  | 2007  | Change |
|--------------|-------|-------|--------|
| Piston       | 2,119 | 2,675 | -20.8% |
| Turboprop    | 535   | 439   | +16.6% |
| Business Jet | 1315  | 1138  | +15.6% |

(source, General Aviation Manufacturers Association)

### British Airways passenger statistics

January 2009

|             | January 2009 | January 2008 | Change |
|-------------|--------------|--------------|--------|
| Passengers  | 2,325,000    | 2,422,000    | -4.0%  |
| Load Factor | 73.2%        | 72.2%        | +1.0%  |

### easyJet passenger statistics

January 2009

|             | January 2009 | January 2008 | Change |
|-------------|--------------|--------------|--------|
| Passengers  | 2,839,617    | 2,761,583    | +2.8%  |
| Load Factor | 75.7%        | 72.0%        | +3.7%  |

### Ryanair passenger statistics

January 2009

|             | January 2009 | January 2008 | Change |
|-------------|--------------|--------------|--------|
| Passengers  | 4,080,000    | 3,680,000    | +11%   |
| Load Factor | 69%          | 69%          | -      |

### BAA airport passenger statistics

January 2009

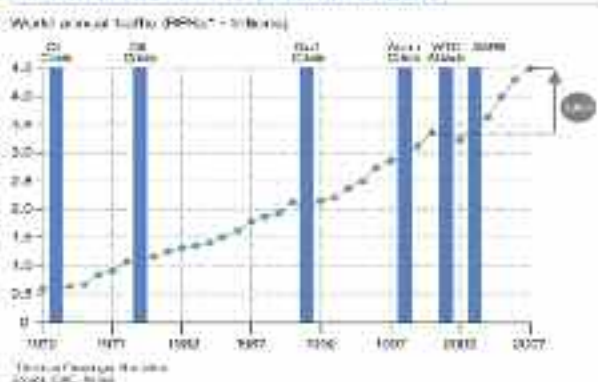
| Airport     | Passengers Feb 2008 to Jan 2009 | Change |
|-------------|---------------------------------|--------|
| Heathrow    | 66,805.2                        | -1.5%  |
| Gatwick     | 33,939.4                        | -3.6%  |
| Stansted    | 22,175.9                        | -6.1%  |
| Southampton | 11,937.4                        | -1.3%  |
| Glasgow     | 8,075.9                         | -7.2%  |
| Edinburgh   | 8,959.2                         | -1.1%  |
| Aberdeen    | 3,293.2                         | -3.8%  |

### UK National Air Traffic Services traffic data

| Type of Flight                    | Jan 2009 | Jan 2008 | Change |
|-----------------------------------|----------|----------|--------|
| UK Flights                        | 167,322  | 185,885  | -10.0% |
| Transatlantic Arrivals/Departures | 9,921    | 10,958   | -9.5%  |
| Other Arrivals/Departures         | 99,944   | 111,163  | -10.1% |
| Domestic                          | 33,913   | 38,544   | -12.0% |

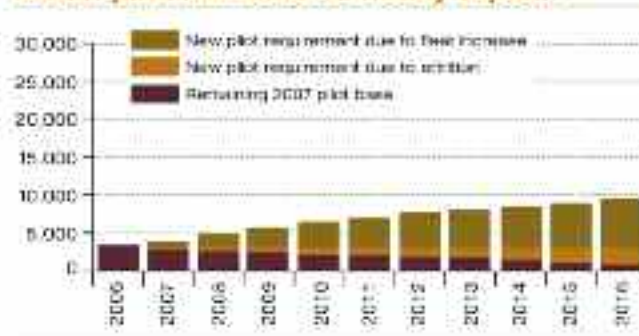
### Airbus Passenger Traffic Data – the long term view

Air travel resilient to external shocks



### Airbus Pilot Demand Forecast – emerging markets

#### Indian pilot numbers to nearly triple...

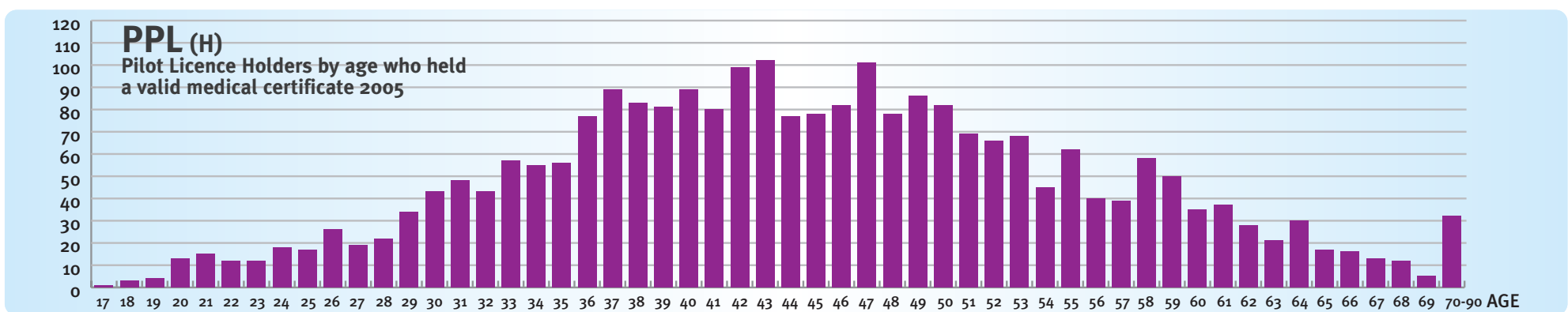
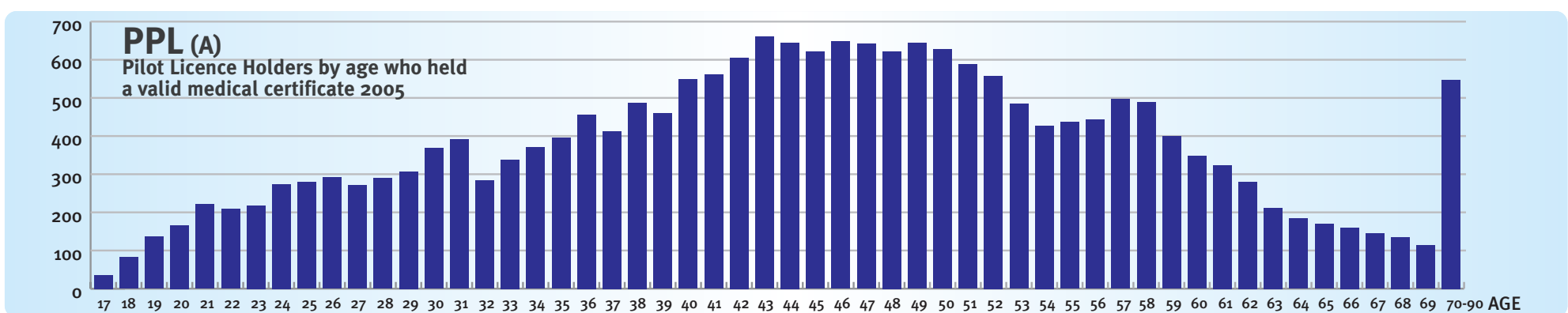
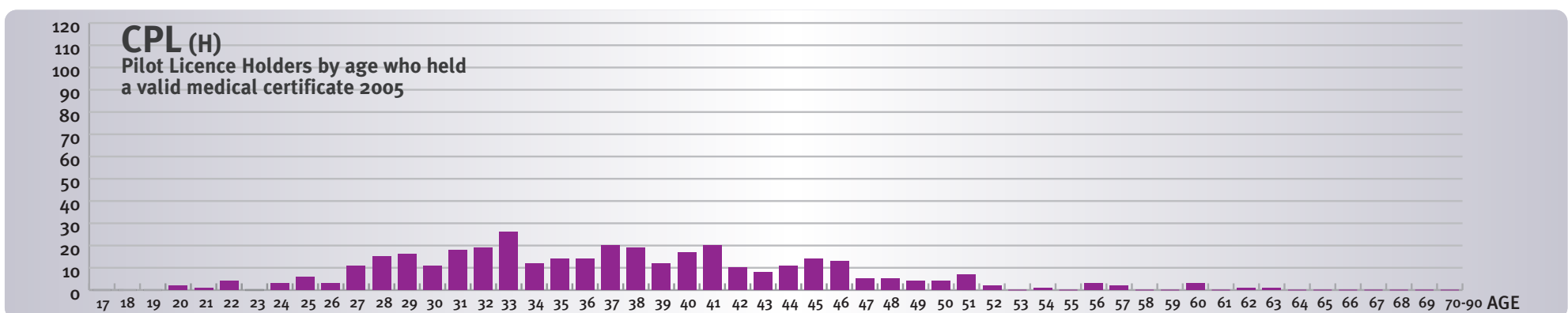
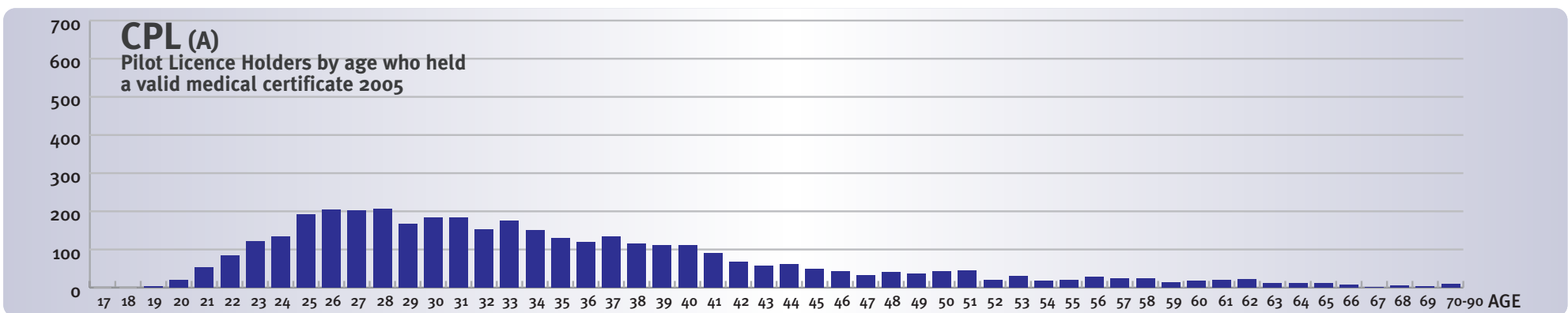
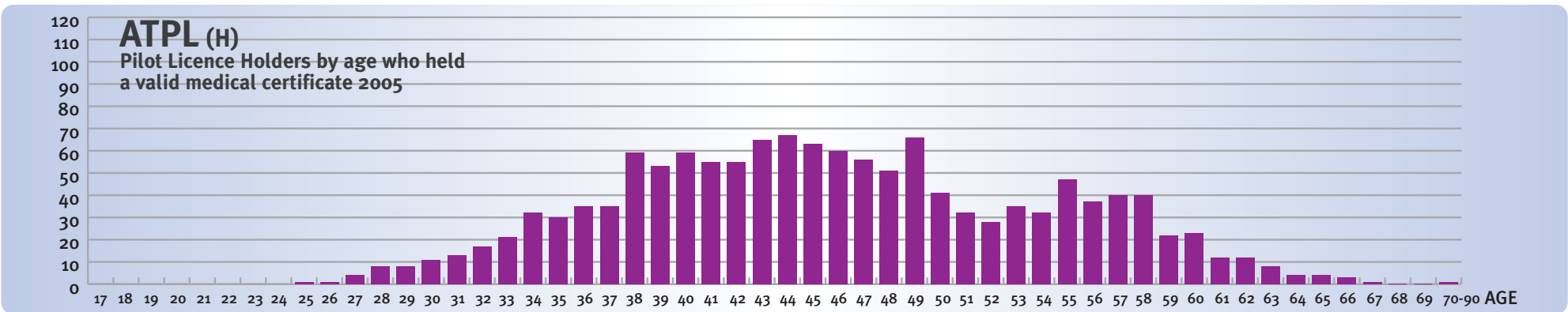
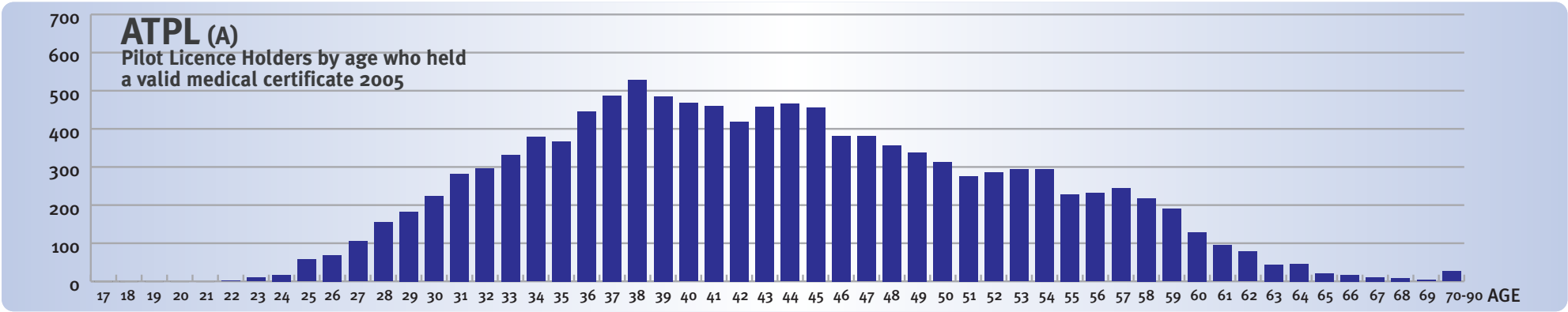


#### ...Chinese pilot numbers to more than double





# DATA & STATISTICS...





# New training contract from Jet2.com



Low fare airline Jet2 has signed an agreement with Oxford Aviation Academy (OAA) for the provision of full flight simulator and ab-initio pilot training.

As part of this Agreement, OAA will relocate a B737 Classic Full Flight Simulator to its Manchester training centre at Woodford, which is expected to be fully operational from August 2009.

Jet2.com has six UK bases, including four in northern England, so the relocation of the simulator to Manchester is expected to reduce crew training costs for the airline. In addition to the simulator training contract, Jet2.com has agreed to source all future cadet pilots from Oxford's ab-initio pilot training programme. The APP First Officer training programme – carried out at Oxford Airport in the UK and Goodyear Airport in the USA – is a fully integrated course dedicated to training professional airline pilots.

Commenting on the agreement Brian

Simpson, group CEO of OAA said, "I am delighted to announce this contract with Jet2.com as it shows our commitment to grow our relationship with a key customer and demonstrates our willingness to meet our customers' total training needs in the most cost effective manner".

Ian Doubtfire, Jet2.com Managing Director, said, "With our commitment to operations from the North of England, we are pleased to have reached an agreement with OAA to use their simulator in Manchester.

"This will avoid long travelling times for our crews, provides the best possible training conditions and will ensure we maintain our high standards of safety. We look forward to an ongoing and successful partnership."

# New flying training centre open at Biggin Hill

A new flying training centre has been opened at London Biggin Hill Airport. The impressive new facility provides a new home for two long established training schools, Biggin Hill School of Flying (owned by Cabair) and EFG Flying School.

The new £750,000 centre was launched with a formal opening ceremony which included a welcome speech by Master of the Guild of Air Pilots and Navigators, Air Commodore Rick Peacock-Edwards CBE AFC FRAes FCIM.

"This new facility shows foresight and will, I predict, play an invaluable part in looking after the overall interest of UK aviation into the foreseeable future. This new flight training facility will enable the airfield to play an equally important role in the field of aviation in the modern world, and to contribute to the economic interests of the local community, London and the nation," said Air Comdr. Peacock-Edwards.

Both EFG and Cabair have been at Biggin Hill



for more than 30 years, with EFG tracing its routes back to 1947 at the south London airfield. Both schools offer a range of piloting service including private hire, PPL, night and IMC courses.

## 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  |
| Change to Terminal Area Forecasts – TAFs (Yellow 266) 47/2008  | 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           |
| Establishment of Class D Controlled Airspace in the vicinity of Robin Hood Airport (Yellow 269) 67/2008  | UK CAA Process ICAO Standards and Joint Aviation Requirements in Respect of Language Proficiency (White 156) 89/2008   |
| European Implementation Regulations Concerning Flight Crew Licensing – European Aviation Safety Agency (EASA) Consultation Process (White 150) 52/2008 | Use of Instrument Landing System (ILS) Facilities in the UK (Pink 134) 12/2008   |
| 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    |
|--|-----------------|------------------|
| <b>1:500,000 series</b>                            |                 |                  |
| <b>Southern England &amp; Wales 35 (12 Mar 09)</b> |                 |                  |
| Northern England & Wales 31 (28 Aug 08)            |                 | 4 Jun 09 (Ed32)  |
| Scotland 25 (20 Dec 07)                            |                 | 2 Jul 09 (Ed26)  |
| <b>1:250,000 series</b>                            |                 |                  |
| 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   |
|--|---|
| CAP 168 Licencing of Aerodromes Ed 8   | (December 2008)   |
| CAP 393 Air Navigation Order   | Third edition incorporating amendments up to 3/2008 (12 September 2008) |
| <b>CAP 413 Radiotelephony</b>  | <b>Ed18 (12 March 2009)</b>   |
| 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)   |
| <b>GASIL 2009/01</b>   | <b>(13 February 2009)</b>   |

### AFE Publications

|                                    |                              |
|------------------------------------|------------------------------|
| UK VFR Flight Guide                | 2009 (White cover, Dec 08)   |
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# Instructor Notes

Helen Krasner



## Instructors and the credit crisis

With banks going bust, the housing market stagnating and numerous people doubting if they will have jobs this time next year, this is a worrying time. Recession looms, the media tells us, and it is already affecting the aviation industry to a greater or lesser degree. Already, many companies are cutting back and this includes airlines. But what does the present economic situation mean for flying schools and for instructors in particular?

Of course, such things are always difficult to predict, even for those of us closely involved with the industry. As with everything, it depends to some extent on the area of the country, the particular training organisation and your precise job within it. But anecdotal evidence suggests that the downturn is definitely already reaching some of the flying schools. According to current rumours, some larger fixed-wing flying schools are consulting on the possibility of flight instructor redundancies and on the rotary side, one instructor recently stated: "I used to average 80 hours a month, even in the winter. I would estimate that I personally am 25% down on last year's work and the school as a whole is probably down 40%. Unless we start getting more students through the door and more importantly trial lessons, then I can't see it being long before we go under".

This situation is by no means universal, but even those schools that are still doing well worry about the future. Many of them, particularly organisations which train up to CPL level and above, are concerned about the fact that the banks are now so reluctant to lend money, since most of their prospective commercial students pay for their course with borrowed cash. Even those students who have savings are understandably reluctant to spend lots of cash at such an uncertain time. The financial culture of the country as a whole is changing; we are now all saving for a rainy day and stashing our cash, rather than spending it and figuring tomorrow will take care of itself, with the bank's help if necessary. Prospective pilots feel no differently, particularly when the chance of a job at the end of it all seems doubtful.

### Last year's appallingly bad summer didn't help

Of course, this economic crisis has come at a bad time of year for UK flying schools, most of which always experience a downturn during the winter months. Last year's appallingly bad summer didn't help either. I know of at least two students who were planning to do the PPL(H) course at the flying school where I instruct. However, after several cancellations of lessons due to bad weather, both of them postponed

their courses indefinitely. You could hardly blame them. As a student, you arrange your work and your life around your once-a-week flying days. Of course, we all expect occasional cancellations, but not every weekend and not in the so-called height of summer. As for trial lesson students, more of those come along in the summer months anyway. Many people have this idea that you can't fly in the winter, that it will be freezing up there; they are mentally stuck back in the Biggles days of open cockpits, helmets, and sheepskin jackets. I frequently have trial lesson students arrive wearing many layers of clothes, asking me if they will be cold, and they seem exceedingly surprised when I tell them that the R22, small as it is, has a heater!

Fuel price increases affected us too, long before the credit crunch really hit. Most flying schools hung on for a bit, but they were eventually forced to increase their prices, at least by a little. This sort of thing almost always causes a temporary slump in bookings. Flying now seems horrendously expensive to people, until they get used to it. But eventually, as with all other price rises, people mentally adjust.

Certainly at my flying school things have recently become very quiet and I gather other helicopter schools in the area are experiencing a significant downturn too. The fixed-wing schools seem to be busier, at least in our region. But as explained, I don't think this perceived slump is due solely to the economic situation. Similar things have happened before, for us anyway. I remember a winter three years ago when one of my colleagues, an ex-electrician, started taking on part-time electrical work, saying that it was the first time that he had had to do so since he became an FI many years earlier. At the same time I found myself a part-time office job; it was the first time for many years that I had had to do that too. But spring came and with it things improved. And the same thing could very easily happen this time.

It is perhaps educational to look back at previous economic or aviation industry slumps. In 2001 things were really bad in the industry as a whole and this affected flying schools too. One person posted recently on an aviation internet forum: "Post 9/11, things were really bad for FIs. I freelanced for years before I got a break with a full-time instructor job at a good school".



### It always seems to turn around

Looking back further still to the early 1990s, the time of the last housing crisis and high unemployment, another FI wrote: "I was the only person I knew who got an instructing job, out of about ten who did the FI course with me and I was only managing ten hours a month. At present, there are one or two instructing jobs around... back then there was simply nothing." Yet another instructor commented: "I did my CPL and AFI course in 1991 to 1992 and did not get a full-time job until spring 1994. I only did about 130 hours in the first 18 months as a part-timer... After 18 months full-time instructing I went back to my previous profession and continued part-time instructing for the next four years... It always seems to turn around."

This last sentence is really the crucial point. The aviation industry and particularly the flying training side of things, has its ups and downs anyway. Many of them are regular, cyclic changes, due to short days in winter, weather, fuel price increases and so on. The present economic situation is not unique and while its timing has probably made matters worse for flying training than they would have been if it had occurred in the summer, it will not last for ever. Things will turn around eventually. And when they do, it is highly likely that those prospective students who have been hanging on to their money and wondering what to do will all decide to learn to fly, at about the same time. There will be an upsurge in interest, hopefully as dramatic a one as the current downswing!

So what should FIs and prospective instructors do until then? The answer is to hang in there. For those planning on qualifying as instructors this is probably a good time to do so. You will then be ready to work when the

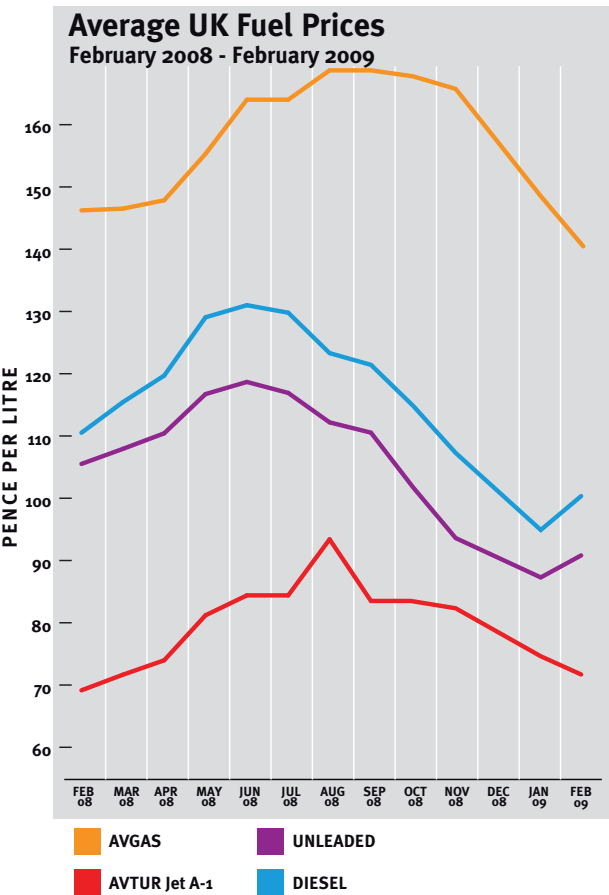
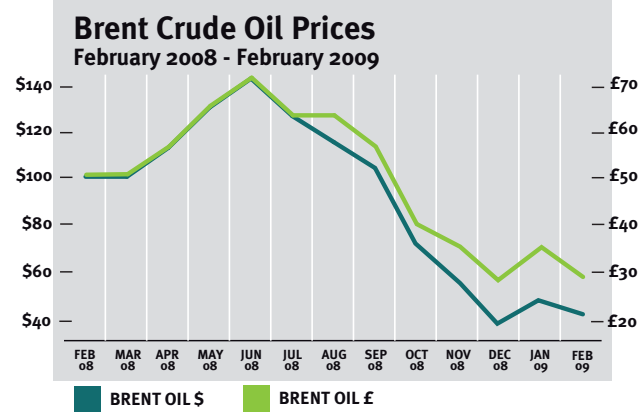
turnaround comes - and it will. It is probably not a good time to borrow money, even if you can manage to find someone willing to lend it to you. Far better to do the FI course as and when you can afford it, possibly part-time, fitting it in around your other work. After all, you will need that other job as you might have to keep on doing it for quite a while. Also bear in mind that you might need to budget for keeping your flying current after finishing the instructor's course, if you can't get an instructing job immediately. So be prepared to fly now and then, do the occasional trial lesson if it is offered, or take friends flying and use them as dummy students, practising your instructing pattern as you fly. All of this will mean you are in a better position for when things change.

For those qualified instructors who are feeling the pinch or have lost their jobs, the solution is to be flexible. There are a few jobs around, particularly for those able and willing to travel and/or re-locate; you only have to look at small ads in the various aviation publications to realise that. However, with many instructors after every job, don't expect to be able to send off a CV by post and receive an answer. At the very least telephone the school you've applied to, or preferably go along to the flying school, neatly dressed, with logbook and CV in hand, and sell yourself. Hard work, persistence and initiative will get you the position at a time like this. And if it doesn't... well, most of us realised long ago that flying instructing is at times a precarious way to earn a living. You may have to find something else to do part-time, or even full-time, while you wait for something better to come along... and it will.

The important thing to remember, above all else, is that in aviation everything changes in time, be it weather, students' skills, or the job market. So be patient and roll with the punches. And good luck!



# DATA & STATISTICS...



### Average fuel prices

FEBRUARY 2009

(Source: Flight Training News survey)

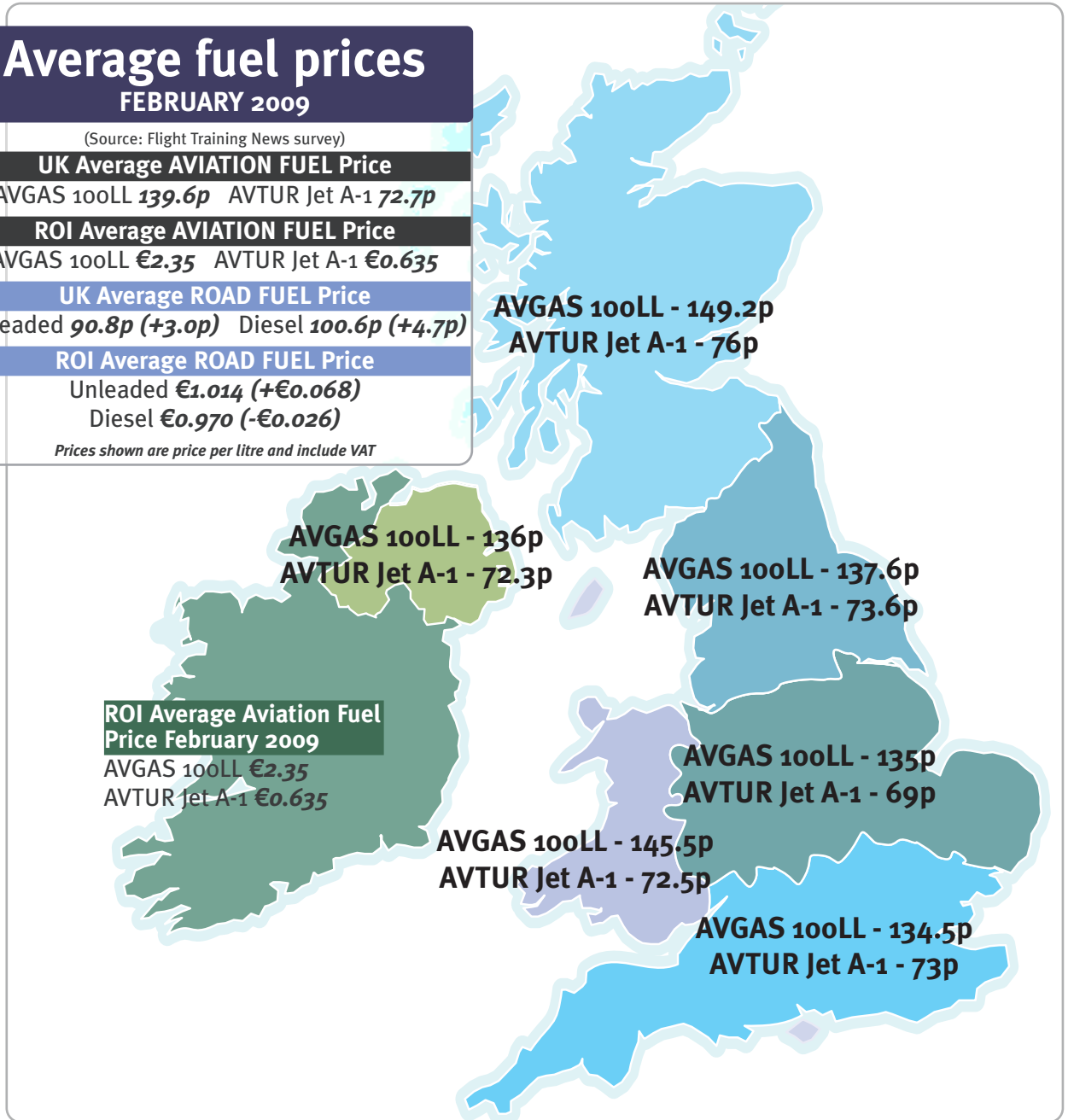
**UK Average AVIATION FUEL Price**  
AVGAS 100LL **139.6p** AVTUR Jet A-1 **72.7p**

**ROI Average AVIATION FUEL Price**  
AVGAS 100LL **€2.35** AVTUR Jet A-1 **€0.635**

**UK Average ROAD FUEL Price**  
Unleaded **90.8p (+3.0p)** Diesel **100.6p (+4.7p)**

**ROI Average ROAD FUEL Price**  
Unleaded **€1.014 (+€0.068)**  
Diesel **€0.970 (-€0.026)**

*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   |
|------------|-------------------------------|--|--------------|
| APRIL      | 23/03/09                      | 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 |
| MAY        | 20/04/09                      | Principles of Flight, Airframes, Mass and Balance, Performance     | Tue 5 May    |
|            |                               | Instrumentation, Operational Procedures, Flight Planning           | Wed 6 May    |
|            |                               | General Navigation, Radio Navigation, Meteorology                  | Thur 7 May   |
|            |                               | Air Law, Human Performance, VFR Communications, IFR Communications | Fri 8 May    |

**JAR CPL (A)** Exam Centres: Gatwick only

| Exam Month | Closing date for applications | Subjects  | Exam Dates  |
|------------|-------------------------------|---|-------------|
| MAY        | 28/04/09                      | Principles of Flight, Aircraft General, Performance and Planning                                | Tue 12 May  |
|            |                               | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Wed 13 May  |
| JULY       | 29/06/09                      | Principles of Flight, Aircraft General, Performance and Planning                                | Mon 13 July |
|            |                               | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Tue 14 July |

**JAR CPL (H)** Exam Centres: Gatwick only

| Exam Month | Closing date for applications | Subjects  | Exam Dates   |
|------------|-------------------------------|---|--------------|
| 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   |
| JULY       | 01/07/09                      | Principles of Flight, Aircraft General, Performance and Planning                                | Wed 15 July  |
|            |                               | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Thur 16 July |

## 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 | 231                | <a href="http://petitions.number10.gov.uk/Student-Pilots">http://petitions.number10.gov.uk/Student-Pilots</a>   |
| Remove Strubby from the shortlist of proposed eco-towns   | 2nd June 2009 | 316                | <a href="http://petitions.pm.gov.uk/Strubby">http://petitions.pm.gov.uk/Strubby</a>   |
| 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              | <a href="http://petitions.number10.gov.uk/PennburyEcoTown/">http://petitions.number10.gov.uk/PennburyEcoTown/</a>   |
| Protect the RNLI from paying licence fees for using Maritime radio frequencies  | 8th Oct 2009  | 27,039             | <a href="http://petitions.number10.gov.uk/RNLI-RF-licences/">http://petitions.number10.gov.uk/RNLI-RF-licences/</a><br>"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 | 15,642             | <a href="http://petitions.number10.gov.uk/vulcan-XH558/">http://petitions.number10.gov.uk/vulcan-XH558/</a>   |

(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) | <a href="http://www.caa.co.uk/default.aspx?catid=1868&amp;pagetype=90">http://www.caa.co.uk/default.aspx?catid=1868&amp;pagetype=90</a> |

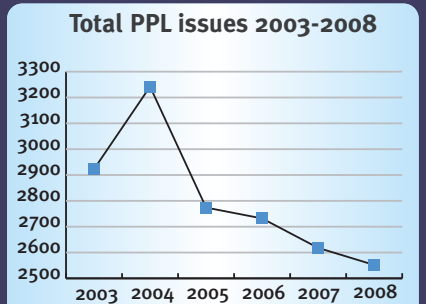
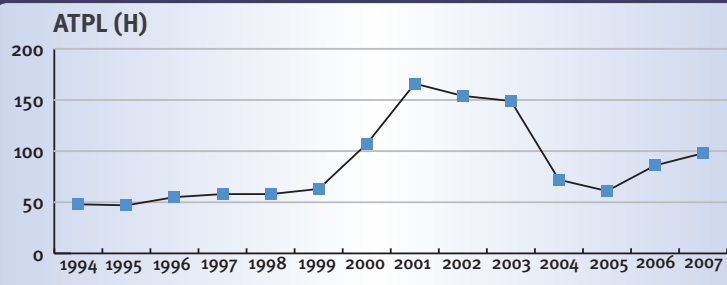
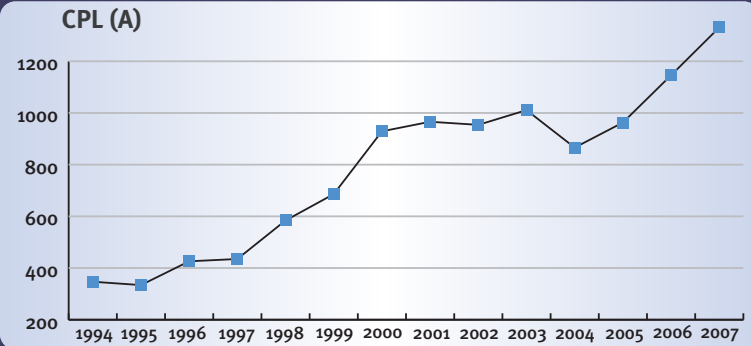
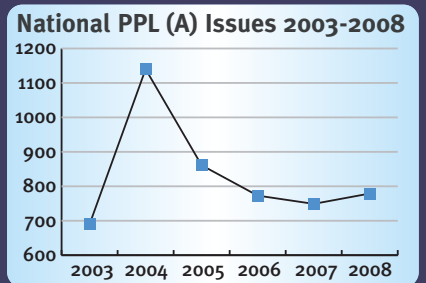
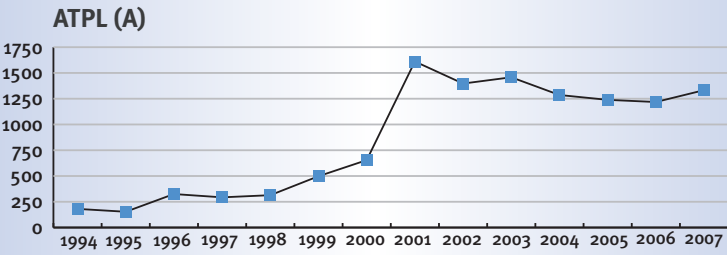
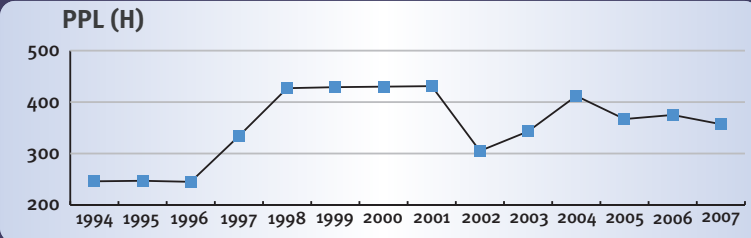
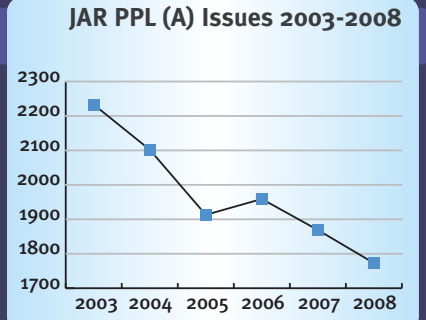
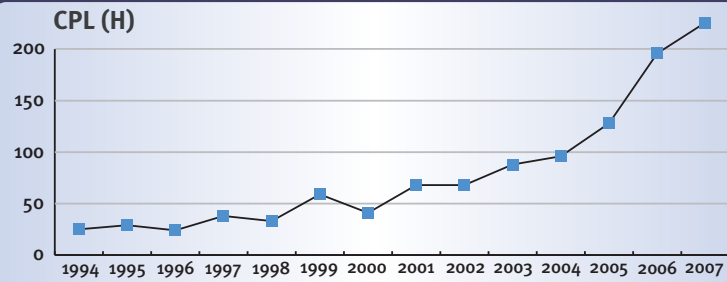
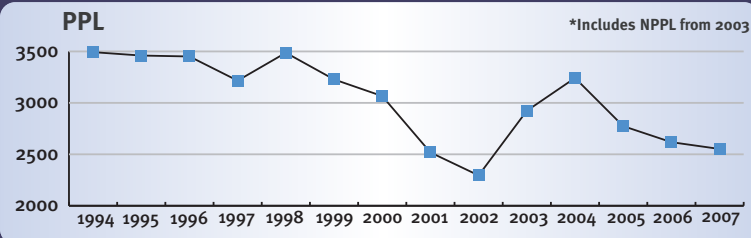
## EASA Open Consultations

| Consultation   | Deadline           | Details   | Link  |
|--|--------------------|---|---|
| NPA 2008-17a<br>NPA 2008-17b<br>NPA 2008-17c   | 28th February 2009 | Implementing rules for Pilot Licencing A. Explanatory notes and appendices B Part - FCL C. Part - Medical   | <a href="http://easa.europa.eu/ws_prod/r/r_npa.php">http://easa.europa.eu/ws_prod/r/r_npa.php</a>         |
| NPA 2008-22a<br>NPA 2008-22b<br>NPA 2008-22c<br>NPA 2008-22d<br>NPA 2008-22e<br>NPA 2008-22f | 15th 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 | <a href="http://www.easa.europa.eu/ws_prod/r/r_npa.php">http://www.easa.europa.eu/ws_prod/r/r_npa.php</a> |

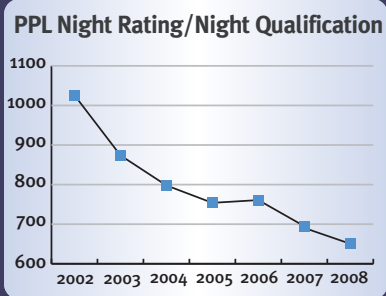
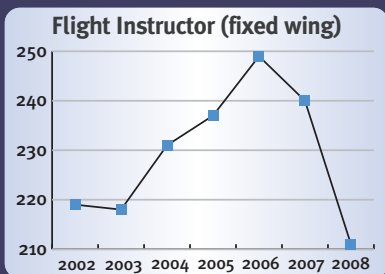
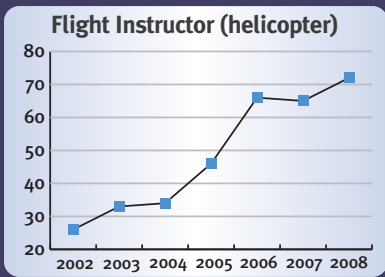
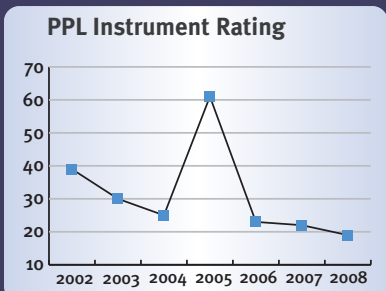
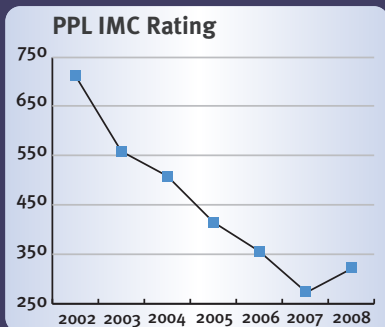


# DATA & STATISTICS...

## UK Initial Licence Issues



## Ratings - six year trend



| 2008                                | figure | year-on-year change |
|-------------------------------------|--------|---------------------|
| PPL (A) (includes JAP-PPL and NPPL) | 2552   | -2.5%               |
| PPL (H)                             | 357    | -5.0%               |
| CPL (A)                             | 1331   | +16%                |
| ATPL (A)                            | 1333   | +9.5%               |
| ATPL (H)                            | 98     | +14%                |

Number of licenced airfields in the UK **142**  
(Source: 2007 UK AIP)

Professional Flying Training Organisations UK and ROI **107**  
\*excluding organisations that are solely TRTOs.  
(Source: Flight Training News)

Microlight Schools UK and ROI **107**  
(Source: Flight Training News)

Helicopter Schools UK and Ireland **102**  
(Source: Flight Training News)

## Current Licence Processing Turnaround

As at the 23 February, the UK CAA were processing licence applications received:

|                            |                  |
|----------------------------|------------------|
| • Professional Flight Crew | 13 February 2009 |
| • Private Flight Crew      | 13 February 2009 |
| • Instructors              | 13 February 2009 |
| • NPPL Flight Crew         | 2 February 2009  |

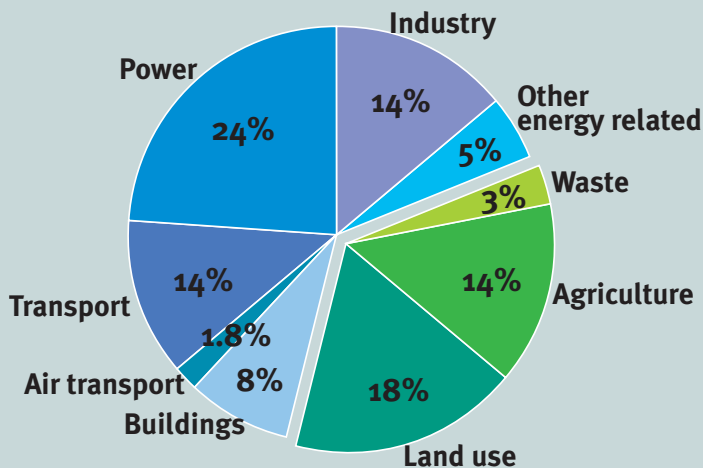
(Source: CAA)

## 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 CO<sub>2</sub> emissions. (Source: BBGA)



For further environmental data, see [www.enviro.aero](http://www.enviro.aero)

(Source: the Stern Review Report)

Statistic of the month  
UK issued professional pilot's licences increased by **12%** between 2006/7 and 2007/8

## 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)



# Tetraplegic gains his NPPL (M) with the APT Charitable Trust

Rob Bryan became a C6/7 Tetraplegic after all fall in 1999. Before this he was an active thrill seeker regularly rock climbing and trekking in Brazil, East Africa and the Himalayas.

"Originally I liked the thought of flying a hang glider yet my hand power is not that great. Then I saw a program on National Geographic about microlight flying which captured my imagination."

After some research on the internet, Rob found the APT Charitable Trust, who he contacted to book an air experience flight.

"Visiting APT for the first time apprehension began to build up in my mind. What am I doing here? Am I not in enough trouble? How on earth am I going to fly? With their vast experience and knowledge, the people at the APT Trust and Shadow Flight Centre made me feel relaxed and welcome. After the air experience flight I realised a new path was beginning to open up."

Rob started training for his

NPPL (M) licence on a CFM Shadow CD in 2004. The aircraft is specially adapted for use by people with paralysis of the lower limbs. This adaption allows people with limited hand and body movement to take full control of the aircraft, to fly solo and ultimately gain their microlight licence.

After a much hard work and determination, ATP say they are pleased to announce that Rob passed his GST with Fiona Luckhurst, co-owner of Shadow Flight Centre, making Rob one of few Tetraplegics to gain their licence.

"Learning to fly has been one of the hardest yet most fulfilling experiences of my life, with many challenges along the way. Without the help of the APT Trust and SFC at Old Sarum airfield I am sure my dream to fly would still be



Rob at the controls of the modified CFM Shadow

just that."

The APT Charitable Trust, registered charity No 1037768, was founded in 1994 by James Edmonds, a highly successful businessman and philanthropist, to teach physically disabled people to fly. The Trust uses two specially adapted aircraft that enable students to enjoy flying without compromising safety. Training is provided by award winning CAA-approved instructors Raymond

Proost and Fiona Luckhurst of the Shadow Flight Centre.

The APT Trust is 100% reliant on donations to continue training students, providing air experience flights and meeting the running costs of the two aircraft. Individuals interested in helping the APT Charitable Trust with a donation or by fund raising, or in any other way, can contact general manager Rob Lawes via www.disabledflying.org



## Letters to the editor

Dear Sir,

I would like to refer to your article in the February edition -FAA licence renewal requires visit to US.

The information is incorrect.

Tom Hughston is the fixed-wing DPE (Designated Pilot Examiner) for Europe and the Middle East and as an FAA representative is able to issue the 'English proficient' endorsement.

Candidates need to have an up to date copy of the validation letter sent to them by the FAA (if it is older than six months, they will have to apply for a new one) and then present themselves to Tom. For future reference, and to verify this, you need only contact the New York International Field Office.

By the way, it is not a new policy; the 'English proficient' requirement is an ICAO regulation for all licences. The FAA will not issue any changes to a 61.75 licence unless it can verify that the licence its validity is based upon is still valid. That's why they will not make any changes to them online.

I am an FAA instructor and articles like yours (and indeed AOPA UK's article) cost me a lot of time and effort in reassuring pilots put into a panic by the prospect of an unscheduled, expensive and unnecessary trip across the Atlantic.

I hope you can print a correction in your next issue.

Best regards, Geraldine Smith-Cullen CFII, MEI

www.iflyfaa.com

Information in the article in the last edition of Flight Training News concerning 61.75 licence validation was taken from comments made by the Airmen Certification Branch of the FAA, who were advising pilots that the only way to amend their 61.75 certificates was via an appointment with an FAA District Office in the US, in person.

We agree however, that the New York Field Office is maintaining (contrary to what is published in the FAR/AIM) that pilots in Europe may have their 'English proficient' stamp made by Europe-based designated pilot examiners, such as Tom Hughston.

We have yet to see anything published by the FAA that reflects this method of validating European held 61.75 certificates, although we understand that AOPA is continuing to work with the FAA to achieve this.

2008 prices held for 2009 £14.99

## Whatever you fly, fly with an up-to-date chart

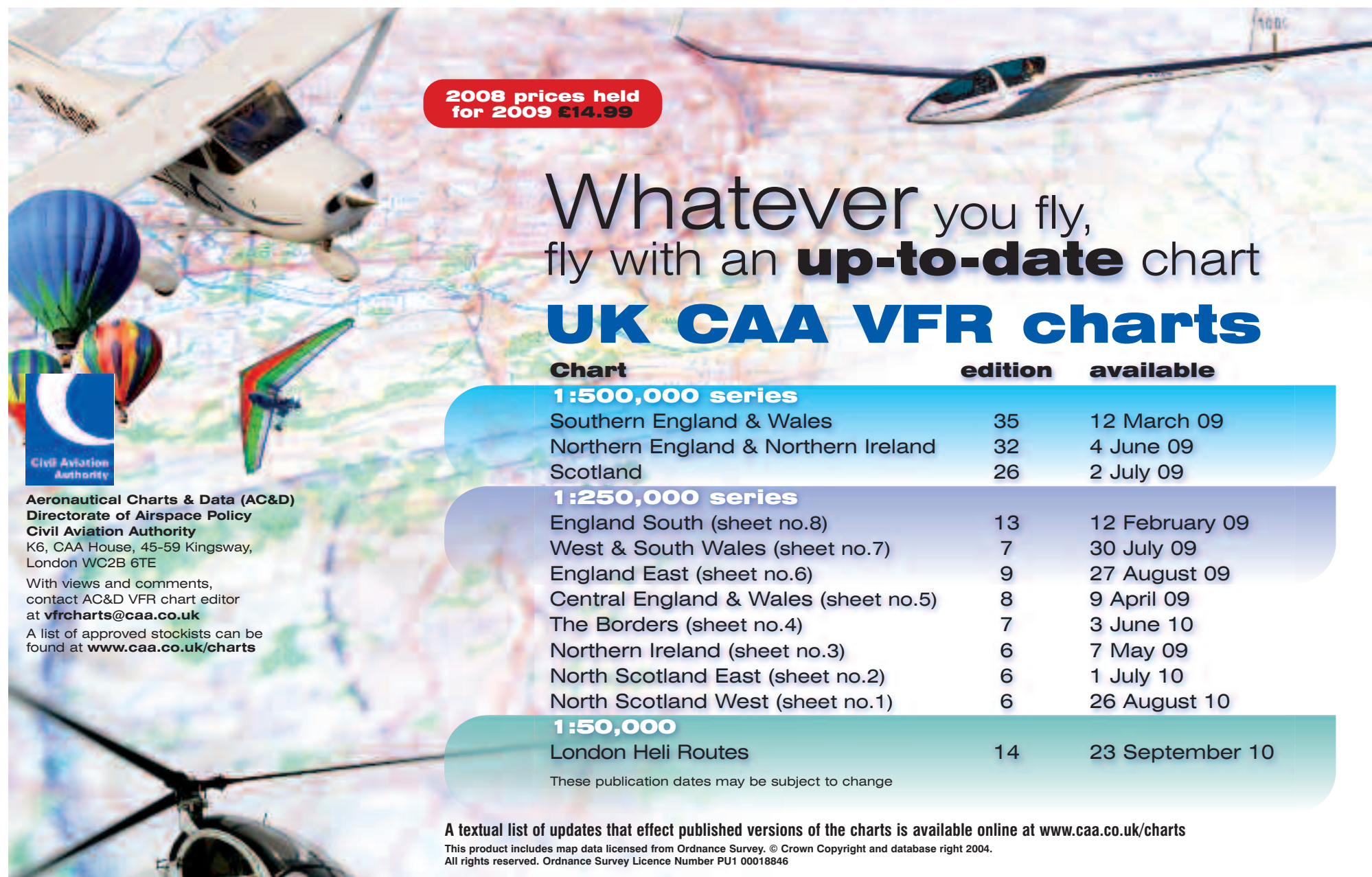
# UK CAA VFR charts

| Chart                                | edition | available       |
|--------------------------------------|---------|-----------------|
| <b>1:500,000 series</b>              |         |                 |
| Southern England & Wales             | 35      | 12 March 09     |
| Northern England & Northern Ireland  | 32      | 4 June 09       |
| Scotland                             | 26      | 2 July 09       |
| <b>1:250,000 series</b>              |         |                 |
| England South (sheet no.8)           | 13      | 12 February 09  |
| West & South Wales (sheet no.7)      | 7       | 30 July 09      |
| England East (sheet no.6)            | 9       | 27 August 09    |
| Central England & Wales (sheet no.5) | 8       | 9 April 09      |
| The Borders (sheet no.4)             | 7       | 3 June 10       |
| Northern Ireland (sheet no.3)        | 6       | 7 May 09        |
| North Scotland East (sheet no.2)     | 6       | 1 July 10       |
| North Scotland West (sheet no.1)     | 6       | 26 August 10    |
| <b>1:50,000</b>                      |         |                 |
| London Heli Routes                   | 14      | 23 September 10 |

These publication dates may be subject to change

A textual list of updates that effect published versions of the charts is available online at [www.caa.co.uk/charts](http://www.caa.co.uk/charts)

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# CAA publishes latest PLD charging scheme as regulator's debts rise

According to a report in the Independent last month, the UK Civil Aviation Authority (CAA) has had its application for an overdraft extension turned down by Barclays bank.

Faced with a growing level of debt following the demise of airlines such as XL Leisure last year, which is believed to have cost the authority around £9m in refunds to passengers under their APC scheme, the CAA has been looking to extend its £60m overdraft, but Barclays, which has significant exposure to the airline and travel industry, has dug its heels in and denied the CAA the overdraft extension.

Meanwhile, the CAA remains under threat from potential future regulatory shopping and consequent loss of income, as the UK hands over regulatory oversight to the European Aviation Safety Agency (EASA). Under EASA, all pilot licences, ratings, medical certificates etc. will be pan-European, which means that while the UK CAA can still issue and charge for pilot licences and ratings, the licences themselves will be European, so there is nothing to stop individuals or Flight Training Organisations using other, cheaper national aviation authorities to issue their licences. And this may be

more than just a passing concern for the CAA, as it is likely that they will be one of the most expensive of the European aviation authorities able to issue these pan-European licences, given it is one of the only authorities that is not wholly government funded, and to make matters worse, the CAA is also required to make a six percent annual return.

The CAA perhaps had this firmly in mind therefore, when they recently published the latest scheme of charges for pilot licensing. While there are price increases across the board, they are not as large as some industry observers had feared.

The new scheme of charges comes into effect on 1 April 2009, and overwrites the existing scheme that came into effect April 2008. Detailed in the tables is a brief overview of some of the price changes. The full document is available to download from the CAA's website, [www.caa.co.uk/docs/33/241PLS.pdf](http://www.caa.co.uk/docs/33/241PLS.pdf)

| LICENCES   | Current to 31 March 2009 | Effective 1 April 2009 |
|--|--------------------------|------------------------|
| Grant of Commercial Pilot Licence (Balloons, Airships, Gliders, including initial type rating and instrument rating where these are included in the application) valid 10 years                        | £369                     | £386                   |
| Grant of Commercial Pilot Licence / Air Transport Pilot Licence (Aeroplane, Helicopter, including initial type rating and instrument rating where these are included in the application) valid 5 years | £221                     | £231                   |
| Grant of Private Pilot Licence, valid 5 years  | £168                     | £176                   |
| Grant of Private Pilot Licence (Balloons & Airships) with unlimited validity   | £242                     | £253                   |
| Grant of Private Pilot Licence (Gyroplanes) with unlimited validity  | £154                     | £161                   |

| FLIGHT TESTS   | Current to 31 March 2009 | Effective 1 April 2009 |
|--|--------------------------|------------------------|
| Skill test for professional licence and instrument rating skill test   | £729                     | £762                   |
| Skill test for professional licence and instrument rating to complete a partial pass                                   | £487                     | £509                   |
| Proficiency check for class or type rating or instrument rating, or IMC  | £184                     | £192                   |
| Skill test for the PPL or IMC rating   | £177                     | £185                   |
| Flight Instructor rating skill test, or flight instructor rating (restricted) or an assistant flying instructor rating | £184                     | £192                   |

| GROUND EXAMINATIONS   | Current to 31 March 2009 | Effective 1 April 2009 |
|---|--------------------------|------------------------|
| JAR CPL, ATPL, IR Theoretical knowledge                                   | £63 per paper            | £66 per paper          |
| All other ground exams (including PPL)                                    | £46 per paper            | £48 per paper          |
| Duplicate or replacement exam result or duplicate confirmation of booking | £24                      | £25                    |
| Re-mark   | £24                      | £25                    |
| Transfer, cancellation of exam or amendment at applicant's request        | £24                      | £25                    |



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## for your diary

### March 2009

- |       |  |       |   |
|-------|--|-------|---|
| 2-5   | <b>JAR-FCL Examinations ATPL (A), (H)</b><br>Gatwick, Oxford, Shuttleworth College & Glasgow<br><a href="http://www.caa.co.uk">www.caa.co.uk</a>                     | 14    | <b>Oxford Aviation Training seminar APP First Officer</b><br>Oxford Airport <a href="http://www.oxfordaviation.net">www.oxfordaviation.net</a>                  |
| 3     | <b>BBGA Conference</b><br>Sopwell House, St Albans<br><a href="http://www.bbga.aero">www.bbga.aero</a> 01844 238020  | 19    | <b>CAA Safety Evening</b><br>Humberside <a href="http://www.caa.co.uk">www.caa.co.uk</a>  |
| 7     | <b>BGA Conference</b><br>Hellidon Lakes Hotel, Warwickshire<br><a href="http://www.gliding.co.uk">www.gliding.co.uk</a>  | 20-21 | <b>British Aerobatic Association Judging School</b><br>Wellesbourne Mountford, Warwickshire<br><a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a> |
| 7     | <b>Cabair First Officer Direct Pilot Seminar</b><br>Cranfield Auditorium <a href="http://www.cabair.com">www.cabair.com</a>  | 24    | <b>CAA Safety Evening</b><br>Shoreham Sussex <a href="http://www.caa.co.uk">www.caa.co.uk</a>   |
| 7-8   | <b>British Aerobatic Association Gliding Training Camp</b><br>Bicester Gliding Club, Oxfordshire<br><a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a> | 24    | <b>Finding the Right Stuff: The Medical Selection of Aircrew</b><br>RaeS, No 4 Hamilton Place, London<br><a href="http://www.raes.org.uk">www.raes.org.uk</a>   |
| 9-10  | <b>JAR-FCL Examinations CPL (A)</b><br>Gatwick <a href="http://www.caa.co.uk">www.caa.co.uk</a>  | 24-25 | <b>Met for Aviators</b><br>Met Office College, Exeter<br><a href="http://www.metoffice.gov.uk/training">www.metoffice.gov.uk/training</a>                       |
| 11-12 | <b>JAR-FCL Examinations CPL (H)</b><br>Gatwick <a href="http://www.caa.co.uk">www.caa.co.uk</a>  |       |   |

### April 2009

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|-------|--|-------|--|
| 1-2   | <b>Met for Aviators</b><br>Met Office College, Exeter<br><a href="http://www.metoffice.gov.uk/training">www.metoffice.gov.uk/training</a>            | 16    | <b>GAPAN Aptitude Testing for Commercial Pilots</b><br>RAF Cranwell (Guild of Air Pilots and Navigators)<br>020 7404 4032 <a href="http://www.gapan.org">www.gapan.org</a> |
| 2-5   | <b>Aero Friedrichshafen 2009</b><br>Messe Friedrichshafen, Germany<br><a href="http://www.aero-friedrichshafen.com">www.aero-friedrichshafen.com</a> | 16-17 | <b>Royal Aero Club Air Race School</b><br>North Weald, Essex <a href="http://www.airraceuk.co.uk">www.airraceuk.co.uk</a>  |
| 4     | <b>Cabair First Officer Direct Pilot Seminar</b><br>Cranfield Auditorium <a href="http://www.cabair.com">www.cabair.com</a>                          | 17    | <b>British Aerobatic Association Beginners Day 1</b><br>Brighton, South Yorkshire <a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a>                         |
| 5     | <b>Multiflight Introductory Aviation Evenings</b><br>Leeds Bradford Intl Airport <a href="http://www.multiflight.com">www.multiflight.com</a>        | 25    | <b>Flyer Professional Flight Training Exhibition</b><br>London Heathrow T5 Sofitel Hotel<br><a href="http://www.flyer.co.uk/exhibitions">www.flyer.co.uk/exhibitions</a>   |
| 6-9   | <b>JAR-FCL Examinations ATPL (A), (H)</b><br>Gatwick, Oxford, Shuttleworth College & Glasgow<br><a href="http://www.caa.co.uk">www.caa.co.uk</a>     | 30-2  | <b>Eur-Avia Cannes 2009</b><br>Cannes - Mandelieu International Airport - LFMD<br><a href="http://www.eur-avia.com">www.eur-avia.com</a>                                   |
| 15-16 | <b>JAR-FCL Examinations IR (A), (H)</b><br>Gatwick <a href="http://www.caa.co.uk">www.caa.co.uk</a>  |       |  |





**Cirrus shipped 549 SR20s during 2008, compared with 710 in 2007**

## Turboprop aircraft experienced a 17% rise in activity during 2008

year compared with 181 in 2007 and DA40 sales fell from 232 to 154. One consequence was that flight training schools who made decisions to increase or modernise their twin-engined fleets switched to Piper which saw a 41% increase in sales of Senecas and Seminoles.

Aircraft making their debuts last year included the much-admired Embraer Phenom 100 very light jet, with two examples handed over to customers in December, and the rather angular Quartz Mountain QMA-11E. Eleven of these four-seat single-engined piston aircraft, derived from the Luscombe Sedan of the 1940s, were sold in the year. By contrast, some familiar names fell into limbo. The Swearingen SJ30 business jet, now owned by Emivest, has taken many years to achieve certification, but there are still no signs that full scale production will take place any time soon. In New Zealand, Alpha Aviation, which acquired the Robin all-metal two-seat designs, went into bankruptcy early in 2008 and still seeks a saviour. By contrast, the Pacific Aerospace PAC-750XL utility aircraft, also built in New Zealand, scored 15 sales last year, mainly for sport parachuting clubs, and another utility aircraft doing well was the Quest Kodiak which looks like a Cessna Caravan and has achieved several sales for missionary work.

Turboprop aircraft are coming back into vogue with a rise of 17% in activity during 2008. Among the single-engined turboprops, the TBM850, recently upgraded with a glass cockpit, raising its game from 46 aircraft to 60 and the Pilatus PC-12 also increased from 92 to 97 deliveries. Dominating the twin-turboprop sector are the three King Air models which achieved 178 sales (compared with 157) and the pusher-turboprop Avanti moved from 21 sales up to 30.

The big question for 2009 is whether the industry will see its order backlog being eroded by cancelled orders. Undoubtedly, it will be a while before private buyers returned to ordering single-engined pistons, but the real money is in the large company aircraft - which have received unwelcome publicity in recent times and have been held up as icons of profligate corporate excess. Doubtless, the industry leaders in Wichita, Savannah and Montreal are holding their breath.

### Aircraft shipments 2007-2008

|                             | 2007         | 2008         |
|-----------------------------|--------------|--------------|
| Single-engine piston        | 2,417        | 1,943        |
| Multi-engine piston         | 258          | 176          |
| <b>Total piston-engined</b> | <b>2,675</b> | <b>2,119</b> |
| Turboprops                  | 459          | 535          |
| Business Jets               | 1,158        | 1,315        |
| <b>Total turbines</b>       | <b>1,617</b> | <b>1,850</b> |

|  |                 |                 |
|--|-----------------|-----------------|
| <b>Total deliveries</b>                      | <b>4,292</b>    | <b>3,969</b>    |
| <b>Total sales billings for new aircraft</b> | <b>\$21.9bn</b> | <b>\$24.8bn</b> |

### Aircraft manufacturer shipments 2007 - 2008

| TYPE                 | 2007         | 2008         |
|----------------------|--------------|--------------|
| Adam Aircraft        | 3            | 0            |
| Alpha Aviation       | 13           | 1            |
| Boeing Business Jets | 7            | 6            |
| Cessna               | 1,427        | 1,300        |
| Cirrus               | 710          | 549          |
| Diamond              | 471          | 308          |
| Eclipse              | 98           | 161          |
| Embraer              | 36           | 38           |
| Emivest (Swearingen) | 1            | 0            |
| Gippsland            | 17           | 19           |
| Gulfstream           | 138          | 156          |
| Hawker Beechcraft    | 430          | 441          |
| Liberty Aerospace    | 38           | 33           |
| Maule Air            | 36           | 28           |
| Mooney               | 79           | 65           |
| Pacific Aerospace    | 10           | 15           |
| Piaggio              | 21           | 30           |
| Pilatus              | 92           | 97           |
| Piper                | 300          | 268          |
| Quest Aircraft       | 1            | 7            |
| Socata               | 46           | 60           |
| <b>Total</b>         | <b>3,974</b> | <b>3,582</b> |

an economic upturn," said Mr Pelton.

"Today, we are demanding business leaders and managers work at their absolute peak to turn their companies, and our economy, around. Business aviation provides the means to do just that. A business aircraft is a tool of industry, and one that should see its highest and best use during times of fiscal crisis. Anyone who has ever seen managers board a business aircraft at dawn and return well after dark, having visited multiple cities and attended countless meetings in one day can attest to the fact that business aviation allows companies to get the most out of every minute of every day - exactly what is needed to work our way toward economic recovery."

Pelton said the reality of business aviation is that some 85 percent of aircraft used by businesses are used by small or medium-sized companies, and that the large majority of the passengers are middle managers and technicians. The aircraft, for the most part, are single and twin-engine propeller and turboprop aircraft or small or medium sized jets.

"The reality of business aviation is a far cry from the misconception of CEOs flying in large luxurious airplanes," Pelton said. "Most of these aircraft are fairly Spartan, designed for business, with a cabin about the size of a minivan or SUV interior."

Diamond Aircraft has struggled through a crisis year in 2008 with the problems of Thielert engines and this is reflected in a drop of 35% in deliveries of the Katana, Diamond Star and TwinStar. Only 85 TwinStars were moved last

**Cessna's piston deliveries fell by 35% during 2008**



**Sales of Piper's smaller single-engined models halved from 90 aircraft to 43, but its performance was rescued by 101 deliveries of their new Matrix aircraft, plus a 41% increase in sales of Senecas and Seminoles following a loss in confidence of Diamond's Thielert engine powered TwinStar.**

**Embraer's Phenom 100 VLJ made its debut last year, selling two examples during December.**



**The three King Air models have dominated the twin-turboprop sector, achieving 178 sales during 2008, compared with 157 the year before**





# Piston-engined sales suffer as recession takes hold

by Rod Simpson



After a five-year cycle of annual growth, General Aviation deliveries by the world's manufacturers showed a downturn in 2008. Annual figure released by the General Aviation Manufacturers Association (GAMA) revealed a decline of 7.1% to 3,969 units, taking the industry back to the levels of 2005/2006.

With the economic downturn taking hold in the autumn of 2008, this was probably not surprising - but the silver lining was an increase in sales billings of 13.4% over 2007. The manufacturers still have large backlogs of orders for expensive business jets, placed over the past few years, and Bombardier, Cessna, Gulfstream and Hawker Beechcraft all showed significant increases in sales volumes.

It was the smaller manufacturers of training piston singles and twins who have felt the slowdown in retail sales. Cirrus shipped 549 SR20s and SR22s compared with 710 the year before, Cessna's piston deliveries fell from 959 to 707 and Maule and Mooney also suffered reductions. Piper saw sales of its smaller single-engined models halve (from 90 aircraft to 43)

but its performance was rescued slightly by the arrival of the Matrix (a non-pressurised version of the Malibu Mirage) which contributed 101 deliveries and boosted the company's revenues at a time when it sorely needs to maximise its income.

Both Cessna and Piper have been forced to lay-off staff, both before Christmas and again in the new year, following what Mark Miller, Piper's chief corporate spokesman, called: "A sudden, unexpected and dramatic fall off in orders." Piper laid off around 150 workers in the last quarter of 2008 and more recently Piper have had to reduce the workforce by an additional 300 employees. Those individuals laid off before Christmas received redundancy packages, while those who lost their jobs more recently haven't, although Mr Miller commented that those recently laid off are subject to recall when the business recovers. Piper says that they are also planning to close for one week in April and July to avoid building up unneces-

sary inventory and to provide time to assess rapidly changing market conditions. These shutdowns will be without pay and will affect all company employees, Piper confirmed.

**"A sudden, unexpected and dramatic fall off in orders."**

"We deeply regret the pain this is causing," said Mr Miller in a recent statement, "but the truth is that people aren't buying planes, or, boats, or cars or making any other big-ticket purchases for that matter. It's never business-as-usual when people lose their jobs. We're talking about friends and neighbours, and the impact on them, their families, and everyone else in the community is heart wrenching. But we have had to do this to preserve the business and the approximately 650 jobs Piper continues to provide in a very difficult economy.

"We are building far less than we normally would," he continued, "and cannot afford to keep a full workforce when we don't have the sales to support that. This is a very difficult and agonising situation driven by virtually unprecedented and unforeseeable business circumstances. Our hearts go out to the people we have had to let go, and we're focused now on bringing back as many people as possible once the economy recovers."

Cessna have also been forced to reduce their workforce over the last few months and the aircraft manufacturer is set to lose another 2,000 employees on top of the 2,600 or so redundancies already made, representing a total reduction of 13% of its workforce. The cuts now amount to around a third of the company's workforce at its main base in Wichita, while over half of the workforce at Bend, Oregon (where the Cessna 350 and 400 Corvalis models are manufactured) will also be without jobs.

According to recent press reports, Cessna has set its production targets for 2009 at 375 jets (down from 467 manufactured last year). It hasn't yet determined how many single-engine aircraft it may produce in 2009.

Cessna CEO Jack Pelton admitted that the cuts were profound and that it was, "extremely difficult to forecast this year's delivery number because, ultimately, it will depend on how the economy and other factors affect customer orders and cancellations."

In a bid to boost aircraft orders Cessna recently announced a new initiative to address misinformation on the business use of general aviation aircraft and to provide a more accurate picture of the value of business aircraft as a resource that makes companies more competitive.

"We think it's time the other side of the story be told, and that support be given to those businesses with the good judgement and courage to use business aviation to not only help their businesses survive the current financial crisis, but more quickly forge a path toward

**It was the smaller manufacturers of training piston singles and twins who have felt the slowdown in retail sales**



# CTC acquires four new training devices



One of CTC's four new DA42 simulators, with enhanced CAE TROPOS visual system

CTC Aviation has acquired four new DA42 FNPTII simulator training devices from Diamond Simulation for its ab-initio crew training centres in Bournemouth, UK and Hamilton, NZ.

The first two devices were installed at CTC's Crew Training Centre Bournemouth and have achieved full certification from the UK CAA. The final two devices were installed in Hamilton, NZ, during December 2008 and received full UK CAA certification in January 2009.

The new devices, which encompass the latest CAE TROPOS visual system, have significantly enhanced training fidelity, says CTC.

"Our CTC Wings trainees have benefited from the quality of training provided by the new devices, which have also been well received by our instructor team" said Brian Haigh, CFI and deputy head of training for CTC Aviation Training.

"The simulators are unique in that they have advanced graphics that simulate the exact terrain, building locations and runway configurations of airports and surrounding geography. The visuals are viewed on a 210 degree curved screen, which makes the flight experience very realistic. Normally, simulators of this specifica-

tion only replicate night flying and flight in cloud accurately, but the terrain mapping and graphical projection supports visual operations from circuit training to navigation cross country training; both adding significant value to each cadet's course of training by providing closer representation and therefore meaningful practice before the flight is carried out in the aircraft. The simulators also let us scenario-train our pilots for situations like engine failures and system failures, to coping with lightning strikes, which allows us to facilitate development of a pilots thinking in terms of decision making and error management," continued Mr Haigh.

On completion of the basic training, CTC integrates the airline specific type rating training into the programme at their Full Flight Boeing and Airbus simulator facility near Southampton in the UK, as well as a 6-month flying placement period before potential employment with their partner airline.

# Milestone year for Frasca



Frasca International report that they concluded their 50th anniversary with record sales, technology advances and growth. The company celebrated 50 years of continued business throughout 2008, recording some new milestones along the way.

Frasca delivered an average of one simulator per week during 2008 for a total of 54 devices delivered. Eleven Frasca FTDs were qualified in 2008 with more pending. These included three FAA Level 6 helicopter FTDs, the first Level 6 helicopter FTDs under the FAAs new part 60 regulations. Nine FTDs were delivered to the Iraqi Air Force. Construction began on two Full Flight

Simulators. Frasca also expanded their facility and added several positions to their work force while participating in a record number of trade shows and symposiums throughout the year.

"On behalf of all Frasca employees, we are extremely grateful to our customers who have put their trust in our company," stated founder Rudy Frasca.

# Delta Aviation closes

Delta Aviation, an air experience provider in Tiger Moth, Harvard, Stearman, Chipmunk and Piper Cub aircraft, operating out of Sywell Aerodrome, Northants, UK, is one other business to recently fall victim to the economic downturn.

Over the last few months, Aviation Ventures Ltd, the company behind Delta Aviation, has experienced particularly poor trading conditions, with sales reported at 50% below previous levels. In addition, Delta Aviation also lost one of their main sponsors for the 2009 flying season, who was forced to withdraw from the sponsorship deal following financial difficulties of their own.

In a press release published on 5 February, Delta Aviation managing director John Stafford said, "We have concluded that, in the current conditions, there is a high probability that AVL will be unable to conduct a full flying programme in 2009. Having taken advice, we have decided that with immediate effect the company will cease to accept any new customer orders or payments at least until the position is clarified.

"We are in discussions with secured creditors and a small number of others with whose co-operation the current difficulty may be resolved. Nevertheless, there is a real possibility that AVL will cease trading and, in that event, there will be insufficient assets to satisfy both secured and unsecured creditors. This includes customers holding valid vouchers. We understand that if these were purchased using credit, or in some cases, debit cards, refunds may be available from the card issuer. We advise customers to make their own enquiries in this regard."



Following on from this announcement, a week later Delta's directors announced that further efforts to keep the business afloat had failed and as a result the company ceased trading with immediate effect.

It is not known precisely how many holders of unredeemed vouchers are left, but Flight Training News understands there are in excess of 1000 vouchers yet to be redeemed. John Stafford has stated that it is improbable that there will be sufficient assets to make any more than a nominal payment to secured and preferred creditors, or any payment at all to unsecured creditors including the holders of unredeemed valid vouchers. Voucher holders have therefore been advised to contact the relevant experience provider or credit card company, as appropriate.



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# BALPA clash with Government over UK ID card scheme

In a keynote speech at Manchester Town Hall on 29 January, UK Home Secretary Jacqui Smith revealed that an agreement had been reached with Manchester and London City airports for the issue of identity cards to airport workers, starting this autumn.

"Identity cards are already a reality and thanks to Manchester Airport's agreement to work with us, the city is leading the way in their roll-out. As the cards become more widely available the whole country will see real benefits for citizens, businesses and the country by giving a convenient and secure proof of identity that locks people to one identity," said the Home Secretary.

"That is why we have brought forward our plans and this year will begin offering identity cards on a voluntary basis, giving British nationals the chance to access the benefits of identity cards as soon as possible," she continued.

"Those benefits include increased protection against identity fraud for the individual and help in protecting our communities against criminals, illegal immigrants and terrorist trying to exploit multiple identities."

Manchester and London City airports have agreed to work with the Identity & Passport Service (IPS) and the Government as part of the first wave of airports under the critical workers identity card service and will help to develop detailed plans for introducing identity cards from autumn 2009.

Identity cards issued to airside workers will bring real benefits to employers, employees and the public, claim IPS. They say the cards will help to:

- improve the portability of reference checks between employers and airports creating

- greater flexibility for employers and staff;
- kick-start joint work to explore opportunities for streamlining airside pass regimes;
- give holders a highly secure and convenient identity document that can be used to prove their identity, and as a travel document within the EEA for UK citizens; and
- help ensure all people using airports are confident about their safety whilst there.

But the British Airline Pilots Association (BALPA) disagrees. In reaction to the proposals, BALPA has vowed to step up its opposition to the scheme, in what could be the first clash over the Government's intention to introduce ID cards and make it mandatory for airline pilots to carry them.

BALPA has written to the management of Manchester and London City airports and warned that pilots would not co-operate with the introduction of the ID card.

Separately, in its submission to the Government's consultation on the ID card, which ended on 13 February, BALPA warned of the difficulties that will ensue when pilots who refuse to register for the ID card lose their jobs.

Jim McAuslan, general secretary of BALPA, told the airport management at both Manchester and London City that they would be in the hot seat over this legislation and that pilots "totally oppose what the Government is trying to force airport managements to do". He sent them a



copy of BALPA's submission to the Government.

In this submission BALPA says: "ID cards will have absolutely no value as far as security is concerned."

It says of government attempts to force pilots to have ID cards: "this is nothing but coercion. Promises that ID cards would be voluntary have been broken."

The association says that forcing pilots to have ID cards "is an affront to the people who for years have been, and continue to be at the forefront in the battle against terrorist outrages."

"Your case that this will improve security has not been made. Indeed, it is clear that you now recognise this as you claim that it will only make a contribution."

And BALPA asks: "what happens when the first airport worker refuses to register for an ID card? Our understanding from the draft regula-

tions is... that the individual will be out of a job. This could be an individual who has served his or her country as a Service pilot being told they are not now trusted. This is both unacceptable and demeaning and we will resist."

- The latest (Nov 2008) estimated cost of the service for the next ten years is £4,785m for UK citizens, including the issue of both passports and identity cards, and £326m for foreign nationals.
- It is expected that in the region of 50,000 cards will be issued to foreign nationals by the end of April 2009.
- It is intended that the fee for a British citizen's identity card issued in 2009 or 2010 will be around £30
- The UK is one of the only EU countries not to have ID cards - 24 of the 27 EU member states already have identity cards.

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# ftn review

You've probably heard the old chestnut about survival as a pilot depending on filling your bucket of experience before you empty your bucket of luck, so I won't repeat it here. The books on this page, however, make the point rather more entertainingly. The first is a fairly straightforward book on safety, hoping to impart some experience in a way which doesn't involve the expenditure of a little of your luck. The other two tell tales of lifelong experience in aviation, how they got it, and some of the luck which got them there.

If you need some time-out from your studies, read these. You could always claim they're safety manuals.

## A Pilot's Guide to Safe Flying

by Sander Vandeth.



**Safety is not just about avoiding dangerous situations (though your experience bucket may well come in useful in recognising these in advance); it is a state of mind. Know the level of risk you are taking, understand that not all risks can be eliminated but that preparing for eventualities can help to minimise that risk, and you start with a level of mental preparedness which could help conserve your bucket of luck for when you need it most.**

Okay, enough with the bucket stuff. This book has many short sections, which is useful for busy people who can only grab the odd moment to themselves, or equally perhaps, those with short attention spans. Actually, it means it is easy to dip into and glean something useful, even vital, every time you do. Lots of illustrations, diagrams and pictures, some of them rather salutary, section headings include things like:

The Right Mental Approach; Avoiding Fuel Mismanagement; Avoiding and Handling Weather Hazards; Avoiding Engine Failure; Handling Emergency Situations, and many, many more. All dealt with in a straightforward, sensible non-preachy style.

Frankly, if you get to the end of this book and you don't think you've learned anything, go back to the start and read it again. And don't go near an aeroplane until you do.

**A Pilot's Guide to Safe Flying, by Sander Vandeth.**

Published by mCOVE resources.

Spiral bound, ISBN 0 958061 00 9, £24.95

Available from pilot shops and flying schools.

## The Wrong Stuff – flying on the edge of disaster

by Cdr. John Moore, USN Ret.

**The title tells you all you need to know. Here is a book filled with anecdote, but told with a rare degree of humour and self-deprecation by somebody who most definitely "was there", "did that" and literally lived to tell the tale. It starts with a seriously hairy tale of a crash on board an aircraft carrier, which put the author in hospital with severe burns for several months. Having thus got your attention, the story is told with the kind of good humour and lack of self-pity that makes the reader wish they'd had the privilege of knowing Cdr Moore in person.**

As with John Farley, John Moore was a test pilot in the pioneering post-war period, flying the early combat jets, though his is an American tale. His observations about some of the aircraft he test-flew are hugely entertaining and witty. For example, this gem about an early jet fighter:

"Most of us agreed the Cutlass could be made into a pretty good flying machine with a few modifications, like adding a conventional tail, tripling the thrust, cutting the noswheel strut in half, completely redoing the flight control system, and getting somebody else to fly it."

The entire book is written in a conversational style; it feels more like the sort of anecdote-filled chat you'd hope to have if it were your good fortune to meet Cdr Moore in a bar somewhere. It has darker moments, many indeed are tales of friends lost in combat in Korea and friends lost to accidents, but as an account of a life in aviation lived in interesting times, the good taken with the bad as part of the bigger picture, this one definitely deserves a place on any pilot's bookshelf.

**The Wrong Stuff – flying on the edge of disaster**

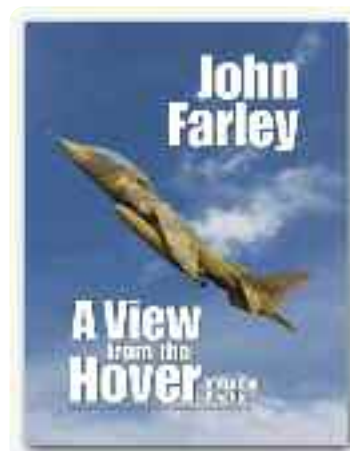
by Cdr. John Moore, USN Ret.

Hardback, ISBN 978188380910, £17.95

Available from pilot shops, bookshops or online from [www.crecy.co.uk](http://www.crecy.co.uk)

## A View from the Hover

by John Farley



**Regular readers of Flyer magazine will surely recognise the name of John Farley, a regular contributor there for many years. Most will also know of his best-known claim to fame, as one of the leading test pilots of his day, responsible for the testing and development of the Harrier VTOL jet fighter.**

This book is part-memoir, part manual. A wonderfully-written first section details John's flying career, from his first days as an engineering apprentice, through RAF training and duty, to his time at the ETPS and the development (and sales) flying of the Harrier, this is the story of a life filled with interest, and obvious delight at the job he was so fortunate to do. The writing is approachable and well-paced and the tales amusing and entertaining. Sections deal with the interesting skills and approaches needed in, among others "Evaluating other people's aeroplanes" or "Display and demonstration flying" and essays on instrument flying and simulators which discuss not only the use of these, but how they have evolved in the last few decades (much of it from personal experience) make this a book which is hard to define, but very easy to read. Again, this is a book which it is a pleasure just to dip into, though it is rather hard to put down once you've started.

The final section, titled "General Aviation thoughts" is not simply a compilation of pieces written for the magazine, there is lots of new material here and all of it of direct relevance to PPLs and fliers of small aircraft. Which is not to suggest it lacks entertainment value, in fact quite the reverse. Leaving aside the excellent material about "Learning to land" or "Staying current" (always a worthwhile topic in UK weather) who else could write a section entitled "Showing off safely" and "Pushing your boundaries" without getting lynched at the flying club bar?

This is a great book, entertaining and thought-provoking in equal measure. I fear that careers like John Farley's belong to a golden age now behind us. Thanks, then, for people like him, who can still bring it to life for those of us less fortunate.

**A View from the Hover, by John Farley, published by Seager Publishing**

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