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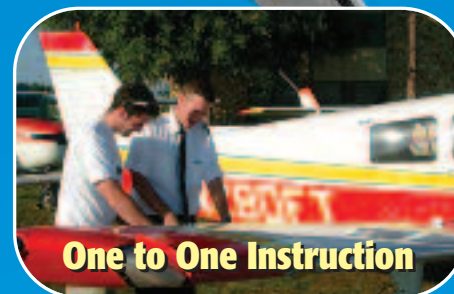
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European PPL  
Instrument Rating  
a step closer?  
Page 7



Piston engine  
aircraft sales  
starting to suffer  
Pages 18-19

# FTN

BALPA clash with  
Government over  
UK ID card scheme  
Page 16



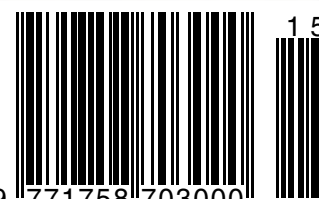
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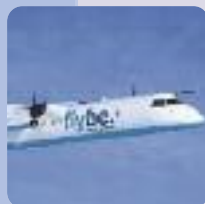
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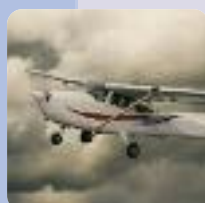


# News



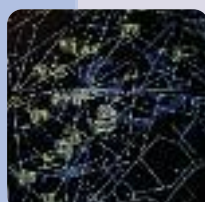
## Selection opens for UK's first MPL training course

pages 3&4



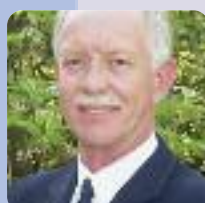
## European PPL Instrument rating a step closer?

page 7



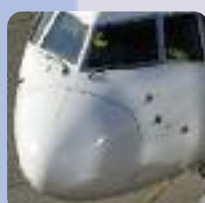
## Introduction of new UK air traffic service outside of controlled airspace imminent says CAA

page 7



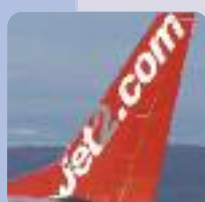
## US1549 crew stress importance of training

page 7



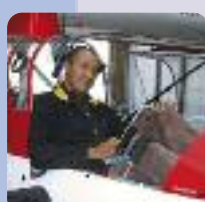
## Consultation underway for Stansted mandatory transponder zone

page 7



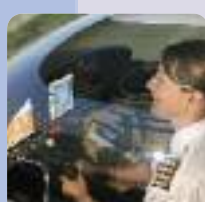
## MPL, fact or fiction?

page 10



## New training contract from Jet2.com

page 11



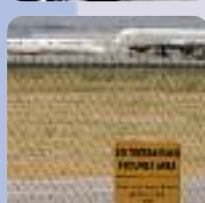
## New flying training centre open at Biggin Hill

page 11



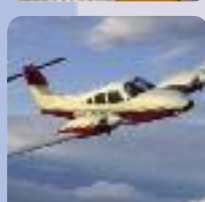
## Tetraplegic gains his NPPL(M) with the APT Charitable Trust

page 13



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

page 14



## CTC acquires four new training devices

page 15

## Delta Aviation closed

page 15

## Milestone year for Frasca

page 15

## BALPA clash with Government over UK ID card scheme

page 16

## Piston-engine aircraft sales suffer as recession takes hold

page 18&19

# Columns



## Wings Over Westminster - Lembit Öpik MP

page 6

Resident parliamentary pilot Lembit Opik takes a creative approach to the importance of vigilance and flight safety.



## From The Flight Deck - James McBride

page 8

A figure of speech. Don't mention Limoges!!



## Instructor Notes - Helen Krasner

page 12

This month Helen discusses what the present economic situation means for flying schools and instructors in particular.

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Flight Training News Issue 247  
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## Regular Features

### News Briefing page 5

### Are you up to date? page 11

### For your Diary page 14



### FTN Review page 17

A pilot's guide to safe flying  
The wrong stuff – flying on the edge of disaster  
A view from the hover

### FTN Data & Statistics pages 20-23

Our monthly fix for the incurably curious

### Safety Matters pages 24-25

Pilot licensing anomalies uncovered following fatal accident

Engine overspeed by student was not reported

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

### Secret Diary of a Flying School Manager page 26

### Scholarships & Sponsorships

GAPAN 2009 flight instructor scholarships and bursaries

page 27

### Squawk page 28

### Classifieds pages 29-31



# Is now the right time to train?

As airlines and business jet / turbo-prop operators continue to rationalise their operations during the downturn, the question for many prospective airline pilots is: is now the right time to begin training towards a professional licence? Is it better to wait for the economy to recover before investing large amounts of time and money in training, or is it wiser to work on the probability that airlines will recommence pilot recruitment drives just as those undertaking training now begin to graduate, thereby placing themselves at the front of the job queue?

Undeniably, the current outlook for low hours (graduate) pilots has deteriorated substantially in recent months. Statistics show that airlines have not escaped the global recession, with some having folded and many others reducing their fleet orders or parking up aircraft until the worldwide economy recovers, resulting in an inevitable slowdown in pilot recruitment. Likewise, business jet operators are feeling the effects of the economic downturn, with fewer cash-rich individuals buying block hours in business jet aircraft (following the current cessation of six-figure city bonuses) as well as the perceived impropriety of senior executives using business jets at a time when they are laying-off large swathes of their workforces.

**There are some 2,600 aircraft grounded worldwide at boneyards**

Currently, there are some 2,600 aircraft grounded at 'boneyards' worldwide. Last year, nearly 1,200 aircraft were grounded, making 2008 the worst year for fleet cutbacks since 2001, according to London-based aviation consulting firm Ascend Worldwide. An additional 675 aircraft could be parked this year. If that happens, a record percentage of planes will be sitting on the ground rather than flying. "Fleet reduction is the most efficient way to reduce capacity," Jean Medina, spokeswoman for United Airlines, said in an interview recently, following a move by the airline last autumn

to start parking up its fuel-hungry Boeing 737 fleet. Aircraft leasing companies are also grounding aircraft because fewer airlines are renewing their leases. In some cases the companies park the aircraft rather than reduce lease rates, and with aircraft numbers far exceeding demand and travel sliding even more than anticipated, the boneyards are expected to remain well occupied this year.

So, with most airlines cutting back on fleet expansion in order to forestall further economic hardship, are any of them recruiting pilots at the moment or for that matter, do any see a light at the end of the tunnel that would see them re-growing their operations in the near future?

Training towards a commercial licence takes time, as well as money. Depending on the training route an individual chooses, around 18 months is the minimum amount of time required to pass all the exams and amass the minimum hours requirement to gain a commercial pilot licence with multi-engine instrument rating.

*"There are benefits at the moment with interest rates being at their lowest for many years"*

Integrated courses provide the fastest training route, although they also require the


largest upfront investment, something that is becoming harder to find in the current economic climate as banks withdraw career development loans from their portfolios. Integrated training provider Cabair confirmed that these are difficult times for sourcing funding and making the decision to spend upwards of £70,000 on training to become a professional pilot is certainly not an easy one.

"Having been in the pilot training business for 40 years, Cabair has seen a various downturns through the usual economic cycles," said Mike Watt, Cabair College of Air Training


CEO. "The situation we find ourselves in today however is very different. Historically, if financial institutions were not interested in supporting students through training then funding could be found in the housing market. Parents re-mortgaging their homes and taking out equity release loans were commonplace. In the current cautious lending environment however, banks are taking a very conservative view of property equity.

"There are however some benefits at the

*continued on page 4*



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# Is now the right time to train?

continued from page 3

moment with interest rates being at their lowest for many years, meaning that those loans that are available are now more affordable. For those with finances in a savings account, not gaining much interest, perhaps now is a good time to invest in the future? Typically those candidates that we are assessing for training will have a good 40 years of flying ahead of them.

"In our opinion, now is the right time to commence a 62-week programme, at the end of which all the indications are at some point during 2010 employment opportunities will be returning as airlines come out of the downturn and resume their expansion programmes," commented Mike. "For those that are graduating now, maintaining recency is important and we have a variety of schemes in place to tide our graduates over. We are also helping those who have an interest in teaching to obtain Instructor qualifications."

"Until the recession hit, the College was seeing 95% of graduates getting their first positions within an average of two months. Currently, airlines have curtailed their recruiting so this percentage will reduce, but we are extending the number and reach of our client airlines in order that we can continue to assist our graduates with selection interviews. We have been very encouraged by the number of new students joining the College so far this year, and we would say if a flying career is your dream, now is an ideal time to follow it."

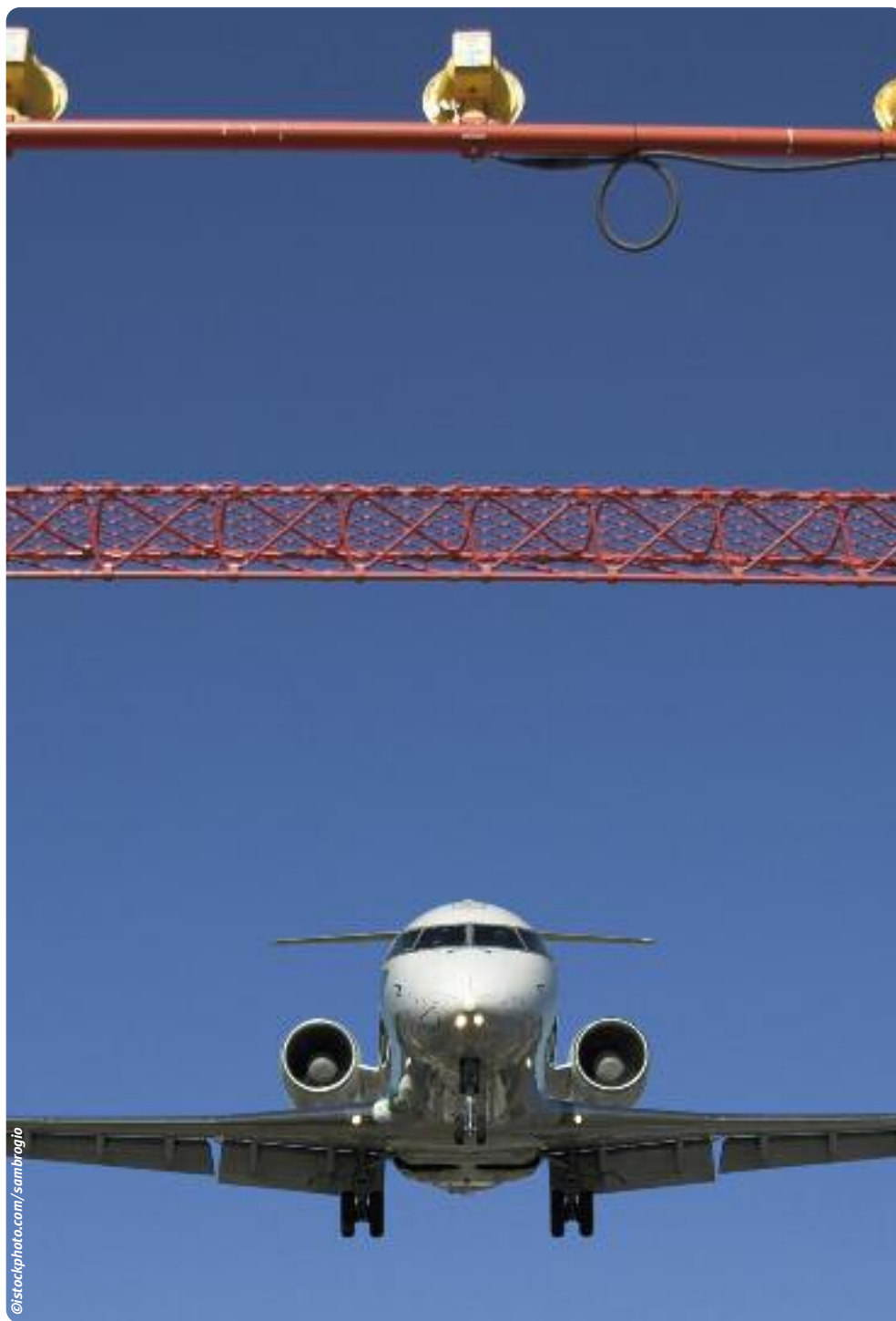
The modular training route, on the other hand, is undertaken in tranches, which means it is generally cheaper and affords the student pilot an opportunity to train as finances and time permit, rather than make a commitment to train full-time. The modular route also provides individuals with an opportunity to change training focus if during their course they realise that an airline job may not be right for them. For example, individuals who decide they would rather be flight instructors could avoid the expense and time involved in undertaking the airline-specific elements of their training, such as Jet Orientation and Multi-Crew Co-operation courses. Whichever route is taken however, the commitment is substantial, so it is prudent to have a rough idea of what state an individual's chosen employment market will be in when they are ready to apply for their first jobs. So how can individuals predict when will be the best time to enter the job market?

"Traditionally, peaks and troughs have occurred in the airline industry in roughly seven-year cycles, and it is noteworthy that the last such trough was in 2001," says Mike Langley, commercial & employment services director for Oxford Aviation Academy. "On that occasion it resulted from terrorist action; this time the cause is economic, but demand will pick up again as before. Quite when is still an uncertainty, but most economic forecasters predict 2010, possibly 2011, as the most likely."

**"Even major FTOs such as OAA could struggle to meet demand, as happened in 2003/4"**

So, if economic recovery predictions are accurate, now would appear to be a good time to commence flight training in order to be ready for employment when airlines start to recover. But what about the current abundant pool of low hours pilots looking for employment? Presumably, these individuals will be employed first, and those who will have just graduated from courses as the upturn happens will have to wait until additional jobs become available. Perhaps it would be better therefore to delay training until the pool has diminished and their chances of employment are higher?

Mr Langley believes otherwise: "When things do start to get better, experience indi-



cates that demand for qualified, good quality low hours pilots will rise very quickly. This is likely to be further reinforced on this occasion because one of the benefits of the European [EASA/JAR-FCL] licensing scheme is that pilots trained in Europe are increasingly recognised as being able to operate worldwide.

"This wasn't the case in previous downturns and it means that graduates are no longer dependent on improvements in the UK or European market place. Provided that they are willing to be flexible as to where they start their professional career, newly qualified pilots will be able to take advantage of economic recovery outside of Europe if this is more rapid than in the UK, and the signs are that it will be.

"Once it starts there can be no doubt whatsoever that global demand for pilots will be high. Prior to the downturn, it was very difficult to see how demand was going to be met, and even revised forecasts indicate that good quality pilots are definitely going to be in short supply.

"Because it takes approximately two years from initial application to completion of training, there is every reason to believe that – as in previous downturns – any potential pilot considering starting a course in the next year or so is likely to graduate during the very period when airline pilot requirements will again be accelerating rapidly and even major FTOs such as OAA could struggle to meet demand, as happened in 2003/4."

So what do the airlines think? FTN spoke with a number of airline representatives and the consensus would appear to be that recruitment of low hours pilots, for 2009 at least, will remain relatively low when compared with previous

years. As to next year and beyond, most airline representatives FTN spoke with were unwilling to commit to figures but the general consensus was that expansion would pick up and significant numbers of pilots would be required.

In the European market the largest recruiter of low hours pilots continues to be Ryanair. According to a Ryanair spokesperson we spoke with, the airline is bucking the trend in the current economic climate by taking eight new aircraft per month and this means they need new pilots. Recruitment plans for this year are in the region of 300-400 new pilots, with a mix of 50% low hours pilot graduates and 50% experienced FOs and Captains. Part of the expansion is due to the grounding of operations such as Excel last year, where Ryanair has stepped in and added the defunct airlines' routes to its portfolio, meaning additional pilots and aircraft are required to fly to these new destinations. Additionally, says Ryanair, the reduction in the number of chartered business jet flights by company executives has seen more of them use airlines such as Ryanair to get to their meetings across Europe.

Another well known European-based low cost carrier, Easyjet, is taking pilot graduates this year from UK-based Flight Training Organisation, CTC. Chris Clarke, chairman of CTC Aviation Group PLC, told FTN: "CTC has continued to place cadets with Easyjet, with 70 pilots commencing flying with the airline this year to date. The cadet's type rating costs and line training are provided by the airline under CTC's unique pilot entry programme. To address the uncertain times that the airlines are facing, the decision to offer the cadets full

time employment is deferred until the end of their first summer, at which time the options for future employment are reviewed."

## Etihad continues to run a number of ab-initio pilot training schemes through its FTO partner Horizon Flight Academy

Over in the Middle East, United Arab Emirates airline Etihad is continuing to expand its fleet of Airbus 300, 320 & 340 aircraft with 11 new aircraft being delivered this year. The airline will therefore require additional pilots, but according to airline representative Jihad Robert Matta, those applying for FO positions will need to have, depending on aircraft type, minimum hours experience in either multi-crew jet transport or on type – something which graduate pilots will not have. However, Etihad continues to run a number of ab-initio pilot training schemes through its FTO partner Horizon Flight Academy, based at Al Ain airport, north of Dubai. Last year, Etihad launched a cadet pilot recruitment drive for 12 cadet pilots from around the world. This programme, which follows on from its successful Emirati training scheme, is fully sponsored and following a successful conclusion it is expected that further programmes will be introduced over the coming years. Indeed, with a growth rate of 6% already this year, the airline looks set to require a large number of new pilots, as backed up by the airline's fleet expansion plans of eight to 10 aircraft per year.

Back in Europe and Flybe, the continent's largest regional carrier, is also recruiting low hours pilots, although these tend to be sourced through the airline's mentored and part-sponsored training schemes in place with a number of Europe's larger FTOs. Flybe say they like low hours pilot graduates, as it means that when they join the airline re-training and un-training tends to be kept to a minimum. They are also the first UK-based airline to team with an FTO to train pre-selected cadets on the new Multi-crew Pilot Licence (MPL). As reported in the March edition of FTN, the MPL is the world's first training syllabus tailored specifically for airline operations and includes type and airline-specific training elements within the syllabus. Because of this, airlines who wish to employ MPL pilots must be directly involved in their pilots training, and it is this change in training philosophy that perhaps provides the greatest opportunity for low hour pilot graduates to gain their first airline jobs. Competition is fierce for the few places available on these mentored/sponsored training schemes, but they undoubtedly provide the greatest opportunity for a graduate pilot to gain their first airline job.

So, is now really a good time to think about signing up to a commercial flight training course? As one industry expert put it: "If I was able to predict future airline pilot recruitment drives I'd be a rich man by now. I guess the consensus is that there's never a time when you'll be 100% certain of getting an airline job immediately on graduation unless you actually own an airline, or you've got yourself on an airline sponsorship scheme, but past experience has taught us that professional pilot recruitment has always been cyclical in nature. Whenever an individual decides it's right for him or her to start training towards an airline career, they should always plan on the eventuality that it could be some time before they will secure their first airline job and should put in place contingency plans to get them through the wait. And if a flying career is right for the individual, it will be worth waiting for."



# NEWS BRIEFING

## New USA Integrated training option with Cabair

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

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

Cabair Integrated says that they hope that the choice of training in Europe or the USA, and of paying in Euros or US dollars, will be a welcome one for their customers.

## 2009 Cockpit Design Competition

The General Aviation Group of the Royal Aeronautical Society, together with the Light Aircraft Association is holding a Cockpit Design Competition this year. The competition is aimed at the design of cockpits for home built aircraft in the maximum all up weight range 450 – 600kg. First prize for the winning entry will be £1,000 and the second prize £500.

Details of the scope of the competition and other information for entrants can be downloaded from the Society's website [www.aerosociety.com/conference](http://www.aerosociety.com/conference), or from the link on the LAA website [www.laa.uk.com](http://www.laa.uk.com). Alternatively, these details can be sent by post, fax or email on application to Emma Brown, Royal Aeronautical Society, No.4 Hamilton Place London, W1J 7BQ Tel: 020 7670 4372 Fax: 020 7670 4349.

[emma.brown@aerosociety.com](mailto:emma.brown@aerosociety.com)

The closing entries is 31 October 2009.

The Society says it aims hopes to announce the results of the competition at the General Aviation Group Conference to be held on 24 November 2009.

## CAA chart correction

The UK CAA has asked FTN to advise readers that some of the frequencies published on the recently issued 1:250,000 Sheet 8 England South Chart (Edition 13) and on the 1:500,000 Southern England and Wales Chart (Edition 35) are incorrect. The frequency of 119.475 that is published on these charts for the Solent CTA should actually be 120.225, which is correctly shown for the Southampton CTR.

119.475 MHz is the frequency for Bournemouth Radar, which is a LARS unit but has no responsibility for the Solent CTA.

## LAA rally to be scaled back

Last year it was announced that the Light Aircraft Association (LAA) was planning on re-introducing its annual aircraft rally, known previously as the PFA rally (back in the days when the LAA was called the Popular Flying Association). However, following the announcement that the UK's largest General Aviation show was returning, rumours emerged last month that the show had been cancelled for 2009.

In a press release to clarify the situation, Ian Harrison, chairman of the LAA Rally Committee, announced that the rally was going ahead, but that it would have to be scaled back.

"After considerable soul searching and a pragmatic, considered review by the Rally Committee, it has been decided that caution is the appropriate course of action for the Association in 2009," said Mr Harrison.

"Whilst a full rally continues to be the objective for 2010, with the uncertainties of the current economic climate, the LAA should not expose itself financially at this time," he continued.

"Considerable work has already been performed by a dedicated team and this is not to be wasted. Now under active discussion, is a Sywell hosted event, possibly called 'Sywell Revisited', embracing key aspects of the rally, with a major fly-in for owners, members and enthusiasts to fly, meet and enjoy the range of aircraft and activities the LAA represents. Same venue, same dates – 4th, 5th and 6th September."

"We'll work on the details with the experienced Northampton, Sywell team and make a statement in due course. So whilst some might be disappointed that a Full 2009 Rally will not be delivered by the team, we are actively working to assist Sywell with a substantial event and are looking further ahead to 2010. We hope that everyone will support this September's event."

For more details as they develop, visit the LAA website at [www.laa.uk.com](http://www.laa.uk.com)

## OAA starts 300th integrated training course

Oxford Aviation Academy, one of the world's largest commercial flight training schools, reached a new milestone last month with the commencement of their 300th APP First Officer integrated training course. Integrated courses have been running for an impressive 45 years at OAA, with in excess of 20,000 airline pilots having trained at the Academy since the first course started back in 1964. Anthony Petteford, OAA's managing director said: "With more than 20,000 airline pilots having graduated from OAA since 1964, we continue to set the benchmark for flight training. We are immensely proud of our achievements and continually strive to justify our reputation as one of the world's most successful flight training organisations."

## JN Somers ATPL scholarship confirmed

Just as we were going to press we were contacted by Guild of Air Pilots and Navigators (GAPAN) representative Clive Elton who said that the JN Somers ATPL scholarship had been confirmed for 2010 & 2011.

The JN Somers Scholarship has been providing pilots with fully funded courses towards a frozen Air Transport Pilot's Licence and Instrument Rating (including the JOC and MCC module) since 1999. Generously instigated by Mrs Somers in memory of her husband, the late JN 'Nat' Somers, who was a Test Pilot and a member of the GAPAN from 1946, the scholarship is widely recognised across industry as one of the most prestigious flying scholarships in the world and as such graduates are virtually guaranteed airline employment.

The scholarship, worth in excess of £70,000, was believed to have been cancelled for this year, but GAPAN received a letter from Mrs Somers at the end of March confirming her intention to provide another two fully funded scholarships over the next two years.

Applications for the scholarship will need to be submitted to GAPAN by 15 June, with Morrisby aptitude tests to be held at City University on 16 July and interviews on 6 August at RAF Cranwell.

The scholarship winner will then commence training early next year at a school to be selected by GAPAN, with graduation in spring of 2011, by which time, says Clive Elton, it is hoped that there will be better airline employment opportunities then in the current depressed economic climate.

The last winner of the scholarship was Philip Macgregor from Maidstone in Kent. 22-year old Philip studied at Durham and later Northumbria Universities and during that time was an enthusiastic member of the University Air Squadron. His score at aptitude testing was, according to GAPAN, "truly awesome" matching the highest score they've ever seen - that of a previous J N Somers Scholarship winner. Philip commenced his training at Flight Training Europe, Jerez, southern Spain earlier this year.

## UK Airprox board publishes 20th report



The latest report from the UK Airprox Board (UKAB), covering the first six months of 2008, has been published. Of the incidents reported by pilots and air traffic controllers as occurring in the period January to June last year, 87 were subject to full investigation and assessment.

The half-yearly total represents 12 more incidents than for the same period in 2007, but fewer than recorded for the same period in both 2004 and 2005. In January – June 2008, there were 38 incidents involving at least one commercial air transport aircraft. Of these, none were judged to be Risk Category A (see below) and just two were deemed to be Category B, defined as safety not assured. Less than 6 per cent of the incidents involving civil airliners, therefore, were assessed as 'risk bearing'.

Looking at the overall picture, there were five Category A incidents and a further 21 Airprox were classified as Category B; 57

Category C; and four as Category D.

UKAB reports - produced jointly for the Chairman of the Civil Aviation Authority and the Chief of the Air Staff, Royal Air Force - are principally intended for pilots and air traffic controllers, both civil and military. The purpose of the reports is to promote air safety awareness and understanding by identifying and sharing the lessons arising from UK Airprox incidents.

The full report is available on the UKAB website [www.airproxboard.org.uk](http://www.airproxboard.org.uk) (click on Publications -> Analysis of Airprox in UK Airspace -> Jan-June 08 Report No20)

The bi-annual UKAB reports continue to be distributed in hardcopy and CD format.

There are four risk categories agreed at international level, as follows:

- risk of collision - an actual risk of collision existed
- safety not assured - the safety of the aircraft was compromised
- no risk of collision - no risk of collision existed
- risk not determined - insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination

## IATA international traffic statistics continue downward trend

The International Air Transport Association (IATA) has published international traffic statistics for February.

Passenger volumes fell to 10.1% below 2008 levels. The 5.9% reduction in capacity did not match the fall in demand, pushing the February load factor down to 69.9% - 3.2 percentage points below the same month in 2008.

Passenger volume and (capacity) changes by region were:

- Africa -13.7% (-11.8%)
- Asia-Pacific -12.8% (-7.8%)
- North America -12.0% (-7.1%)

- Europe -10.1%
- Latin America -3.8% (-2.4%)
- Middle East +0.4% (+7.3%)

IATA's Director General and CEO said: 'The priority for airlines around the world is survival - conserving cash and adjusting capacity to match demand. This means re-sizing and reshaping the industry to deal with the US\$62 billion (12%) fall in revenues expected this year. Airlines will be making some tough decisions to stay afloat as we head for industry losses of US\$4.7 billion in 2009.'





## Wings Over Westminster

# No place like home

Resident flying Parliamentarian Lembit Öpik visited the British Airways maintenance facilities in Heathrow Airport, and discovered a global company's passion for sticking with British engineering.

When you think about it, large aircraft are amazingly reliable. They've got more moving parts than a human, weigh more than 500 cars and pierce the atmosphere at close to the speed of sound. Yet they just keep on flying. Even when things go wrong mid-Atlantic, they rarely give up the ghost and plop down into the ocean below.

This is testimony to two things. First, some of earth's greatest designers work in aeronautical engineering. Second, good maintenance can keep immensely complex machinery going year after year, with breakdowns so rare that when these occur they make international news. My smoky Volvo can't even seem get to London without an emergency service, while these metal birds keep going for millions of miles.

But something dramatic is happening on the maintenance side. It's gone global. And political. In search of best value, many airlines have exported their engineering contracts out of the United Kingdom and located them as far afield as China. Invariably, the primary consideration is cost. But that carries with it a political consequence - the loss of high value jobs and skills from the UK economy.

That's why I paid a visit to the British Airways folks over at Heathrow Airport. I wanted to see, from a Parliamentary perspective, what their approach is to this vexed issue. I'd heard BA aimed to keep their maintenance in the UK, but I wanted to hear it from them.

I arrived at Vanguard House to begin my visit to their facilities. They impressed me immediately. Everyone seems to know what they're doing and were getting on with it in an energetic, straightforward way. They gave me an outline of the layout of their facilities and then we went walkabout.

Despite the great levels of technological sophistication the first thing that really sticks out is a whiteboard with the entire British Airways fleet written on it. Whatever happens to the computers, that huge set of handwritten notes on the wall are a permanent and incorruptible sentinel to the health of the fleet. On it all faults are recorded and the process of their rectification is tracked.

We walked through the training rooms and I learned engineering apprenticeships are alive, well and living in BA. They continuously train their staff in new developments and best practice. I shuddered at the complexity of the systems displayed on various charts. Today's 21st century flying machines are a celebration of ingenuity, and you're not going to be able to fix them by just "bodging it" like I used to with my 1970s Suzuki GS750 motorbike. So if you ever look out the window and see someone in overalls fixing a broken flap on the wing with insulating tape and a mallet, get off the plane.

Next, we visited a hall full of engines in various stages of undress. They always have a stock for quick changes if an



aeroplane comes in and needs to get out again in a hurry. It's sometimes quicker to swap engines than to fix a faulty one. A great emphasis is placed on looking at what's in the oil. Any aircraft engine spitting out iron filings isn't going to be flying anywhere at all until it's sorted. The corporate culture of safety is just second nature.

Onwards to the larger hangers and in a side room, apprentices were busy learning the tools of their aeronautical trade. I watched their metal work and remembered my own efforts as an Aeronautical Engineering undergraduate. I changed to Economics early on, but now I realise this kind of hands-on experience could well have captured my imagination and commitment to remain with my original degree choice.

It was then through to the main hangar. Two wide-bodied aeroplanes, a Boeing 747 and a Boeing 777, sat silently as they received attention. Technicians buzzed round the engines of the 747, spooling them up with compressed air. Meanwhile, the 777 was in for a re-spray. Relatively speaking, it's a bigger job than re-spraying a light single. The weight of the paint alone exceeds the weight of a whole Cessna 152. The detailed design is done by people, not computers. I spoke to them, and they're artists. Their effort makes the BA colours distinctive from a distance, including the flag on the tail.

We went inside the 777 to look at the First Class cabin. That is spectacular. Flatbeds, privacy, space. This isn't so much a cabin as a luxury flying hotel. The ingenuity with which the flatbeds are made shows the evolution across 60 years, and it's full circle since the last flat beds were available to bygone "upper class" passengers.

Our last stop was the "FSU" hangar. This is the emergency



repair centre, where little problems get fixed so aircraft stay on-line until their next scheduled service. It's the nearest they've got to a roadside recovery service. That's the front line for improvisation and super-human effort to get pressure hoses replaced, wheels swapped and lights fixed. Their work is the difference between on-time departures and cancelled flights.

All in all, great stuff. But why keep all this in the UK when competitors take everything abroad? I met up with Willie Walsh, BA's chief executive, to ask him. His answer couldn't have been clearer: "We want high levels of skills in maintenance actually in our business," he explained, with an enthusiasm which was obviously genuine. "And that's what we've got. All our wide body maintenance is done in our main Cardiff facility and all our narrow body maintenance is in Glasgow." His strategy is founded on faith in his employees. "We've got really fantastic people. They're dedicated, they're motivated, they're professional and they're very well trained. They keep pace with changing technology. It's refreshing to visit and see them doing their work." Will this change? "We're the only major airline globally which does all our maintenance in the UK - and we're going to continue doing it here."

So British Airways are dedicated to safety and dedicated to British engineering. Politicians need to appreciate this is a private business making a very public commitment to UK jobs and adding directly to the UK skills base and economy. There are real opportunities for would-be aero engineers to make a career in this sector without leaving the country. I left realising that as well as knowing what it wants to be - "the World's favourite airline" - they've also decided that, when it comes to BA's headquarters and engineering base, there's no place like home.

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# Is there a pilot shortage or are the airlines just sticking their heads in the sand?

by Peter Moxham FRAeS

Once again I read of a UK airline buying new aircraft at a time when the financial climate for airlines is growing increasingly difficult. British Airways may only be replacing older aircraft with something more up to date, yet the investment is apparently still readily available. So how is it that BA, along with other airlines with UK-based operations, manage to find the finance to continue to expand their fleets, while at the same time claiming poverty when it comes to providing funds to invest in pilots to fly these new aircraft? Someone, somewhere, has got things wrong.

Nobody has yet invented anything to stop human beings growing older and there comes a time when professional pilots have to retire. When it comes to airframes, the airlines talk about strategic planning, but when it comes to pilots there are no strategic plans - there are simply no plans at all.

Of course, there are exceptions. Flybe, for instance, continue to sponsor training and will contribute to some costs, but few others are willing to put their heads above the parapet.

In the last few months we have seen massive fines levied on BA for all forms of trading errors of judgement, yet I see no effort by the UK's national carrier to promote airline flying as a career and absolutely no financial investment in their prime source of revenue. Let us not be blinded by announcements of new airframes; let us look at what will happen if those same airframes sit on the ground for lack of adequate numbers of pilots - surely a double failure? Every airliner needs at least ten pilots. Every new type added to an airline fleet involves considerable re-training costs. Every airliner ordered is a liability on the balance sheet and, assuming deposits have to be paid, which is standard practice, these deposits also feature in the accounts. Something has to be wrong with this situation.

Why is there no strategic plan for flight crews? What has changed so much in 15 years that has meant BA has swapped from being a sponsor of hundreds of cadets, which gained them a loyal and well-trained workforce, to a company that provides nothing in the way of financial or mentoring assistance for youngsters training towards a career as an airline pilot?

It's not just BA, of course. Whilst another well known Irish-owned airline has taken many pilots over the last few years, it certainly does not invest in pilots - aircraft are another matter, of course. Join this carrier and you will pay for everything, including a cup of coffee. And what does this airline do in way of investing in future crews to man their ever-expanding fleet? Nothing. No, instead it relies on individuals

investing a great deal of money in their training, effectively subsidising the airline.

**The airline industry is unique... can you think of any profession that expects you to fund, up front, £75,000 plus, just to have the 'privilege' of helping the employer make a profit?**

The airline industry is unique. If you want to be a train driver, for example, then your employer will provide the training and even pay you a salary whilst they teach you. And bus companies are no exception. In fact, outside of aviation, can you think of any profession that expects you to fund, up front, £75,000 plus, just to have the 'privilege' of helping the employer make a profit? And this is then exacerbated by the archaic career structure, which pays greater reward to length of service, irrespective of ability.

It's not just a case of investing in future employees though - it's investing in the future of the airlines. I can find no airline, with the exception of the aforementioned Flybe, that even invests in promoting airline flying as a career. How often does BA go out to schools and sixth form colleges to promote flying as a respected and enjoyable profession? Remember that the competition for highly talented individuals has never been greater and flying, particularly for a low cost carrier, is not quite the same as it used to be when sitting up front in your TriStar, getting to see the world. Rather, these days it's a case of anti-social hours and quick turnarounds combined with an onerous responsibility which, I suggest, most ground-based management have no conception of.

**Airlines must get real and invest in their futures**

It is time for change. If the airlines are to survive the next ten years, which will always be a roller coaster, then they have to take their businesses more seriously and have strategic plans in place for pilots as well as aircraft. It is entirely blinkered, in my opinion, for airlines to concentrate on their fleet because they provide the 'glossy' image, to the detriment of those individuals who undertake the job of flying them and who ultimately provide the revenue that keeps the airline's management in high salaries, despite their poor management judgement.

I have been fortunate enough to meet with



Peter Moxham FRAeS

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*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.*

many airlines every year, but I have yet to find a single finance director stand up and explain their policy. It's not these individuals that make the profits. They may affect savings, but are often responsible for the very errors that cause their company's pain. Airlines must get real and invest in their futures, and that does not mean headline catching aircraft orders but rather the more mundane issue of promoting a career in this industry and backing their words with real investment.

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## FROM THE FLIGHT DECK

# Uncontrolled Flight into Terrain (UFIT)

The term Controlled Flight into Terrain (CFIT) was coined by Boeing engineers back in the 1970s to describe the phenomenon of accidents involving serviceable aircraft which fly into the ground. The tongue-in-cheek expressions “rock-filled clouds” or “Cumulogranitus” (an amalgamation of Cumulus cloud and Granite rock) are sometimes heard when people in the industry discuss the subject of CFIT. As aircraft design, engineering and maintenance has improved vastly over the past decades, so increasingly the statistics show that airliner accidents are more often caused by human factors errors. This is what used to be known as Pilot Error and a significant group of these occurrences have been described as CFIT.

Often the human factors scenario leads to a loss of situational awareness by the flightcrew, such that they do not comprehend the dangerous situation in which the aircraft is in until it is too late. The South American B747 Captain's last words of “Shut-up Gringo!” in response to the Ground Proximity Warning System's “Whoop” “Whoop” “Pull-up!” warning while on approach into Madrid in 1983 is a perfect example of this. More recently however there have been several accidents where ostensibly serviceable airframes have flown themselves into the ground in apparently inexplicable circumstances. These I suggest are evidence of a growing trend where the aircraft are lost when nobody is actually in control of the flight path; these are UFIT accidents where the aircraft is actually not being controlled effectively by either pilot.

Let's get back to basics. Take the simplest situation where we have a crew of two pilots on the flightdeck of most modern airliners. They are now doing the jobs of a five person crew compared with previous times when there were additionally a navigator, radio operator and flight engineer in the cockpit. Through advances in technology with automated systems, it has been possible to reduce the tasks of five down to two, but this relies upon the two remaining pilots following standard operating procedures (SOPs) to share the management of the workload and ensure that the safety of the flight is not compromised at any stage. Thus, normally, they will fly leg and leg about. One pilot operates as PF (Pilot Flying) while the other acts as monitoring pilot (PM) and then they will swap roles for the next sector. Even the ways in which they communicate with each other have been preordained and the “SOP Calls” are essential tools of the trade for the airline pilot.

The philosophy is simple; PF calls what he ‘does’ and PM calls what he ‘sees’. In practice it works well as a system for keeping both pilots ‘in the loop’ and strong adherence to following SOPs has long been advocated as a prime measure to promoting good situational awareness. For example, on landing PF might call “Manual braking” as he applies the wheel brakes, but PM cannot see this, until the ‘Autobrake Disarm’ light illuminates, whereupon they will say “Autobrakes Disarmed”. On occasion the autobrakes have deselected themselves on landing without the PF intending them to do so and at those times the call

from PM “Autobrakes Disarmed” becomes a cautionary warning that they have failed to operate as expected.

The recent accident at Amsterdam Schiphol is a good example of what appears to be a serviceable airliner hitting the ground without adequate intervention from the pilots. Of course it is early days in the investigation of this accident and not all the facts are known, but there is enough information to say that none of the pilots on the flightdeck appeared to be ‘in control’ of the flight path. If they were, then they would not have allowed the airspeed to decay to such a dangerous degree due to the actions of the automatic pilot and autothrottle system. Apparently, the Captain's Radio Altimeter appears to have developed a fault, (showing close to the ground while still at 1,000 plus feet) which led the automatics to believe that it was time to land the aeroplane – hence close the throttles and raise the nose into the flare. Despite this occurring, the PF should have overridden the automatics and took direct control of the power and attitude to continue safe flight. Why this did not occur will presumably be central to the investigation from here on in – quite likely the RadAlt failure distracted them from flying the aircraft. It appears that one of the pilots did take action eventually, but too late to prevent the aircraft hitting the ground.

Assuming for the moment the premise that this accident occurred when the aircraft flew into the ground due to nobody being in control, we can look at other occasions in a similar way. In 2007 there was another B737 accident in Indonesia, this time the operator was AdamAir and the flight was 574. It was night time, they were at 35,000 feet (FL350) and there was a failure of one of the Inertial Reference Systems (IRSs). The resulting NTSB accident report states that “both pilots became engrossed in identifying the problem” to the detriment of monitoring the flight path. At one point when they switched to Attitude mode, it appears that the autopilot was deselected which neither of the pilots noticed. The Digital Flight Data Recorder (DFDR) shows that recovery from the unusual attitude was only attempted when the aircraft had rolled to 1000 from the vertical and the nose was pitched 600 down. There was then a major structural failure as the airspeed and manoeuvring loads exceeded the design limitations of the aircraft, but only a minute or so earlier the airliner had been almost completely serviceable.

Perhaps one of the most extreme examples of UFIT (which was classified as CFIT) was that of Eastern Airlines Flight 401 in December 1972. This was a Lockheed Tristar L1011 which flew into the ground in Florida on a flight to Miami. At the time the flightcrew, two pilots and a flight engineer were distracted by a failure of the landing gear indicator bulb that had blown. They believed that the autopilot had been engaged and the first officer had been nominated as the PF, however it seems that he was drawn into the discussion/problem solving of the blown bulb. None of the crew noticed that the aircraft was descending gently towards the swamp, as it was night and they had all failed to note the ground proximity warning. This was America's first wide-bodied hull loss accident and at the time represented the largest loss of lives on a civilian airliner.

Helios's ill fated B737 crash of 2005 could also qualify for the category of UFIT, as when it hit the ground close to Athens on 14 August there was effectively no-one in control of the flight path. At the time, this was a most mysterious loss as it appeared that the aircraft had flown on its intended route and flightplan until running out of fuel. As always there was more than just one factor involved and this was a classic Swiss cheese accident in many ways, but had the PF intervened at an early stage to level the aircraft at or below 10,000 feet, then it would have been no more than a ‘pressurisation incident’. Once again however there was a major distraction which degraded the PF's performance at controlling the flight path and in this case it was the Altitude Warning Horn.

Without a doubt, ‘Automation Complacency’ is one of the root causes of this modern phenomenon of UFIT accidents and in fact it is exhibited by many of the crews that we see coming to the simulator. An example is the PF who sits there with his hands on his knees and often with his feet flat on the cockpit floor watching the autopilot ‘fly’ the aircraft. In times gone by, companies used to insist in writing that PF covered the flying controls and thrust levers with their hands and feet at all times below Minimum Safe Altitude (MSA) in cloud (IMC). These days it seems that Flight Operations departments of some operators see less of a need to emphasise that job number one for the PF is to ‘Fly the aircraft’.

There has been a distinct but subtle change in the demographic make-up of pilots recruited into commercial aviation over the past decade.

This has partly resulted from the average airline CEO's obsession with ‘low-cost’, especially where training is concerned, but also is due to the lack of ex-military pilots. The much vaunted peace dividend which was the inevitable fall-out of the end of the cold war meant that nations could reduce the numbers of military trained pilots in their armed forces. These pilots were trained where money was no object and their inclusion in the intake for the airlines was always a flight safety asset that was never fully recognised. Add their loss to the fact that commercial pilot training has been carried out “down to a price” for the past ten years, as companies shrug off the onus of funding on to the trainee and the current situation is predictable.

There is a way forward. Commercial pilot training needs to be revamped and the MPL (Multi-crew Pilot Licence) is only part of the answer. This is understandable really because cost is the main reason for the existence of the MPL. Cost to the airlines and cost to the trainees – it is popular from both angles. They (the companies) have justified it from the point of view that it trains pilots in a focused manner for their job as First Officers on jet transport aeroplanes and this holds true to a degree, but it's not the whole story. Pilots still have to be able to sense when their piloting skills are required to keep the operation safe and if the perceived growing trend of UFIT accidents continue, this is obviously not happening. Pilot training should include plenty of real flying in aeroplanes and even maybe a course in basic aerobatics. I can hear the health and safety lobby's protest starting even now – but remember this could be done in a simulator. Finally there should be a specially designed section of the MPL simulator course which is focused on loss of situational awareness scenarios. In a similar way in which we use windshear profiles in the simulator to get pilots to recognise the warning signs, so too should they be put through some of the UFIT accidents right up to the point where they could make the difference.

Without wishing to add to AIB's workload, I suggest that it would be beneficial to re-examine the accidents which might qualify as UFIT over the past 30 years or so and then to use this information to re-evaluate the way in which we are training our flight path controllers.

© James McBride, Limoges, France



# Highland Flying School grounded

On 19 March 2009 the Highland Flying School, based at Inverness airport in the Scottish Highlands, ceased trading and a number of pilots and students are now out of pocket after making upfront payments for block hours or trail lesson vouchers.



*G-BIIT – one of HFS's six training aircraft likely to be sold in an attempt to clear the school's debts*

A message stapled to its former office door and attributed to its managing director Peter Brooks, stated: "To whom it may concern – Highland Flying School Ltd, Inverness Airport and Stornoway Airport, has ceased trading from 5pm, 19th March 2009."

Adding: "We are taking advice at the moment and all creditors will be notified in due course."

The scale of the flying school's debts remains unclear at this stage, but according to insolvency specialists Armstrong Watson, who are handling HFS's liquidation proceedings, "realisations from assets are not anticipated to pay creditors in full."

The flying school, which was established in 2000 and which also operated pleasure and trial flights in addition to flight training, was at the centre of police and Civil Aviation Authority investigations last year over its dealings with the Highland Aero Club. Highland Flying School operated six aircraft, which according to Daryl Warwick of Armstrong Watson are owned outright by the school, and is understood to have had about 100 students regularly on its books. Individuals who had paid up front for block

hours or trail lesson vouchers have been advised to contact their credit card companies for refunds. Those who didn't pay by credit card are having to join the queue of creditors in an attempt to obtain refund from the sale of HFS's assets. Meetings are being held on 6 April in order to place the company into liquidation with all known creditors invited to attend.

Perhaps the most unfortunate of the school's students was a Bahraini national who, allegedly, deposited £24,000 with the school last year in order to train towards a PPL and then build hours in the school's Piper PA38 Tomahawk aircraft. According to Jim Watt, CEO of Tayside Aviation who are owed money for maintenance of the HFS's aircraft, a number of the instructors at HFS are banding together in an attempt to create a new school on the premises of HFS, but at the time of writing this has yet to be confirmed. In the meantime, Tayside has offered to complete the Bahraini national's PPL, pending the acquisition of HFS's PA38 Tomahawk.

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### Aeronautical Information Circulars (AICs)

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Air Traffic Services Outside Controlled Airspace (Pink 140) 55/2008	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
Air Traffic Services Outside Controlled Airspace (Pink 145) 73/2008	UK CAA Process ICAO Standards and Joint Aviation Requirements in Respect of Language Proficiency (White 156) 89/2008
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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	
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	

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### CAA Publications

Publication	Current Edition/Version
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LASORS	2008 (Feb 08)
<b>GASIL 2009/02</b>	<b>(17 March 2009)</b>

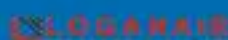
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# A new deal for light aviation?

by Rod Simpson



*Leading the Light Sport pack is the all-composite Flight Design CTLS which was the first LSA to be awarded an EASA Permit to Fly*

With the price of a Cessna Skyhawk at nearly \$300,000 and a top-of-the-line Cirrus SR22 exceeding \$600,000, buying a new light aircraft is outside the reach of most private pilots, and for flying schools it is a major investment which needs to be worked hard to achieve a reasonable return. Consequently, during the 1990s in the United States, with an ageing light aircraft fleet and expensive new aircraft options, the prospects for private aviation looked fairly bleak. However, the initiative of the Experimental Aircraft Association (EAA) and the Aircraft Owners and Pilots Association (AOPA) in opening up negotiations with the Federal Aviation Administration (FAA) resulted in a solution, not only to the aircraft challenge but also for recreational pilot training and licensing.

In 2004, after wide consultation, the FAA approved new Sport Pilot and Light Sport Aircraft regulations. The requirements for the Sport Pilot licence are less stringent than for a full PPL, with a minimum of 20-hours of flight instruction and medical eligibility based on a driver's licence. Theoretical knowledge requirement is based on a home-training package and a Sport Pilot licence is issued following an appropriate proficiency test by an independent instructor. The relaxed medical requirement allows many lapsed pilots to get back in the air and the real bonus is that there is a much lower acquisition cost for a Light Sport aircraft. On the other hand, piloting privileges are limited to non-business, day VFR flights in the United States.

The Light Sport Aircraft (LSA) specification approved by the FAA not only defined the size and performance of eligible aircraft but also addressed the fundamental problem of aircraft type certification. A significant slice of the cost of conventional light aircraft is governed by recovering the enormous expense of achieving an FAA or CAA airworthiness certificate. Even for routine upgrades to existing models, this can run into many tens of thousands of dollars or pounds - and the cost of gaining a manufacturing certificate for serial production can be daunting. Under the new LSA rules an aircraft has to be designed and produced according to standards set by the ASTM (American Society for Testing and Materials). This can be reviewed by the FAA and audited by LAMA (the Light

Aircraft Manufacturers Association) but it depends on self-declaration by the manufacturer that the ASTM standards have been met. While this still assures a high standard of prototyping and testing before an aircraft goes on sale, it greatly reduces the development cost, and, in turn, means a lower price to the end user - typically, under \$120,000.

There are two Light Sport classifications - S-LSA (Special Light Sport Aircraft) for aircraft which are built and sold factory complete and E-LSA for machines built from approved kits. Some existing small aircraft such as J3 Cubs, Ercoupes and Aeronca Champions also qualify as LSAs. LSAs must be single-engined with no more than two seats, fixed landing gear and a fixed or ground-adjustable propeller. The maximum allowable gross weight is 1,320 lbs (600kg), or 1,430 lbs (649 kg) for seaplanes; maximum level speed cannot exceed 120kts and maximum stall speed is 45kts.

The net result of all this is that over 1,500 LSAs are now flying in the USA, which is excellent news for personal aviation. The particularly good news is that the huge majority are manufactured in Europe. Let us be clear - traditional flexwing microlights generally remain in a category of their own (although they can become eligible as LSAs). However, many existing composite and metal three-axis 450kg microlight aircraft such as the Flight Design CT, Evektor Eurostar, Remos GX and TL Sting have been redesigned to the higher LSA gross

weight, providing a welcome increase in useful load and making them into extremely viable light aircraft. Sales to the American market are now the principal business for these companies, most of which are in the Czech Republic, Germany and Poland.

So, all this is good news for European pilots? Well, not exactly. Not surprisingly, European regulation has not yet caught up with the USA. Historically, in Europe, 450kg microlights have been subject to a simpler approval regime but heavier types have had to undergo more complex VLA (Very Light Aircraft) certification procedures. Consequently, the only models of these efficient light aircraft which can currently be sold in Europe are the 450kg versions and the higher weight 600kg LSAs are only saleable in the USA. Not surprisingly, the manufacturers are not keen to have to build two different varieties of the same aircraft for the American and European markets - but European customers are clamouring for the more capable Light Sport versions.

EASA has recognised the American initiative - but instead of doing the simple and logical thing by adopting the LSA category as it stands, a predictable "not invented here" attitude comes into play. EASA has decided to reinvent the broader light aircraft approval regime and has created the new ELA (European Light Aircraft) concept. This incorporates a greater degree of oversight and regulatory control than the American system with less of a "light

touch" and many features of the old certification process. Aircraft falling within the basic ELA-1 category will have a gross weight of up to 1,200kg (2,646 lb) which means that there is a mis-match with the LSA weight limit - and the ELA models will be allowed retractable undercarriages and other features not permitted on LSAs. Consequently, European manufacturers will still have to meet different manufacturing standards for their two markets with different weight and specification rules - and American-built LSAs will not meet European manufacturing and design requirements.

You may ask - what are the consequence of all this? On the face of it, there will be higher costs for the manufacturers - and the dream of cheap light aircraft will be eroded. However, a chink of light may be emerging in the regulatory fog. There is, within the EASA thinking, a less clearly defined concept of CS-LSA approval which would mirror the American Light Sport principles. In a curious recent development, EASA has agreed with Germany's LBA certification authority that the Flight Design CTLS can be operated on an EASA Permit to Fly. This type of permit covers aircraft up to 600kg gross weight and recognises that Flight Design meets the ASTM F37 standard for Light-Sport Aircraft and that the company has completed the LAMA Audit, and been approved under ISO 9001.

This Permit approval has now been mirrored by the UK CAA and according to Oliver Achurch of Flight Design UK there are now two examples



*Evektor's Eurostar is a very popular UK microlight but most fly in natural metal finish to save weight. The 600kg SportStar will offer much needed extra useful load*



of the CTLS flying in Britain with another pair due for delivery. The price of a new CTLS is heavily affected by the poor current Euro/GBP exchange rate but will be between £75,000 and £100,000. Broadly speaking, the CAA is following the rule that if an aircraft is approved in another EU country it must be allowed "grandfather rights" in the UK. In the immediate future, the Remos GX is also likely to get a Permit to Fly and others will certainly follow. As for maintenance, these aircraft must be handled by a Part M approved shop - although, in the case of the CTLS, this support can be provided by the UK agents.

This EASA move raises new questions about the direction of the ELA-1 process but it may well be the lubricant which delivers a sensible solution to the Light Sport dilemma. Czech manufacturers will be pressing EASA for similar Permits to Fly to be issued to many of the other LSAs produced in that country. This would legitimise aircraft such as the Evektor SportStar, TL Sting S3, Fantasy Air Allegro and

Funk FK.9 in the UK. Meanwhile, the consultation process for the ELA rules grinds on and may reach fruition by mid-2010. When it does, the new regulation will wrap in aircraft up to Cessna 172 and Piper PA-28 size with the promise that there will be a more relaxed maintenance regime for a wide swathe of general aviation aircraft.

As for the flight training industry, new very light aircraft such as the Aero AT-3 have already made inroads into the club and school market. Existing Cessna 152s and PA-28s are, arguably, getting towards the end of their useful lives, but replacement with new traditional aircraft is often financially prohibitive. With prices of between a half and a third of the cost of a Cessna 172, it seems likely that aircraft such as the Flight Design CTLS will warrant a hard look by schools seeking fleet replacements. Let us hope that the process moves forward as anticipated and at some stage we start to see the stimulus to light aviation which has already been felt in America.

*To date, the Funk FK9 has not been sold in Britain, but it is very popular in Europe and the new EASA permit scheme may see this two-seater become available*



*The very attractive all-composite Sting is manufactured in the Czech Republic and comes in several versions including one with a retractable undercarriage*



*The Aerospool Dynamic already operates as a microlight in Britain and has either fixed or tricycle gear. The LSA version is likely to be very popular*



*While European-built LSAs dominate, American designed types such as this Legend Cub Special should also become available to British buyers*



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**AT THE FOREFRONT OF EUROPEAN PILOT TRAINING**



# Instructor Notes

Helen Krasner



## Too many control systems equals overload

**“I’m glad I’ve run into you. Would you like to be my navigator on the three-day Round Britain Microlight Rally?”**

The speaker was a microlight pilot I knew slightly and we were at a weekend fly-in. I had a PPL(A) and CPL(H) at the time and I was planning to do my helicopter instructor’s course within the next few months. I knew almost nothing about microlights, but this sounded exciting. But why on earth was he asking me, of all people? “I need someone who’s lightweight, who can navigate, and who’s game for anything,” he told me. “And I think you qualify on all three counts!”

I wasn’t sure that I did, but I rather liked having that sort of reputation, so I didn’t argue. Instead, I began to ask about the rally, which I’d never heard of before. I also expressed doubts about being in an aircraft for three days without doing any of the actual flying. I am not a good passenger, or even navigator, as I get bored easily if I’m not handling the controls. “That’s not a problem,” said my new friend. “With your experience you could do a microlight conversion in a few hours. Then you could come as co-pilot.” And so an idea was born....

At that time, a holder of a PPL(A) only officially needed five hours of training in order to fly a microlight. This would probably have been enough had we been talking about three-axis microlights, which are basically very small aeroplanes. But my friend had a flexwing microlight, and flying one of these is completely different, as I soon found out. As the idea took hold of me, and soon after I arrived home from the fly-in, I booked a lesson at a local microlight school. This would be the first, I hoped, of maybe half a dozen or so. I didn’t expect to do the conversion in minimum hours; I hadn’t so far managed to qualify in anything in aviation as quickly as I would have liked. But... it couldn’t take much longer than maybe...eight hours, could it?

I soon found out that it could. Controlling flexwing microlights is different from flying aeroplanes and it bears no similarity whatsoever to flying helicopters. Basically, you hold a bar which is attached to the wing, and this controls the aircraft. If you want to climb you push the bar away from you, and you pull it towards you to descend. Similarly, if you wish to bank right, you push the bar to the left, and vice-versa. In other words, everything is precisely backwards from what the pilot does in both a fixed-wing aircraft and a helicopter. This means that past flying experience doesn’t help; it actually gets in the way!

For this reason, I spent the first couple of hours just trying to get the hang of moving the bar in the right direction. I felt like a complete beginner again. But it was worse than being a new student, since I had learned aviation instincts which told me what to do – and they were invariably wrong. Thinking didn’t help, because if you want to turn right in an aircraft there just isn’t time to think: “I’m turning right so I don’t move the bar to the right; I do the opposite however strange it feels....” By that time you’re probably in a spiral dive!

However, as with learning any other skill, eventually I got it. It’s strange how this happens; it is as though you need to make new pathways from your hands and feet to your brain, and this just seems to take a certain amount of practice. I didn’t understand it then, and I still don’t. But finally, I started to move the bar the ‘right’ way and it even felt natural. I’d got it!

Having started in June, by mid-August I was circuit bashing. But I never did like landing a microlight. As a helicopter pilot, I’ve always preferred being able to slow down before I land, rather than keeping up my speed on final approach to prevent the aircraft stalling. Well, in a microlight you need to speed up to land! You turn on to final, then pull the bar towards you, before flaring as you approach the ground. The reason is that at a microlight’s slow cruising speed any wind sheer near the ground could cause the wing to stall, so you keep up your speed till the very last moment. It sounds sensible... but I didn’t like it and I struggled with landings.

Time passed and summer ended. The weather was getting worse and I still hadn’t finished the conversion. By that time I’d realised that the original plan to do this in a few hours was quite ridiculous, for me at least. I’d lost count of how many hours I’d flown and I didn’t want to work it out. This was using up money which ought to have been for my FI course, not for a mad plan of entering a three-day rally. I thought of packing it all in, but by this time I wanted to finish what I’d started. Also, in spite of everything, I rather liked these strange little flying machines and the club was friendly – in fact, I found the microlight fraternity to be perhaps the most welcoming of any group of aviation enthusiasts anywhere. And despite the fact that I was invariably the only woman flying, I was never made to feel like anything other than ‘one of the lads’.

However, I had now booked my helicopter FI course for the following January. If I was really going to get this microlight rating, I had to have finished it before winter set in. Apart from the worsening weather, by spring I’d have too many other commitments – sensible, professional commitments – to be able to spare the time or the money for this mad venture.

October came, with accompanying high winds and rain. I knew I was close to going solo and all I needed to do after that was the GFT or General Flight Test (now the Skills Test). I could fly this strange little machine now – I knew it and my instructor knew it. But the weather was never suitable or, on the odd occasions when it was, the whole world wanted to fit in their cancelled microlight lessons, and time was too short. Countless times something got in the way of my planned first solo and so the pressure mounted – self-inflicted, but pressure all the same.

It was now early November. After waiting around all day I had finally managed a session – basically a solo check-out – with my instruc-



tor. But it was going to be dark very soon. Would he let me go?

Perhaps it was against his better judgement, as I think it was obvious that I was ready to blow a fuse if my solo flight was cancelled yet again. Or maybe he genuinely thought that all would be OK, despite the lateness of the day. At any rate, my instructor got out of the aircraft. I wasn’t all that excited – after all, this was my third ‘first solo’. But I was relieved. Now I might finally achieve what I’d set out to do the previous summer.

I’ve never understood fully what happened next, or why. I took off, flew the circuit, turned on to final, pulled in the bar to speed up. All was going well. I flared as I’d done so many times before, landed... and bounced! Why? I had no idea; I’d never done that before. Still, it was no big deal, I thought, increasing the power for a go-around. Off I went again, and it wasn’t until I got on to downwind that I realised my predicament. The sun had now set; we had less than half an hour of daylight left. I had to get the aircraft down on my next attempt.

With this realisation, reality set in. Why was I doing this anyway? Wasn’t I under enough pressure with a rotary FI course looming and trying to keep my PPL(A) current too? What on earth had possessed me to take on yet another challenge? I’d found it too much to fit in, right from the start. It just wasn’t sensible.

“I don’t want to fly these \*\*\*\*\* stupid aircraft,” I thought to myself, then realised it was a bit late for that – I had to land. “OK”, I thought, “This’ll be my last flight, but I’ve got to do this right.” I gritted my teeth, turned on to final and this time I landed safely.

Unfortunately I was so relieved to be on terra firma that I did something else I’d never done before – I relaxed as soon as we touched the

ground, rather than continue flying the aircraft until we came to a halt. Microlights get out of control on the ground very quickly and that is exactly what this one did. Wrestling with the bar to sort things out, I wrenched my shoulder quite badly, although with all the adrenaline coursing round my body I didn’t realise this until I was helping my instructor put the machine away. At that point my shoulder began to stiffen up and I downed some painkillers, hoping I could drive home before the pain really set in, as I knew it would. In fact, I realised that I’d be grounded, at least as far as microlights were concerned, for quite a while, since flying them is quite physical. And indeed I was. Then came winter, my FI course and a helicopter instructing career. My friend started a new job, so he did not enter the rally anyway. And I never flew a microlight again.

So what is the point of this story? Basically, when I calmed down and thought things through, I realised that flying microlights as well as both aeroplanes and helicopters was one thing – and one control system too many, for me at least. Perhaps there are others who have the capacity in their brains and hands and feet, to say nothing of the time and the money. But I wasn’t one of them; for me, this represented overload. That I am sure, was the real reason for my near disaster on my first solo, whatever I did that specifically caused the aircraft to bounce.

That day I learned something important about my own capabilities and limitations, and about making my own decisions. Other people might think that I’m a super-being who can do it all; I know differently. And perhaps this learning experience was worth all the hours spent struggling with that flexwing microlight.



# New school at Rochester as Millen Aviation closes

Towards the beginning of the year, Rochester airport-based Millen Aviation, owned and operated by father and son team Mike and Russ Millen, closed its doors.



G-FLIP, Cessna 152 Aerobat used for aerobatic training courses by the new Rochester airport based flying school

Following continued difficulties with its two Diamond DA40 aircraft which, according to Russ, had required seven engine changes in just two years, the school took legal action against Diamond Aircraft Industries for continued loss of business due to the downtime experienced with both aircraft. Unfortunately, due to a combination of the economic recession and delays to the court action against Diamond,

which is still ongoing, the Millen's decided to call a halt to their flying school operations earlier this year after nine years of trading. Mike Millen says that the next court hearing for their action against Diamond is taking place 11 May.

To fill the training gap at the airport, a new school called Skytrek Flying School, housed in the same building as Millen Aviation, is now in place. The school, with the Millen's blessing, has taken on those students

who were part way through their training with Millen Aviation when the school closed.

Skytrek Flying School operates three Cessna 172SPs, freshly imported from the US, and one Cessna 152 Aerobat. Courses on offer include PPL, IMC and Night rating, plus Aerobatics courses in the C152 Aerobat. Further information on the new school is available at <http://www.skytrekair.com/>

# Flybe Training Academy a step closer



Flybe says it is delighted to report that it's one step closer to starting construction of its new multi-million pound 25-classroom Training Academy at Exeter International Airport following approval of its planning application by East Devon District Council on March 11.

As reported in FTN 247, Flybe's new Training Academy will allow it to integrate all of its training on one site for the first time. The state-of-the-art facility will incorporate up to four Flight Simulators and integrated Apprentice Workshop that will allow Flybe to offer training to other airlines and companies. This will be complemented by an adjoining 160-bedroom hotel.

Simon Witts, Flybe's Director Safety, Quality and Training says: "We are excited and absolutely delighted to have received the Council's approval that gives us the green light to move forward with our plans and we fully expect to be on site sometime in July 2009, with completion scheduled for Spring 2010," said Simon Witts, Flybe's director safety, quality and training.

"What has been especially heartening during our consultation process is the positive feedback and enthusiasm with which the project has been embraced particularly by our local communities. Our plans did not receive any objections from any of the agencies involved or from any of the affected Parish Councils; indeed one even went so far as to describe the new Training Academy proposal as an 'exciting

application'. East Devon's report also contained a very supportive recommendation from its Economic Development Manager who regarded our application as 'one of the most important I have been asked to comment on during my time with the Council' adding that Flybe, as one of the South West's largest private employers, 'can only be regarded as one of the key drivers of the local and sub regional economy'.

More than a third of Flybe's 3000+ employees are based at the airline's Exeter headquarters and its workforce is forecast to grow by a further 15% over the next five years.

Mr Witts added: "We are delighted to be one step closer to realising our commitment to opening a state of the art Training Academy for the benefit of all our staff; as well as also being one step closer to helping address the crucial need for skills' development in the South West through the delivery of economically valuable industry and sector qualifications. We look forward to continuing to work with all of our partners in making this exciting plan a reality. It's truly a win-win for all – and it's now all systems go!"

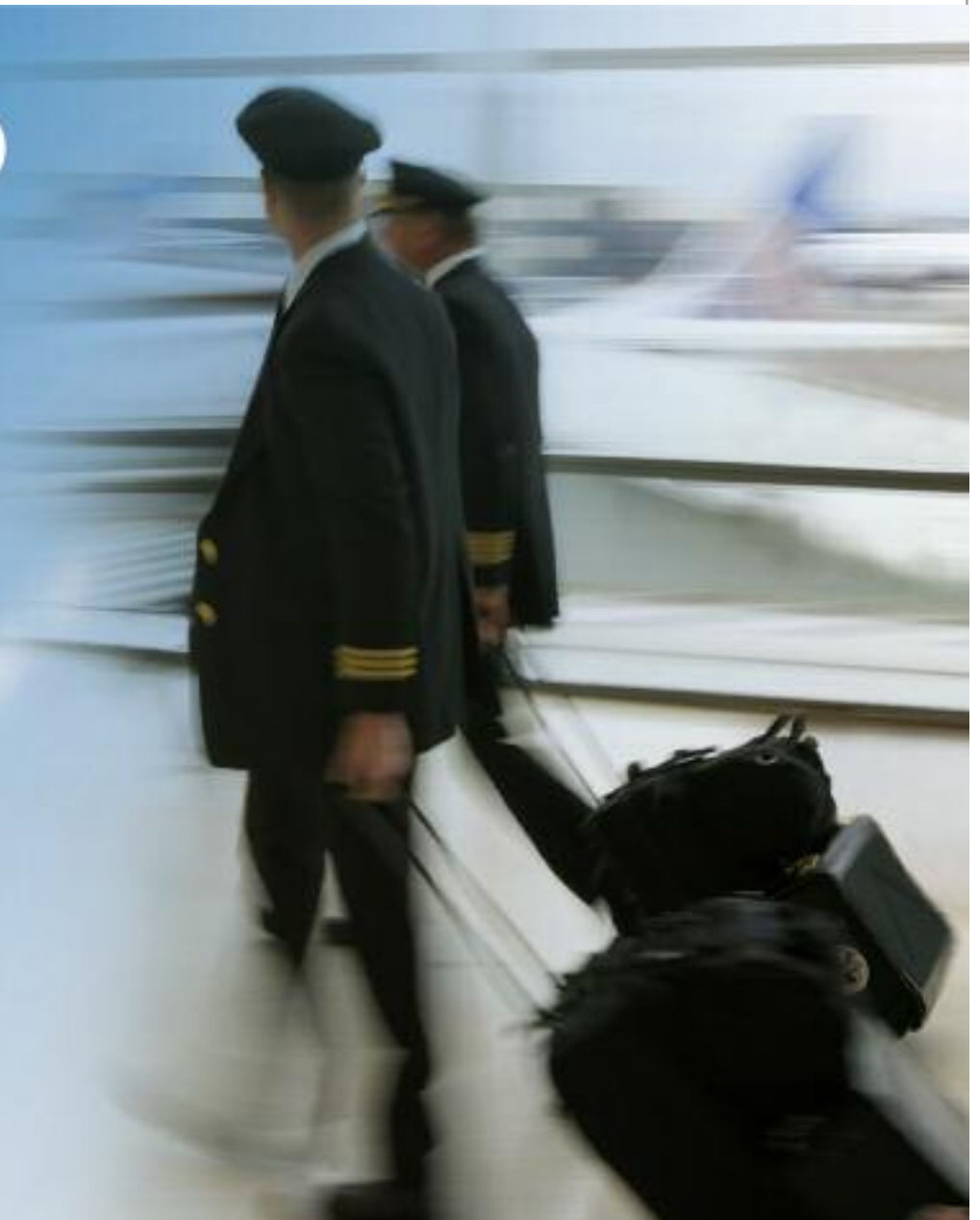
## A Flying Start to 2009

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# Recruitment open for 2009 Flybe mentored training courses

The Pilot Training College (PTC), with training bases in Waterford, Ireland and Melbourne, Florida, has announced that Flybe, one of the UK's leading low cost airlines and Europe's No. 1 regional low cost airline, is to offer 14 trainee pilots a mentoring programme during their studies that guarantees them jobs with Flybe on successful completion of their training.

Commenting on the mentoring programme, Mike Edgeworth, CEO of the Pilot Training College, said, "Despite all of the economic gloom 'real business' continues and the airline business is ensuring that it will have enough pilots when the economic upturn comes. During the height of the boom there was a worldwide shortage of pilots and, given a fourteen-month training schedule, airlines are planning now for 2010 when commentators say we may be emerging from recession.

"An interesting fall-out from the current financial turmoil is that we are seeing a lot of inquiries from previously high flying executives from the financial services industry looking to change career and a number of them now want to fly in a different sense," continued Mike Edgeworth. "Our course is ideal for these people, many of whom are being given redundancy payments which they can put towards our course and they can be in the air with an airline within fourteen months, beginning a brand new career with fantastic prospects.

"2009 looks like it may be PTC's best year ever for the numbers of pilots that we hope to train and if we train our forecast number of 200 this will set a record for the college. Student pilots are coming from the Republic, Northern Ireland, Scotland and England but we get inter-

est from as far away as South America. Very recently we had an inquiry from Ethiopia from someone who was considering coming to Ireland to train. We have ambitions of becoming the byword in excellence in training and to this end we have recently taken a very significant step with a tie-in with the Florida Institute of Technology (FIT).

"FIT has been cited as the safest flight school in the United States and is on a campus that has been rated the top private university in Florida. All our trainees spend up to nine months in sunny Florida to qualify for their initial licences and will give them a fantastic opportunity to interact with FIT's 50,000 alumni, a significant number of who work at the top of the world wide airline industry.

"One observation I would make is that around 80% of our students are male and I would urge women to think of flying as a career and maybe to look to Captain Davina Pratt, Aer Lingus' chief pilot, as a role model. There is no 'glass ceiling' in the airline business and women can have a very rewarding career in the skies and subsequently in airline management."

Meanwhile, PTC Melbourne recently welcomed Flybe First Officer and PTC Cadet Programme Mentor, Mimbar Ali, on his first visit



*Current Flybe PTC cadets, left to right then front row: Seamus Monaghan, Chris Mullan, Kevin Roche, Mark Bradley, John Forde, Michael Bourke, Andrew Hamilton, John Beevers, Chris Gallagher, Omar Amer, Dominic Rose. Adam Spooner, Flybe FO Mimbar Ali, Stuart Conley*

to the new training facility. Mimbar spent a busy week with all the PTC staff and Flybe cadets reviewing curriculum, progress and future training plans. During an Academic Review Board carried out with each of the Flybe Cadets, Mimbar, Mark Robertson, PTC Mentor and Tony Kember, PTC head of training, assessed student progress on a one-to-one basis.

Speaking during his visit Mimbar commented that he was very pleased with the progress

of the Flybe PTC cadets and spoke highly of the facilities and training that he observed.

PTC is currently open for applications from suitable candidates to apply for the 2009 Flybe Mentored Cadetship Programme. PTC says that there will be two intakes during 2009 with courses starting in June and October. More information on the courses can be found online at [www.pilottraining.ie](http://www.pilottraining.ie)

## for your diary

### April 2009

- |   |   |
|---|---|
| <p>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></p> <p>2-5 <b>Aero Friedrichshafen 2009</b><br/>Messe Friedrichshafen, Germany<br/><a href="http://www.aero-friedrichshafen.com">www.aero-friedrichshafen.com</a></p> <p>4 <b>Cabair First Officer Direct Pilot Seminar</b><br/>Cranfield Auditorium <a href="http://www.cabair.com">www.cabair.com</a></p> <p>6 <b>Multiflight Introductory Aviation Evenings</b><br/>Leeds Bradford Intl Airport <a href="http://www.multiflight.com">www.multiflight.com</a></p> <p>6-9 <b>JAR-FCL Examinations ATPL (A), (H)</b><br/>Gatwick, Oxford, Shuttlesworth College &amp; Glasgow<br/><a href="http://www.caa.co.uk">www.caa.co.uk</a></p> <p>15-16 <b>JAR-FCL Examinations IR (A), (H)</b><br/>Gatwick <a href="http://www.caa.co.uk">www.caa.co.uk</a></p> | <p>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></p> <p>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></p> <p>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></p> <p>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></p> <p>25 <b>Cabair Private Pilot Seminar</b><br/>Blackbushe School of Flying<br/><a href="http://www.cabair.com">www.cabair.com</a></p> <p>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></p> |
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### May 2009

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|--|--|
| <p>2-3 <b>International Microlight Exhibition</b><br/>Popham, Hampshire<br/><a href="http://www.popham-airfield.co.uk">www.popham-airfield.co.uk</a></p> <p>4 <b>Multiflight Introductory Aviation Evenings</b><br/>Leeds Bradford Intl Airport<br/><a href="http://www.multiflight.com">www.multiflight.com</a></p> <p>5-8 <b>JAR-FCL Examinations ATPL (A), (H)</b><br/>Gatwick, Oxford, Shuttlesworth College &amp; Glasgow<br/><a href="http://www.caa.co.uk">www.caa.co.uk</a></p> <p>9 <b>Oxford Aviation Training seminar APP First Officer</b><br/>Oxford Airport<br/><a href="http://www.oxfordaviation.net">www.oxfordaviation.net</a></p> <p>9 <b>British Aerobatic Association Beginners Day 2</b><br/>Leicester<br/><a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a></p> <p>12-13 <b>JAR-FCL Examinations CPL (A)</b><br/>Gatwick<br/><a href="http://www.caa.co.uk">www.caa.co.uk</a></p> <p>12-14 <b>EBACE 2009 9TH Annual European Business Aviation Convention &amp; Exhibition</b><br/>Pal Expo Centre, Geneva, Switzerland<br/><a href="http://www.ebace.aero">www.ebace.aero</a></p> | <p>14-15 <b>JAR-FCL Examinations CPL (H)</b><br/>Gatwick<br/><a href="http://www.caa.co.uk">www.caa.co.uk</a></p> <p>18-19 <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></p> <p>20-21 <b>British Aerobatic Association Aero Instructors Training Seminar</b><br/>Wellesbourne Mountford, Warwickshire<br/><a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a></p> <p>22 <b>British Aerobatic Association On-Track Trophy Competition</b><br/>Wellesbourne Mountford Warwickshire<br/><a href="http://www.aerobatics.org.uk">www.aerobatics.org.uk</a></p> <p>23 24 <b>Light Aircraft Association Fly-in</b><br/>Newtown Northern Ireland PPR<br/>02891 813327</p> <p>27-29 <b>Canadian Business Aviation Association 48th Annual Convention and Trade Show</b><br/>Montreal Canada<br/><a href="http://www.cbac.ca">www.cbac.ca</a></p> |
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## New Professional Pilot's Programme with Bristol Aviation

During March, Bristol Aviation, based at Bristol Lulsgate Airport in the UK's southwest, launched their new Professional Pilot's Programme.

This programme, says Bristol Aviation's marketing manager, Lena Wright, has been costed with the current economic climate in mind and includes hours building in South Africa to minimise flight costs, with all other expenses such as groundschool, exam costs and training equipment being included in the price.

The six-phase training package is designed to take a student from PPL through to CPL/IR and includes full board and training at 43 Air School in South Africa, all ground school and CAA exams and the costs for the final training stage in England.

**The six phases comprise:**

**Phase 1** – Approx 8 weeks in Port Alfred, South Africa, for PPL training and hours building.

**Phase 2** – Port Alfred. Approx 8 weeks for part one of ATPL theoretical knowledge training and hours building.

**Phase 3** – UK. 2-week fulltime brush-up course with Bristol Groundschool, followed by first set of JAA theory examinations.

**Phase 4** – Port Alfred. Approx 16 weeks flying including radio navigation and simulator training, plus study for second set of JAA theory examinations.

**Phase 5** – UK. 2-week fulltime brush-up course with Bristol Groundschool, followed by second set of JAA theory examinations.

**Phase 6** – UK. Approx 16 weeks, to include CPL skills test, conversion to multi-engine piston aircraft, including multi-engine piston skills test, instrument rating training and IR skills test.

For more information visit <http://www.bristolaviation.net/for-professional-pilots.html>





# Oxford Aviation Academy launch new EFIS Flightdeck Training Course



OAA's CRJ200 simulator

Oxford Aviation Academy has announced the launch of a new training course at their Oxford airport, UK training centre.

According to the Academy, the EFIS Flightdeck Training Course has been created to provide students with a more thorough introduction to high fidelity glass cockpit environments found on modern flight decks than is normally gained during a student's commercial flight training.

The course, which is aimed at pilot graduates who will shortly be applying for their first airline positions, will be conducted in OAA's Canadair Regional Jet (CRJ200) simulator, which is equipped with FMS, EFIS, EICAS, EGPWS, TCAS and auto flight systems. This, combined with the simulator's 180 degree visual system, says OAA, will help bridge the learning gap

between light piston engine aircraft flying and higher performance jet aircraft.

The courses will run over 3 days, with day one spent in ground school covering EFIS, EICAS, TCAS, EGPWS and FMS. Day two will consist of four hours in the CRJ simulator covering EFIS and EICAS displays, and day three will consist of a further four hours in the CRJ simulator covering EGPWS, FMS, TCAS and Windshear models.

Pre-entry requirements include a multi-engine instrument rating and completion of Multi-Crew Co-Operation course.

See [www.oaa.com](http://www.oaa.com) for further information.

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# Oxford

aviation academy

## *skills for flight*



## **NEW... Dublin Office...**

To provide a whole new level of customer service to our customers in Ireland, we are pleased to announce the opening in May of our new DUBLIN BASED office - located alongside our sister company Parc Aviation who specialise in airline pilot resourcing worldwide.

## **Centre for Career Development...**

Our unique CAREERS CENTRE has been developed with airline pilot assessment and employment services in mind - offering a range of exciting services to our customers: skills assessment, employment advice, industry seminars, CV writing, personal development and comprehensive employment placement services.



## **Enhanced Skills Assessment...**

Before embarking upon any airline pilot training course you should get assessed. Our comprehensive two day process now includes time in our new CRJ SIMULATOR. We have also extended our MONEY BACK GUARANTEE for all APP FIRST OFFICER students to cover the ENTIRE course!

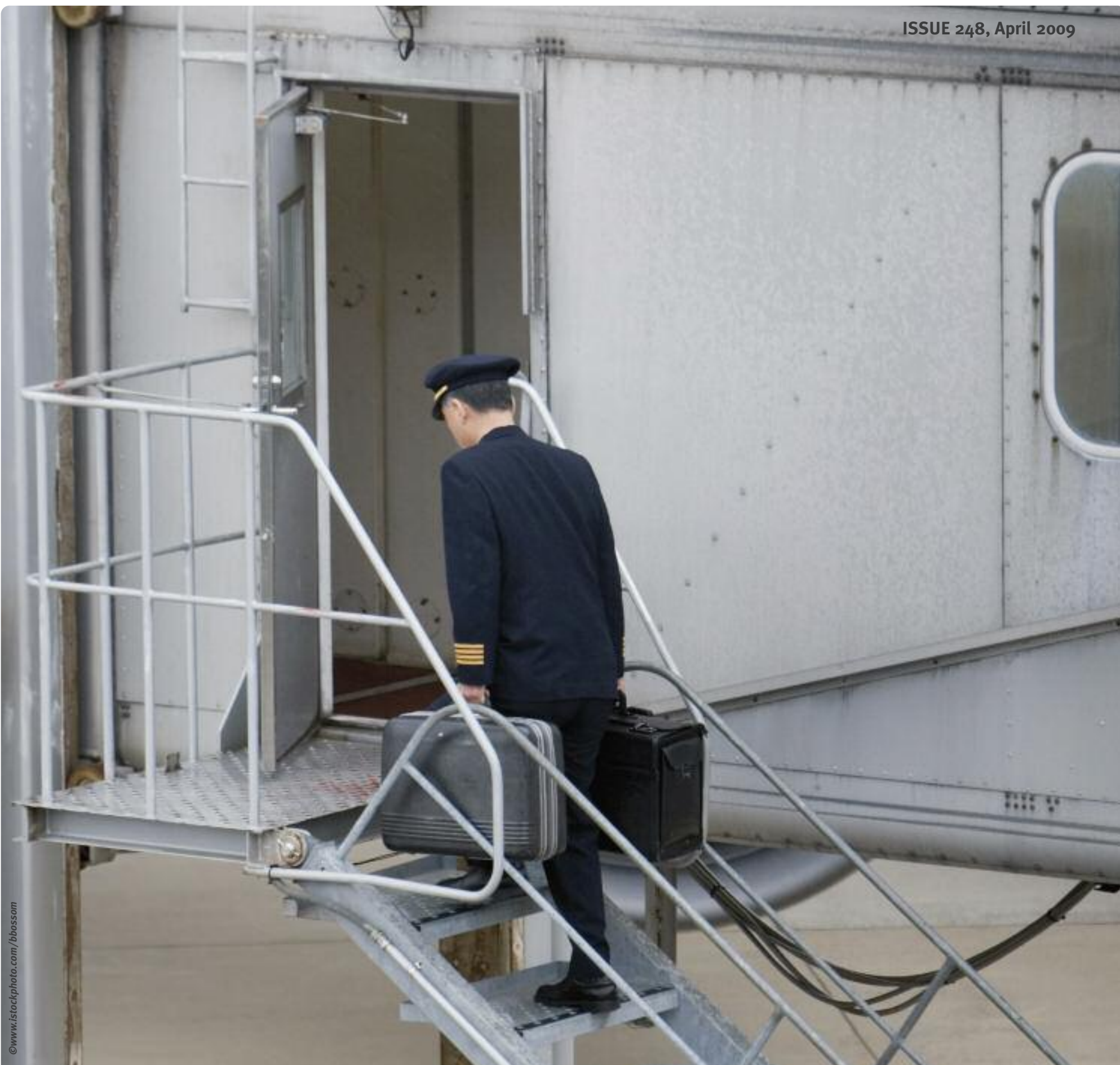


# PROFESSIONAL Where to Fly Guide

***Your Pull-Out Where to Fly Guide***

**AFE**  
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ISSUE 248, April 2009




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| QUICK REFERENCE TABLES p18 | MAIN LISTINGS p19-32 |





	CPL(A) Modular	CPL/IR(A) Modular	CPL/IR(A) Integrated	CPL(A) Integrated	ATPL(A) Modular	ATPL(A) Integrated	JAR FCL FI(A)	FI(A) Night Instruction	FI(A) Applied Instrument Instruction	FI(A) Aerobatics Instruction	FI(A) Single Pilot Multi-Engine Privileges	FI(A) Seaplanes Single Engine	MCC Instructor	CPL(A) [Distance Learning]	ATPL(A) [Distance Learning]	IR(A) [Distance Learning]	JOC	CRM	MCC	Combined MCC/JOC	LOFT	JOT	CPL(A)	CPL/MEP(A)	IR(SEP)	IR(MEP)	MEP
	Complete Courses													Theoretical Knowledge Courses								Flying Courses					
FIXED WING ORGANISATION							X																				
Advanced Flight Training							X																	X		X	X
Aeros Flight Training							X	X	X	X	X												X				X
Airways Flight Training (Exeter) Ltd	X																										
Almat Flying Club																											X
Andrewsfield							X																	X			X
Atlantic Flight Centre	X	X			X		X	X	X		X													X	X	X	X
Atlantic Flight Training Ltd		X			X		X	X	X		X		X		X	X	X	X	X	X	X			X	X	X	X
Aviation South West	X	X					X	X	X		X												X	X	X	X	X
Babcock Defence Services							X	X	X	X	X																X
Biggin Hill School of Flying (Cabair)							X	X	X		X						X						X				X
Billins Air Services Ltd																											X
Blackbushe Aviation							X	X	X	X	X												X	X	X	X	X
Bonus Aviation	X				X		X	X	X	X	X												X	X	X	X	X
Bournemouth Commercial Flight Training Centre	X	X			X		X	X	X	X	X		X							X			X	X	X	X	X
Bristol Aviation	X	X			X			X							X		X			X			X				X
British Airways Flying Club																											X
Bristol Ground School Ltd																											X
Cabair Integrated		X	X			X	X	X	X	X	X			X	X	X	X	X	X	X						X	X
Cabair Modular		X			X									X	X	X		X					X	X			X
Cardiff Academy of Aviation	X																										X
Cleveland Flying School							X	X	X	X	X				X		X						X	X			X
Coulson Flying Services Limited	X	X					X	X	X	X	X												X	X	X	X	X
Cranfield Aviation Training School Ltd							X	X	X	X	X												X	X	X	X	X
CTC Aviation Training (UK) Ltd	X	X	X	X	X	X	X						X					X	X	X		X	X	X	X	X	X
East Herts Flying School							X																				X
European Skybus																	X	X	X	X							X
European Flight Training Llc	X						X		X		X												X	X		X	X
Exeter Flying Club Ltd	X																X	X	X	X			X				X
Flight Academy Ltd	X				X										X	X							X				X
Flight Centre (Halfpenny Green Flight Centre)							X																		X		X
FFTE Jerez	X	X				X											X		X	X							X
Flying Club Conington																											X
Flying Time Ltd Flight Training Academy																	X						X	X		X	X
Goodwood Flying School							X																				X
Ground Training Services Ltd															X	X	X										X
Haverfordwest School of Flying Ltd																											X
JD Aviation																								X	X		X
Leicestershire Aero Club Ltd							X																				X
London Metropolitan University													X							X							X
Multiflight Ltd	X	X			X		X								X					X				X	X		X
Naples Air Center Ground School Inc	X														X					X							X
National Flight Centre	X	X			X		X	X			X	X		X	X	X							X	X	X	X	X
On-Track Aviation Limited							X	X	X	X	X	X											X	X	X	X	X
Orlando Flight Training																	X						X				X
Ormond Beach Aviation Inc					X																		X				X
Oxford Aviation Academy		X				X							X				X		X	X							X
The Pilot Centre							X	X	X						X			X			X						X
Pilot Training College of Ireland Ltd (PTC)	X				X		X	X	X	X	X				X								X	X		X	X
Pooleys Flying Instructor School							X	X	X	X	X													X			X
Professional Air Training Ltd	X	X			X																		X	X	X	X	X
Professional Flight Training Ltd																	X		X				X	X	X	X	X
Ravenair							X	X	X		X												X	X	X	X	X
Redhill Aviation							X	X	X	X	X				X								X		X	X	X
Retford Flight Instructor School							X	X	X																		X
Rural Flying Corps							X																				X
Sigmar Aviation Training						X																					X
Sky Leisure Aviation (Redhill Aviation)							X	X	X	X	X				X									X	X	X	X
Southend Flying Club	X	X					X	X	X	X	X												X	X	X	X	X
St George Flight Training							X																X				X
Stapleford Flight Centre							X	X	X	X													X				X
Sussex Flight Centre	X																						X				X
T G Aviation	X																						X				X
Tayflite Ltd	X	X					X																X	X		X	X
Tayside Aviation Ltd	X	X					X	X	X	X	X									X			X				X
Triple 'A' Flying	X	X																					X				X
Truman Aviation Limited																											X
Weald Air Services																		X									X
West London Aero Club																											X
Western Air Training (Thruxton) Ltd							X																				X
Western Australian Aviation College Ltd						X									X												X
Willowair Flying Club Ltd	X									X										X							X
Wycombe Air Centre	X	X					X	X	X														X		X	X	X



	CPL(H) Modular	CPL(H) Integrated	ATPL(H) Modular	ATPL(H) Integrated	MCC Instructor	JAR FCL FI(H)	FI(H) Night Instruction	FI(H) Instrument Instruction	Helicopter Type Rating Instructor Course	Helicopter Type rating Examiner Course	Helicopter Type Rating Courses	CPL(H) [Distance Learning]	ATPL(H) [Distance Learning]	IR(H) [Distance Learning]	CRM	Theory MCC	CPL(H)	CPL(A)	CPL/MEP(A)	IR(H)
	Complete Courses											Theoretical Knowledge Courses					Flying Courses			
HELICOPTER ORGANISATION																				
Aeromega (Cambridge Helicopters)	X					X											X			
Alan Mann Helicopters Ltd	X																X			X
Atlantic Flight Training Ltd												X		X	X	X			X	
AV8 Helicopters Ltd																	X			
Blue Star Helicopters	X																			
Bond Air Services Limited									X	X	X			X	X	X				X
Bristol Ground School Ltd													X							
Bristow Academy Inc		X				X											X			
Bristow Helicopters Ltd											X									X
Cabair Integrated	X	X	X			X	X	X					X	X			X	X		X
Caledonian Advanced Pilot Training												X	X			X				
Central Helicopters Ltd											X						X			
CHC Scotia Ltd															X			X		
Cranfield Aviation Training School Ltd												X	X	X		X				
Dragon Helicopters											X	X								
East Midlands Helicopters	X																X			
Elite Helicopters	X										X						X			
European Helicopter Academy Ltd.	X		X			X	X		X				X							
Executive Helicopters						X														X
FAST Helicopters Ltd Shoreham	X					X											X			
FAST Helicopters Ltd Thruxton	X					X											X			X
Heli Air Ltd Denham		X		X		X	X		X								X			
Heli Air Ltd Wellesbourne		X		X		X	X		X								X			
Heli Air Ltd Wycombe		X		X		X	X		X								X			
Helicentre Aviation Ltd						X						X					X			
Helicentre Blackpool Ltd	X					X	X	X									X			
Helicentre Liverpool Ltd	X		X			X				X							X			
Helicopter Services Ltd	X					X		X	X								X			X
Heliflight UK Ltd	X					X											X			
Highmark Aviation Ltd/Sandtoft Helicopters Ltd	X					X	X	X									X			
HJS Helicopters						X					X	X					X			X
Kingsfield Helicopter Ltd	X					X	X					X			X		X			
London Helicopter Centres	X					X	X	X									X			
London Metropolitan University					X															
Multiflight Ltd											X		X			X		X	X	
National Flight Centre																X				
Northumbria Helicopters Ltd												X	X				X			
Severn Aviation								X			X			X			X			X
Sloane Helicopters						X			X								X			
Sterling Aviation	X					X	X	X	X								X			
Tiger Helicopters	X	X				X		X				X		X		X				X
Whizzard Helicopters						X											X			
Willowair Flying Club Ltd																X		X		



AFI Rating	Aeroplane (Land), Microlights
<b>MICROLIGHT ORGANISATION</b>	
Airports Training	X
Algarve Airports Centre	X
Enstone Microlights	X
Light Flight	X
Scottish Aero Club - Microlight Division	X
Shadow Aviation Limited	X

The information given here has been taken from a wide variety of official and non-official sources, including data supplied from the organisations themselves. Prices are believed to be correct at time of going to press, include VAT (where applicable) and are in UK Sterling (£) except where otherwise indicated.

All users of this guide should be aware that nothing contained in this Where To Fly Guide forms a binding offer or commitment to offer any course or facility at a particular price or at all. Prices can, and do, vary; courses can be withdrawn or added; facilities and aircraft also change. Whilst we have taken care in publishing this information, we do so in good faith and we are not responsible for any loss suffered in relation to this data. Please refer directly to the organisation concerned for current information before making any financial commitment. The listing of an organisation does not imply any endorsement by FTN or any related company.



## Advanced Flight Training

The Airfield, Lennerton Lane  
Sherburn in Elmet, Leeds LS25 6JE  
England  
Airfield: Sherburn  
Tel: 07984 869275  
E-mail: info@advancedflighttraining.co.uk



## Complete Courses

Course	Cost
FCL FI(A)	o/r

Aeromega  
(Cambridge Helicopters)

The Helicentre, Cambridge Airport  
Newmarket Road, Cambridge  
Cambridgeshire CB5 8RX  
England  
Airfield: Cambridge  
Tel: 01223 294488  
Fax: 01233 294499  
E-mail: enquiries@aeromega.com  
Web : www.aeromega.com



## Complete Courses

Course	Cost
CPL(H) Modular	£276.13/hr
FCL FI(H)	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
R22	6	£276.13 [£205.63]
R44	3	£452.38 [£411.25]
EC120	1	Charter only £600/hr

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	5	0

## Aeros Flight Training

Gloucestershire Airport, Cheltenham  
Gloucestershire GL51 6SP  
England  
Airfield: Gloucestershire & Filton  
Tel: 01452 857419  
Fax: 01452 856444  
E-mail: gloucester@aeros.co.uk  
Web : www.aeros.co.uk



## Complete Courses

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

## Flying Courses

Course	Cost
CPL(A)	£4,650.00
IR(SEP)	£9,150.00
IR(MEP)	£1,1925.00
MEP	£1,950.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28	10	£135.00 [£120.00]
PA28R	1	£210.00 [£170.00]
PA34	3	£340.00 [£295.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£150.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	10	5
FIC Instructors	2	

What They Say: Aeros has built up an enviable reputation for high quality tuition on all its courses. Our FIC Instructors are amongst the most experienced in the industry and the training is carried out on a ratio of one instructor to two students, producing a 100% pass rate.

## Airsports Training

Rufforth Aerodrome, York  
North Yorkshire YO2 3QA England  
Airfield: Rufforth Aerodrome  
Tel: 07595 219309  
E-mail: info@airsportstraining.co.uk  
Web : www.airsportstraining.co.uk



## Complete Courses

Course	Cost
AFI Rating Aeroplane (Land), Microlights	from £2900

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
GT450	1	£48.00
AX2000	2	£48.00
C42 Icarus	1	£55.00

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors		1
Theoretical Knowledge Instructors	1	
Flight Examiners		1
FIC Instructors		1
FI Examiners		1

What They Say: Established AFIC (M) School with exceptional facilities. 3-axis and Flexwing. Your aircraft or ours. Courses run Mon-Fri. 3 to 4 weeks are usually required. We suggest 2 weeks then a break and then complete as necessary. Pre-course entry exams can be taken here. Accommodation at local B&B or our static caravan is available.

Airways Flight Training  
(Exeter) Ltd

Building 12, Exeter Airport  
Exeter, Devon EX5 2BD England  
Airfield: Exeter  
Tel: 01392 364216  
Fax: 01392 368255  
E-mail: info@airwaysflighttraining.co.uk  
Web : www.airwaysflighttraining.co.uk



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	4	o/r [o/r]
PA28	1	o/r [o/r]
PA28R	2	o/r [o/r]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	o/r [o/r]
FNPTI	1	o/r [o/r]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	4	
Synthetic Instructors	1	
Flight Examiners	2	

## Algarve Airports Centre

Apartado (PO Box) 254  
Lagos 8601-903 Portugal  
Airfield: Lagos  
Tel: 00351 914 903 384/0844 880 1565  
Fax: 00351 286 762 906  
E-mail: fly@gerrybreen.com or  
gerrybreen@mail.telepac.pt  
www.gerrybreen.com  
Web : Gerry and Karen Breen



## Complete Courses

Course	Cost
AFI Rating Aeroplane (Land), Microlights	£3,500.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
X-Air	2	£100.00
Pegasus Quantum	2	£100.00
Alphi Pioneer 200	1	£117.50

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	3	
Theoretical Knowledge Instructors	1	
Flight Examiners	1	
FIC Instructors	1	
FI Examiners	1	

What They Say: Established for over 23 years doing trial flights and training courses from beginner level to advanced and conversion courses from 1-4 weeks. The only UK NPPL(M) FIC school abroad, running intensive courses over 4 weeks, or split courses of 2+2 weeks with top quality tuition from Gerry Breen. Paragliding and paramotoring courses also available. Wonderful microclimate makes daily flying possible, great coastal accommodation too.

## Almat Flying Club

Anson House, Coventry Airport West, Baginton  
Coventry, West Midlands CV8 3AZ England  
Airfield: Coventry  
Tel: 02476 305519/07710 299513  
E-mail: fly@almat.co.uk  
Web : www.almat.co.uk



## Complete Courses

Course	Cost
CPL(A) Modular	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	5	£107.00 [£85.00]
C172	2	£141.15 [£120.00]
PA28 (140)	2	£131.15 [£110.00]
PA28 (161)	2	£146.15 [from £118.00]
PA28 (Arrow)	1	from £120.00 (dry) [from £90.00 (dry)]
PA44	1	£292.50 [£260.00]
Auster 5 J1 Autocrat 1	1	£118.00 [£100.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	3	9
Theoretical Knowledge Instructors		2
Synthetic Instructors		1
Flight Examiners	1	3

What They Say: Almat now handle light aircraft up to three tons who visit Coventry Airport. Flight planning and food available. Transair in association with Almat have opened a pilots shop in the GAT 1 (General Aviation Terminal 1).

## Alan Mann Helicopters Ltd

Fairoaks Airport, Chobham  
Woking, Surrey GU24 8HX England  
Airfield: Fairoaks Airport  
Tel: 01276 857777/01276 857471  
Fax: 01276 856241/7539  
E-mail: helitraining@alanmann.co.uk  
Web : www.alanmann.co.uk



## Complete Courses

Course	Cost
Helicopter Type Rating Course	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r
IR(H)	o/r

What They Say: Established since 1973 and part of the Alan Mann Group, the helicopter training school recently acquired a Robinson R44 to serve the PPL market, whilst expanding the Type Rating courses to cover all versions of the Agusta 109, Bell 407, Bell 206 and Differences Courses.

## Andrewsfield

Saling Airfield  
Stebbing  
Great Dunmow  
Essex  
CM6 3TH  
England  
Airfield: Saling  
Tel: 01371 856744  
Fax: 01371 856500  
E-mail: info@andrewsfield.com  
Web : www.andrewsfield.com



## Complete Courses

Course	Cost
FCL FI(A)	o/r

## Flying Courses

Course	Cost
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	5	£116.00 [£101.50]
PA28	2	from £126.50 [£116.50]
PA28R	1	£161.00
C172R	1	£133.00 [£123.00]

## Instructors &amp; Examiners

	Full Time	Part Time
FIC Instructors	9	
FI Examiners	2	

What They Say: Andrewsfield is a professional and friendly flying school with approx 300 members. It provides tailored courses for students and prides itself on its friendly environment which includes a restaurant and bar. We are also proud to have our CFI voted AOPA instructor of the year. We also offer PPL examiner courses.

## Atlantic Flight Centre

Cork Airport, Kinsale Road  
Ballygarvan, Co Cork, ROI  
Airfield: Cork Airport  
Tel: +353 21 488 8737  
Fax: +353 21 488 8737  
E-mail: info@atlanticair.ie  
Web : www.atlanticair.ie



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	56,000euros
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

## Flying Courses

Course	Cost
CPL(A)	from 8,800euros
CPL/MEP(A)	from 11,525euros
IR(SEP)	o/r
IR(MEP)	o/r
MEP	2,700euros

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	4	185euros
Grob 115	1	170euros
PA34	1	450euros

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	9	8
Flight Examiners	2	
FIC Instructors	3	
FI Examiners	1	

What They Say: Founded in 1995 AFT has provided in excess of 120 in house trained commercial pilots to Europe's airlines. With only 3 commercial flight training schools in Ireland, AFT has been the market leader due to its location at Cork International Airport, which provides a good commercial environment for pilot training, as well as competitive rates.



## Atlantic Flight Training Ltd

Ayla House, Coventry Airport  
West Midlands CV8 3AZ

England

Airfield: Coventry  
Tel: 0845 4500530 Fax: 0845 4500531  
E-mail: enquiries@flyaft.com  
Web : www.flyaft.com



## Complete Courses

Course	Cost
CPL(A) Modular	£10,400.00 approx
CPL/IR(A) Modular	£26,000.00 approx
ATPL(A) Modular	£70,000.00 approx
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r
MCC Instructor	o/r

## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
CPL(A)	£1,795.00
ATPL(A)	£3,910.00 [£2,095.00]
IR(A)	£1,495.00
JOC	£2,530.00
CRM	o/r
MCC	£2,645.00
MCC/JOC	£4,920.00
IR(H)	£1,495.00

## Flying Courses

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	£8125.13

## Flying Courses (continued)

IR(SEP)	o/r
IR(MEP)	£15,833.13
MEP	£3,237.13

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	3	£172.50
DA40	3	£241.50
DA42	3	£379.50
PA28R	1	£299.00
PA44	1	£419.75

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	Seminole £172.50
FNPTII	2	DA42 £184.00
FNPTII MCC	1	CRJ £316.25

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	14	5
Theoretical Knowledge Instructors	4	4
Synthetic Instructors	2	3
Flight Examiners	3	1

What They Say: Atlantic Flight Training is an independent JAA approved flight training organisation. Our aim is to provide professional training from JAA PPL to JAA Commercial Pilot's Licence with with Multi Engine and Instrument Rating privileges including Multi Crew Co-operation and Airline Transport Pilot's Licence (ATPL) Theory. Please contact enquiries@flyaft.com.

## AV8 Helicopters Ltd

The Helipad, Rochester Airport, Maidstone Road

Chatham, Kent ME5 9SD England

Airfield: Rochester Airport  
Tel: 01634 672288  
Fax: 01634 672299  
E-mail: info@av8helicopters.co.uk  
Web : www.av8helicopters.co.uk



## Complete Courses

Course	Cost
CPL(H) Modular	o/r
CPL(H) Integrated	o/r
ATPL(H) Modular	o/r
ATPL(H) Integrated	o/r
Helicopter Type Rating Course	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
AS355	1	o/r
Bell 206	1	£435.00
Bell 206L	1	o/r
EC120	2	o/r
R22	1	£255.00
R44	1	o/r

## Simulators

Type	Number	Cost/hr Dual [Hire]
Heli-Simsation	1	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	1	2
Theoretical Knowledge Instructors	1	

What They Say: Operating from our purpose built facility at Rochester Airport, we are focused on providing a first class, efficient and professional service. We at AV8 have acquired specialist skills and knowledge over many years and are always available to answer any questions and to provide effective solutions to your helicopter requirements.

## Aviation South West

Aileron House, Exeter International Airport

Clyst Honiton, Devon EX5 2BD England

Airfield: Exeter  
Tel: 01392 447887 Fax: 01392 447886  
E-mail: info@egte.com  
Web : www.egte.com



## Complete Courses

Course	Cost
CPL(A) Modular	£4,750.00
CPL/IR(A) Modular	£16,250.00
FCL FI(A)	£5,995.00
FI(A) Night Instruction	£225.00
FI(A) Applied Instrument Instruction	£1,395.00
FI(A) Single Pilot Multi-Engine Privileges	£1,795.00

## Flying Courses

Course	Cost
CPL(A)	£4,750.00
CPL/MEP(A)	£5,999.00
IR(SEP)	from £9,550.00
IR(MEP)	from £11,500.00
MEP	£1,995.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	2	£336.50 [£299.00]
C150/152	2	£150.50 [£123.00]
PA28	3	£177.50 [£150.00]
PA28R	2	£192.50 [£165.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII BE76/P28R	1	£175.00 [n/a]
FNPTII BE76	1	o/r [o/r]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	4	7
Synthetic Instructors	1	
Flight Examiners	2	
FIC Instructors	2	
FI Examiners	1	

What They Say: Long established school with an excellent reputation. We operate in uncluttered airspace with direct access to the airway system. All tests are from the base aerodrome. FIE, CRE and IRR Examiners on site.

## Babcock Defence Services

RAF Barkston Heath, Grantham

Lincolnshire NG32 2DQ England

Airfield: RAF Barkston Heath  
Tel: 01400 261201 ext5018/5005  
Fax: 01400 230278  
E-mail: tim.wooltorton@babcock.co.uk



## Complete Courses

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

## Flying Courses

Course	Cost
IR(SEP)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Slingsby T67	29	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
FIC Instructors	3	
FI Examiners	1	

What They Say: Babcock Defence Services offers professional training for all aspects of Flying Instructor Courses and post graduate skill enhancement courses. All FI's both civilian and ex-military are regularly checked and approved by the Royal Air Force Central Flying School. We also offer FI refresher seminars.

## Biggin Hill School of Flying (Cabair)

Biggin Hill Airport

Biggin Hill

Kent

TN16 3BN

England

Airfield: Biggin Hill

Tel: 01959 573583

Fax: 01959 570770

E-mail: bigginhill@cabair.com

Web : www.cabairflyingschools.com



## Complete Courses

Course	Cost
FCL FI(A)	£6630.00
FI(A) Night Instruction	£411.25
FI(A) Applied Instrument Instruction	£998.75
FI(A) Single Pilot Multi-Engine Privileges	£2,232.50

## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
IR(A)	o/r

## Flying Courses

Course	Cost
IR(SEP)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28	7	£188.00 [£129.25]
AA5-A	2	£188.00 [£129.25]
AA5-B	1	£217.38 [£158.63]
C152	2	£170.38 [£111.63]

## Billins Air Services Ltd

Building 187, Cranfield Airport, Cranfield

Bedfordshire MK43 0AL England

Airfield: Cranfield

Tel: 01234 751400

Fax: 01234 750500

E-mail: ops@billinsair.freeserve.co.uk

Web : www.billinsair.freeserve.co.uk



## Flying Courses

Course	Cost
IR(SEP)	o/r
IR(MEP)	£13,450.00
MEP	£2,150.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	3	£140.00 [£115.00]
C172	1	£155.00 [£135.00]
PA34	1	£360.00 [£295.00]

## Blackbushe Aviation

Blackbushe Airport

Nr Camberley

Surrey

GU17 9LB

England

Airfield: Blackbushe Airport

Tel: 01252 877727

Fax: 01252 877707

E-mail: info@blackbusheaviation.com

Web : www.blackbusheaviation.com



## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£125.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	2	4
Synthetic Instructors		1
Flight Examiners	1	2
FIC Instructors	1	1
FI Examiners	2	

What They Say: Blackbushe Aviation, part of the Redair group, offers a full range of courses. Our aim is for you to enjoy learning to fly with Professional and friendly instructors. Hence our motto: "The Friendly Experts". Please do not hesitate to contact us, or better still pop in for a chat and a cup of tea.



## Blue Star Helicopters

Cork Airport West  
Ballygarvan Upper  
Kinsale Road

Cork ROI  
Airfield: Cork Airport West  
Tel: +353 21 488 8056  
Fax: +353 21 488 8057  
E-mail: info@helicopters.ie  
Web : www.helicopters.ie



## Complete Courses

Course	Cost
CPL(H) Modular	15,500euros

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
R22	3	410euros[340euros]
R44	2	640euros[570euros]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	5	1
Theoretical Knowledge Instructors	5	1

What They Say Blue Star offers friendly, accurate, enthusiastic training in young, well maintained helicopters. Experienced instructors, reasonable prices and efficient administration make the South's premier helicopter school an ideal environment for learning to fly.

## Bond Air Services Limited

Gloucestershire Airport  
Staverton  
Cheltenham

Gloucestershire  
GL51 6SP  
England  
Airfield: Gloucestershire  
Tel: 01452 856007  
Fax: 01452 856595  
E-mail: info@bondairservices.com  
Web : www.bondairservices.com



## Complete Courses

Course	Cost
Helicopter Type Rating Instruction Course	o/r
Helicopter Type Rating Examiner Course	o/r
Helicopter Type Rating Course	o/r

## Theoretical Knowledge Courses

Course	Cost [Distance learning]
CRM	o/r
MCC	o/r

## Flying Courses

Course	Cost
IR(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
EC135 T2	17	o/r
Eurocopter BO105 series	7	o/r

## Simulators

Type	Number	Cost/hr Dual [Hire]
EC135 T2	1	o/r [o/r]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	6	2
Theoretical Knowledge Instructors	7	
Synthetic Instructors	7	
Type Rating Instructors	7	
Type Rating Examiners	6	
FIC Instructors	8	

What They Say: Bond continues to invest in developing an advanced training establishment with an EC135 Level III FTD at its core. These facilities are supported by an experienced team of TRIs and TREs. We offer Initial Type and Instrument Ratings along with Type Rating Examiner, Visual and Instrument Privileges and Type Rating Instructor courses on the BO105 and EC135, as well as licence proficiency checks and EC135 emergency procedures courses. We believe we offer the complete training experience and will help you to achieve your flying potential.

## Bonus Aviation

Cranfield Aerodrome, Cranfield, Bedfordshire MK43 0AL  
England

Airfield: Cranfield  
Tel: 01234 751800  
Fax: 01234 751096  
E-mail: info@bonusaviation.co.uk  
Web : www.bonusaviation.co.uk



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
ATPL(A) Modular	o/r
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
IR(MEP)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	3	£115.00 [£98.00]
PA28	3	£157.00 [£140.00]
PA28R	2	£244.50 [£169.50]
PA38	5	£123.50 [£106.50]
PA44	2	£368.00 [£293.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	£75.00

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	10	4
Theoretical Knowledge Instructors	1	2
Synthetic Instructors	4	1

What They Say: Call Jo or Rob for course details and costs.

## Bristol Ground School Ltd

Lower New Road, Cheddar, Somerset BS27 3DY England

Tel: 01934 744944  
Fax: 01934 744828  
E-mail: info@bristol.gs  
Web : www.bristol.gs



## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
ATPL(A)	n/a [£1,900.00]

## Bristow Academy

Gloucestershire Airport, Cheltenham  
Gloucestershire GL51 6SR England

Airfield: Gloucestershire Airport  
Tel: 01452 716860  
E-mail: info@severn-training.co.uk  
Web : www.severn-training.com



## Complete Courses

Course	Cost
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Course	o/r

## Flying Courses

Course	Cost
IR(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
AS355	3	o/r [o/r]

## Simulators

Type	Number	Cost/hr Dual [Hire]
AS350/355	2	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	3	
Theoretical Knowledge Instructors	4	
Synthetic Instructors	4	
Type Rating Instructors	3	
Type Rating Examiners	3	
Flight Examiners	1	
FIC Instructors	3	

What They Say: Bristow Academy is a purpose built and equipped IR training school with an enviable first attempt pass rate. The 2 state of the art flight simulators provide an excellent transition to IR flying in the AS355. With a full cadre of IRI's and a fleet of Company AS355s, we are able to offer flexible courses with responsive start dates. We welcome any prospective student to visit us and we also welcome contact with any of our past students. Local B & B accommodation is available within 5 minutes of Gloucestershire Airport. www.severn-training.com.

## Bournemouth Commercial Flight Training Centre



Building 33, Red Zone  
Bournemouth International Airport  
Christchurch, Bournemouth  
Dorset BH23 6ED England

Airfield: Bournemouth

Tel: 01202 599888

Fax: 01202 599119

E-mail: info@bcft.org.uk

Web : www.bcft.org.uk



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	o/r
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r
MCC Instructor	o/r

## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
ATPL(A)	o/r [o/r]
JOC	o/r
MCC	o/r
High Performance ac	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	3	o/r
C172	1	o/r
PA28	4	o/r
PA28R	2	o/r

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	o/r
FNPTII	1	o/r
Frasca 141	1	o/r
Alsim AL200	1	o/r

## Instructors

	Full Time	Part Time
Flight Instructors	8	10
Theoretical Knowledge Instructors	8	10
Synthetic Instructors	8	10
Type Rating Examiners	1	
Flight Examiners	5	
FI Examiners	2	
SES Instructors	1	

## What They Say

The BCFT Jetline Course – the fast track to success.

## Bristol Aviation



Bristol Flying Centre  
Bristol International Airport  
Bristol, Avon BS48 3DP  
England

Airfield: Bristol International Airport

Tel: 01275 476570

Fax: 01275 475254

E-mail: lena.wright@bristolaviation.net

Web : www.bristolaviation.net



## Complete Courses

Course	Cost
CPL(A) Modular	£6,360.00
CPL/IR(A) Modular	£19,120.00
ATPL(A) Modular	£59,000.00
FI(A) Night Instruction	£1,020.00

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	£11,890.00
MEP	£2,615.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28	1	£215.00 [£150.00]
PA28R	3	£267.00 [£194.00]
PA34	5	£366.00 [£289.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	2	£166.00

## Instructors

	Full Time	Part Time
Flight Instructors	8	
Flight Examiners	1	

## What They Say

Bristol Aviation has long been established as one of the country's foremost pilot training organisations. With roots going back 22 years at Bristol International Airport, we developed from private pilot training into today's organisation which specialises in providing professional pilots for airlines.



**Bristow Academy Inc**

Space Coast Regional Airport  
365 Golden Knights Boulevard  
Titusville, Florida 32780 USA  
Airfield: Space Coast Regional Airport  
Tel: 001 321 385 2919  
Fax: 001 321 267 1061  
E-mail: info@heli.com  
Web: www.heli.com/helicopter-training-school

**Complete Courses**

Course	Cost
CPL(H) Integrated	\$51,876.00
FCL FI(H)	\$13,385.00

**Flying Courses**

Course	Cost
CPL(H)	\$10,270.00

**Fleet Aircraft**

Type	Cost/hr Dual [Hire]
300CB/Cbi	\$280.00

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	3	
Flight Examiners		1

**British Airways Flying Club**

Wycombe Air Park, Booker, Marlow  
Buckinghamshire SL7 3DP England  
Airfield: Wycombe Air Park  
Tel: 01494 529262  
Fax: 01494 461237  
E-mail: info@bafc.co.uk  
Web: www.bafc.co.uk

**Complete Courses**

Course	Cost
MEP	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
DCH-1	1	£193.80
PA23	1	o/r [o/r]
PA28-161	7	£176.40 [£141.00]
PA28-236	1	£202.80 [£167.40]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	4	7

**Caledonian Advanced Pilot Training**

Wycombe Air Park, Marlow SL7 3DP England  
Airfield: Wycombe  
Tel: 01292 310968/07870 295932  
Fax: 01292 439253  
E-mail: sales@electrocution.com  
Web: www.captonline.com

**Theoretical Knowledge Courses**

Course	Cost
CRM	o/r
CPL(H)	£1,395.00
ATPL(H)	£1,950.00

**Cardiff Academy of Aviation**

The White Building, Cardiff International Airport  
Rhoose, Barry CF62 3BD Wales  
Airfield: Cardiff  
Tel: 01446 710000  
E-mail: info@cardiffacademyofaviation.co.uk  
Web: www.cardiffacademyofaviation.co.uk

**Complete Courses**

Course	Cost
CPL(A) Modular	o/r

**Theoretical Knowledge Courses**

Course	Cost
CPL(A)	o/r
IR(A)	o/r

**Flying Courses**

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
MEP	o/r

**Cabair Integrated**

Cabair College of Air Training  
Cranfield Airport, Cranfield  
Bedfordshire MK43 0JR  
England

Airfield: Cranfield

Tel: 01234 436070

Fax: 01234 751363

E-mail: integrated@cabair.com

Web: www.cabair.com/integrated

**Complete Courses**

Course	Cost
CPL/IR(A) Modular	o/r
CPL/IR(A) Integrated	o/r
ATPL(A) Integrated	£55,500
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r
CPL(H) Modular	o/r
CPL(H) Integrated	£44,751
ATPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r

**Theoretical Knowledge Courses**

Course	Cost [Distance Learning]
CPL(A)	£2,995.00
ATPL(A)	£2,995.00
IR(A)	o/r
ATPL(H)	£2,995.00
IR(H)	o/r
JOC	o/r
CRM	o/r
MCC	o/r

**Flying Courses**

Course	Cost
CPL(A)	o/r
IR(MEP)	o/r
MEP	o/r
CPL(H)	o/r
IR(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
DA40	15	£200.00
DA42	5	£355.00
AS355	3	o/r
Bell 206	1	o/r
AS350	1	o/r
R22	4	o/r
R44	1	o/r

**Simulators**

Type	Number	Cost/hr Dual [Hire]
FNPTII DA42	2	£135.00
Alsim 200MCC		
Turbo-prop	1	o/r
Alsim 200MCC Jet	1	o/r

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	27	
Flight Instructors (H)	2	
Theoretical Knowledge Instructors	10	
Synthetic Instructors	3	4
Flight Examiners	3	
FIC Instructors	3	
FI Examiners	1	

**What They Say**

Cabair Integrated have been training pilots at Cranfield since the 1980's and remain one of the major suppliers of First Officers to airlines worldwide. Training is conducted in the UK on a modern glass cockpit fleet of aircraft and simulators, with initial flight training delivered in Spain or USA. Airline preparation and employment assistance are among the many features of the course.

**Cabair Modular**

European Pilot Training Academy  
Aviation Park West  
Bournemouth International Airport  
Christchurch  
Dorset BH23 6NW  
England

Airfield: Bournemouth/Requena, Spain/Merritt Island &amp; OFT, Florida

Tel: 01202 581122

Fax: 01202 581129

E-mail: modular@cabair.com

Web: www.cabair.com/modular

**Complete Courses**

Course	Cost
CPL/IR(A) Modular	from £16,995.00
ATPL(A) Modular	from £21,515.00

**Theoretical Knowledge Courses**

Course	Cost [Distance Learning]
ATPL(A)	from £2,950.00 [£1,750.00]
CRM	o/r

**Flying Courses**

Course	Cost
CPL(A)	from £5,595.00
CPL/MEP(A)	from £7,750.00
IR(MEP)	from £11,900.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
PA28	2	from £170.00 [£117.50]
PA28R	2	from £205.00 [£188.00]
BE76	3	from £376.00 [£282.00]

**Simulators**

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	from £158.63

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	5	4
Theoretical Knowledge Instructors	7	1
Synthetic Instructors	3	2

**What They Say**

Cabair's Modular pilot training activities are centred at European Pilot Training Academy on Bournemouth International Airport. We offer a wide range of modular flight and ground training courses ranging from individual modules to complete back to back Frozen ATPL programmes. Training can be carried out in the UK, Spain or in the USA.

**Central Helicopters Ltd**

Tollerton Airport, Tollerton Lane, Tollerton  
Nottinghamshire NG12 4GA England  
Airfield: Tollerton  
Tel: 01159 814401  
Fax: 01159 819933  
E-mail: info@centralhelicopters.com  
Web: www.centralhelicopters.com

**Complete Courses**

Course	Cost
Helicopter Type Rating Course	from £264.50/hr

**Flying Courses**

Course	Cost
CPL(H)	£281.75/hr

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
R22	2	£195.50
R44	1	£373.75
Bell 206L	1	n/a

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	1	3
Theoretical Knowledge Instructors	1	3
Type Rating Instructors	1	3
Type Rating Examiners	1	
Flight Examiners	1	

**What They Say:** Small friendly and very professional training school offering top quality instruction. Discounts for prepaid hours. Trial lessons and gift vouchers available.



## Cleveland Flying School

Durham Tees Valley Airport, Darlington  
Co. Durham DL2 1NW England  
**Airfield:** Durham Tees Valley Airport  
**Tel:** 01325 332855  
**Fax:** 01325 333916  
**E-mail:** info@clevelandflying.co.uk  
**Web :** www.clevelandflying.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

### Flying Courses

Course	Cost
CPL(A)	o/r
MEP	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	4	o/r
C150	1	o/r
PA28	2	o/r
PA44	1	o/r
C172	1	o/r

### Instructors & Examiners

	Full Time	Part Time
FIC Instructors	1	

**What They Say:** Instructors wanted full and part-time. Call Eddie Aitken on 01325 337572 or info@clevelandflying.co.uk

## Coulson Flying Services Limited

Building 164  
Cranfield Airport  
Cranfield  
Bedfordshire  
MK43 0JR  
England  
**Airfield:** Cranfield  
**Tel:** 01234 752272  
**Fax:** 01234 750827  
**E-mail:** davidcranaero@btconnect.com  
**Web :** www.cranfield-aviation.co.uk



### Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

### Flying Courses

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	o/r
IR(SEP)	o/r
IR(MEP)	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	2	£123.00 [£111.00]
C172	1	£138.00 [£128.00]
PA28R	1	o/r [n/a]
PA34	1	o/r [n/a]
PA38	1	£123.00 [£111.00]

### Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	o/r

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	3	4
Synthetic Instructors	2	
Flight Examiners	1	
FIC Instructors	1	

**What They Say:** Long established FTO with an excellent record of first time passes. We will happily tailor the course to suit the student's availability. Friendly atmosphere, but with a professional approach.

## Cranfield Aviation Training School Ltd

Building 175, Cranfield Airport, Cranfield  
Bedfordshire MK43 0JR England  
**Airfield:** Cranfield  
**Tel:** 01234 757969  
**E-mail:** info@cranfieldaviation.com  
**Web :** www.cranfieldaviation.com



### Complete Courses

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	£150.00/hr
FI(A) Applied Instrument Instruction	£150.00/hr
FI(A) Aerobatics Instruction	£150.00/hr
FI(A) Single Pilot Multi-Engine Privileges	£150.00/hr

### Theoretical Knowledge Courses

Course	Cost
CPL(A)	o/r [£1,500.00]
ATPL(A)	o/r [£1,500.00]
IR(A)	o/r [£1,000.00]
MCC	£3,495.00
IR(H)	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150	3	£115.00 (£85.00 hour build)

### Instructors & Examiners

	Full Time	Part Time
FIC Instructors	2	

**What They Say:** CFI Monarch and examiner. HoT B737 type rated and examiner. www.cranfieldaviation.co.uk/go/demo - The Future of Training.

## CTC Wings - CTC Aviation Group plc

Group Administration Centre - Nursling  
Mauretania Road, Nursling, Southampton  
Hampshire SO16 0YS England  
**Airfield:** Bournemouth (UK) & Hamilton (NZ)  
**Tel:** 02380 737567  
**Fax:** 02380 742400  
**E-mail:** ctcwings@ctcaviation.com/  
clientsupport@ctcaviation.com  
**Web :** www.ctcwings.com/www.ctcaviation.com



### Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL(A) Integrated	o/r
CPL/IR(A) Modular	o/r
CPL/IR(A) Integrated	o/r
ATPL(A) Modular	o/r
ATPL(A) Integrated	o/r
FCL FI(A)	o/r
MCC Instructor	o/r
All elements of ATPL and CPL/IR are included in the CTC Wings programme	

### Theoretical Knowledge Courses

Course	Cost
CPL(A)	o/r
ATPL(A)	o/r
IR(A)	o/r
JOC	o/r
CRM	o/r
MCC	o/r
LOFT	o/r
JOT	o/r

### Flying Courses

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	o/r
IR(SEP)	o/r

### Flying Courses (continued)

Course	Cost
IR(MEP)	o/r
MEP	o/r

All flying elements to CPL/IR and type rating/line training on relevant jet aircraft for airline operation are included in the CTC Wings programme

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Alpha 160A	11	o/r
DA20	7	o/r
DA42	12	o/r

### Simulators

Type	Number	Cost/hr Dual [Hire]
DA42	4	o/r
Kingair	1	o/r
B737	2	o/r
A320	4	o/r

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	80	30
Theoretical Knowledge Instructors	8	2
Synthetic Instructors	3	2
Type Rating Instructors	40	30
Type Rating Examiners	25	10
Flight Examiners	4	
FIC Instructors	4	
FI Examiners	4	

**What They Say:** CTC is a full service training provider (FTO and TRTO) to airlines and individuals across the world. We provide airline standard, professional training and offer a range of services that can be tailored to any requirement. Four centres in the UK and NZ trained over 1,900 commercial pilots in the training year 2007/8. www.ctcaviation.com

## East Herts Flying School

Panshangar Aerodrome, Cole Green  
Hertfordshire SG14 2NH  
England  
**Airfield:** Panshangar Aerodrome  
**Tel:** 01707 391791  
**Fax:** 01707 392792  
**E-mail:** info@northlondonflyingsschool.com  
**Web :** www.northlondonflyingsschool.com



### Complete Courses

Course	Cost
FCL FI(A)	o/r

## East Midlands Flying School

Building 120, East Midlands Airport  
Castle Donington, Derbyshire DE74 2SA  
England  
**Airfield:** East Midlands Airport  
**Tel:** 01332 850383  
**Fax:** 01332 853088  
**E-mail:** info@donaireastmidlands.co.uk  
**Web :** www.donair.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	o/r

## East Midlands Helicopters

Oaklands, Loughborough Road, Costock, Loughborough  
Leicestershire LE12 6XB England  
**Airfield:** Costock  
**Tel:** 01509 856464  
**Fax:** 01509 856444  
**E-mail:** ro@helicopter-services.co.uk  
**Web :** www.helicopter-services.co.uk



### Complete Courses

Course	Cost
CPL(H) Modular	o/r

### Flying Courses

Course	Cost
CPL(H)	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
AS355	3	o/r
Bell 206	1	o/r
R22	3	£270.25
R44	2	£452.38
Agusta 109	1	Charter only

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors (H)	3	1
Theoretical Knowledge Instructors	3	1
Type Rating Instructors	3	1
Type Rating Examiners	2	
Flight Examiners	2	

## Elite Helicopters

Hangar 3, Goodwood Airfield, Chichester  
West Sussex PO18 0PH England  
**Airfield:** Goodwood Aerodrome  
**Tel:** 01243 530165  
**Fax:** 01243 539921  
**E-mail:** ops@elitehelicopters.co.uk  
**Web :** www.elitehelicopters.co.uk



### Complete Courses

Course	Cost
CPL(H) Modular	o/r
Helicopter Type Rating Course	o/r

### Flying Courses

Course	Cost
CPL(H)	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Bell Longranger	1	o/r
Bell 206	3	o/r
R22	3	o/r
R44	3	o/r
AS350 Squirrel	1	o/r

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors (H)	2	4
Type Rating Examiners	2	

**What They Say:** Elite Helicopters are based at Glorious Goodwood in Lovely West Sussex. It is hard to find a nicer and friendlier place to learn to fly. Good facilities, nice environment, a quaint and quiet airfield that really is Helicopter and Instruction Friendly. What more could you wish for. Your Dream Come True.

## Enstone Microlights

The Microlight School, Enstone Airfield, Church Enstone  
Oxfordshire OX7 4NP England  
**Airfield:** Enstone  
**Tel:** 01608 678741/07831 467458  
**E-mail:** phil@enstonemicros.flyer.co.uk  
**Web :** www.enstonemicrolights.co.uk



### Complete Courses

Course	Cost
AFI Rating Aeroplane (Land), Microlights	£2,950.00

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Thruster Sprint	2	£110.00
Pegasus GT450	2	£110.00
Pegasus Quantum	1	£110.00
WT9 Dynamic	1	£125.00

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	3	
Theoretical Knowledge Instructors	3	
Flight Examiners	3	
FIC Instructors	2	
FI Examiners	2	

**What They Say:** Quality instruction by very experienced instructors on modern aircraft. Fly from our (1 mile) tarmac and grass runways in uncontrolled airspace over the beautiful Cotswolds countryside. A friendly club atmosphere with good facilities, flexwing hangarage and all microlight services & supplies together with good local pubs.



## European Flight Training Llc

3800 Lucie Boulevard, Fort Pierce  
Florida 34946 USA

Airfield: Fort Pierce

Tel: 001 772 466 4757

Fax: 001 772 489 8383

E-mail: info@flyeft.com

Web: www.flyeft.com

Skype: europeanflighttraining

## Complete Courses

Course	Cost
CPL(A) Modular	\$6,495.00
FCL FI(A)	\$8,495.00
FI(A) Applied Instrument Instruction	\$2,999.00
FI(A) Single Pilot Multi-Engine Privileges	\$3,500.00

## Flying Courses

Course	Cost
CPL(A)	\$6,495.00
CPL/MEP(A)	\$8,200.00
IR(MEP)	\$7,999.00
MEP	\$3,000.00
	+UK element £5,500.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	12	\$200.00
PA28	1	\$300.00
BE76	14	\$400.00

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	6	1
Theoretical Knowledge Instructors	2	
Flight Examiners	2	
FIC Instructors	2	
FI Examiners		1

## What They Say

EFT is the oldest commercial FTO in Florida, having trained pilots for over 9 years. Our instructors are European with JAA licences, providing high quality tuition, leading to an exceptional first time pass rate. We won't just teach you to fly - we'll make you a Pilot.

## European Helicopter Academy Ltd

Weston Airport, Leixlip, Co Kildare ROI

Airfield: Weston Airport

Tel: +353 1 621 7996

Fax: +353 1 621 7997

Web: www.ehairsland.com



## Complete Courses

Course	Cost
CPL(H) Modular	13,500euros
ATPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
ATPL(H)	[o/r]

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Schweizer 300	4	o/r [o/r]
R44	1	o/r [o/r]
Bell 206	2	o/r [o/r]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	5	
Theoretical Knowledge Instructors	5	
FIC Instructors	3	
FI Examiners	3	

What They Say: We are the only approved helicopter FTO in operation in Ireland, providing complete helicopter flight training from zero hours through to CPL(H), ATPL(H) and flight instructor ratings. We have an unsurpassed pass record in exam sittings for the last 7 years and operate and provide ratings on numerous helicopters.

## Executive Helicopters

Deer Park Ind Est, Oranmore, Co.Galway ROI

Airfield: Oranmore

Tel: +353 91 792 111

Fax: +353 91 792 077

E-mail: info@executive-helicopters.com

Web: www.executive-helicopters.com



## Complete Courses

Course	Cost
FCL FI(H)	o/r

## European Skybus Ltd

European Aviation House, Bournemouth International Airport

Christchurch, Dorset BH23 6EA England

Airfield: Bournemouth

Tel: 01202 581111

E-mail: sales@european-simulators.com

Web: www.european-simulators.com



## Theoretical Knowledge Courses

Course	Cost
JOC	£650.00
CRM	o/r
MCC	£2,399.00
MCC/JOC	o/r

## Simulators

Type	Number	Cost/hr Dual [Hire]
B747-200	1	o/r
B737-200	1	o/r
B727-200	1	o/r
B1-11 400/500	1	o/r
S61N	1	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
Theoretical Knowledge Instructors		1
Synthetic Instructors	1	4
Type Rating Instructors		2
Type Rating Examiners		2

What They Say: Our flight training centre is a type rating training organisation (TRTO) approved by the CAA and JAA authorities. Our Boeing 737-200, 747-200/300, 727, BAC 1-11 and Sikorsky S61-N helicopter simulators are used by many airlines for initial flight crew training, as well as MCC, recurrent and refresher training. This flight training centre is also located at Bournemouth International Airport in the United Kingdom.

## Exeter Flying Club Ltd

The Airport, Exeter, Devon EX5 2BA England

Airfield: Exeter

Tel: 0845 458 1601/01392 367653

Fax: 01392 447847

E-mail: info@flying-club.com

Web: www.flying-club.com



## Complete Courses

Course	Cost
CPL(A) Modular	o/r

## Theoretical Knowledge Courses

Course	Cost
JOC	£650.00
CRM	o/r

## Theoretical Knowledge Courses

Course	Cost
MCC	£2,399.00
MCC/JOC	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28-161	1	o/r [o/r]
C172	3	o/r [o/r]
Eurostar EV-97	1	o/r [o/r]

## FAST Helicopters Ltd

Hangar 4, Shoreham Airport, Shoreham by Sea

West Sussex BN43 5FF England

Airfield: Shoreham

Tel: 01273 465389

Fax: 01273 453003

E-mail: shoreham@fasthelicopters.com

Web: www.fasthelicopters.com



## Complete Courses

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Aerospatiale SA341	1	o/r [o/r]
AS355	1	o/r [o/r]
Enstrom 28	1	o/r [o/r]
Bell 47	1	£423.00 [£364.25]
Bell 206	2	£564.00 [£534.63]
Hughes 369 (300)	1	£329.00 [£270.25]
MD600/520N	1	£628.63 [£581.63]
R22	6	£287.88 [£223.25]
R44	5	£464.13 [£399.50]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	5	1
Theoretical Knowledge Instructors	5	2
FIC Instructors	1	
FI Examiners	1	

## FAST Helicopters Ltd

Hangar 2, Thruxton airfield, Andover

Hampshire SP11 8PW England

Airfield: Thruxton

Tel: 01264 772508

Fax: 01264 773824

E-mail: thruxton@fasthelicopters.com

Web: www.fasthelicopters.com



## Complete Courses

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Course	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r
IR(H)	o/r

What They Say: Operating for over 20 years, we are a friendly professional organisation with a proven reputation. Additional base at Shoreham West Sussex. Training also available on the Gazelle, Scout and Wasp. Contact us for details.

## Flight Academy Ltd

Block A, Barton Airfield, Liverpool Road

Eccles, Manchester M30 7SA England

Airfield: Manchester Barton

Tel: 0161 788 8489

E-mail: philarob@hotmail.com

Web: www.flightsandlessons.com



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
ATPL(A) Modular	o/r
CPL(H) Modular	o/r
ATPL(H) Modular	o/r

## Theoretical Knowledge Courses

Course	Cost [Distance Learning]
CPL(A)	o/r
ATPL(A)	o/r
CPL(H)	o/r
ATPL(H)	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
R22	1	o/r [o/r]
R44	1	o/r [o/r]
C150	1	o/r [o/r]
C172	1	o/r [o/r]

## Flight Centre (Halfpenny Green Flight Centre)

Wolverhampton Airport, Bobbington, Stourbridge

West Midlands DY7 5DY England

Airfield: Wolverhampton

Tel: 01384 221456

Fax: 0870 136 3724

E-mail: operations@hgfc.co.uk

Web: www.hgfc.co.uk



## Complete Courses

Course	Cost
FCL FI(A)	o/r

## Flying Courses

Course	Cost
CPL(A)	£4,300.00
IR(MEP)	£11,125.00
MEP	£1,360.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	1	£118.00 [£107.00]
DA42	1	£272.00 [n/a]
PA28	5	£137.00 [£127.00]
PA28R	1	£155.00 [£145.00]
PA32	1	£176.00 [£161.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£140.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	7	7
Synthetic Instructors	4	4



## FTE Jerez

Aeropuerto de Jerez de la Frontera, Base Aérea 'La Parra'  
Jerez de la Frontera, 11401 Cadiz, Cadiz, Spain

Airfield: Jerez

Tel: 0034 956 317806

Fax: 0034 956 182433

E-mail: info@ftejerez.com

Web : www.ftejerez.com



Complete Courses		
Course		Cost
CPL(A) Modular		o/r
CPL/IR(A) Modular		o/r
ATPL(A) Integrated		o/r
ATPL(A) Integrated MPL		o/r
Theoretical Knowledge Courses		
Course		Cost
JOC		o/r
MCC		o/r
MCC/JOC		o/r
Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
PA28	20	o/r [o/r]
PA34	8	o/r [o/r]
Slingsby T67(M)	1	o/r [o/r]

Simulators		
Type	Number	Cost/hr Dual [Hire]
FNPTII	3	o/r [o/r]
Frasca 141	2	o/r [o/r]
HS125-800	1	o/r [o/r]
737NG	1 on order	o/r
Instructors & Examiners		
	Full Time	Part Time
Flight Instructors	30	
Theoretical Knowledge Instructors	14	
Synthetic Instructors	2	6
Flight Examiners	7	
FIC Instructors	2	

### What They Say

Set within the boundary of Jerez International Airport and purpose built for flight training in a typically Spanish Mediterranean style, FTE Jerez has set the benchmark for pilot training for the UK and European market. Incorporating all aspects of training and accommodation on the one campus ensures our students remain focused on achieving the best results possible and helping you to gain the best possible advantage in gaining employment as an airline pilot. Whether it is conducting tailored courses for airlines or personalized self sponsored training, the FTE Jerez campus is ideally suited to deliver quality pilot training in a truly focused aviation environment. You will find within our website all the information you need to answer any questions you have regarding flight training. However we would welcome you to talk personally with us at any time or visit us to our first class facilities first hand.

## Flying Club Conington

Peterborough Business Airfield, Holme  
Peterborough PE7 3PX  
England

Airfield: Peterborough Conington

Tel: 01487 834161

Fax: 01487 843246

E-mail: info@flying-club-conington.co.uk

Web : www.flying-club-conington.co.uk



Flying Courses		
Course	Cost	
MEP	o/r	
Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
BE76	1	£240.00 [£201.00]
C150/152 aerobat	4	£121.00 [£91.00]
PA28	2	£138.00 [£107.00]
PA28R	1	£158.00 [£127.00]
Instructors & Examiners		
	Full Time	Part Time
Flight Instructors	2	6

What They Say: Good venue, clean aircraft, good attitude, good results.

## Goodwood Flying School

Goodwood Airfield  
Chichester  
West Sussex  
PO18 0PX  
England

Airfield: Goodwood

Tel: 01243 755066

Fax: 01243 755085

E-mail: fsd@goodwood.co.uk

Web : www.goodwood.co.uk



Complete Courses	
Course	Cost [Distance Learning]
FCL FI(A)	o/r

## Ground Training Services Ltd

420 North West Sector  
Aviation Park West  
Bournemouth International Airport  
Christchurch  
Dorset  
BH23 6NW  
England

Airfield: Bournemouth

Tel: 01202 580809

Fax: 01202 580860

E-mail: info@gtserv.co.uk

Web : www.gtserv.co.uk



Theoretical Knowledge Courses	
Course	Cost [Distance Learning]
CPL(A)	n/a [£1,605.67]
ATPL(A)	n/a [£1,793.17]
IR(A)	n/a [£1,350.72]
IR(H)	o/r

What They Say: Ground Training Services are distance learning specialists, having both the experience and expertise to provide ground school training of the highest quality. All course materials are written specifically for distance learning study and the excellence of their instruction is reflected in the examination results of their students. free on-line QB.

## Haverfordwest School of Flying Ltd

Terminal Building  
Haverfordwest Airport  
Fishguard Road  
Haverfordwest  
Pembrokeshire  
SA62 4BN  
Wales

Airfield: Haverfordwest

Tel: 01437 760822/07836 677769

Fax: 01437 766667

E-mail: training@flywales.co.uk

Web : www.flywales.co.uk



Flying Courses		
Course	Cost	
MEP	o/r	
Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
C150	4	o/r [o/r]
C172	2	o/r [o/r]
PA34	1	o/r [o/r]
PA31	1	o/r [o/r]

## Flying Time Aviation

Wingfield House, Shoreham Airport, Shoreham-By-Sea  
West Sussex BN43 5FF England

Airfield: Shoreham

Tel: 01273 455177

Fax: 01273 464011

E-mail: admin@flyingtime.co.uk

Web : www.flyingtime.co.uk



Theoretical Knowledge Courses		
Course	Cost [Distance Learning]	
IR(A)	o/r	
Flying Courses		
Course	Cost	
CPL(A)	o/r	
CPL/MEP(A)	£7,500.00	
IR(MEP)	£11,500.00	
MEP	from £2,400.00	
Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
DA42	1	£342.00 [£280.00]
PA23	1	£426.00 [£364.00]
DA40 (3 with Garmin 1000)	4	£170.00 [£134.00]

Fleet Aircraft (continued)		
Type	Number	Cost/hr Dual [Hire]
PA28D	1	£160.00 [£124.00]
PA28	1	£170.00 [£134.00]
Cessna 172 SP	1	£184.00 [£148.00]
Cessna 152	2	£146.00 [£110.00]
Simulators		
Type	Number	Cost/hr Dual [Hire]
FNPTII DA42/40	1	£150.00 [£100.00]
Instructors & Examiners		
	Full Time	Part Time
Flight Instructors	5	5
Theoretical Knowledge Instructors	2	
Synthetic Instructors	3	
Flight Examiners	1	2

What They Say: Our fleet is focused on the DA40 and DA42 aircraft for flight training. All these aircraft are less than 18 months old. All aircraft are full IFR and Garmin 1000 equipped. We also specialize in offering a cost effective structured hour-building package. Our excellent Shoreham base now includes a new DA42 FNPTII simulator with 180° screen.

## Heli Air Ltd

Denham Airfield

Nr Uxbridge, Middlesex UB9 1DF England

Airfield: Denham Aerodrome

Tel: 01895 835899

Fax: 01895 835838

E-mail: info@heliair.com

Web : www.heliair.com



Wellesbourne Airfield

Nr Warwick, Warwickshire CV35 9EU England

Airfield: Wellesbourne

Tel: 01789 470476

Fax: 01789 470466

E-mail: info@heliair.com

Web : www.heliair.com

Wycombe Air Park

Nr Marlow, Buckinghamshire SL7 3DP England

Airfield: Wycombe

Tel: 01494 769976

Fax: 01494 769960

E-mail: info@heliair.com

Web : www.heliair.com

Complete Courses	
Course	Cost
CPL(H) Integrated	o/r
ATPL(H) Integrated	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

Flying Courses		
Course	Cost	
CPL(H)	o/r	
Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
R22	6	o/r [o/r]
R44	20	o/r [o/r]
EC120	1	o/r [o/r]
AS355	2	o/r [o/r]
A109	1	o/r [o/r]
Long Ranger	1	o/r [o/r]
Jet Ranger	1	o/r [o/r]
Instructors & Examiners		
	Full Time Part Time	
Flight Instructors (H)	10	
FI Examiners	2	

What They Say: Come and train at Heli Air for PPL, CPL, IR and Instructor Ratings. Heli Air is one of the largest Robinson dealerships in the UK providing first class Instructors, Engineers and Sales staff. All bases are equipped with facilities for hangarage, overhauls, repairs etc. and shops supplying Robinson merchandise.

## Helicentre Aviation Ltd

Anson House, Coventry Airport West, Baginton Village  
Coventry, West Midlands CV8 3AZ England

Airfield: West Midlands International Airport

Tel: 02476 51615

E-mail: info@flyheli.co.uk

Web : www.flyheli.co.uk



Complete Courses	
Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

Flying Courses		
Course	Cost	
CPL(H)	o/r	

Fleet Aircraft		
Type	Number	Cost/hr Dual [Hire]
Bell 206	2	o/r [o/r]
EC120	1	o/r [o/r]
R22	4	o/r [o/r]
R44	1	o/r [o/r]

Instructors & Examiners		
	Full Time	Part Time
Flight Instructors (H)	5	2
Theoretical Knowledge Instructors	4	
Type Rating Instructors	4	
Type Rating Examiners	3	
Flight Examiners	3	
FIC Instructors	2	
FI Examiners	2	

What They Say: Helicentre Aviation has been training helicopter pilots for over eight years, and holds a fully approved JAR-FCL FTO/TRTO offering a complete, flexible and professional helicopter pilot training facility.



**Helicentre Blackpool Ltd**

Part of the Disley Aviation Group  
Blackpool International Airport, Squires Gate Lane  
Blackpool, Lancashire FY4 2QY England  
Airfield: Blackpool  
Tel: 01253 343082  
Fax: 01253 407351  
E-mail: info@helicentreblackpool.com  
Web: www.helicentreblackpool.com

**Complete Courses**

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r

**Theoretical Knowledge Courses**

Course	Cost
CRM	o/r

**Flying Courses**

Course	Cost
CPL(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
R22	1	o/r
R44	1	o/r
Bell 206	3	o/r
Bell 206L	4	o/r
AS355	2	o/r

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	3	1
Theoretical Knowledge Instructors	2	
Type Rating Instructors	3	
Type Rating Examiners	1	
Flight Examiners	1	
FIC Instructors	1	
FI Examiners	1	

**What They Say:** Situated in the heart of the North West on the Lancashire Coastline, Disley Aviation provides all of your aviation needs. With friendly and professional instructors, chartered flights, brokerage and hangarage for both fixed wing and rotary with services available 7 days a week throughout the year.

**Helicentre Liverpool Ltd**

Business Aviation Centre, Viscount Drive  
Liverpool John Lennon Airport, Liverpool  
Merseyside L24 5GA England  
Airfield: Liverpool  
Tel: 0151 448 0388  
Fax: 0151 448 0780  
E-mail: liverpool@helicentre.com  
Web: www.helicentre.com

**Complete Courses**

Course	Cost
CPL(H) Modular	£10,193.13
ATPL(H) Modular	£11,045.00
FCL FI(H)	o/r

**Flying Courses**

Course	Cost
CPL(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
AS350	1	£699.13 [£626.28]
Bell 206	1	£534.63 [£446.50]
Hughes 269 (300)	3	£285.53 [£220.90]
R22	3	£262.03 [£197.40]
R44	2	£419.48 [£372.48]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	4	1
Theoretical Knowledge Instructors	0	1

**Heliflight UK Ltd**

Gloucestershire Airport SE36, Staverton, Cheltenham  
Gloucestershire GL51 6SR England  
Airfield: Gloucestershire  
Tel: 01452 714555  
Fax: 01452 714666  
E-mail: glosops@heliflightuk.co.uk  
Web: www.heliflightuk.co.uk

**Complete Courses**

Course	Cost
CPL(H) Modular	£8,107.50
FCL FI(H)	£9,282.50

**Flying Courses**

Course	Cost
CPL(H)	£270.25/hr

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
R22	6	£258.00 [£188.00]
R44	5	£434.75 [£376.00]
Bell 206	4	£646.25 [£528.25]
HS500	1	£587.50 [£528.75]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	4	2
Theoretical Knowledge Instructors		1
FIC Instructors	2	

**What They Say:** Private, commercial and instructor flight training and associated ratings in a relaxed, friendly atmosphere.

**Highmark Aviation Ltd  
Sandtoft Helicopters Ltd**

Sandtoft Aerodrome, Belton, Doncaster  
Yorkshire DN9 1PN England  
Airfield: Sandtoft  
Tel: 01427 874949  
Fax: 01427 874656  
E-mail: fly@helicopterfly.co.uk  
Web: www.helicopterfly.co.uk

**Complete Courses**

Course	Cost
MCC Instructor	o/r
CPL(H) Modular	£11,720.63
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Instruction Course	o/r
Helicopter Type Rating Examiner Course	o/r
Helicopter Type Rating Course	o/r

**Flying Courses**

Course	Cost
CPL(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
Bell 206	2	£557.75 [£485.00]
R22	4	£253.00 [£220.00]
R44	2	£425.50 [£370.00]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	2	3
Theoretical Knowledge Instructors	2	3
Type Rating Instructors	2	3
Type Rating Examiners	1	
Flight Examiners	1	
FIC Instructors	2	
FI Examiners	1	

**What They Say:** Intensive FI(H) & CPL(H) training courses offered with CAA flight test booked immediately after the end of the course. Training takes place at Sandtoft Airfield, located near Doncaster, which has a friendly, relaxed atmosphere and gives plenty of scope to practise all exercises of the FI(H) syllabus. All other types of training and SFH offered.

**Helicopter Services Ltd**

Wycombe Air Park, Booker, Marlow  
Buckinghamshire SL7 3DF England  
Airfield: Wycombe  
Tel: 01494 513166  
Fax: 01494 513177  
E-mail: info@helicopterservices.co.uk  
Web: www.helicopterservices.co.uk

**Complete Courses**

Course	Cost
CPL(H) Modular	£11,000.00
FCL FI(H)	£10,500.00
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

**Flying Courses**

Course	Cost
CPL(H)	£282.00/hr (R22)
IR(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
Agusta 109	1	o/r [o/r]
AS355	4	£950.00
Bell 206	1	£599.25 [n/a]
R22	5	£252.63 [£193.88]
R44	1	£428.88 [£376.00]

**Simulator**

Type	Number	Cost/hr Dual [Hire]
Helicopter	1	£250.00

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	7	
Theoretical Knowledge Instructors	3	
Synthetic Instructors	4	
FIC Instructors	2	

**What They Say:** Charter, training, including IR(H), IR(E), IRRE, FI, FIC, CPL(H), TRE, TRI. Load lifting, aerial photography.

**JD Aviation**

Business Aviation Centre  
Hangar 7  
Manchester Airport West  
Manchester  
Greater Manchester  
M90 5NE  
England  
Airfield: Manchester  
Tel: 0161 436 0125/07801 145644  
Fax: 0161 436 0125  
E-mail: info@jd-aviation.co.uk  
Web: www.jd-aviation.co.uk

**Flying Courses**

Course	Cost
CPL(A)	£5,300.00
CPL/MEP(A)	£7,400.00
IR(SEP)	o/r
IR(MEP)	£12,700.00
MEP	£2,200.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
PA28	2	o/r [n/a]
PA28R	1	o/r [n/a]
PA34	2	o/r [n/a]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	2	3

**What They Say**

The only Flying Training Organisation in the North West to specialise in Advanced training.

**HJS Helicopters**

Lower Baads, Anguston, Peterculter, Aberdeen  
Aberdeenshire AB14 0PR Scotland  
Airfield: Culter Helipad  
Tel: 0870 8503313/01224 739111  
Fax: 01224 739222  
E-mail: information@hjschicopters.co.uk  
Web: www.hjschicopters.co.uk

**Complete Courses**

Course	Cost
FCL FI(H)	o/r
Helicopter Type Rating Course	o/r

**Flying Courses**

Course	Cost
CPL(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
Aerospatiale SA341	1	o/r [o/r]
Bell 206	1	£575.00 [£575.00]
EC120	1	o/r [o/r]
R22	4	£230.00 [£195.00]
R44	1	£385.00 [£345.00]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	3	4
Theoretical Knowledge Instructors	3	4

**Kingsfield Helicopter Ltd**

Scottish Aeroclub Building, Perth Airport  
Perth & Kinross PH2 6PL Scotland  
Airfield: Perth Scone  
Tel: 01738 552649  
E-mail: info@kingsfield-helicopters.co.uk  
Web: www.kingsfield-helicopters.co.uk

**Complete Courses**

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r

**Theoretical Knowledge Courses**

Course	Cost
CPL(H)	£1,495.00
ATPL(H)	£2,250.00

**Flying Courses**

Course	Cost
CPL(H)	£270.25/hour

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
R22	3	£261.05 [£227.00]
R44	2	£471.50 [£410.00]

**Leicestershire Aero Club Ltd**

Leicester Airport, Gartree Road, Leicester  
Leicestershire LE2 2FG  
England  
Airfield: Leicester  
Tel: 0116 259 2360  
Fax: 0116 259 2712  
E-mail: flyers@leicestershireaeroclub.co.uk  
Web: www.leicestershireaeroclub.co.uk

**Complete Courses**

Course	Cost
FCL FI(A)	o/r

**Flying Courses**

Course	Cost
MEP	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C150/152	5	£100.00 [£80.00]
PA28	3	£114.00 [£94.00]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	3	3
Theoretical Knowledge Instructors	0	1

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	3	
Theoretical Knowledge Instructors	3	
Type Rating Instructors	3	
Type Rating Examiners	2	
Flight Examiners	2	
FIC Instructors	1	

**What They Say:** Kingsfield Helicopters now offer a complete range of helicopter training services from their bases at Perth and Fife Airports. We provide instruction for novices with no experience of flying to get to grips with the controls and learn the skills necessary ultimately to gain their Private Pilot Licence. For those who already have their Private Licence we offer the chance to hone their skills through additional Type Ratings, advanced flying courses and fly-aways with fellow pilots. A career in helicopter flying is the goal of many pilots and to this end we offer Commercial Flying courses and Flight Instructor courses throughout the year. We are also able to assist with tuition and advice in the Commercial Theory courses provided by others. At Kingsfield Helicopters training is our business and our focus. We are all committed instructors whose sole aim is to improve the standards of all those we fly with.



## Light Flight

Pebbles, Southwell Road  
Farnsfield, Nottinghamshire NG22 8EB  
England  
Tel: 01623 883802/07850 942096  
Fax: 01623 883802  
E-mail: andy@lightflight.co.uk  
Web : www.lightflight.co.uk



## Complete Courses

Course	Cost
AFI Rating Aeroplane (Land), Microlights	£2,500.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Pegasus Quantum g12	1	£80.00
Pegasus AX2000	1	£80.00

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	1	1
Theoretical Knowledge Instructors	1	
Flight Examiners	1	1

What They Say: Light Flight has been operating for over 20 years in the North Nottingham area and offers both flexwing and 3-axis microlight training on a full-time basis. We fly in a flat part of the country, clear of airspace, to help maximise your airtime.

## London Helicopter Centres

Servotec Building, Redhill Aerodrome, Redhill  
Surrey RH1 5JY England  
Airfield: Redhill  
Tel: 01737 823514  
Fax: 01737 822683  
E-mail: meinard@london-helicopters.co.uk  
Web : www.london-helicopters.co.uk



## Complete Courses

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
AS350	2	£750.00 [n/a]
AS355	1	£975.00 [n/a]
EC120	2	£600.00 [n/a]
R22	4	£240.00 [£155.00]
R44	2	£400.00 [£330.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	4	4
Flight Examiners	1	
FIC Instructors	1	

## London Metropolitan University

Centre for Civil Aviation  
100 Minorities

## London

## EC3N 1JY

## England

Tel: 020 7320 1757  
Fax: 020 7320 1759  
E-mail: aviation@londonmet.ac.uk  
Web : www.londonmet.ac.uk/ca

## Complete Courses

Course	Cost
MCC Instructor	o/r

## Theoretical Knowledge Courses

Course	Cost [distance learning]
ATPL(A)	£2,450.00 [£1,950.00]
MCC	£1,950.00

## Simulators

Type	Number	Cost/hr Dual [Hire]
KingAir Beech	1	£85.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Theoretical Knowledge		
Instructors	8	1
Synthetic Instructors	1	3

## Naples Air Centre

230 Aviation Drive South  
Naples  
Florida  
34104  
USA  
Tel: 001 239 643 1717  
Fax: 001 239 643 7794  
Web : www.naples-air-center.com



## Complete Courses

Course	Cost
CPL(A) Modular	\$5,997.00

## Theoretical Knowledge Courses

Course	Cost
ATPL(A)	\$5,500.00 [£2,500.00]

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	9	\$125.00 [\$85.00]
C172	8	\$155.00 [\$115.00]
PA28	3	\$135.00 [\$95.00]
PA28R	2	\$175.00 [\$135.00]
PA44	1	\$239.00 [\$199.00]
PA31	1	\$540.00 [\$500.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	16	0

## National Flight Centre

Weston Airport, Leixlip, Co Kildare ROI  
Airfield: Weston Airport  
Tel: +353 1 621 7333  
Fax: +353 1 621 7331  
E-mail: info@nfc.ie  
Web : www.nfc.ie



## Complete Courses

Course	Cost
CPL(A) Modular	5,875.00euros
CPL/IR(A) Modular	18,475.00euros
ATPL(A) Modular	50,000.00euros
FCL FI(A)	7,600.00euros
FI(A) Night Instruction	1,200.00euros
FI(A) Single Pilot Multi-Engine Privileges	3,560.00euros
FI(A) Seaplanes Single Engine	3,030.00euros

## Theoretical Knowledge Courses

Course	Cost
CPL(A)	o/r
ATPL(A)	3,750.00euros
IR(A)	2,800.00euros
CPL(H)	3,200.00euros
ATPL(H)	3,750.00euros
IR(H)	

## Flying Courses

Course	Cost
CPL(A)	5,875euros
CPL/MEP(A)	o/r
IR(SEP)	o/r
IR(MEP)	o/r
MEP	3,560euros

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	1	440.00euros[390.00euros]
C150/152	8	175.00euros[140.00euros]
C172	5	197.00euros[140.00euros]
C206 amphibian	1	440.00euros
PA18	2	197.00euros[160.00euros]
C172RG	1	235.00euros

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII (BE76)	1	150.00euros/hr

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	22	15
Theoretical Knowledge Instructors	12	8
Synthetic Instructors	6	4
Type Rating Instructors	1	1
Type Rating Examiners	1	1
Flight Examiners	4	
FIC Instructors	2	
FI Examiners	1	

What They Say: Ireland's first FTO the National Flight Centre is an aviation company offering expertise in all faces of aviation. We have 25 aircraft in total from Business Jets to Cubs. We therefore charge up to 50% less for CPL, IR, Multi, Frozen ATPL. PAY AS YOU FLY, no money up front. Located in Weston Airport outside Dublin City. The National Flight Centre is Ireland's premier flight school.

## Northumbria Helicopters Ltd

Southside Aviation  
Newcastle International Airport  
Woolsington  
Newcastle Upon Tyne  
Tyne & Wear  
NE13 8BT  
England



Airfield: Newcastle  
Tel: 0191 286 6999  
Fax: 0191 286 1363  
E-mail: r22@northumbria-helicopters.co.uk  
Web : www.northumbria-helicopters.co.uk

## Flying Courses

Course	Cost
CPL(H)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Bell 206	1	o/r [o/r]
R22	1	£217.00 [£170.00]
R44	1	o/r [o/r]

## On-Track Aviation

SEE HIGHLIGHTED ENTRY ON NEXT PAGE

## Orlando Flight Training

Kissimmee Airport  
606 North Dyer Boulevard, Kissimmee  
Florida  
34741  
USA  
Airfield: Kissimmee  
Tel: 01234 751243  
Fax: 01234 751363  
E-mail: admin@cabair.com  
Web : www.flyoft.com



## Theoretical Knowledge Courses

Course	Cost
ATPL(A)	o/r
IR(A)	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	6	£68.00 [£46.00]
C172	5	£92.00 [£70.00]
PA28	5	£89.00 [£67.00]
PA44	2	£134.00 [£112.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	22	15
Theoretical Knowledge Instructors	12	8

## Ormond Beach Aviation Inc

770 Airport Road  
Suite 7  
Ormond Beach  
Florida  
32174  
USA



Airfield: Ormond Beach  
Tel: 001 386 673 2899/Eu free 00 800 999 77799  
Fax: 001 386 673 0379  
E-mail: info@flyoba.com  
Web : www.flyoba.com

## Complete Courses

Course	Cost
ATPL(A) Modular	£36,995.00

## Flying Courses

Course	Cost
CPL(A)	\$2,595.00
MEP	\$1,295.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	11	£71.00 [£51.00]
Liberty XL2	8	£75.00 [£55.00]
PA28	2	£76.00 [£56.00]
PA28R	1	£100.00 [£79.00]
PA44	2	£139.00 [£118.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	10	
Theoretical Knowledge Instructors		1

## Multiflight Ltd

Southside Aviation, Leeds Bradford Airport  
West Yorkshire LS19 7UG England  
Airfield: Leeds Bradford  
Tel: 01132 387130  
Fax: 01132 387131  
E-mail: info@multiflight.com  
Web : www.multiflight.com



## Complete Courses

Course	Cost
CPL(A) Modular	£6,710.00
CPL/IR(A) Modular	£19,181.00
ATPL(A) Modular	£37,950.00
FCL FI(A)	£6,585.00
CPL(H) Modular	o/r
Helicopter Type Rating Course	o/r

## Theoretical Knowledge Courses

Course	Cost
MCC	£2,409.00

## Flying Courses

Course	Cost
CPL(A)	£5,664.00
CPL/MEP(A)	£6,710.00
IR(MEP)	£12,742.00
MEP	£2,091.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	3	£349.00 [n/a]
C150/152	1	£184.00 [£100.00]
C172	1	£197.00 [£136.00]
PA28	2	£197.00 [£136.00]
R22	1	£291.00
R44	1	£470.00

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£170.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	7	5
Flight Instructors (H)	2	2
Theoretical Knowledge Instructors	2	
Synthetic Instructors	4	8
Type Rating Instructors	3	
Type Rating Examiners	2	
Flight Examiners	4	
FIC Instructors	1	

What They Say: A busy flight training centre for aircraft or helicopters based at an international airport. Friendly, accommodating and happy to help with all your needs.

NEW!!

Full-time MODULAR ATPL Ground School  
at Cranfield: Fixed Wing & Helicopter  
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CABAIR INTEGRATED  
CCAT  
CABAIR COLLEGE OF AIR TRAINING





## On-Track Aviation Limited



Wellesbourne Mountford Aerodrome  
Loxley Lane  
Wellesbourne  
Warwickshire  
CV35 9EU  
England  
Airfield: Wellesbourne Mountford  
Tel: 01789 842777/01789 842775  
Fax: 01789 842755  
E-mail: ontrackegbw@yahoo.co.uk  
Web: www.ontrackaviation.com  
Skype: ontrackegbw



### Complete Courses

Course	Cost
FCL FI(A)	£5,285.11
FI(A) Night Instruction	£371.92
FI(A) Applied	
Instrument Instruction	£1,370.21
FI(A) Aerobatics Instruction	£1,272.35
FI(A) Single Pilot	
Multi-Engine Privileges	£3,621.28
FI(A) Seaplanes Single Engine	£3,621.28

### Flying Courses

Course	Cost
CPL(A)	£5,285.11
CPL/MEP(A)	£6,557.45
MEP	£3,817.02

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	6	o/r [o/r]
C172	1	o/r [o/r]
Husky A1 Amphibian	1	o/r [o/r]
Maule 235 Amphibian	1	o/r [o/r]
PA28	7	o/r [o/r]
PA28R	2	o/r [o/r]
PA34	4	o/r [o/r]
Robin 200	4	o/r [o/r]
Robin 2160i	1	o/r [o/r]
Chipmunk	1	o/r [o/r]
DA42 Twin Star	1	o/r [o/r]
Super Cub Floatplane	1	o/r [o/r]
Cessna 172 Amphibian	1	o/r [o/r]
Maule 180 Amphibian	1	o/r [o/r]

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	2	7
Flight Examiners		5
FIC Instructors	2	6
FI Examiners		4

### What They Say

We specialise in part time Instructor Courses on both land and seaplanes. Our expertise as an instructor training establishment has been recognised by a number of FTO's as well as the CAA. Our staff are involved in the Flight Instructor Course (FIC) CAA Assessment Interviews as well as training and testing. We offer Professional instruction in a friendly environment with all our students consistently achieving a first time pass in their Skill Tests. All our students gain employment after graduation with most being offered jobs before the end of their course. In addition to courses listed above, we also offer CRI Seaplanes Single Engine, CRI Single Engine, CRI Multi-Engine, IRI Single Engine, AOPA Ground Instructor, Instructor Refresher Seminar, FI Conversions/Renewals, FE / CRE and CPL/FI(A). We also have our own Pilot Shop, in partnership with AFE on site.

## Oxford Aviation Academy



Oxford Airport  
Kidlington, Oxford  
Oxfordshire OX5 1QX England  
Airfield: Oxford Airport  
Tel: 01865 841234  
Fax: 01865 378797  
E-mail: enquiries@oaa.com  
Web: www.oaa.com



### Oxford Aviation Academy (Goodyear)

1658 S. Litchfield Road  
Building 104, Suite 2, Goodyear,  
Arizona 85338, USA  
Airfield: Goodyear  
Tel: +1 623 925 2090  
Fax: +1 623 882 3456  
E-mail: enquiries@oaa.com  
Web: www.oaa.com

### Oxford Aviation Academy (Melbourne)

24 Northern Avenue  
Moorabin Airport  
Mentone, 3194 Victoria, Australia  
Airfield: Moorabbin Airport  
Tel: +61 3 9580 6566  
Fax: +61 3 9587 1547  
E-mail: enquiries@oaa.com  
Web: www.oaa.com

### Complete Courses

Course	Cost
CPL/IR(A) Modular	£28,500.00
ATPL(A) Integrated	£66,000.00
FCL FI(A)	o/r
MCC Instructor	o/r

### Theoretical Knowledge Courses

Course	Cost
ATPL(A)	£4,600.00 [£1,200.00]
JOC	£2,195.00
MCC	£2,995.00
MCC/JOC	£4,395.00

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28	33	£235.00
PA34	22	£485.00
TB20	2	£255.00
Zlin 242L	2	£255.00
C172/182	44	o/r [o/r]
PA44	8	o/r [o/r]
King Air C90	2	o/r [o/r]
Bellanca Decathlon	4	o/r [o/r]
Pitts Special	1	o/r [o/r]

### Simulators

Type	Number	Cost/hr Dual [Hire]
B737-400	2	£295.00
CRJ-200	1	o/r [o/r]
PA28 FNPTII	5	£145.00
PA34 FNPTII	6	£265.00
C172 FNPTII	1	o/r [o/r]
Type Rating Simulators	37	o/r [o/r]

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	27 (OXF) 43 (GDYR) 25 (MEL)	6
Theoretical Knowledge Instructors	16	2
Synthetic Instructors	6 (OXF) 8 (GDYR) 5 (MEL)	20
Flight Examiners	8	
FIC Instructors	4	
FI Examiners	2	

### What They Say

OAA is a global aviation training company with the capability to offer "total training solutions" from Ab-initio through to Type Ratings for both individuals and airline sponsors. Students attending training with OAA are supported by a dedicated Centre for Career Development and innovative training products through the OAA Media design team.

## PDG Helicopters

The Heliport, Dalcross, Inverness IV2 7XB Scotland  
Airfield: The Heliport, Inverness  
Tel: 0870 607 9000/01667 462740  
Fax: 01667 462376  
E-mail: enquiries@pdg-helicopters.co.uk  
Web: www.pdg-helicopters.co.uk



### Complete Courses

Course	Cost
FCL FI(H)	o/r

## The Pilot Centre

Denham Aerodrome  
Uxbridge  
Middlesex  
UB9 5DF  
England  
Airfield: Denham Aerodrome  
Tel: 01895 833838  
Fax: 01895 832267  
E-mail: pilot.centre@lineone.net  
Web: www.pilotcentre.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	£6,000.00
FI(A) Night Instruction	£200.00
FI(A) Applied Instrument Instruction	£1,000.00

What They Say: A friendly flying club close to London, offering quality training at reasonable prices. We have a 100% record in training flying instructors.

## Pilot Training College of Ireland Ltd (PTC)

SEE HIGHLIGHTED ENTRY ON NEXT PAGE

## Polar Helicopters

c/o TG Aviation Building  
Manston Airport  
Ramsgate  
Kent  
CT12 5BP  
England  
Airfield: Manston  
Tel: 01843 823067  
Fax: 01843 823067  
E-mail: info@polarhelicopters.com  
Web: www.polarhelicopters.co.uk



### Complete Courses

Course	Cost
CPL(H) Modular	o/r

### Fleet Aircraft

Type	Cost/hr Dual [Hire]
R22	£215.00 [£155.00]
R44	£355.00 [£295.00]
Bell 206	o/r

What They Say: A friendly flying club close to London, offering quality training at reasonable prices. We have a 100% record in training flying instructors.

## Pooleys Flying Instructor School

4 Highdown House, Shoreham Airport, Shoreham-By-Sea  
West Sussex BN43 5FF England  
Airfield: Shoreham Airport  
Tel: 01273 467277  
Fax: 01273 455777  
E-mail: dorothy@pooley3557.fsnet.co.uk  
Web: www.pooleysflyinginstructorschool.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

### Flying Courses

Course	Cost
CPL/MEP(A)	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28	2	£195.00 [£135.00]
C152	2	£182.00 [£110.00]
DA40	4	o/r
BE76	1	o/r
DA42	1	o/r

### Instructors & Examiners

	Full Time	Part Time
Theoretical Knowledge Instructors	1	2
FIC Instructors	1	2
FI Examiners	1	2

What They Say: We are dedicated to instructor training and our ethos is excellence in everything. We tailor our courses to the student's needs, full or part-time, residential or not. Additional courses are available and FIC approval, examiner training and testing. All course books are included and all testing is done from Shoreham.



## Pilot Training College of Ireland Ltd (PTC)

Waterford Airport  
Killowen  
Co Waterford  
ROI

Airfield: Waterford Airport  
Tel: +353 51 876706  
Fax: +353 51 876709  
E-mail: info@ptc.ie  
Web : www.pilottraining.ie



### Complete Courses

Course	Cost
CPL(A) Modular	10,350.00euros
ATPL(A) Modular	98,500.00euros
FCL FI(A)	o/r bond available

### Theoretical Knowledge Courses

Course	Cost
ATPL(A)	2,800.00euros

### Flying Courses

Course	Cost
CPL(A)	10,350.00euros
CPL/MEP(A)	13,660.00euros
IR(MEP)	20,565.00euros
MEP	3,360.00euros

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	1	210.00euros
Robin	3	210.00euros
PA44	5	485.00euros

### Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII PA44	1	180.00euros

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	9	4
Theoretical Knowledge Instructors		
Instructors	4	4
Synthetic Instructors	8	4
Flight Examiners		2
FIC Instructors		2
FI Examiners	1	

### What They Say

PTC is one of Europe's top three JAA registered and Certified Flight Training Organisations attracting students from 25 countries worldwide. Our consistent delivery of the highest quality training means our graduates are sought after by the industry's premier airlines. We continually strive to maintain our high standard of professionalism in a centre of aviation excellence.

## Professional Flight Training Ltd

European Aviation House, Aviation Park West  
Bournemouth Airport, Dorset BH23 6EA England  
Tel: 01202 594105  
Fax: 01202 594105  
E-mail: info@fly-pft.co.uk  
Web : www.fly-pft.co.uk



### Theoretical Knowledge Courses

Course	Cost
JOC	£1,990.00
MCC	£2,399.00

### Flying Courses

Course	Cost
CPL(A)	from £5,625.00
IR(SEP)	from £11,670.00
MEP	£2,700.00

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	2	£375.00
PA28R	1	£295.00

### Simulators

Type	Cost/hr Dual [Hire]
Boeing 747	£290 motion off, £390 motion on
Boeing 737	£290 motion off, £385 motion on
Boeing 727	£275 motion off £285 motion on

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	2	3
Theoretical Knowledge Instructors	2	
Synthetic Instructors	2	
Type Rating Examiners	1	
Flight Examiners	2	

What They Say: Professional Flight Training is a small, highly professional FTO based and working within an airline Flight Training Centre at Bournemouth International Airport. PFT operates a two to one student/instructor ratio. PFT has a well above average first time pass rate for the instrument rating.

## Ravenair

Business Aviation Centre  
Viscount Drive, Liverpool John Lennon Airport  
Liverpool  
Merseyside  
L24 5GA  
England  
Airfield: Liverpool, Barton & Ronaldsway  
Tel: 0151 486 6161  
Fax: 0151 486 5151  
E-mail: ops@ravenair.co.uk  
Web : www.ravenair.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	£5,240.00
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

### Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	o/r
MEP	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	2	£130.00 [£116.00]
PA23	4	£365.00 [£322.00]
PA28	2	£130.00 [£116.00]
PA34	2	£335.00 [£291.00]
PA38	12	£112.00 [£95.00]
PN68	4	£302.00 [£265.00]

### Simulators

Type	Number	Cost/hr Dual [Hire]
Aerosoft 200	1	o/r [o/r]
ATC710	1	o/r [o/r]

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	10	5
FIC Instructors	2	
FI Examiners	1	

## Redhill Aviation

Main Block  
Redhill Aerodrome  
Kings Mill Lane  
Redhill  
Surrey  
RH1 5JY  
England

Airfield: Redhill  
Tel: 01737 822959  
Fax: 01737 822163  
E-mail: RedhillAviation@aol.com  
Web : www.redhillaviation.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	£6,150.00
FI(A) Night Instruction	£250.00
FI(A) Applied Instrument Instruction	£1,075.00
FI(A) Aerobatics Instruction	£1,025.00
FI(A) Single Pilot Multi-Engine Privileges	£2,225.00

### Theoretical Knowledge Courses

Course	Cost
IR(A)	o/r

### Flying Courses

Course	Cost
CPL(A)	£4,550.00
IR(SEP)	£7,925.00
IR(MEP)	£11,325.00
MEP	£2,070.00

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

### Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£125.00 [n/a]

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	2	5
Synthetic Instructors		1
Flight Examiners	1	2
FIC Instructors	1	1
FI Examiners	2	

What They Say: Redhill Aviation, part of the Redair group, offers a full range of courses. Our aim is for you to enjoy learning to fly with Professional and friendly instructors. Hence our motto: "The Friendly Experts". Please do not hesitate to contact us, or better still pop in for a chat and a cup of tea.

## Retford Flight Instructor School

Retford (Gamston) Airport  
Retford  
Nottinghamshire  
DN22 0QL  
England  
Airfield: Retford (Gamston) Airport  
Tel: 01246 233425/07976 362547  
E-mail: captainalancooper@hotmail.co.uk



### Complete Courses

Course	Cost
FCL FI(A)	£6,250.00
FI(A) Night Instruction	£250.00
FI(A) Applied Instrument Instruction	£1,950.00

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	1	£127.50 [£110.00]
Socata TB10	1	o/r

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	1	
Theoretical Knowledge Instructors	1	
Flight Examiners	1	
FIC Instructors	1	
FI Examiners	1	

What They Say: For five years, we operated our dedicated Flight Instructor School at East Midlands Airport. During that time, thirty nine instructors have been trained and all passed their CAA test on first attempt. Due to the ever increasing commercial traffic using East Midlands, we moved our instructor training operation to the relative quiet of Gamston Airport. We have been established at Gamston for a year and a further three instructors have been successfully trained. All training is on a one to one basis with our FIC instructor, Alan Cooper who has 8,000 hours instructing time.

## Premier Helicopters Ltd

Bond Road, East Wall, Dublin 3 ROI  
Tel: +353 1 877 2630/08723 41960  
Fax: +353 1 877 2635  
E-mail: info@premierhelicopters.ie  
Web : www.premierhelicopters.ie



### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Bell 206	1	o/r [o/r]
EC130	2	o/r [o/r]
AS350	1	o/r [o/r]
Agusta 109	1	o/r [o/r]
AS355	2	o/r [o/r]

### Simulators

Type	Number	Cost/hr Dual [Hire]
Fly-It	1	o/r [o/r]

## Professional Air Training Ltd

Building 420 (Oakland House), Aviation Park West  
Bournemouth Airport, Dorset BH23 6NW England  
Airfield: Bournemouth  
Tel: 01202 593366  
Fax: 01202 574020  
E-mail: info@pat.uk.com  
Web : www.pat.uk.com



### Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	o/r

### Flying Courses

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	o/r
IR(SEP)	o/r
IR(MEP)	o/r
MEP	o/r

### Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE24	1	o/r [o/r]
BE76	3	o/r [o/r]

### Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	o/r [o/r]
FNPTII	1	o/r

### Instructors & Examiners

	Full Time	Part Time
Flight Instructors	4	2
Synthetic Instructors	1	
Flight Examiners	2	1

What They Say: JAA Modular Multi CPL and IR Flying Courses, with associated Theoretical Knowledge Provider in the same building (Ground Training Services). Established in 1993, and renowned for quality training and personal service. In addition to the courses listed above, we also offer examiner training courses for FE PPL & CPL, CRE & CRE/IRR. Airline links include status as a Flybe-approved Flight Training Organisation.

MULTI-ENGINE HELICOPTER INSTRUMENT RATING  
using our dedicated FNPT II Helicopter Simulator

www.cabair.com/integrated Tel: +44 (0) 1234 436 070

CABAIR INTEGRATED  
CCAT  
CABAIR COLLEGE OF AIR TRAINING





**Rural Flying Corps**

Bourn Aerodrome, Bourn, Cambridgeshire CB3 7TQ  
England  
Airfield: Bourn Aerodrome  
Tel: 01954 719602  
Fax: 01954 719602  
E-mail: rfcbourn@btconnect.com  
Web : www.rfcbourn.flyer.co.uk

**Complete Courses**

Course	Cost
FCL FI(A)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C182	1	£168.70 [£119.40]
C152	2	£121.70 [£82.80]

**Instructors & Examiners**

	Full Time	Part Time
FIC Instructors	1	

**What They Say:** The Rural Flying Corp was established at Bourn Aerodrome in 1977 and is the only operator on the airfield. The airfield is situated 7 miles to the west of Cambridge in open countryside and has been offering FI courses in a friendly and informal atmosphere since 1980.

**Shadow Aviation Limited**

Hangar 3, Old Sarum Airfield, Salisbury, Wiltshire SP4 6DZ  
England  
Airfield: Old Sarum  
Tel: 01722 410567  
Fax: 01722 410678  
E-mail: info@shadowflightcentre.co.uk  
Web : www.shadowflightcentre.co.uk

**Complete Courses**

Course	Cost
AFI Rating Aeroplane (Land), Microlights	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
CFM Shadow	3	o/r

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	2	
Theoretical Knowledge Instructors	2	
Flight Examiners	1	
FIC Instructors	1	
FI Examiners	1	

**What They Say:** One to one tuition on school or own aircraft.

**Sigmar Aviation Training**

37 Fitzwilliam Place, Dublin 2 ROI  
Tel: +353 1 669 8230/+353 1 669 8220  
Fax: +353 1 669 8201  
E-mail: info@jetpp.com  
Web : www.jetpp.com

**Complete Courses**

Course	Cost
ATPL(A) Integrated	95,000.00euros

**Theoretical Knowledge Courses**

Course	Cost
ATPL(A)	o/r
MCC	o/r
IR(H)	

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
PA28	24	o/r
PA28R	6	o/r
PA34	6	o/r
R22	3	o/r

**Simulators**

Type	Number	Cost/hr Dual [Hire]
ARVO RJ	1	o/r
A320	1	o/r
B737-200	1	o/r
FNPTII	1	o/r

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	6	5
Theoretical Knowledge Instructors	5	16
Synthetic Instructors	9	3
FI Examiners	4	

**What They Say:** We offer Ireland's only fully integrated JAR-FCL ATP (A) course. Our facilities in Port Alfred South Africa, allow for brilliant training conditions and 24/7 on campus aviation culture. Sigmar Aviation help create a productive and beneficial relationship between crew, additional training facilities and our client airlines, passing these benefits on to you, in your developing career in Aviation.

**Sky Leisure Aviation  
(Redhill Aviation)**

1st Floor, Terminal Building, Shoreham Airport  
Shoreham-By-Sea, West Sussex BN43 5FF England  
Airfield: Shoreham  
Tel: 01273 464422  
Fax: 01273 464422  
E-mail: skyleisureav@aol.com  
Web : www.skyleisureaviation.co.uk

**Complete Courses**

Course	Cost
FCL FI(A)	£6,150.00
FI(A) Night Instruction	£250.00
FI(A) Applied Instrument Instruction	£1,075.00
FI(A) Aerobatics Instruction	£1,025.00
FI(A) Single Pilot Multi-Engine Privileges	£2,225.00

**Flying Courses**

Course	Cost
CPL(A)	£4,550.00
IR(SEP)	£7,925.00
IR(MEP)	£11,325.00
MEP	£2,070.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C150/152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

**Simulators**

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£125.00 [n/a]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	4	4
Synthetic Instructors		1
Flight Examiners	1	2
FIC Instructors	1	1
FI Examiners	2	

**What They Say:** SkyLeisure Aviation, part of the Redair group, offers a full range of courses. Our aim is for you to enjoy learning to fly with Professional and friendly instructors. Hence our motto: "The Friendly Experts". Please do not hesitate to contact us, or better still pop in for a chat and a cup of tea!

**Sloane Helicopters**

Sywell Aerodrome  
Sywell  
Northampton  
Northamptonshire  
NN6 0BN  
England  
Airfield: Sywell  
Tel: 01604 790595  
Fax: 01604 790988  
E-mail: action@sloanehelicopters.com  
Web : www.sloanehelicopters.com

**Complete Courses**

Course	Cost
FCL FI(H)	£11,955.00
Helicopter Type Rating Instruction Course	o/r

**Flying Courses**

Course	Cost
CPL(H)	£10,760.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
Agusta 109	4	n/a
Bell 206	1	£580.00
R22	5	£213.26
R44	2	£394.21

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	3	5

**Southend Flying Club**

South Road, Southend Airport, Southend  
Essex SS2 6YF England  
Airfield: Southend  
Tel: 01702 545198 Fax: 01702 543756  
E-mail: southendflyingclub@btclick.com  
Web : www.southendflyingclub.co.uk

**Complete Courses**

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

**Flying Courses**

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	o/r
IR(SEP)	o/r
IR(MEP)	o/r
MEP	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C150/152	1	o/r
PA28	4	o/r
PA28R	1	o/r
PA34	1	o/r

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	3	8
Theoretical Knowledge Instructors	1	1
Flight Examiners		3
FIC Instructors	2	

**What They Say:** Southend Flying Club and Flying School was originally established in the 1960s. The present owners took over in 1985 and have maintained the reputation and high standards always associated with the school. The atmosphere is relaxed and professional but without the Pomp that some of the larger schools seem to deem necessary whilst training Pilots. Our pass rate is in the high nineties and almost without exception, our students are employed with Airlines around the world.

**St George Flight Training**

Durham Tees Valley Airport, Darlington  
North Yorkshire DL2 1RH England  
Airfield: Durham Tees Valley  
Tel: 01325 333431 Fax: 01325 333431  
E-mail: info@stgeorgeflighttraining.co.uk  
Web : www.stgeorgeflighttraining.co.uk

**Complete Courses**

Course	Cost
FCL FI(A)	o/r

**Flying Courses**

Course	Cost
CPL(A)	£4,300.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C177	1	£140.00 [£120.00]
PA28	2	£120.00 [£100.00]
PA38	3	£110.00 [£90.00]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	3	4

**Stapleford Flight Centre**

Stapleford Aerodrome, Stapleford Tawney  
Essex RM4 1SJ England  
Airfield: Stapleford  
Tel: 01708 688380 Fax: 01708 688421  
E-mail: lisagreen@flysfcc.com  
Web : www.flysfcc.com

**Complete Courses**

Course	Cost
FCL FI(A)	£6,495.00
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r

**Flying Courses**

Course	Cost
CPL(A)	£4,970.00
IR(MEP)	£11,125.00
MEP	£2,030.00

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
C150/152	18	£148.00 [£98.00]
C172	1	£158.00 [£115.00]
DA40	1	£185.00 [£150.00]

**Sterling Aviation**

Hangar E  
Gambling Close  
Norwich Airport  
Norwich  
East Anglia  
NR6 6EG  
England  
Airfield: Norwich  
Tel: 01603 417156  
Fax: 01603 410791  
E-mail: info@flysterling.com  
Web : www.flysterling.com

**Complete Courses**

Course	Cost
CPL(H) Modular	o/r
FCL FI(H)	o/r
FI(H) Night Instruction	o/r
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

**Flying Courses**

Course	Cost
CPL(H)	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
AS355	2	o/r [o/r]
Bell 206	2	o/r [o/r]
EC BK117	2	o/r [o/r]
Hughes 269 (300)	1	o/r [o/r]
MBB Bolkow BO105	2	o/r [o/r]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors (H)	5	3
Theoretical Knowledge Instructors	1	1
Flight Examiners	1	
FIC Instructors	1	

**Sussex Flight Centre**

First Floor  
Main Terminal Building  
Shoreham Airport  
West Sussex  
BN43 5FF  
England  
Airfield: Shoreham  
Tel: 01273 446633  
Fax: 01273 441107  
E-mail: chiefpilot@sussexflightcentre.co.uk  
Web : www.sussexflightcentre.co.uk

**Complete Courses**

Course	Cost
CPL(A) Modular	o/r

**Flying Courses**

Course	Cost
CPL(A)	o/r
MEP	o/r

**Fleet Aircraft**

Type	Number	Cost/hr Dual [Hire]
BE76	1	£358.00
PA28	1	£194.00

**Fleet Aircraft (continued)**

DA42	2	£350.00 [n/a]
PA18	1	£148.00 [£117.00]
PA28	6	£168.00 [£137.00]
PA28R	3	£183.00 [£155.00]
Slingsby T67	1	£211.00 [£180.00]

**Simulators**

Type	Number	Cost/hr Dual [Hire]
FNPTII	2	from £114.00 [n/a]

**Instructors & Examiners**

	Full Time	Part Time
Flight Instructors	21	11
Theoretical Knowledge Instructors	2	1
Synthetic Instructors	5	1
FIC Instructors	2	

**What They Say:** Stapleford Flight Centre have a growing reputation for providing excellent training and pass rates in their modular courses. A modern aircraft fleet with new simulators, good student/instructor ratio. Close to London with purpose built accommodation on site. Our past students are now employed with over 40 different airlines.



## Tayside Aviation Ltd

Dundee Airport, Riverside Drive  
Dundee, Tayside DD2 1UH  
Scotland



Airfield: Dundee Airport  
Tel: 01382 644372  
Fax: 01382 644531  
E-mail: enquiries@taysideaviation.co.uk  
Web : www.taysideaviation.co.uk

## Complete Courses

Course	Cost
CPL(A) Modular	£5,500.00
CPL/IR(A) Modular	£16,100.00
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

## Theoretical Knowledge Courses

Course	Cost
MCC	£1,995.00

## Flying Courses

Course	Cost
CPL(A)	£5,500.00
IR(SEP)	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C152	5	£157.80
C172	2	£165.00
Grob Heron	5	£165.00
PA28	3	£165.00
PA28R	5	£219.00
PA34	1	£350.00

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	£141.00

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	9	2
Flight Examiners	3	
FIC Instructors	1	
SES Examiners		

## What They Say

Tayside operates busy flying schools at Dundee Airport and Fife Airport. Scotland's largest flight training organisation conducting commercial flying training, PPL, NPPL and also RAF flying scholarship and Air League contractor. Advancement programme for instructors and excellent job opportunities.

## Tiger Helicopters

Shobdon Aerodrome  
Leominster  
Herefordshire



HR6 9NR  
England  
Airfield: Shobdon  
Tel: 01568 708028  
Fax: 01568 708005  
E-mail: brian.kane@tigerhelicopters.co.uk  
Web : www.tigerhelicopters.co.uk

## Complete Courses

Course	Cost
CPL(H) Modular	£9,861.25
CPL(H) Integrated	£40,106.25
FCL FI(H)	£11,442.50
FI(H) Instrument Instruction	o/r

## Theoretical Knowledge Courses

Course	Cost
MCC	o/r

## Flying Courses

Course	Cost
CPL(H)	o/r
IR(H)	£45,712.50

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Agusta 109	1	£1,322.50 [n/a]
AS350	1	o/r [o/r]
AS355	1	o/r [o/r]
Bell 206	2	£557.75 [o/r]
R22	4	£281.75 [£189.75]
R44	1	£454.25 [£385.25]

For the very best in Helicopter  
Charter Flight Training Hire Maintenance Sales  
**TigerHelicopters.co.uk**  
R22 R44 B206 A3350 A3355 A109

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII (Agusta 109)	1	£419.75

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	6	2
Synthetic Instructors	2	
Type Rating Instructors	5	
FIC Instructors	1	

## What They Say

Tiger Helicopters is a highly professional organisation that retains a friendly and relaxed atmosphere operating 6 types of helicopter and is equipped with an FNPTII instrument trainer. Tiger Helicopters is the right choice for personnel wishing to gain their PPL(H) right up to those seeking employment in the wider helicopter industry.

## T G Aviation

Manston Airport  
Ramsgate  
Kent  
CT12 5BL  
England  
Airfield: Manston  
Tel: 01843 823656/01843 823520  
Fax: 01843 822024  
E-mail: info@tgaviation.com  
Web : www.tgaviation.com



## Complete Courses

Course	Cost
CPL(A) Modular	£33,627.00

## Flying Courses

Course	Cost
CPL(A)	£5,450.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Boeing Stearman	1	£280.00
C152	3	£142.00 [£127.00]
PA28	3	£154.00 [£139.00]
PA28R	1	£182.00 [£170.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	3	10
Flight Examiners	3	

What They Say: Professional training with a personal touch carried out 1 to 1 from our fantastic facilities at Manston.

## Tayflite Ltd

Unit 3  
Perth Airport  
Scone  
Perthshire  
PH2 6PL  
Scotland  
Airfield: Perth  
Tel: 01738 550003  
Fax: 01738 553542  
E-mail: info@tayflite.co.uk  
Web : www.tayflite.co.uk



## Complete Courses

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
FCL FI(A)	o/r

## Flying Courses

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	o/r
IR(MEP)	o/r
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
PA28R	1	o/r [n/a]
PA34	2	o/r [n/a]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII	1	o/r [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	4	
Synthetic Instructors		1
Flight Examiners	1	
FIC Instructors	1	

What They Say: Long established training airfield and CAA test centre. No ground delays. Easy access to controlled airspace. Precision and non-precision approaches readily available. Well equipped aircraft. Career instructors. Full time courses. Accommodation available on the airfield and in the local area. We specialise in working with you to "make it happen". Come and visit to discuss your training needs. Hour building also available.

## Triple 'A' Flying

The Flight House  
Kirmington Vale  
Barnetby  
North Lincolnshire  
DN38 6AF  
England  
Airfield: Humberside  
Tel: 01652 680564  
Fax: 01652 680579  
E-mail: info@tripleaflying.co.uk  
Web : www.tripleaflying.co.uk



## Complete Courses

Course	Cost
CPL(A) Modular	from £5,150.00
CPL/IR(A) Modular	£18,500.00 (incl MEP)

## Flying Courses

Course	Cost
CPL(A)	£5,150.00
CPL/MEP(A)	£6,900.00
IR(SEP)	£10,499.00
IR(MEP)	£11,500.00
MEP	£2,600.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	2	£370.00 CPL, £391.00 IR [n/a]
C172	2	£204.00 CPL, £222.00 IR [n/a]
PA28R	1	£270.00 CPL, £295.00 IR

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTII (BE76)	1	£135.13

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	2	1
Synthetic Instructors	2	1

What They Say: We offer personalised one to one training courses with an emphasis on achieving high professional standards leading to early airline command opportunities.

## Truman Aviation Limited

Nottingham Airport  
Tollerton  
Nottinghamshire  
NG12 4GA  
England  
Airfield: Nottingham  
Tel: 0115 981 5050  
Fax: 0115 981 1444  
E-mail: info@trumanaviation.demon.co.uk  
Web : www.nottinghamairport.co.uk



## Flying Courses

Course	Cost
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	1	£124.00 [£110.00]
PA28	1	£119.00 [£109.00]
PA28R	1	£150.50 [£136.00]
PA34	1	£295.00 [£260.00]
PA38	5	£112.50 [£105.75]
Tiger Moth	1	£175.00 [n/a]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	4	1
Flight Examiners	1	

What They Say: Truman Aviation Ltd is a professional flying Training establishment operating from Nottingham City Airport with a fleet of ten aircraft offering PPL, IMC, Night and Multi engine ratings - please contact CFI Jim Marren.



## Weald Air Services

Headcorn Aerodrome

Headcorn

Ashford

Kent

TN27 9HX

England

Airfield: Headcorn

Tel: 01622 891539

Fax: 01622 890876

E-mail: enquiries@headcornaerodrome.co.uk

Web: www.headcornaerodrome.co.uk

## Theoretical Knowledge Courses

Course	Cost
CRM	£150.00 (discount for groups)

## Flying Courses

Course	Cost
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150	2	£138.00 [£118.00]
C152	1	£139.00 [£123.00]
DR400	5	£147.00 [£129.00]
PA28	2	£173.00 [£153.00]
C172	2	£147.00 [£145.00]
PA34	1	£293.00 [£290.00]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	6	6
Theoretical Knowledge Instructors	2	1
Flight Examiners	5	1
FIC Instructors	1	

**What They Say:** One to one instruction from a dedicated team of self-employed, motivated instructors. Genuine GA environment with a varied fleet. Ideal location for cross-channel trips. Classroom facilities with synthetic R.T. trainer.

## West London Aero Club

White Waltham Airfield

Maidenhead

Berkshire

SL6 3NJ

England

Airfield: White Waltham

Tel: 01628 823272

Fax: 01628 826070

E-mail: ops@wlac.co.uk

Web: www.wlac.co.uk

## Complete Courses

Course	Cost
FCL FI(A)	£6,600.00

## Flying Courses

Course	Cost
MEP	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
FIC Instructors	1	

Western Air Training  
(Thruxton) Ltd

Thruxton Airport

Andover

Hampshire

SP11 8PW

England

Airfield: Thruxton

Tel: 01264 773900

Fax: 01264 773913

E-mail: westernair@thruxtonairport.com

Web: www.westernairthruxton.co.uk

## Flying Courses

Course	Cost
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C172	1	£119.85 [£100.11]
PA18	1	£119.85 [£100.11]
PA23	1	£230.54 [£212.21]
PA28	3	£119.85 [£100.11]
PA38	1	£109.98 [£90.24]
Slingsby T67	2	£109.98 [£90.24]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	3	4

Western Australian Aviation  
College Ltd41 Eagle Drive  
Jandakot Airport  
6009

Australia

Airfield: Jandakot

Tel: 0061 8 9417 7733

Fax: 0061 8 9417 7766

E-mail: bob.mcguire@waaviationcollege.com.au

Web: www.waaviationcollege.com.au

Skype: Western Australian Aviation College

## Complete Courses

Course	Cost
ATPL(A) Integrated	139,248AUD

## Theoretical Knowledge Courses

Course	Cost
ATPL(A)	4,350AUD

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	8	o/r [o/r]
C172	8	o/r [o/r]
M201	6	o/r [o/r]
PA44	5	o/r [o/r]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	o/r

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	6	
Theoretical Knowledge Instructors	5	
Synthetic Instructors	3	
Type Rating Examiners	2	
Flight Examiners	1	

## What They Say

WAAC is a fully approved UK-FTO and offers a complete JAA integrated ATPL(A) course. The bulk of the training is conducted in Perth, Western Australia. The IR and MCC phase are conducted at Cranfield Airport, UK.

## Whizzard Helicopters

Mid Wales Airport

Trehelig

Welshpool

Powys

SY21 8SG

England

Airfield: Mid Wales Airport

Tel: 01938 555860

E-mail: info@whizzardhelicopters.co.uk

Web: www.whizzardhelicopters.co.uk

## Complete Courses

Course	Cost
FCL FI(H)	o/r

## Flying Courses

Course	Cost
CPL(H)	£269.08/hour

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
Bell 206	1	£552.00 [£517.50]
R22	4	£252.63 [£185.65]
R44	1	£428.88 [£370.13]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors (H)	4	1

**What They Say:** Flight Training at incredible value for money in a spectacular setting with high standard of one-to-one instruction. Located at Mid Wales Airport - central to the heart of the country, we benefit from the low operating costs of a small airport, passing these savings on to our customers.

## Willowair Flying Club Ltd

Eastern Perimeter Road

Southend Airport

Southend

Essex

SS2 6YF

England

Airfield: Southend

Tel: 01702 531555

Fax: 01702 542070

E-mail: sales@willowair.co.uk

Web: www.willowair.co.uk

## Complete Courses

Course	Cost
CPL(A) Modular	TBA
FI(A) Aerobatics Instruction	o/r

## Theoretical Knowledge Courses

Course	Cost
MCC	TBA

## Flying Courses

Course	Cost
MEP	o/r

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
C150/152	2	£140.95 [£118.95]
C172	1	£151.95 [£129.95]
PA28	2	£151.95 [£129.95]
PA34	1	£304.95 [£269.95]
Schweizer 300CB1	1	£222.95 [£246.95]

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	4	3
Theoretical Knowledge Instructors	3	
Flight Examiners	3	

**What They Say:** We specialise in FAA training and testing. We also have dual qualified instructors and regular FAA Examiners. We offer all helicopter training and testing, together with all JAA training/testing. New members always made welcome.

## Wycombe Air Centre

Wycombe Air Park

Booker

Marlow

Buckinghamshire

SL7 3DR

England

Airfield: Wycombe Air Park

Tel: 01494 443737

Fax: 01494 465456

E-mail: info@wycombeaircentre.co.uk

Web: www.wycombeaircentre.co.uk

## Complete Courses

Course	Cost
CPL(A) Modular	from £3,607.25
CPL/IR(A) Modular	from £11,391.63
FCL FI(A)	£6,495.00
FI(A) Night Instruction	£300.00
FI(A) Applied Instrument Instruction	£1,350.00

## Flying Courses

Course	Cost
CPL(A)	o/r
IR(SEP)	£9,645.00
IR(MEP)	£11,390.00
MEP	£2,180.00

## Fleet Aircraft

Type	Number	Cost/hr Dual [Hire]
BE76	2	£355.00 [£296.00]
C152	6	£161.00 [£126.00]
C172P	1	from £179.00 [£143.00]
C172S	2	£203.00 [£167.00]
C172S G1000	2	£214.00 [£179.00]

## Simulators

Type	Number	Cost/hr Dual [Hire]
FNPTI	1	£94.00 [£70.50] IR & CPL £146.88

## Instructors &amp; Examiners

	Full Time	Part Time
Flight Instructors	9	16
Theoretical Knowledge Instructors	9	17
Synthetic Instructors	9	17
Flight Examiners	2	2
FIC Instructors	1	

**What They Say:** With over 40 years of experience in General Aviation and Professional Flight Training. Wycombe Air Centre prides itself on its friendly and flexible approach to flight training. From your first lesson to a frozen ATPL we aim to exceed your expectations.





## Integrated Training...

Now incorporating a Foundation Degree in Air Transport Management coupled with our unique MONEY BACK GUARANTEE, our flagship APP FIRST OFFICER Integrated training course continues to be the industry benchmark for ab initio airline pilot training.

**APP First Officer**  
➤ pilot programme

## Modular Training...

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**Waypoint**  
➤ pilot programme



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# ftnreview

## The Helicopter Pilot's Companion, a manual for helicopter enthusiasts

by Helen Krasner

**Helicopter flying is an unnatural practice. It is noisy, slow, expensive and downright dangerous. This is a well-known fact and undoubtedly true: I read it on the internet.**

If you're a fixed-wing pilot, or a non-pilot, you have almost certainly been exposed to the mythology surrounding rotary-wing flight, or flying helicopters, as normal people call it. But a moment's thought will tell you that this can't be entirely true, many otherwise sensible people have been known to fly helicopters. Some have even done it more than once, and survived. Some extremely fortunate souls do it regularly and still manage to put food on the family table, without being retired bank chairmen or drug barons. So, what's going on there, then?

Helen Krasner's name will be familiar to regular readers of FTN. Our regular contributor on helicopter training, she has also written for several other aviation and non-aviation magazines. This is her first book.

Various people have, over the years, attempted to de-mistify the world of helicopter training with, it has to be said, varying degrees of success. Despite these, helicoptering continues to attract myths and half-truths, not all of which involve plummeting it must be said, but a goodly proportion foster the general perception that flying helicopters requires very special skills and talents, beyond mere mortal fixed-wing pilots and non-fliers. Some of this is, of course, mere banter, some may have its roots in truth but have been, um, sexed-up somewhere along the way. Helen's opening chapter explodes a few of these myths, arguing very cogently that helicopter flying is simply different, in some ways easier than fixed-wing flying and it most definitely does not require superhuman skills and reflexes. I've met a few helicopter pilots in my time and I'm forced to agree...

She even manages to make a decent case for the economics of helicopter flying, paraphrasing wildly here – it's a bit like truf-

fles: a little goes a long way.

So, suitably convinced that, physically and financially, helicopter flying might be an option for you, the natural thing would be to buy a helicopter training textbook and start to read up on the subject. Depending on what you bought, that might be your first mistake. Many helicopter textbooks are, frankly, lousy advertisements for the noble pursuit of rotary-winged flying. Helen, by covering the basics in sufficient depth (I now understand the essential principles of helicopter flight, something I had always shied away from) in a pleasant and approachable style achieves a great deal in debunking some of the more persistent myths. She is also not above admitting her own mistakes and misconceptions, the better to reassure her reader that these are quite common and entirely normal.

The overall result is a book which covers the fundamentals in sufficient depth to satisfy a reader who may already have extensive fixed-wing flying experience, who perhaps wishes to learn something of the dark arts, while retaining a chatty no-nonsense approachability for the complete novice or aspirant helicopterist. It is not intended as a replacement for the more formal, and necessarily more complex, training textbooks rather as a straightforward and approachable primer on the subject. It helps to de-mistify things like vortex rings, retreating blade stalls and 'flap-back' (which I thought was some sort of biscuit) sufficiently that when these are later encountered in a full-fat textbook, or on a helicopter training course, the concepts will be sufficiently well-understood that the details will be that much easier to absorb. It therefore achieves its stated aim admirably. I started reading this book for the purposes of this review and, rather to my surprise, found myself reading it just for pleasure. That I came away having learned quite a lot about the elements of flying helicopters without feeling that I'd been studying is a credit to the author's approachable writing style. This may be her first book, it shouldn't be her last.



The Helicopter Pilot's Companion, by Helen Krasner.

160 pages, paperback ISBN: 978 1 84797 049 7

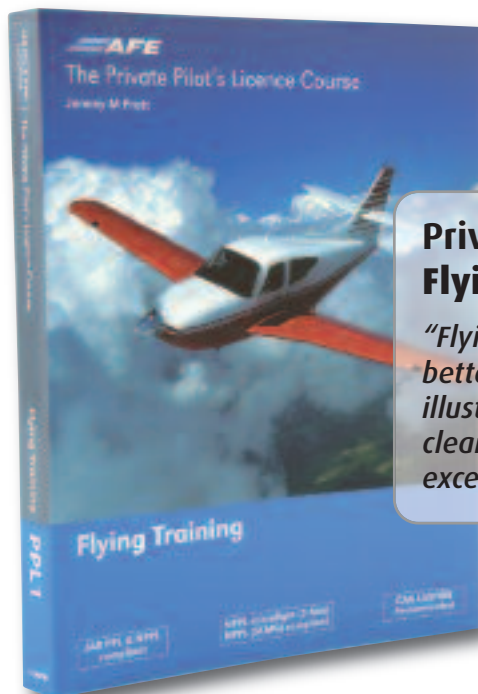
Published by Crowood Press [www.crowoodpress.co.uk](http://www.crowoodpress.co.uk)

£12.99 from the publisher, pilot shops, flying schools and bookshops



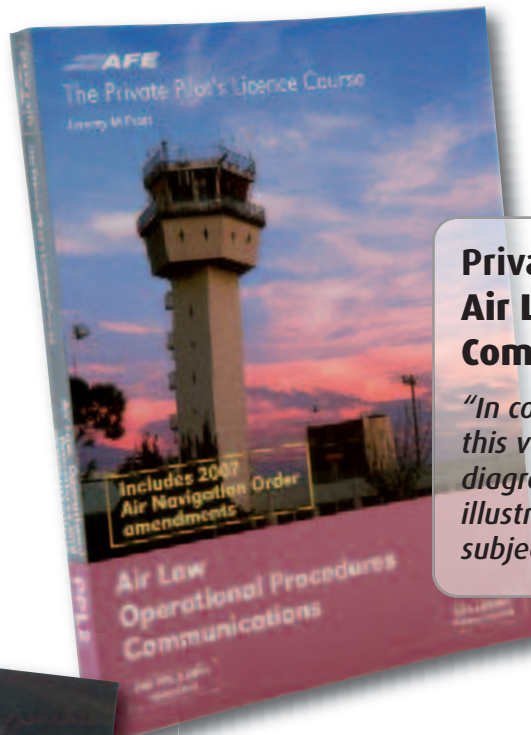


# THE AFE PPL COURSE SERIES



## Private Pilot's Licence 1 Flying Training

*"Flying training books just get better and better and the illustrations are quite the clearest I've ever seen... excellent" Flyer Magazine*



## Private Pilot's Licence 2 Air Law, Operational Procedures & Communications

*"In contrast to most other books on Air Law, this volume has useful, clearly drawn diagrams or photographs... concise text, well illustrated and comprehensive cover of the subjects involved." Flyer Magazine*

## Private Pilot's Licence 3 Navigation & Meteorology

*"[The] approach to the Meteorology section is totally fresh, using current thinking on forecasting and discarding a lot of the now-outdated half-truths that litter less well-researched textbooks for student pilots" Pilot Magazine*



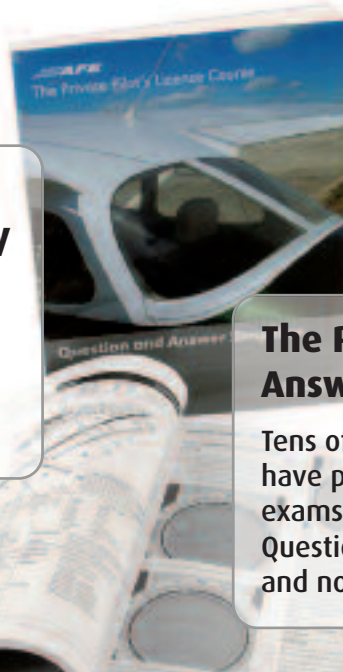
## Private Pilot's Licence 4 Principles of Flight, Aircraft General Knowledge, Flight Performance and Planning

*"...once again Jeremy Pratt and his team of technical advisors (all of whom are flying instructors) have managed to maintain the high standards they set in earlier volumes..." Flyer Magazine*



## Private Pilot's Licence 5 Human Factors & Flight Safety

*"These new textbooks are a great deal easier and more fun to use than the boring old standard works that were the 'bibles' for students when I was learning to fly" Flyer Magazine*



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Manchester M22 5LH  
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Fax: 0161 499 0298  
[enquiries@afeonline.com](mailto:enquiries@afeonline.com)

**AFE Oxford**  
Pilot Shop, Oxford Airport  
Kidlington  
Oxford OX5 1QX  
Tel: 01865 841441  
Fax: 01865 842495  
[tech@afeonline.com](mailto:tech@afeonline.com)



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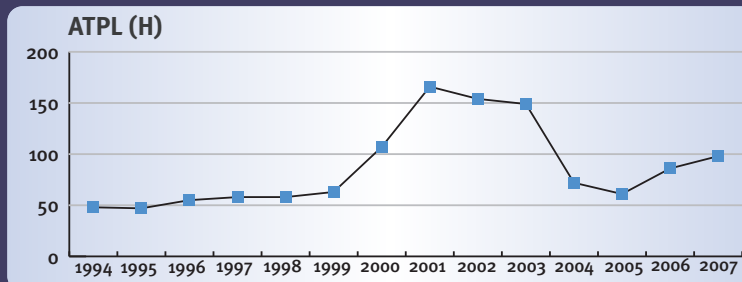
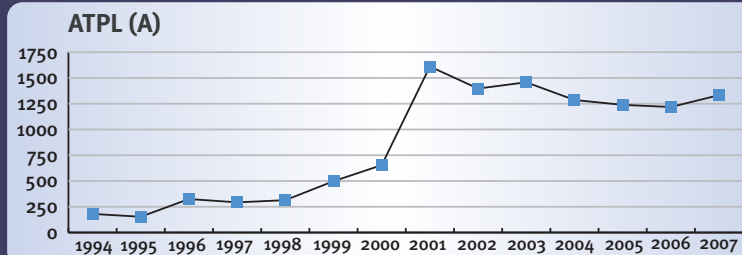
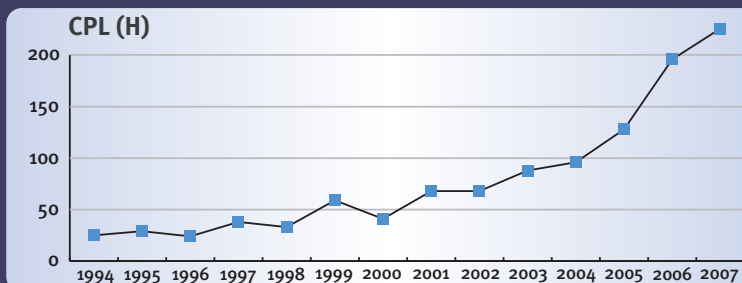
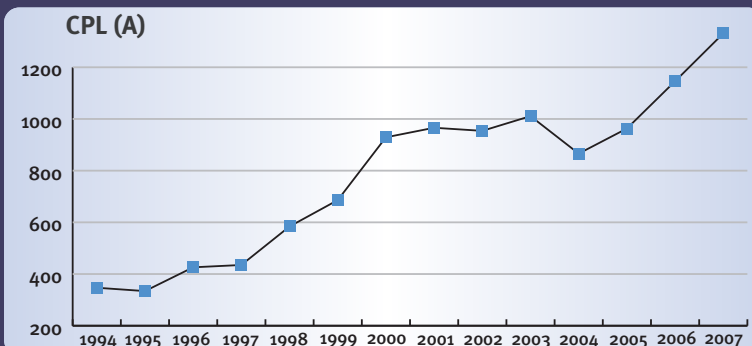
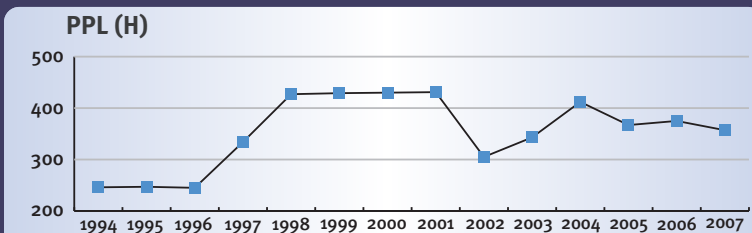
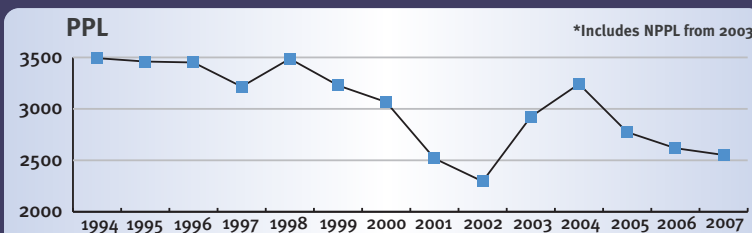
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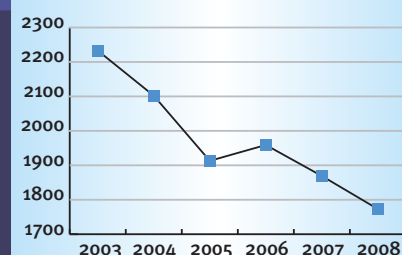


# DATA & STATISTICS...

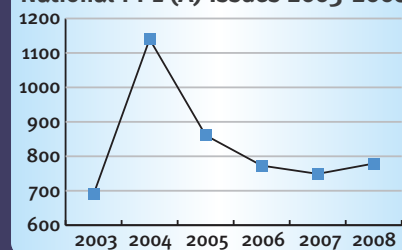
## UK Initial Licence Issues



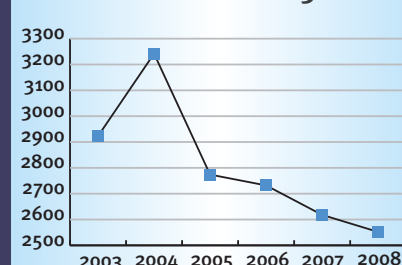
### JAR PPL (A) Issues 2003-2008



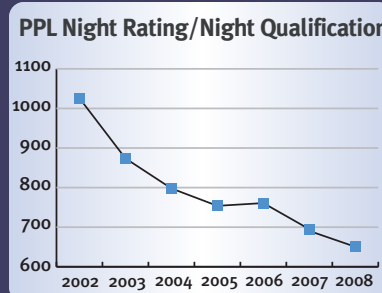
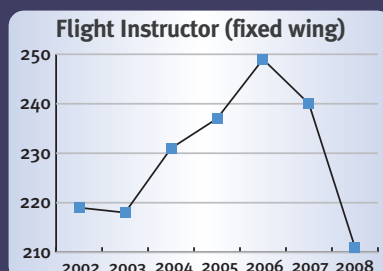
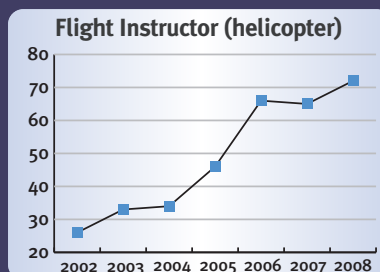
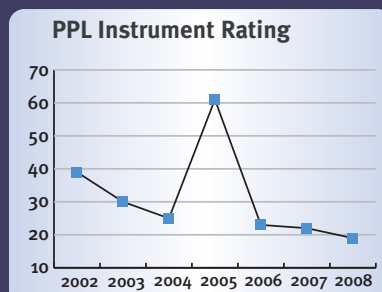
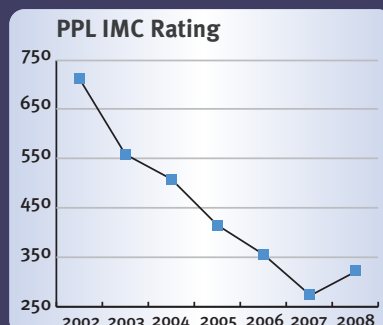
### National PPL (A) Issues 2003-2008



### Total PPL issues 2003-2008



## 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

(Source: 2007 UK AIP)

**142**

## Professional Flying Training Organisations UK and ROI

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

**107**

## Microlight Schools UK and ROI

(Source: Flight Training News)

**107**

## Helicopter Schools UK and Ireland

(Source: Flight Training News)

**102**

## Current Licence Processing Turnaround

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

• Professional Flight Crew	10 March 2009
• Private Flight Crew	10 March 2009
• Instructors	16 March 2009
• NPPL Flight Crew	9 March 2009

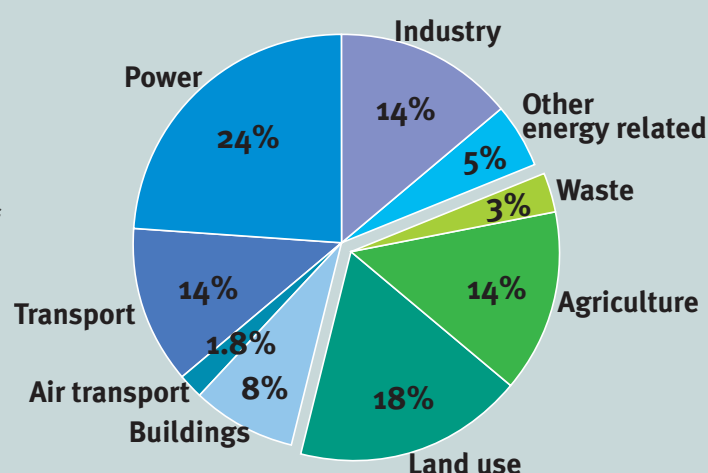
(Source: CAA)

## 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

Since the new regulations were introduced last year, 27 European aircraft have been equipped for secure use of standard mobile phone handsets on board while flying in European airspace. The number is expected to double by the end of 2009.

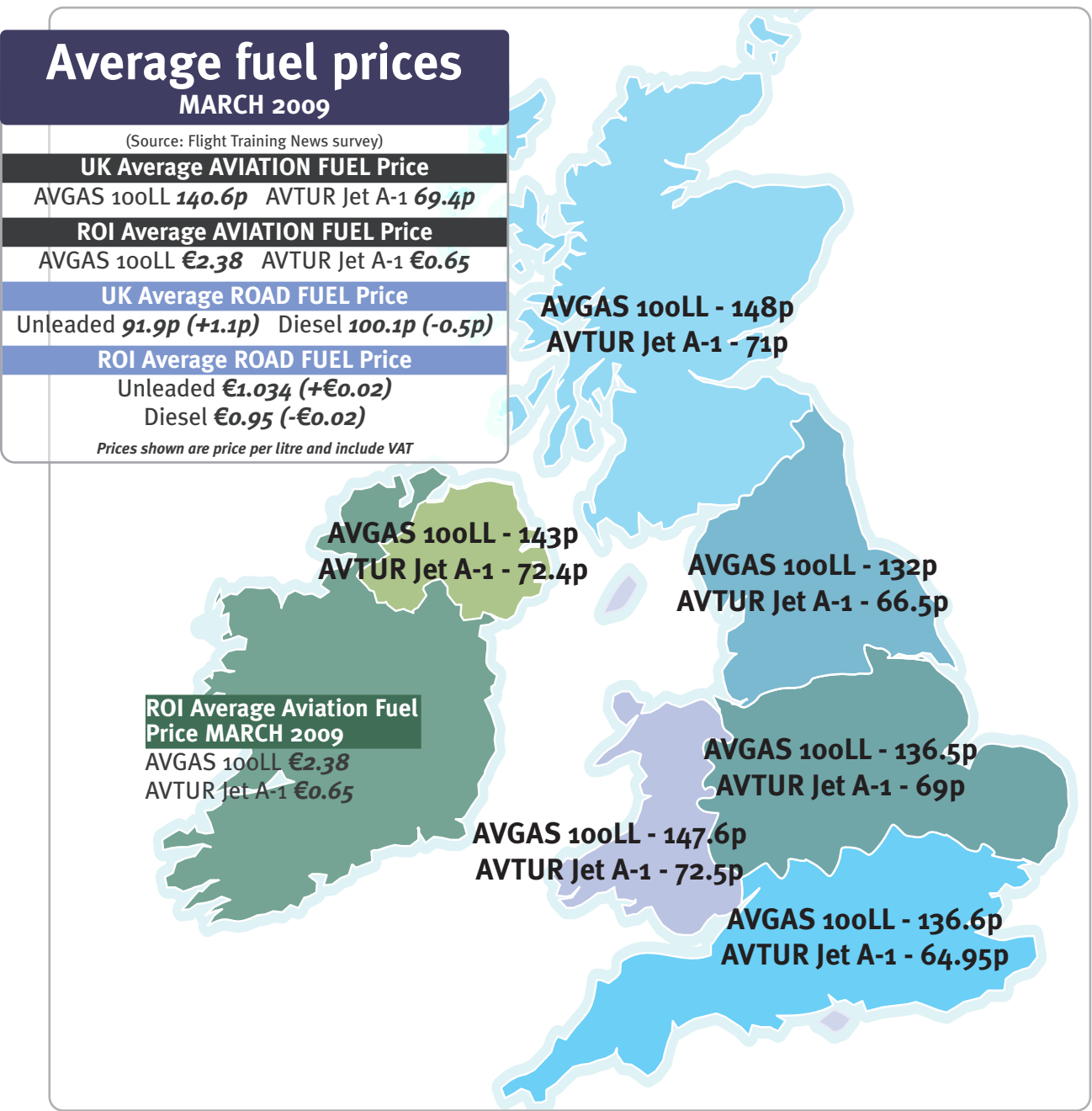
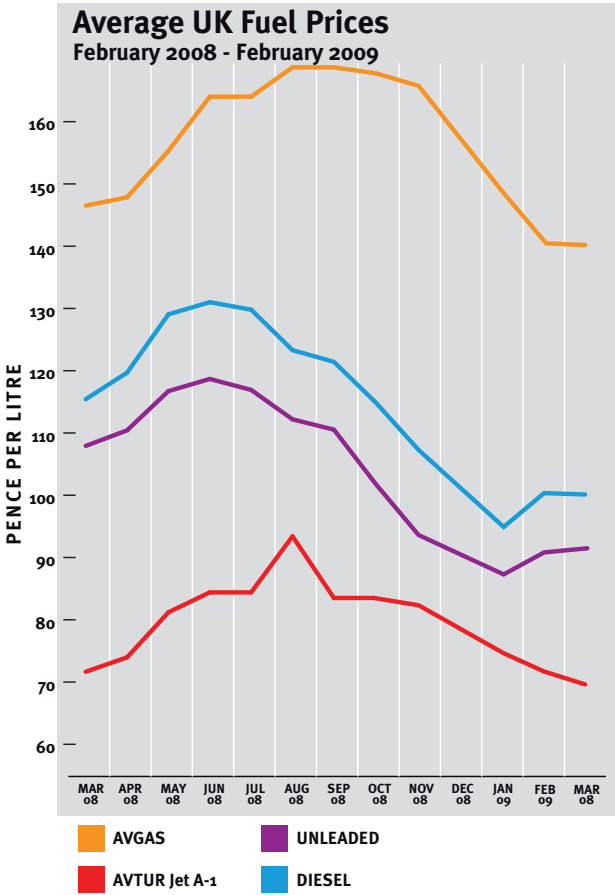
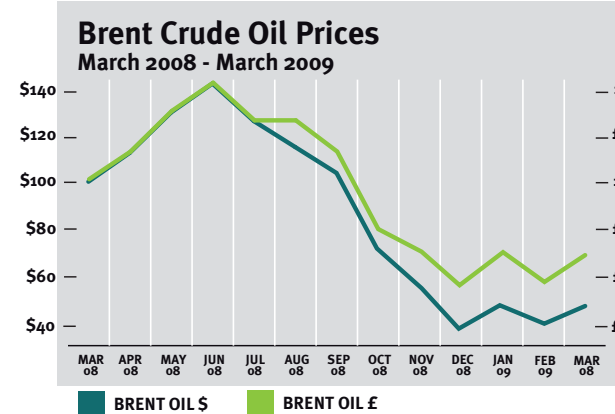
## EUROPEAN GENERAL AVIATION

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)



# DATA & STATISTICS...



## Forthcoming UK and ROI JAR Theoretical Knowledge exams

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

Exam Month	Closing date for applications	Subjects	Exam Dates
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
JUNE	18/05/09	Principles of Flight, Airframes, Mass and Balance, Performance	Mon 1 June
		Instrumentation, Operational Procedures, Flight Planning	Tue 2 June
		General Navigation, Radio Navigation, Meteorology	Wed 3 June
		Air Law, Human Performance, VFR Communications, IFR Communications	Thur 4 June

**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
MAY	04/05/09	CPL/ATPL/IR	25-28 May
MAY	08/05/09	PPL	25 May

## Downing Street Petitions and Campaigns

Campaign	Deadline	Current Signatures	Sign up
Award official student status to British trainee professional pilots	2nd Sept 2009	519	<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>
Protect the RNLI from paying licence fees for using Maritime radio frequencies	8th Oct 2009	27,620	<a href="http://petitions.number10.gov.uk/RNLI-RF-licences/">http://petitions.number10.gov.uk/RNLI-RF-licences/</a> "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	19,579	<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

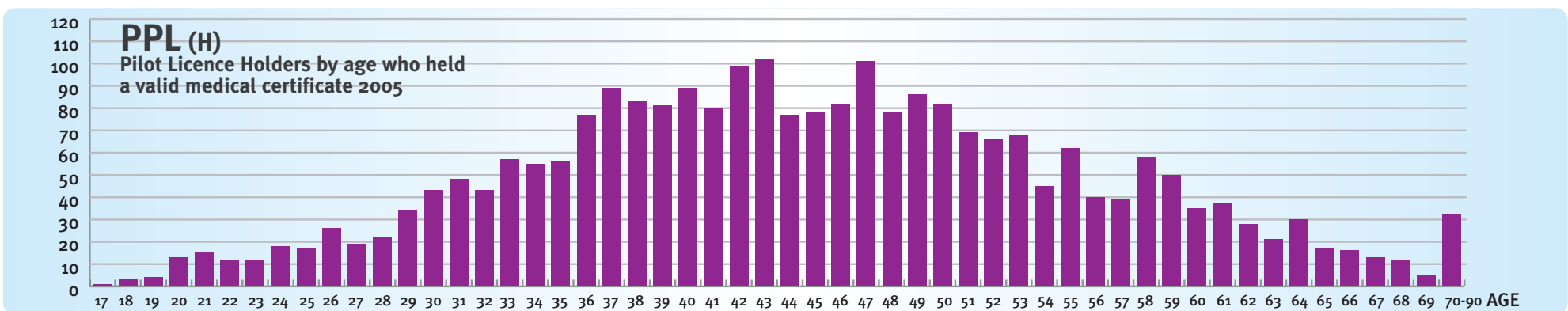
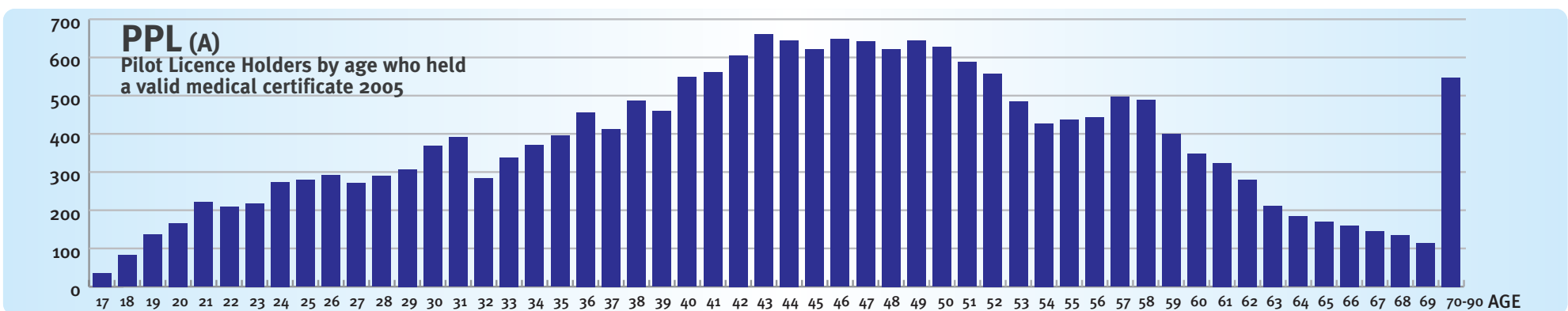
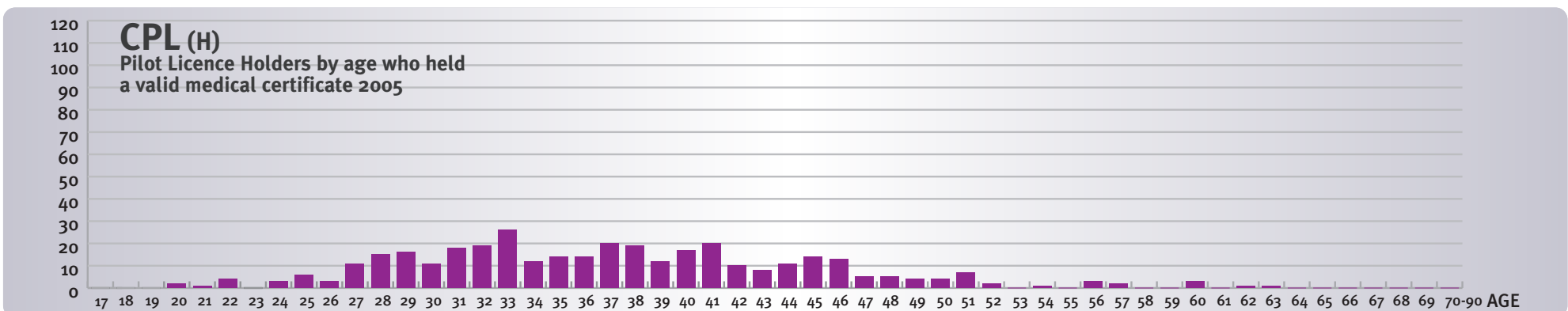
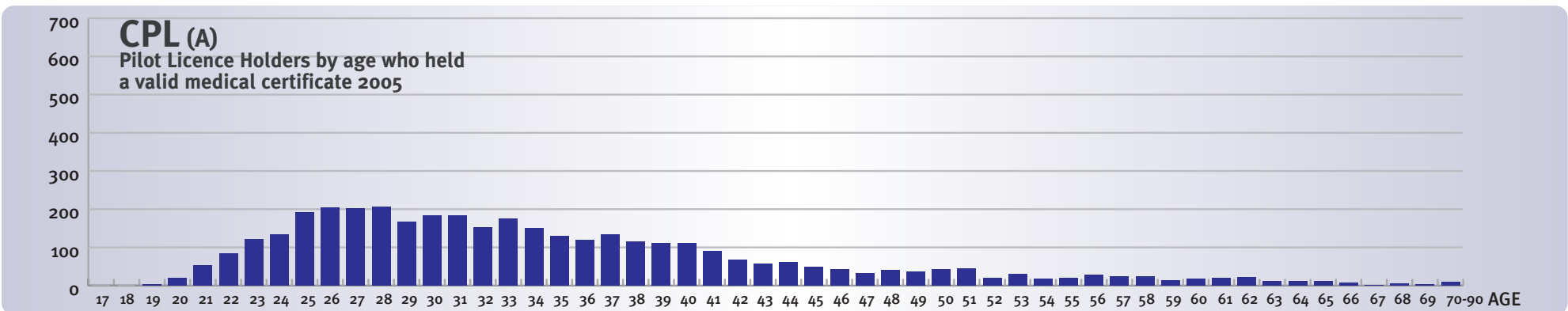
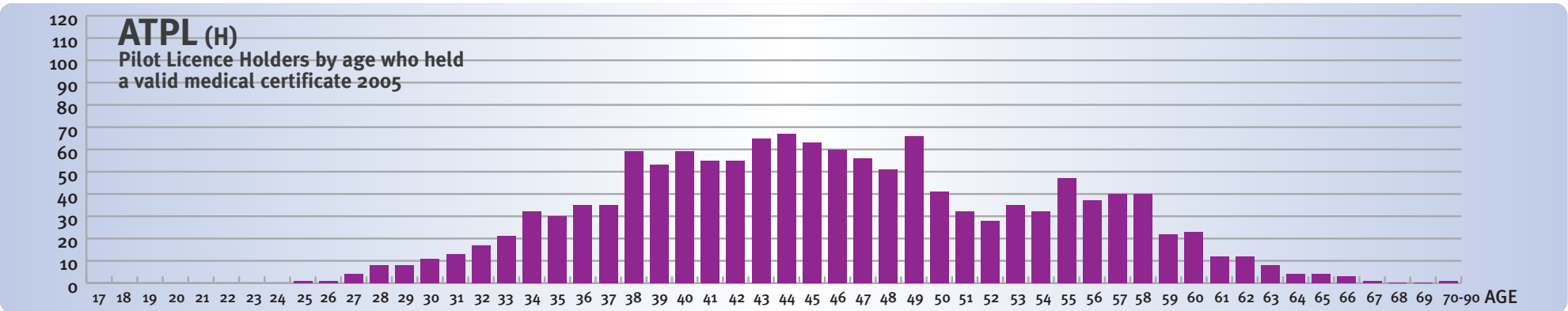
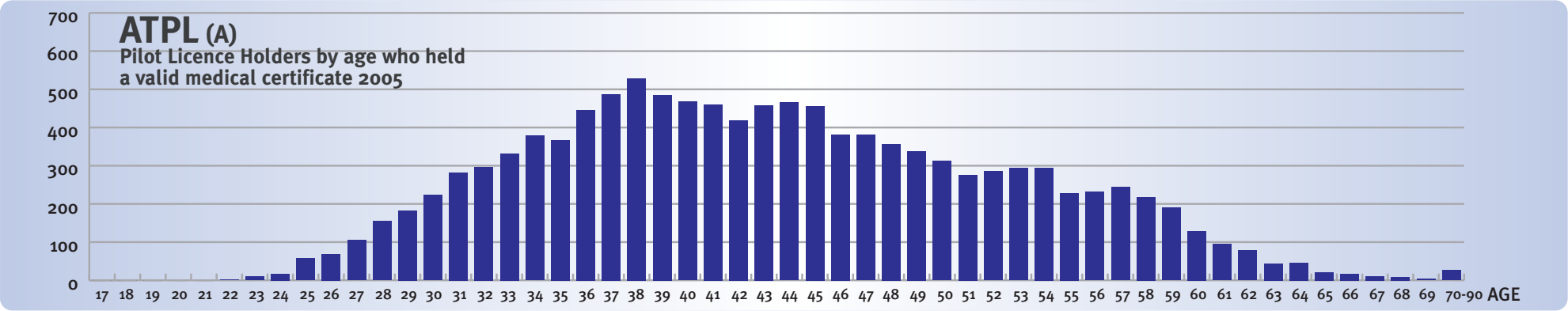
Consultation	Deadline	Details	Link
Letter of Intent	n/a	To Amend the Air Navigation Order 2005 to make provision for the CAA to suspend provisionally the Certificates of Airworthiness of UK-Registered examples of an aircraft type that is regulated by the European Aviation Safety Agency (EASA)	<a href="http://www.caa.co.uk/default.aspx?catid=1868&amp;pagetype=90"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

## EASA Open Consultations

Consultation	Deadline	Details	Link
NPA 2008-22a NPA 2008-22b NPA 2008-22c NPA 2008-22d NPA 2008-22e 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>



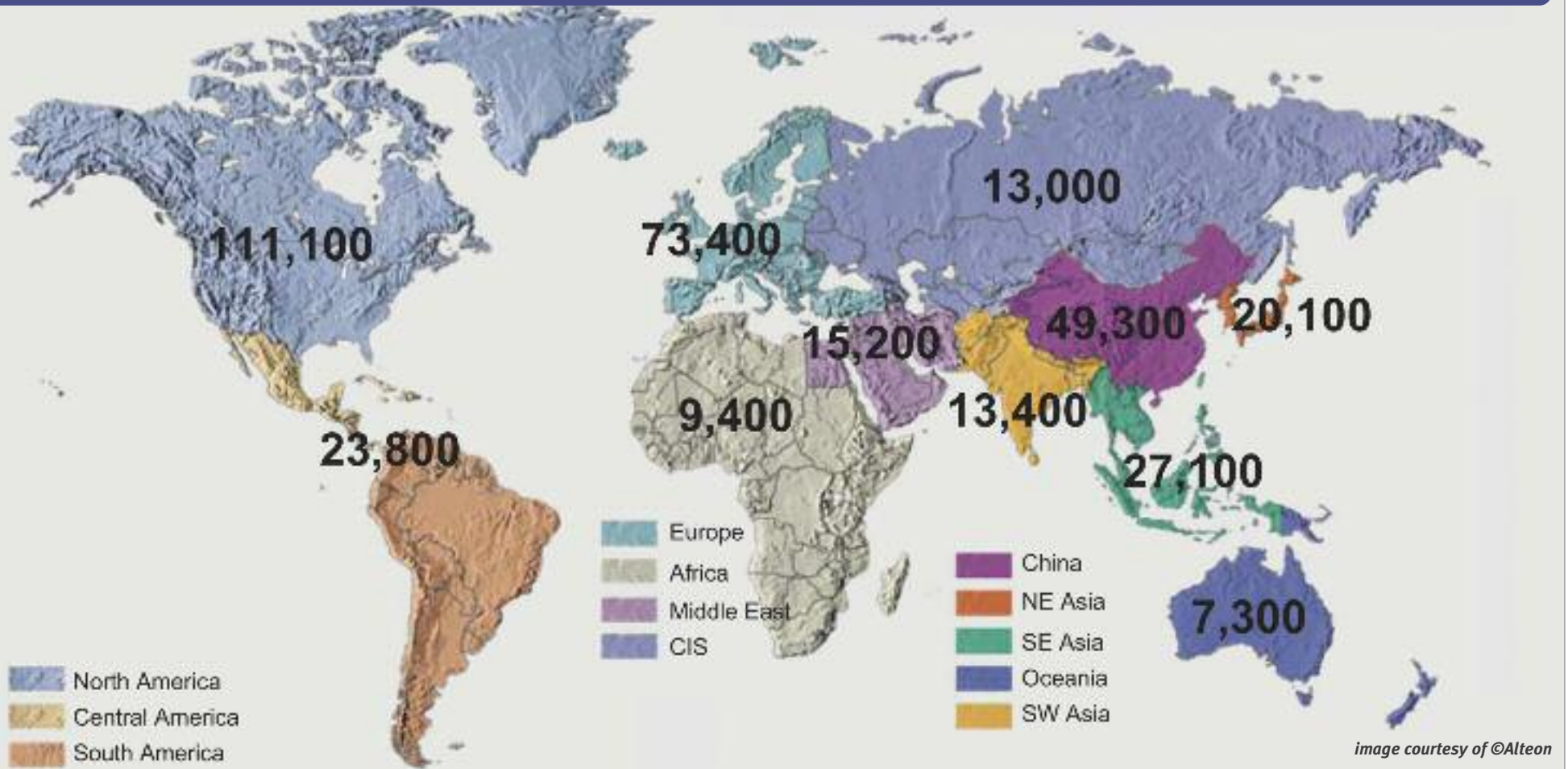
# DATA & STATISTICS...





# 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:

December 2008

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

February 2009

	February 2009	February 2008	Change
Passengers	2,169,000	2,413,000	-10.1%
Load Factor	68.1%	69.7%	+2.4%

### easyJet passenger statistics

February 2009

	February 2009	February 2008	Change
Passengers	3,018,910	3,240,767	-6.8%
Load Factor	87.0%	84.6%	+3.7%

### Ryanair passenger statistics

February 2009

	February 2009	February 2008	Change
Passengers	4,130,000	3,840,000	+7%
Load Factor	78%	75%	+3%

### BAA airport passenger statistics

February 2009

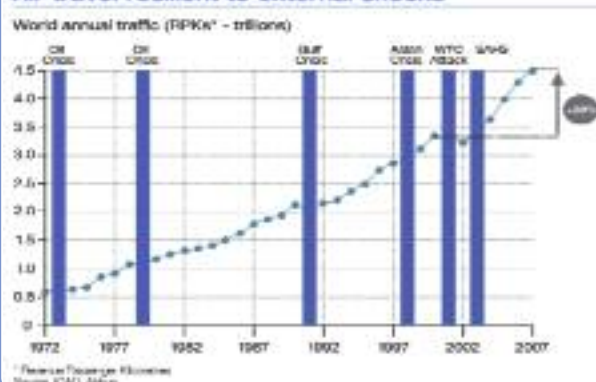
Airport	Passengers Mar 2008 to Feb 2009	Change
Heathrow	66,348.0	-2.4%
Gatwick	33,603.5	-4.9%
Stansted	21,925.4	-6.9%
Southampton	1,910.3	-3.1%
Glasgow	7,987.1	-8.1%
Edinburgh	8,884.1	-2.5%
Aberdeen	3,254.4	-5.1%

### UK National Air Traffic Services traffic data

Type of Flight	Feb 2009	Feb 2008	Change
UK Flights	154,535	180,737	-14.5%
Transatlantic Arrivals/Departures	8,774	10,302	-14.8%
Other Arrivals/Departures	92,497	108,757	-15.0%
Domestic	32,049	37,632	-14.8%

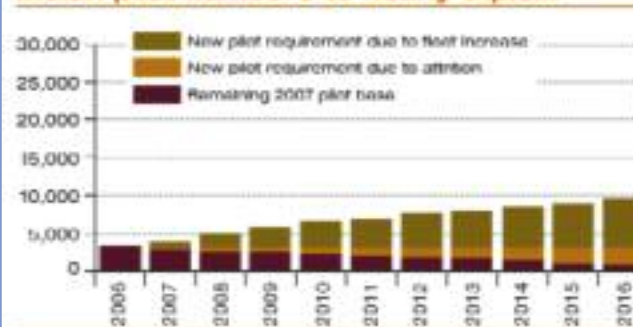
### Airbus Passenger Traffic Data – the long term view

Air travel resilient to external shocks

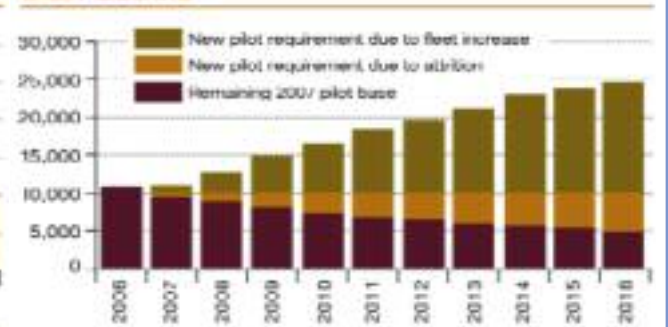


### Airbus Pilot Demand Forecast – emerging markets

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



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





# SAFETY MATTERS

# Engine overspeed occurred during standardisation training

The purpose of the flight was to conduct standardisation training and Operational Proficiency Checks (OPC) on two pilots who had recently completed their type training and Licence Skills Test on a Super Puma helicopter. The weather was good and the intention was to commence the training by carrying out a maximum performance rejected take-off. The flight had been fully briefed and the performance, weight and balance calculations had been completed prior to departure. The helicopter performance calculations were based on the training weights permitted in the Flight Manual Supplement relating to the engine Training Idle System (TIS). The TIS allows the commander to simulate an engine failure on either engine by reducing its power to a training idle condition. The engine not selected to training idle powers the rotor system and is referred to as the operating engine. Should the operating engine fail, the engine at training idle automatically accelerates to power the rotors.

Following a normal start on both engines the TIS was tested in accordance with the operator's Standard Operating Procedures (SOPs) and found to be fully serviceable. The helicopter was ground taxied to the 1,829m runway. Following two demonstrations of an engine failure in the hover, using the TIS, the commander then demonstrated the rejected take-off profile using a Take-off Decision Point (TDP) of 60kt. Following this demonstration, the helicopter stopped on the runway approximately half way along its length and was then ground taxied back to the threshold.

A rejected take-off was then flown by one of the pilots under training using the same TDP and, as before, approximately half the length of the runway was used. Since there was sufficient runway length remaining, the pilot repeated the exercise. The helicopter was initially established in a 10ft hover and then accelerated along the runway. As the airspeed passed through 28kt at a height of 39ft, the commander simulated a failure of the left engine using the TIS. The pilot lowered the collective control lever and pitched the nose up to 20° in order to reduce speed. As the speed decayed, the nose was lowered and the helicopter descended normally. The collective control lever was raised to cushion the landing, but at about 10ft the crew heard the sound of an engine running up, accompanied by a loud bang and the sound of the low main rotor rpm (Nr) warning. The commander took control of the helicopter, adopted the landing attitude and raised the collective control lever to its maximum limit. The helicopter continued to descend and touched down firmly with the left engine accelerating. The Nr which had decayed to 68% just prior to the touchdown began to increase and eventually stabilised at 90%.

The crew noted what appeared to be smoke or vaporised fuel on the right side of the helicopter and requested the attendance of the Airport Rescue and Fire Fighting Service (ARFFS). The crew identified from the cockpit indications that the right engine had suffered an over-speed condition and carried out the engine shutdown drill in accordance with the emergency checklist. Following confirmation from the ARFFS that there were no signs of fire, and noting that all other helicopter systems were normal, the commander taxied back to the operator's parking area.

The main rotor gearbox was disassembled at the operator's overhaul facility under AAIB supervision and in the presence of the manufacturer's representative. No mechanical defects were found within the gearbox with the exception of the right engine freewheel unit which had been severely damaged.

## Takeoff and landing profiles

The AS332L2 has takeoff and landing pro-

files for both clear area and helipad operations. These profiles ensure that the helicopter complies with Performance Class 1 requirements.

In order to ensure that the helicopter can either land or fly away in the event of an engine failure the profiles have Take-off Decision Points (TDPs). During a clear area take-off the TDP is calculated on the distance available for landing should the helicopter have to abandon or reject the take-off and/or the maximum weight, whichever is the more limiting. The TDP is based on Indicated Airspeed (IAS) and an associated height. The TDP may be varied, the heavier the helicopter, the higher will be the IAS and height that define the TDP. With a limiting reject distance, the TDP IAS and height will be lower. If an engine fails prior to TDP the take-off is rejected and the helicopter should stop within the predetermined distance. Should an engine fail after the TDP, the helicopter can be flown away providing a target IAS is maintained and the correct power is set on the operating engine.

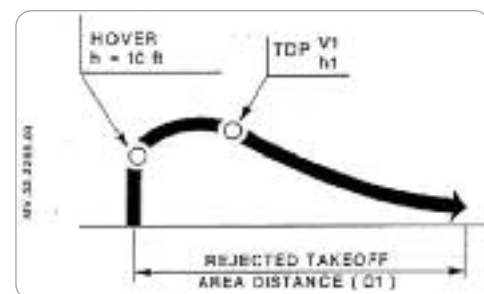
The Landing Decision Point (LDP) for a clear area landing profile is a fixed height of 100ft and requires an IAS of 35kt at that height with a rate of descent less than 400fpm at the LDP. In the event of an engine failure before LDP the helicopter may continue to land or the pilot may go around and climb away. After LDP the helicopter must be landed and should stop within the promulgated landing distance.

When operating at a helipad the TDP is a fixed point, 130ft above the pad and with a horizontal back up distance from the pad of 125m. LDP is the same as for a clear area but the approach is steeper. The take-off, landing and rejected takeoff profiles are set out below.

## Clear area profiles

### Takeoff with Single-Engine Failure recognised at or before the TDP

Abort takeoff as soon as engine failure occurs.

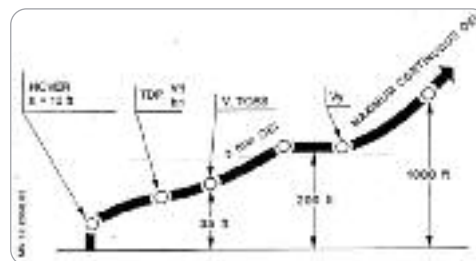


- Reduce the collective pitch while maintaining a rotor speed of at least 250 rpm (94%), and adopt a nose-up attitude of 10° to 20°, allowing the aircraft to climb slightly.
- As aircraft begins to sink, control attitude and cushion touchdown.
- On the ground, reduce collective pitch to

minimum and use wheel brakes to stop the aircraft.

### Takeoff with Single-Engine Failure at or after the TDP

Continue the take-off procedure.

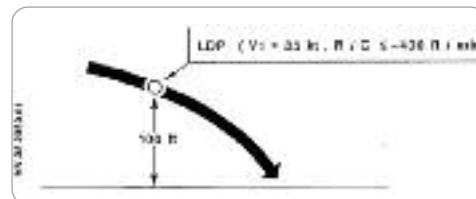


$V_I (IAS) = V_{TOSS} (IAS) - 10kt$  [where  $V_{TOSS}$  is the Take-off Safety Speed]

- Control Nr
- Accelerate to or maintain  $V_{TOSS}$ .
- At  $V_{TOSS}$  reduce collective pitch to 2-minute One Engine Inoperative (OEI) rating and simultaneously shift Ng stop to 2-minute OEI rating position.
- At a height of 200ft, level off and accelerate from  $V_{TOSS}$  to  $V_y$  (best rate of climb airspeed).
- At 200ft but no later than when the OEI LO caption flashes, adjust collective pitch to maximum continuous OEI rating.
- Retract landing gear and continue climbing at  $V_y$ .

NOTE: If landing gear is retracted below 60kt, then red L/C caption will flash.

## Normal Landing

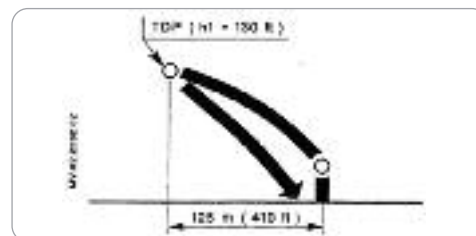


- After reaching LDP, proceed with a straight-in approach, reducing speed regularly to enter hover IGE at a height of 10 feet.
- Proceed with normal landing.

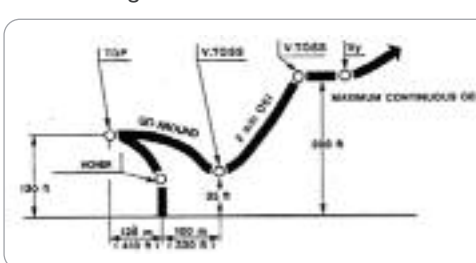
## Helipad profiles

### Takeoff with Single-Engine Failure at or before the TDP (before aircraft rotation)

Abort take-off as soon as engine failure occurs.



### Takeoff with Single-Engine Failure at or after the TDP (aircraft rotation started)



## Conclusion

The safe outcome of this incident was dependent upon a combination of the point at which the failure of the freewheel unit occurred and the prompt corrective action taken by the commander. The information presented in the Flight Manual Supplement does not appear to accurately reflect the behaviour of the helicopter or the technique to be employed following a failure of the operating engine and may provide a false sense of security if using the TIS. The Flight Manual Supplement should alert the pilot to the limitations of the system and in particular the technique to be used should the operating engine fail. Therefore:

## Safety Recommendation 2009-003

It is recommended that Eurocopter should review the operation of the Training Idle System on the AS332L2 helicopter in the event of the failure of the operating engine. Eurocopter should ensure that the behaviour of the helicopter in terms of Nr recovery and any height loss are included in the Flight Manual Supplement, Supp 3. The correct pilot technique for managing such an event should also be included. This information should be based on flight test data.

Furthermore, the AS332L2 is one of a number of helicopters fitted with a Training Idle System, or similar system. As no certification requirements are stipulated for such systems, there may be other helicopters where the operation of the TIS is not accurately documented. Therefore:

## Safety Recommendation 2009-004

It is recommended that the European Aviation Safety Agency should review the accuracy of Flight Manual information covering Training Idle Systems fitted to all helicopter types or models. They should ensure that the information on the system, the behaviour of the helicopter and the correct pilot technique to be employed in the event of the operating engine failing are correctly documented.

Moreover, there is no current requirement within the certification process for the Training Idle System to be evaluated with a failure of the operating engine. Data derived from such tests would ensure that the correct information was included in the Flight Manual and that accurate data was used for the modelling of flight simulators. Therefore, the following two Safety Recommendations are made:

## Safety Recommendation 2009-005

It is recommended that the European Aviation Safety Agency should require that when a helicopter is fitted with a Training Idle System, or similar system, the effects of a failure of the operating engine are determined during the flight test and certification process.

## Safety Recommendation 2009-006

It is recommended that the European Aviation Safety Agency should ensure that where a Training Idle System is fitted to a flight simulator the handling qualities and performance of the helicopter, following the failure of the operating engine, are accurately modelled.

From an AAIB report



## SAFETY MATTERS

# Solo student V strong crosswind

On the morning of the accident the student flew 17 circuits, 13 of which were solo, the student had completed the first solo flight the day before. Following a lunch break the student flew two further circuits with an instructor, who then authorised the student for a further hour of solo circuit flying.

ATC records reportedly showed that the surface wind direction had been close to 90° to the runway for most of the day. At the time of take-off for the dual flight in the afternoon, the indicated windspeed was 15kt, occasionally gusting to 25kt. When the student pilot commenced the solo take-off, the gusts had apparently died away. The surface wind registered at the time was 160° at 15kt and this was passed to the pilot. The Flight Manual for the aircraft type states that:

*‘The maximum crosswind component in which the aeroplane has been demonstrated to be safe for take-off and landing is 17 knots at a tower height of 33 feet.’*

Based on the indicated wind, the crosswind component would have been only around 2kt below the demonstrated maximum value.

The solo student commenced the take-off roll and as the aircraft accelerated along the runway, it veered to the left. The student reportedly applied right rudder, but the aircraft did not respond. The student retarded the throttle and attempted to stop, but was unable to prevent the aircraft from departing the left side of

the runway and colliding with a hedge and fence situated around 50 metres from the left edge of the runway. There was no fire. The ATC operator sounded the crash alarm and the airfield emergency services attended the scene.

The ATC operator reported that when he returned to the control tower around 20 minutes after attending the accident, the maximum windspeed indicator registered 32kt. The time at which this gust had occurred was not recorded.

The aircraft suffered impact damage to both wing leading edges, the propeller and the engine cowl and was beyond economic repair. Wheel tracks from the aircraft found by the airfield authorities reportedly curved smoothly away from the runway heading. An eyewitness reported that the veer to the left started before the aircraft reached the midpoint of the runway, at an estimated ground speed of 45-50kt, and that none of its wheels left the ground. He considered that the aircraft appeared somewhat nose-low during the ground run. With this type of aircraft, excessive load on the nosewheel due to insufficient back pressure on the control yoke can cause a reduction in directional controllability.

Difficulties were experienced in obtaining full information on the circumstances of the accident from either the student or the instructor, but it appeared that the crosswind and pilot's lack of experience in such wind conditions were significant contributory factors to the accident. The reasons for the student having been authorised to fly solo in such conditions could not be established.

*From an AAIB report*

## SAFETY SHORTS

### ‘Wrong rudder input’ landing accident

According to an incomplete report provided by the owner of the flying school, the aircraft departed the side of the runway on landing, because of a “wrong rudder input”. The air traffic control officer on duty observed the accident and also submitted a report. He stated that the pilot was a student pilot on first solo flight and that the pilot appeared to flare too soon for landing. A heavy bounced landing occurred, after which directional control was lost and the aircraft departed the side of the runway.

The initial notification to the AAIB stated that the nose landing gear wheel and one main wheel were damaged; the report from the owner of the flying school stated that only ‘light nose wheel’ damage occurred. Attempts by the AAIB to contact the owner of the school were unsuccessful.

*From an AAIB report*

### Directional control lost during take-off

The student pilot was on second solo to practise circuits, having had a dual sortie with an instructor after first solo. The instructor was very satisfied with the student's abilities on the dual sortie. After positioning the aircraft into wind, the solo student opened the throttle rapidly and the aircraft swung violently to the left. By admission, the student was late in applying corrective right rudder and considers that the take-off should have aborted at that point, however the student continued to accelerate in the hope that the aircraft would soon become airborne whilst still heading roughly on the grass runway heading. The student stated that pressure was inadvertently applied on the left brake pedal, which turned the aircraft sharply to the left and towards an agricultural roller standing in an adjacent field. The left

wheel struck a runway marker before running through the perimeter fence, striking the roller with the left wingtip and coming to rest.

The pilot assessed the causes of the accident as being the application of full throttle too rapidly at the start of the takeoff run and the inadvertent application of left brake.

*From an AAIB report*

### Distractions during taxiing...

The student pilot had just landed from a solo flight and was taxiing back to parking. After making a left turn the student became distracted during a radio call and did not notice that the aircraft was still rolling towards a Hangar. The student pilot tried to turn away but the aircraft's right wing tip hit the side of the hangar; this caused the aircraft to pivot to the right and the propeller struck the hangar door. The pilot shut down the engine and vacated the aircraft.

*From an AAIB report*

### ... and other misjudgements

After landing, the pilot of a light twin had intended to taxi the aircraft into a position from where it could be pushed backwards into a vacant space between a Cessna 208B and another parked aircraft. The light twin was taxiing with the parked aircraft to its right and, as it passed the Cessna's nose, the pilot initiated a right turn off the taxiway. This was to be followed by a left turn to bring the aircraft into a position ahead of the two parked aircraft, from where it could be pushed backwards into the parking space. As the light twin's right wing passed underneath the Cessna's wing, the pilot started to turn left, resulting in the top of the light twin's rudder striking the leading edge of the Cessna's right wing.

*From an AAIB report*



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

## The ‘relief’ instructor part 3

With relief instructor Buck Allman turning out to be a conman, the FSM was in a bit of a pickle when we last left him. Buck was airborne (just) with a trial lesson student and the FSM was contemplating how to resolve this tricky situation.

Having discovered that my stand-in instructor didn't have an instructor's licence or, for that matter, any sort of pilot's licence at all, things were looking bad for us. He'd been airborne now for more than the allotted 30 minutes and I had that sinking feeling that we wouldn't be seeing him again in a hurry. I knew I'd have to call the police soon and alert the Civil Aviation Authority as well, but the thought of explaining the situation to them was hardly filling me with joy. The alternative of packing up shop and doing a bunk to the nearest country without an extradition agreement with the UK was tempting, but we FSMs are made of sterner stuff than that. Well, OK, I didn't know where my passport was at that particular moment, but I like to think that I'm not a man to shirk responsibility...

Just as I was about to give in and call the authorities, Linus popped his head round the door saying he had Lorna from the Posh Flying School at Walton-on-the-Neys airfield on the phone.

“What does she want Linus? Can't you see I'm in the middle of a crisis here and haven't got time to chew the fat with Lorna?”

“You better take the call boss,” replied Linus. “Lorna says that Kilo-Lima has just landed there.”

“WHAT!! God, I hope everyone's all right. Transfer her through to my desk will you.”

“Lorna, good morning, hope you're well –”

“What the hell is going on?” interrupted Lorna. “Your Cessna 150 has just landed on our strip and is currently parked at the end of the runway, with a terrified passenger on board.”

“Oh? How odd. Is the instructor there as well?” I asked, innocently.

“Him! Well, I don't know what's going on here, but Gladys in the Tower says she saw your instructor shut down the engine, climb out of the aircraft, run to the boundary fence, jump in a car that was waiting for him and speed off,” reported Lorna. “So, I say again, what the hell is going on?”

Thinking quickly (a talent we FSMs learn from an early age), I told Lorna: “Ah, yes, well that will be our new part time instructor Vince. I gather he got a call on his mobile informing him that his wife has just gone into labour and so he diverted to your airfield, yours being nearest to the hospital, having arranged for a friend of his to collect him by car.” Brilliant! Nothing

like thinking on one's feet to get the cerebral juices flowing.

“Hmm, OK, but why didn't he just call the tower and ask us to take him to the hospital, instead of blocking the end of the runway and making off like he was some sort of criminal? Men! Well, I guess he wasn't thinking straight – beats me how you lot even manage to make it out of bed in the mornings...”

“Right, well we'll pull your Cessna of the end of the runway,” Lorna continued. “I presume you are sending someone to collect it?”

“Yes, of course, I'll get on that straight away Lorna. Many thanks for all your help and I'm sorry to cause you all this trouble. Next drink is on me!” I added, ending the call.

“LINUS!” I yelled. “Get in here, will you.”

“Yes boss?” replied Linus with his usual rabbit-caught-in-the-headlights look as he peered round my office door.

“Linus, it looks like Buck, may he rot in hell, has done a runner over at Walton-on-the-Neys. I need you to arrange for two pilots – doesn't matter who, just make sure they're current – to fly over there and pick up Kilo-Lima and our stranded student. OK?”

“Yes boss, on it now. John and Terry are in the clubhouse and I know they'll be happy for the free flying time,” answered Linus.

“Good, off you go then.”

Now then, I thought, how to get my own back at Buck? He's taken the club to the tune of two week's wages, a £700 headset, charts, pens etc; has no doubt terrified a trial lesson student and stranded one of our aircraft at Walton-on-the-Neys airfield. I need revenge! Then I remembered that his car must still be in the car park.

I went outside and spotting the only car I didn't recognise, assumed it to be Bucks. Right, time for a little direct action. The car, a brand new Alfa Romeo, looked too good to damage, so I decided to just let the tyres down for the time being. At least it would mean Buck wouldn't be able to sneak in and grab it without alerting us to his presence. Got him!

An hour or so later and John and Terry landed back with Kilo-Lima and our trial lesson student. I then spent the next fifteen minutes pacifying the student, even refunding him for the flight. He went away happy in the end. Or so I thought!

Storming up to the Ops desk a few minutes later, our student confronted me, saying: “Just what is wrong with this place? First you give me an instructor who abandons me at some godforsaken airfield, now I find someone has let my car tyres down. What on earth is going on?”

Oh goody, I thought. Business as usual...



## SCHOLARSHIPS &amp; SPONSORSHIPS



# GAPAN PPL and JOC scholarships

The majority of scholarships administered by the Guild of Air Pilots and Navigators (GAPAN) continue to run this year, despite the economic downturn which has seen a number of other scholarships put on hold.

Of those that have temporarily been put on hold, the most notable is the JN Somers scholarship, which is the only fully-funded Air Transport Pilot Licence (ATPL) scholarship available in the UK. This means that individuals who had hoped to take advantage of this £80,000-100,000 scholarship will either have to wait and see if it is re-instated for 2010 or look at other funding options.

For students who wish to follow the integrated training syllabus, there are no other fully-

funded schemes available currently, but a few airlines continue to offer either part-sponsored or mentored schemes that are well worth looking out for. The most active of the airlines when it comes to coordinating mentored/part-sponsored schemes is undeniably Flybe. Flybe run a number of schemes each year that provide students with financial and mentoring assistance during their training. While the mentored schemes tend to offer very little or even no financial assistance, the pre-selection element

of the course means that students have letters of endorsement from an airline expressing an intention to employ them when they graduate that makes it easier to secure bank loans.

In this current economic climate however, the number of places on part-sponsored/mentored schemes are relatively few and consequently competition is fierce. But, for those individuals who intend to follow the modular training route instead, where students undertake training in tranches, generally over a longer period in order

to fit in with other family/work commitments, there are still a number of schemes on offer that provide financial assistance.

This month, FTN is concentrating on the two extremes of a student's commercial flight training syllabus – the Private Pilot Licence course, which is first stepping-stone towards a commercial licence, and the Jet Orientation course, where newly qualified commercial pilots can hone their flightdeck skills prior to interview with an airline.

## GAPAN PPL SCHOLARSHIPS

**DEADLINE 7 APRIL 2009**

GAPAN has a minimum of six PPL scholarships to award in 2009 thanks to the generosity of several sponsors. These scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL.

Providing up to 45 hours of flying, these scholarships can take a candidate with little or no experience to their flying licence during the course of the summer, alternatively they can "finish off" someone who is partially trained already. The scholarships are awarded entirely on merit as evidenced on the completed application form as assessed by a selection committee appointed by the Guild.

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

### The criteria for successful applications includes:

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

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

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

**CLOSING DATE - 9 APRIL 2009**





# GAPAN & EPST JET ORIENTATION COURSE SCHOLARSHIP

DEADLINE 28 AUGUST 2009

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

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

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

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

CLOSING DATE -28 AUGUST 2009



	AIRCRAFT TYPE				FLYING TRAINING TYPE													OTHER		
	FIXED WING	ROTARY	GLIDER	BALLOON	ATPL	CPL	IR	PPL	GLIDER LICENCE	NPPL	FI(R)	FI(MULTI)	FI(INSTRUMENT)	FI(AEROBATICS)	JOC	AEROBATICS	PRE-SOLO	ENGINEERING/ OTHER	WOMEN ONLY	ACTIVE NOW
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Air League Prince Philip Flying Scholarship	•									•										
Air League Flying Scholarships	•									•							•			
Air League Flying Bursaries	•	•	•		•	•		•		•	•	•				•				
Air League Gliding Scholarships				•					•							•	•			
Air League Balloon PPL Scholarship				•				•												
Air League Engineering Scholarships																		•		
Atlantic Airlines Cadet Pilot Sponsorship Scheme	•				•															•
British Aerobatics Foundation Annual Bursary Scheme	•															•				•
BWPA Amy Johnson Memorial Trust Scholarship	•	•			•	•					•	•	•	•					•	
BWPA PPL Training Bursary	•	•						•											•	•
Caroline Trust				•					•								•			•
Dennis Kenyon Junior Helicopter Flying Scholarship		•						•												•
Flying Scholarships for the Disabled	•							•		•							•			•
GAPAN JN Somers ATPL Scholarship 2009	•				•															
GAPAN PPL Scholarships	•							•												•
GAPAN Flight Instructor (Restricted) (Fixed Wing) Rating Scholarship	•										•									•
GAPAN Flight Instructor (Restricted) (Rotary) Rating Scholarship		•									•									•
GAPAN & EPST Jet Orientation Course Scholarship	•														•					•
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GAPAN Flight Instructor Bursary Programme – Aerobatics Instructor (up to £1,250)	•													•						•
GAPAN Flight Instructor Bursary Programme – Multi-Engine Instructor (up to £3,000)	•											•								•
Glen Stewart Flying Scholarship Trust	•							•												•
Highland Airways Cadet Pilot Sponsorship	•				•															
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# Squawk!

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



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