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# NEWS

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# Squawk!

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

## Barely Believable

It is a generally perceived wisdom that in the UK, it is those in the North that are particularly hardy. Anyone who has ever been to Newcastle on a Saturday night in the winter will know exactly what we mean – there's more flesh on show than on an average Mediterranean beach even as the snow comes down.

However, we have now seen convincing proof that this stereotype is completely wrong and it is in fact the Southern half of the UK that houses the truly invincible. Imagine the scene, it's the 7th January and across the UK the snow is piling in and the temperatures are well below freezing. The long suffering staff at FTN towers are huddled around a wood-burning stove, burning old copies of the Air Navigation Order for warmth.

### PING

The e-mail inbox comes alive with an incoming message from McMurdo – makers of the Fast Find Personal Locator Beacons:

*"We are currently experiencing extreme adverse weather conditions within the local area of Portsmouth, UK. As a result we are only operating a skeleton service at this moment in time. We will be endeavouring to resume normal business at the earliest opportunity."*

So far, so normal we're thinking. But then the unexpected sign off:

*"In the meanwhile please bare with us during this time."*

It has to be said that after a short discussion, we decided against stripping off to show solidarity with the brave Portsmouth naturists, but we salute their stoically British insouciance in the face of the Arctic conditions and wish them all a speedy recovery.

## We're not whining, but...

Would the owner of the Wine Club newsletter, addressed under his name to our premises, care to collect his mail?

We realise that being a senior figure at a renowned Flight Training School means that one has to watch one's image, but resorting to subterfuge by using us as his mail box for material of a 'sensitive' nature clearly isn't on, unless, of course, he's willing to share that rather attractive case of Corton-Charlemagne on page 3. If he wishes to remain anonymous may we also suggest that he visits under cover of darkness, preferably dressed as a blue nun.

## Seconds out – round 1

There's no doubt that the shy and retiring Ryanair CEO Michael O'Leary is a wondrous gift for any journalist looking for copy – just wait a few minutes and you just know he's going to say something outrageous that will probably offend and amuse in equal measure. We think that now, however, he may – just may – have talked himself into a bit of a corner.

An almighty row has broken out between O'Leary and Easyjet founder Sir Stelios Haji-Ioannou over what Mr O'Leary may, or may not, have said about Easyjet's punctuality, Sir Stelios, and the truth, or otherwise, of what he may or may not have said – if he did mean it. Which maybe he didn't (or maybe he did). Or maybe he meant something different to what Sir Stelios thought he meant. Or not. And if you think we're hedging our bets here you're dead right – both sides in this one have bigger lawyers than us.

So, Easyjet founder Sir Stelios is apparently now intent on suing ML for libel, ML is responding by launching an on-line petition suggesting the whole thing be settled by a Sumo bout

from the fridge, and settling down for what we think could be a highly entertaining encounter.

As we always say, watch this space...



in Trafalgar Square, or maybe a run around the square – it gets a bit confused – and in normal airline politics the whole thing could be over before it starts. But, of course, that would be too simple, we're pretty sure that this one will run and run. Sir Stelios is quoted in the national press as saying:

"It was about time someone was willing to spend the money to take this arrogant man to court for his despicable behaviour,"

ML for his part is not being exactly consolatory either;

"Stelios obviously can't run, but he can't hide either."

So, the protagonists can get on with squaring up to each other. Their respective lawyers can start rubbing their hands together in anticipation of the fees they'll be able to charge. And we at FTN towers will be zapping some microwave popcorn, collecting a beer

## Baby Branson is back

You can't keep a good man down, they always say, and so it appears to be the case with Martin Halstead. Remember him? About four years ago Martin (aka 'Baby Branson') attracted an awful lot of press with his plans to start an airline at the tender age of 19. The amount of publicity he attracted seemed to be in inverse proportion to the longevity of his venture, but in many ways he was ahead of his time – largely in the sense that the 'Alpha One' airline soon folded and little more was heard from the budding tycoon, although he was apparently later involved in



Martin Halstead during his 'Alpha One' phase

a music shop and recording studio in Oxford which went the same way as the airline.

But now it appears that our man is back at a relatively middle-aged 23 with another airline – 'Varsity Express' – which will be running services from Oxford to Edinburgh and Newcastle using a Jetstream 31.

While it would be churlish to do anything other than wish the new venture well, we at FTN are not the only people to find that the Varsity website seems to be a bit coy about exactly which legal entity is behind Varsity Express, which could be a bit off-putting if you're paying up-front for tickets, but you pay your money and you take your choice. Flights should have started by the time you read this, and we'll keep you informed of how our wannabe airline owner gets on this time around.



## CAPTION COMPETITION

As always, this month's image offers you the chance to amaze your enemies and impress your friends with your wit, skill and ability to send an email.

**Entries to:**  
**[editor@ftnonline.co.uk](mailto:editor@ftnonline.co.uk) by the**  
**25th March please**

The winner of the last caption competition is Major Mark Said from Malta

**"Man's greatest invention... the autopilot!"**





# Green light for flight training at unlicensed airfields

The Civil Aviation Authority has confirmed that it is about to remove a restriction for UK flight training to be conducted at licensed airfields, bringing the UK in line with the rest of mainland Europe as well as with the UK microlight aircraft training community.

The de-restriction has been sought over a number of years by the UK flight training industry and has been welcomed as a 'victory for common sense' by operators of flight training schools. The change is not without controversy however, and although the majority of flight training schools Flight Training News has spoken with are largely in favour of the de-restriction, there remain concerns over what requirements will need to be put in place by those schools who choose to operate out of unlicensed airfields, as well as concerns over potential exposure to litigation for airfield operators, instructors and their schools.

As we went to press an amendment to CAA publication CAP428, which will contain the safety requirements for schools operating out of unlicensed airfields, was still being worked on. However, Chris Finnigan, the CAA's head of General Aviation, who is rewriting CAP428, told FTN that the amendments should fall roughly in line with the original draft Code of Practise

produced by the Light Aviation Airports Study Group, who were originally tasked with looking into the de-restriction. (The draft Code of Practise is reproduced on pg4).

"We [the UK CAA] are unique in requiring a licensed aerodrome for training and so when we do away with that requirement we will be in line with other EC countries," said Mr Finnigan. "The revised CAP will expand on the existing one by giving additional guidance on operations at unlicensed aerodromes, and will include additional guidance for aerodromes to be used for training. It will also refer to guidance material on LAASG members' organisations websites."

Concerning whether this would lead to additional oversight of the schools themselves, Mr Finnigan commented: "We do not yet know what level of scrutiny EASA will require the CAA to give to RFs [Registered Facilities] and FTOs [Flight Training Organisations] but I imagine some will be required."

A further legal change will amend Rule 5 of the Rules of the Air to allow practice approaches at unlicensed aerodrome being used for training, which until now has not been permitted.

Ray Elgy, Head of Licensing and Training Standards at the CAA's Safety Regulation Group, said: "I'm pleased that we've been able to agree a change to the ANO to allow flight training at unlicensed airfields. All the safety data and evidence suggests that there is no justifiable case to require a licensed aerodrome for this task."

"This is a good example of the CAA following the principles of better regulation. We responded to a request from industry and, once we were content that safety levels could be maintained, removed a piece of regulation."

FTN last reported on a potential de-restriction for flight training in the UK in 2008, following the publication of a consultation by the CAA. Going back further, the CAA had been working for a number of years with industry to look into the removal of the requirement for flight training to be conducted at licensed airfields and created the Light Aviation Airports Study Group (LAASG), and its Flight Training Sub-Group, in 2005 to look into whether the de-restriction could compromise safety.

Made up of representatives from the CAA and industry, LAASG's Flight Training Sub-Group made a recommendation in January 2006 that the CAA: "Develops detailed proposals to remove the requirement for flying training to be conducted at a licensed aerodrome and accepts alternative arrangements, e.g. a code of practice or enhancement of Flying Training Organisation (FTO) approval, to maintain safety levels for flying training to supplement the requirements in JAR-FCL." The CAA supported the idea and opened a public consultation in April 2008 before advancing the proposal earlier this month.

The rationale behind the proposal came from the recognition that the current UK requirement for certain types of flight training to be conducted at licensed airfields, as specified in the Air Navigation Order (ANO), were at odds with a number of regimes in continental Europe who don't have the same restrictions. Specifically, the LAASG argued that while European Flight Crew Licensing regulations stipulates requirements for both approved Flight Training Organisations (FTOs) and Regis-



tered Facilities (RFs), the requirements relate to aircraft performance and airfield facilities and do not specify any rescue or fire fighting services (RFF), as is currently required in the UK.

While the presence of RFF facilities at an airfield likely provides a sense of comfort for pilots, the reality, borne out of 16 years worth of accident statistics, shows that only a tiny percentage of training accidents occurred where instructors and student pilots benefitted from the presence of an RFF facility. The statistics provided were based on accidents at Special Category airfields which for the purpose of flight training have RFF facilities and are defined as airfields operating: "Fixed-wing aircraft up to but not including 9 metres in length conducting flying training" and comprise the majority of airfields in the UK out of which flight training is currently conducted.

During the 16-year period analysed by the LAASG, there were a total of 131 reportable incidents at Special Category airfields of which four resulted in fatal injuries. Of these four, just one involved fire. To put these statistics in perspective, during the same sixteen-year period approximately 50,000 students trained towards the grant of a PPL in the UK, with an estimated 3 million hours flown. LAASG's analysis of the accident statistics led them to conclude therefore that there was no evidence to suggest that the absence of an RFF facility at airfields where flying training is conducted would adversely affect safety.

For most Special Category airfields the cost involved in providing RFF facilities represents a relatively high percentage of their annual operating costs. The level of cost varies from airfield to airfield and is reflected in the number of staff requiring training and the type of equipment used. Consequently the LAASG's research into establishing the annual cost for providing RFF facilities gave, at best, vague estimates. The research concluded that the cost was anywhere between £4,225 and £27,840 for a Special Category airfield. Taking a mean value of around £15,000 the figure is still significant and amounts to a large investment on top of fuel and aircraft maintenance costs and employee salaries for FTOs that also operate their home airfield.

**There was no evidence to suggest that the absence of an RFF facility at airfields where flying training is conducted would adversely affect safety**

## Causal and Contributory Factors combined - 2002



GASRWG (General Aviation Safety Review Working Group)  
Top 20 causal and contributory factors combined 2002

| Causal & Contributory Factors combined     | Number |
|--|--------|
| Flight Handling Skills                     | 39     |
| Poor judgement or airmanship               | 23     |
| Lack of training, currency or inexperience | 22     |
| Omission of action or inappropriate action | 19     |
| Turbulence                                 | 12     |
| Wind                                       | 12     |
| Engine Failure or malfunction              | 9      |
| Inadequate pre-flight preparation          | 9      |
| Design shortcomings                        | 9      |
| Lack of situational awareness (in air)     | 7      |
| Distraction                                | 6      |
| Maintenance error, oversight or inadequacy | 6      |
| Press-on-it                                | 6      |
| Component failure or wear                  | 5      |
| Aircraft handling characteristics          | 5      |
| Fast and/or high on approach               | 4      |
| Other maintenance factors                  | 4      |
| Icing - induction system                   | 4      |
| Pilot induced stall                        | 4      |
| Inadequate instructor intervention         | 4      |

TOTAL NUMBER OF CAUSAL AND CONTRIBUTORY FACTORS IN TOP 20: 209

TOTAL NUMBER OF CAUSAL AND CONTRIBUTORY FACTORS: 257

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## Green light for flight training at unlicensed airfields continued from page 4

So will airfields currently licensed for the purpose of being able to conduct flight training now choose to become unlicensed?

### Draft Code of Practise - proposed on-site emergency services

The minimum scale should be as follows:

- A vehicle or vehicle with cross-country capability and capable of carrying the equipment and personnel specified, either on the vehicle or on a suitable trailer connected to the vehicle
- Suitable fire extinguishers for the type of aircraft using the aerodrome
- A first aid kit containing at least:
- 6 x emergency dressing BPC 9 or equivalent
- 6 x emergency dressing BPC 12 or equivalent
- 6 x triangular bandage
- Eye dressing
- 1 pair scissors
- One harness knife and sheath
- The presence of sufficient people with the knowledge and capability of using the aforesaid equipment. They should be supplied with suitable protective clothing and have knowledge of aircraft door release mechanisms and seat harness equipment.
- A clearly marked telephone to summon assistance.

According to research undertaken by the CAA it would seem that only very few of the 144 licensed airfields in the UK will consider becoming unlicensed following an amendment to the ANO. While there will be cost savings in becoming unlicensed, the overall savings are not believed to be high enough to justify the change of status.

### It seems that only very few of the 144 licensed airfields in the UK will consider becoming unlicensed

What could happen however is that 'grass-roots' schools and clubs offering basic flight training courses, which don't require access to services provided by many licensed airfields, such as Air Traffic Control, Navigation Aids and ILS, may choose to relocate to unlicensed airfields in order to reduce their operating costs. And for those schools already operating out of unlicensed airfields the benefits are clear.

Enstone Flying Club based at Enstone airfield in Oxfordshire is one example of a flying school which should benefit significantly from the de-restriction. Enstone airfield is unlicensed and as such Enstone Flying Club has to 'activate' all flying lessons by first performing either a touch-and-go or full stop landing at a licensed airfield. Under the de-restriction Enstone Flying

Club will now no longer be required to activate their training flights at other, licensed airfields, thereby saving time, fuel and landing fees. Additionally, as Enstone Flying Club uses Wellesbourne Mountford airfield to activate their training flights, which becomes unlicensed at 5pm each day, the flying club is currently forced to call a halt to training just when many of its students have finished work for the day and want to fly. With the de-restriction however there will now be nothing to stop Enstone Flying Club from teaching students late into the evening during the summer months. Of equal importance, says Enstone Flying Club MD Paul Fowler, is the fact that the club will be able to expand its revenue stream by offering short trail lesson flights to businesses wishing to run corporate entertainment events, which in the past has proved difficult in that short flights have not been possible if they first have to be activated at another airfield.

Last time we reported on the possible de-restriction, some airfield operators expressed concerns that a reduction in oversight from the CAA could leave them exposed to litigation. One airfield owner FTN spoke with at the time said that if he changed the status of his airfield to unlicensed he would become "super-exposed to litigation". His reasoning stemmed from the then draft Code of Practise produced by the LAASG which details within it the provision of emergency services at unlicensed airfields providing flight training. Included within the list of RFF requirements is a statement that reads:

*"The presence of sufficient people with the knowledge and capability of using the aforesaid equipment. They should be supplied with suitable protective clothing and have sufficient knowledge of aircraft door release mechanisms and seat harness equipment."* The implied responsibility of having to provide properly trained personnel to effect a rescue in the event of an accident is what our airfield owner says leaves him exposed to litigation. If something goes wrong during the rescue, he said, he would be unable to call on the CAA to confirm that he has met all their requirements and passed an annual audit.

The counter-argument however, put forward by a number of industry sources FTN has spoken with, is that as long as airfield operators and flight training schools can provide evidence that they have complied with the Code of Practise then they will effectively have the same level of protection as they would under the CAA. Additionally, if current rumours concerning an increase in the level RF and FTO oversight by EASA (and their national regulators) are confirmed, then any deregulation for airfields could be offset by increased oversight of the schools themselves. The question remaining therefore is what additional oversight requirements will Europe's aviation regulator put in place?

Meantime, the amendment to the ANO concerning the de-restriction for flight training is due to be effected early spring.

# Pay to Talk?

The UK aviation industry is rallying forces for the second time in two years to try and prevent the introduction of a charging scheme for the use of aeronautical VHF frequencies. If left unchallenged, the UK Office of Communications' (Ofcom) proposals could lead to airfield operators being billed in excess of £20,000 per year in order to continue to be able provide essential communication services to their customers.

Ofcom's original consultation was launched in July 2008. Opposition at the time was robust, with the regulator facing a barrage of objections from industry, aviation associations, the Civil Aviation Authority and even the Department of Transport. Ofcom had argued that the introduction of charging scheme known as Administered Incentive Pricing (AIP) would enable a more efficient use of bandwidth, with market forces ensuring that frequencies would be allocated to those who needed it most. But counter-arguments were produced pointing out that frequency allocation within the UK was already operating at optimum efficiency and that any attempt to incentivise the re-allocation of these frequencies via AIP would be contrary to international convention and at odds with the findings of a prior UK Government commissioned report.

Objectors to the proposals summed up by claiming that the charging scheme would provide nothing in the way of improved bandwidth usage and was in fact little more than a thinly disguised stealth tax introduced to help prop up a government in financial turmoil.

In response to the 600-odd submissions to the original proposal, Ofcom took the decision to shelve the aviation-specific part of the proposals at that time, and concentrate on the maritime sector which was also being threatened with AIP. It was clear however that the aviation sector was still going to be targeted and in

a statement issued shortly before Christmas 2008, Ofcom said: *"There will be a further full consultation before any changes are made to these fees, including an impact assessment."*

In this second proposal Ofcom have decided to concentrate solely on the VHF comms frequencies and appear to have binned, at least for the moment, proposals to charge for the use of frequencies assigned to radar and navigational aids. Future charging for the use of these frequencies has not been ruled out however.

### "They've found something new they can tax and they're not going to be denied. The congestion argument is just a fig-leaf to cover their money-grab."

Meantime the current VHF charging proposals are not insignificant, with larger airports operating Approach, Tower, Ground and ATIS frequencies being threatened with an annual charge as high as £25,000. For smaller airfields that operate a basic Air/Ground radio service, the proposed charge is £2,600 per year which while lower than the £4,950 proposed in the earlier consultation document, is still high enough, say industry observers, to force many airfield operators to turn their radios off. If this happens, detractors say that the safety implications are obvious. But Ofcom appears unconcerned and says safety is matter for the CAA.

While Ofcom have stated that the charging proposals are for ground stations only and charges for aircraft radio licences are not being considered in this consultation, the cost threat for aircraft operators nonetheless remains, as it is likely that the extra cost burden will be passed on to pilots in the form of higher landing



New Eurocontrol legislation for 8.33 kHz compatibility below FL195 will mean the Europe's GA fleet having to re-equip with 8.33 kHz capable radios



Although Ofcom's proposed charges do not include aircraft radios, pilots will still likely end up footing the bill in the form of increased landing fees and handling charges

and handling fees.

In a statement issued by the Light Aircraft Association, which is one of a number of industry associations that have been leading a defence Ofcom's proposals, vice-chairman John Brady said: *"AIP has the potential to decrease aviation safety generally and if it works as Ofcom intend it could do significant damage in the sport and recreational sector where the costs will be sufficient to remove important facilities."*

He added: *"The cost to the industry of all this is some £7m but the cost at the point of payment varies enormously. A passenger at a main airport might pay less than a ha'penny but the pilot of a light aircraft landing at Dunsfold would pay some £28. However, Ofcom observe that once AIP is established the fees will need to be reviewed to ensure it operates as intended so it is the principle that is key here, rather than the price."*

The International Council of Aircraft Owner and Pilot Association (IAOPA) is also contesting the proposals. IAOPA vice president Martin Robinson said: *"They've found something new they can tax and they're not going to be denied. The congestion argument is just a fig-leaf to cover their money-grab."*

### Eurocontrol have announced that the requirement for 8.33 kHz spaced frequencies is now to be brought below Flight Level 195

In a further twist, Eurocontrol have just announced that the requirement for 8.33 kHz spaced frequencies is now to be brought below Flight Level 195 (19,500ft) meaning that the entire GA fleet, along with European airfields, will have to equip with new radios in order to comply. The timeframe for equipage is set at 2012 for new build aircraft, while aircraft with existing radios will be required to retrofit within eight years, although a final compliance date has yet to be set. With prices for 8.33 kHz capable radios starting at around £1,500, plus installation costs, this new regulation will add a further financial squeeze for GA on top of the threatened increase for landing and handling fees if Ofcom's proposal is ratified.

The Ofcom consultation runs until 22 March 2010.



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# news briefing...

## New look for Flight Training News



This month sees a new look for Flight Training News. To compliment the spruced-up and streamlined layout, which we hope you approve of, we are also delighted to announce a new columnist who will be sharing his experiences over the coming months, of life as a busy PPL instructor in his column I Have Control...

And if that wasn't enough we are also proud to introduce the FTN three-minute interview, where we take the opportunity to pick the brains of some of the senior figures in the world of flight training. Our feature launches with Clive Elton FRAeS, past Master of the Guild of Air Pilots and Air Navigators (GAPAN), founding member of the GAPAN Pilot Aptitude Testing Scheme, and stalwart member of GAPAN and Royal Aeronautical Society selection committees for flight training scholarships and bursaries.

## Fast Helicopters celebrate 20 years in business

Flight training school and charter business Fast Helicopters are celebrating their 20th anniversary in 2010.

To celebrate this landmark achievement prospective students and other interested parties are invited along to the company's open days at Thruxton and Shoreham airports to learn more about helicopter lessons and courses on offer at the school.

Aircraft will be available to view, along with a FNPTII simulator at Thruxton, and staff will be on hand to answer any questions you may have.

As a special offer, any lessons booked at either event will receive a 10% discount.

Open days:  
Thruxton airport  
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Sunday 28th March 2010, 3pm to 5pm

For further details and to register, visit [www.fasthelicopters.com](http://www.fasthelicopters.com)

## Route change for VFR channel crossing

The UK Civil Aviation Authority (CAA) has announced an amendment to the Recommended VFR Route between the Solent control area and the Channel Islands. The route, which provides an alternative shorter profile for GA flights between the south coast and the Channel Islands, is detailed in Aeronautical Information Circular 14/2007 (Yellow 233) and is being amended to reflect the origin of the route in the Isle of Wight. The change will take effect on 11 March 2010 and will be incorporated into the 1:500000 Aeronautical Chart 'Southern England' Edition 36, which is also active on that date.

In order to reduce the number of infringements of the Southampton and Bournemouth Control Zones and the Solent Control Area (and remove any confusion regarding the route's origin) the Recommended VFR Route will be depicted on charts as commencing/terminating abeam St Catherine's Point at the southern tip of the Isle of Wight. To help pilots navigating around the airspace, a number of additional visual reference points have also been established.

To reduce the number of accidental infringements of Danger Area EDG 036 charts and accompanying guidance have been enhanced to draw attention to the danger area and advise pilots on how to obtain details of EGD 036 activity.

Full details of the changes will be published in Aeronautical Information Circular Y 007/2010 on 25 March 2010. In addition AIP ENR 6.2.1 (SOLENT CTA, Bournemouth CTR & Southampton CTR) and Jersey AD 2 EJJ-1-10 will be amended on AIRAC 4/2010 (8 April) to reflect the changes. The new VRPs will be established by NOTAM on 11 March 2010, and incorporated into the Bournemouth and Southampton AIP entries on AIRAC 4/2010.

The revised route will also be depicted on 1:250000 Aeronautical Charts 'England South' (Sheet 8) and 'The West & South Wales' (Sheet 7) when the current editions are replaced 8 April 2010 and 30 June 2011 respectively.

Further guidance may be found on the Solent VFR Guide - which will be updated to reflect the newly established VRPs - on the flyontrack website [www.flyontrack.co.uk](http://www.flyontrack.co.uk) and How to fly through the South Coast Danger Areas which may be found via the Airspace and Safety Initiative website. Details on the new VRPs can also be found on the flyontrack website.

## Stapleford offers trial lessons in jet simulator

Stapleford Flight Centre in Essex is offering trial lessons in its Citation II Business Jet simulator.

The trial lessons, at £59 per half an hour, or £99 for a full hour, will take place in Stapleford's Alsim AL 200 simulator, which is used extensively by Stapleford student pilots undertaking commercial flight training courses.

The trial lessons begin with a full briefing with one of Stapleford's instructors. Time purchased is time at the controls. Stapleford's Deputy Head of Training, Brian Peppercorn, describes the experience: "You will be guided through the equipment and the flight will be tailored to your level of experience. You'll be shown how to taxi

to the hold and get acquainted with the controls prior to departure. Once you have mastered the controls we can look at the approach and landing phase and enjoy a safe, smooth touchdown."

The new simulator experience is available for anyone over the age of 10. Up to four people can share the time at the controls - two seated at the controls with two more behind with the instructor. The Alsim AL 200 is a fixed-based device, approved by the CAA for teaching instrument flying and for introducing qualified pilots into the world of multi-crew operations before they move on to the big jets.

Stapleford is also offering its former IR rated students the opportunity for currency sessions in the school's Diamond DA42 simulator. The sessions will be from 6pm on weekdays and at weekends, subject to availability. The cost is £79 per hour solo, or £125 for two consecutive hours.

## Paddy Power closes books on which airline will go bust next

Following the lodging of a complaint with the Isle of Man Gambling Supervision Commission by the British Airline Pilots Association (BALPA), online bookmakers Paddy Power have stopped taking bets on which airline will go bust next.

Jim McAuslan, BALPA General Secretary has also written a letter to the bookmaker asking for a pledge that Paddy Power will never again open a book on which airline, or indeed which British

company, will next fold.

"We are delighted the gambling has stopped," Jim McAuslan said. "It has caused havoc in aviation. When an airline is the favourite to fold passengers cancel flights, staff morale drops and the airline in the spotlight is needlessly damaged."

"Paddy Power says that it has stopped taking bets because of lack of interest, but the fact is that the Paddy Power has run this book for over a year and they closed it a week after we lodged a complaint with the regulators who have confirmed to us that they have taken the issue up with the bookmaker. This is a victory for commonsense."

Jim McAuslan said that BALPA alerted the Isle of Man Gambling Supervision Commission and UK Sports Minister Gerry Sutcliffe who has responsibility for the gambling industry to two dangers.

"First, that the odds can become a self-fulfilling prophecy," Jim McAuslan said. "People tend to believe that bookmakers always get it right and the subsequent downturn in business could prove fatal."

"Secondly, people - perhaps a rival airline or rival company - can manipulate the odds by betting on the collapse of a competitor. Once named as the favourite to go, huge damage can be done to that organisation."

"It's also distasteful," he added. "What if Paddy Power or any other bookmaker opened a book on the number of snow-related fatalities this winter? I cannot believe that the Commission, or any other gambling regulator, would not step in and insist the book is closed. Gambling on the collapse of a business is gambling with people's jobs, with family lives, with the prospects of a community."



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## Wings Over Westminster Lembit Öpik

# Just add water?

Resident flying Parliamentarian Lembit Öpik asks whether there can ever be anything instant about becoming a good pilot.

Flying is like making food in that to do it properly you have to get a number of different things right and as it happens, I've recently rediscovered my love of cooking! I wouldn't say I'm a prize winning chef, but it's usually edible and people tend to come back for more. The secret of my culinary achievement goes back to my childhood. My mum made me learn how to cook back in the early 1970s. Now, 35 years later, I'm grateful for her foresight. Thanks to her, I can kind of just sense what the meal will turn out like, due to some mental software file labelled "cooking" which seems to do the job rather well. After a third of a century I finally have the courage to invite people round for dinner.

Sadly, the idea of taking things slowly and letting experience be one's guide is not in fashion in 2010. Everything's got to be instant. It's in the nature of our culture to demand ever faster, twin-core, Intel-inside, self-cleaning, auto-adjusting, temperature-controlled, zero-maintenance, easy-to-use, no-experience-necessary EVERYTHING. It's as if there's just no patience for any activity which requires more than 10 minutes of instruction. And forget training or study. If you can do it straight away by paying a little extra, then you've got a deal!

This is totally at odds with the basic lore of flight. It's in theory possible to do all the flying and study necessary in a couple of weeks. In fact, I've seen adverts to that effect. But would YOU feel totally comfortable flying next to a person who's gone from zero to PPL in three weeks? In truth, I know the answer, because I DID.

Yes, folks, in keeping with my obsessive love of flying, I managed to complete my entire PPL course, written exams and flight tests, between the 1st and the 22nd of August 1988. And I didn't do this in California, but at Leicester Aerodrome. Hard to believe? Well, it's true. And ironically, the secret of this was – experience! I'd already soloed in gliders at the Long Mynd. I'd been an avid follower of everything aero-

nautical and could tell the difference between a rudder and an aileron from the age of nine. And I'd built remote controlled gliders and a host of other un-manned flying machines including a "balloon rocket" powered lego hovering device which I'm proud of to this day. So, behind my apparently speedy PPL lay a slowly amassed body of experience which stretched back 17 years. I don't believe that, without this knowledge, I'd have made it through my PPL in 21 days.

All the same, I'd probably have been a BETTER pilot if I'd taken twice as long to learn to fly. I consider myself to be safe, but in those early days, I guess I was a little fortunate not to be faced with a situation which was beyond my ability to deal with. After all, there's only so much you can learn in the minimum 42 hours it took to become a qualified pilot in those days.

By contrast, one of the best pilots I fly with these days is Barry Lawson. When we first met he was still a student pilot with 70 or 80 hours under his belt. From the first time we flew together it was obvious to me he had a feel for flying, and I was surprised he had yet to pass his final flying exams. This he did shortly afterwards and he's now gone on to be a fully qualified flying instructor at Welshpool Airport, as well as continuing to be a thoroughly decent and engaging chap into the bargain.

Barry's extra time learning massively helped his subsequent development as an aviator. Certainly when I fly with him now I feel he exceeds my technical mastery of flight – and that's got to be related to his continuing passion for knowledge and understanding of flying matters. So what may have seemed like a slower finish turns out to be a bigger head start.

**You never really lose out by taking your time**

Perhaps this is an intuitively sensed fact by student aviators. I rarely meet pilots who are in a hurry to qualify. Occasionally, students grumble about the length of time it's taking to master some particular aspect of their studies, such as V.O.R.s or an N.D.B. let down. But they don't seem to be complaining. It's more as if they're frustrated with themselves, not challenging the speed their instructor is taking them through the course material. My conclusion on the art of flying is therefore that you never really lose out by taking your time. It's about getting it right – and the longer it takes, the better the depth of one's knowledge and application.

Then there's the darker side of in-experience, writ large in air accidents reports. Here we find, in sharp clarity, a relationship between experience and safety: accidents caused by an apparent lack of familiarity with the aircraft, or a lack of currency. I heard tell of a fairly recent incident where it seems the pilots more or less jumped in, taxied out, took off - and crashed. When accidents are fatal, as this one was, there's a limit to what can be determined afterwards. But probably a lack of familiarity contributed to what happened as complications overwhelmed the aviators. Going into cloud with the vacuum driven instruments failing is bad enough when you know the plane. But you may cope because you know the aircraft and adapt intuitively to the situation. But it can be a one way ticket to the ground if you're confused and slow to react in an unfamiliar cockpit.

Perhaps the best example I've ever seen of experience being put into practice was in a gliding flight in 2001. John Stuart – probably the finest glider pilots I have ever flown with, decided to take a trip up through cloud. As we ascended the water got in the works and the instruments progressively failed, until we were left with the altimeter, electric turn and slip, and a bit of string taped to the outside of the windshield – and eventually even that got waterlogged in the rain. John muttered about

the rain "doing that sometimes" and carried on in perfect circles until, after about 15 minutes, we popped out the top of the cloud at 7,500 feet into glorious sunshine. Almost instantly the instruments began to work again, but in the tens of thousands of hours John had on K13s, he'd amassed enough experience to just know what to do without most of them working. I have never flown in any circumstances which surpassed his intuitive mastery in that awesome demonstration.

The other example involved my good friend and Welshpool Airport owner, Bob Jones. We were heading for Fair Oaks in pretty grubby IMC weather in a Navajo. Had I been Pilot In Command, I'd have thrown in the towel and scrubbed the flight. Bob had a different feel for the situation. "Let's give it a go and see how it is there." As we descended towards decision height there in front of us were the features of Fair Oaks runway, in all its welcoming glory. Bob had lined us up with the experience of 15,000 hours, without taking any risk. By contrast, had I been in charge, I simply wouldn't have had the experience to confidently achieve the same result.

So what do we learn from all this? Experience counts. And to exceed your experience is to do the one thing flying rarely forgives – taking an unreasonable risk. I genuinely feel warm inside when I scrub a flight in case the weather turns bad. I look up and think, "It's good to be down here today."

The other lesson is to never shirk the opportunity for more training. I like flying with Barry Lawson because HE now teaches ME new things – even though we were started the other way round. His observations could one day save me from an accident. Flying is best savoured by the book. But to have the skill to improvise in a crisis takes experience. And unlike soup, you can't get that by just adding water.



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...Secret diary of a flying school manager, old before his time...

# Hangar Rash

## ...Part III

It's the morning (well, alright, afternoon) after the hangar ball and despite a throbbing head and a vampiresque aversion to sunlight, it appears that I managed to get through the ball in pretty much one piece. Shame the same can't be said for the rest of the staff...



Two days prior to the ball I'd finally come to an agreement with the G&Ts concerning the menu. The repast had mutated from 'Escargot Bourgogne', followed by 'Quail in Tarragon Sauce', ending with 'Roasted Cardamom Panacotta with a Lime Sorbet', to 'Soup of the Day', 'Shepherd's Pie' and 'Spotted Richard' (as the ladies insisted on referring to it). Hardly the fine dining experience the airfield owner had in mind, but it was that or a trip to the local Chinese restaurant for 150 takeaways.

Aside from the menu the only other alteration to the original plan was a change from Port to black vodka to go with the cheese course. I did have some serious reservations about the change, but John had insisted it would prove a crowd pleaser. He wasn't wrong as it turned out, but I think I can confidently point the finger of blame the way of the vodka for a large proportion of the chaos that ensued.

The ball was scheduled to start at 7pm and by 6pm guests were already starting to arrive. I'd put Linus on car parking duty, figuring it was a task that even my kack-handed nephew would be able to handle, while the rest of us would welcome the guests and escort them over to the hangar. By 6.45 most of the guests had arrived, although there was no sign yet of the airfield owner, who, I presumed, was staging a last minute arrival for maximum impact. It turned out he'd actually arrived some twenty minutes earlier but due to a bottleneck at the entrance to the car park was forced to wait his turn to park. Appearing just before 7pm he marched in through the clubhouse door with his latest wife (number six) on his arm. Looking less than amused he motioned me into one of the briefing rooms, leaving his twenty-year-old Russian bride Svetlana to fend off the advances of Arnold.

"What the hell is going on?" he demanded as he slammed the briefing room door shut behind me.

"Sorry?" I replied, nonplussed as to what had put him such a sour mood.

"It's taken me thirty minutes to park my car and I'm not the only one. Why haven't you put someone in charge of car parking? It's bedlam out there and hardly puts the airfield in a good light. Explain yourself."

"How odd," I replied, wondering what on earth Linus was up to. "I put Linus on car parking duty and he should be out there now coordinating things. Didn't you see him?"

"If I had do you think we'd be having this conversation? I suggest you get out there quickly and take control or young Linus will be looking for employment elsewhere, understood?"

"Yes boss," I replied, cursing my nephew under my breath.

Approaching the car park I could see why the boss had had such a hard time parking. Cars were strewn all over the place, blocking one another and generally abandoned in areas guaranteed to cause the most inconvenience to those wishing to enter or exit the car park. Pilots! There was no sign of Linus.

"LINUS!" I yelled, "LINUS, WHERE ARE YOU?"

No reply.

Walking further into the car park I still couldn't spot my wretched nephew until walking past an abandoned car a foot revealed itself poking out from under the perimeter hedge of the car park. It was then that I started to hear snatches of singing.

"... old man's got a wobbly pwop, wobbly pwop, wobberly pwop... an' my old mum's got a shticky wudder, shticky wudder, ssshticky

wudder..."

Reluctant to interrupt such an impresario performance I nonetheless kicked the exposed foot to get the attention of its owner.

"Ow! Whoooooe gawn an' done dat den?" mumbled an inebriated voice from somewhere under the hedge.

"Linus, it's me, and if you're not out from under there in the next 10 seconds you're fired, understand?"

"Wight yooooo arrrrr bosssss," came the reply, followed by much wriggling and panting before Linus managed to extricate himself from his recumbent position.

Staggering upright and clinging like a limpet to a nearby telegraph pole, it was obvious that young Linus was as legless as Douglas Bader on his stag night and in no fit state to marshal himself, let alone 100+ cars.

"What have you been drinking Linus; you're as drunk as Amy Winehouse on a brewery tour. Stop grinning and answer me, young man."

Mustering his thoughts with a great show of concentration, Linus told me, "Weeell, boss, it's like this..." he began, squinting at me, one eye closed. "...it's darn shnippy out 'ere tonight, so John-boy gave me a bottle of dat blaaack vodka to keep myself warm and I think I might have had a liddle bit tooo mush... hic!"

"I'll say you have Linus. If you were any more drunk we could embalm you right here and now," I replied, thinking that John had some serious answering to do. "Right," I continued, walking up to Linus and grabbing him by the arm, "you're coming back with me my lad."

With Linus in tow I smuggled him back in through the kitchens and deposited him in one of the briefing rooms, warning him on pain of death not to move. Not sure he understood me but judging by his nodding head and drooping eyelids it didn't look like he'd going anywhere of his own volition anytime soon.

By now the guests were all in the hangar being seated at their tables so I hot-footed it over there and collared John. Motioning John outside I explained the situation and told him that Linus was now his responsibility as well as the chaos in the car park and suggested he remove himself from my sight before I did something to him he'd regret.

John nodded, looking abashed and headed off to the clubhouse.

Re-entering the hangar I made my way to the top table and took my allotted seat next to Svetlana and the boss.

"I hope for your sake you have everything under control now?" asked the boss as he leaned over towards me.

"Absolutely," I replied. "It turns out that Linus has been taken ill and the silly boy had failed to tell me or anyone else that he'd had to leave the car park. John has taken over car parking duties and so everything is as it should be."

"Hmm..." replied the boss, obviously not convinced, "and do tell me," he continued, "what on earth is a bottle of crème de menthe doing on every table? This isn't the W.I. you know; I was expecting a rather better effort from you than this."

"Ah..." I began, thinking quickly, "well, actually it's not crème de menthe but a rather fine and rare example of black vodka that we sourced especially in honour of your beautiful new bride. I do hope you approve," I added, turning towards Svetlana.

"Oh yes! Funtustic, I just love it! It iz most

kind of you to think of me and my darlink poopy-bear!" she purred, wrapping her arm round the boss and gazing at him with vacant eyes.

Good girl, I thought. And who'd have thought it – poopy-bear! That was one worth filing in the old memory bank, for certain.

"Please allow me," I continued, pouring a full measure of the black stuff into Svetlana's and the boss's glasses.

The boss eyed his glass suspiciously, but Svetlana grabbed hers with gusto and with a yell of 'Nostrovial!' downed her glass in one go. Not wishing to appear outdone by his bride the boss followed suit, and I breathed a sigh of relief.

Five minutes and the best part of a bottle of black vodka later, and the boss and I were back on good terms. The bonhomie didn't stop at our table either, I noticed, as drawing an eye across the other dining tables I noted that pretty much all the guests seemed to be getting on. In fact the mood was so good that the welcome speech by the boss was awarded with a hearty round of applause and I'm almost certain the cheers, with the exception of my staff, were genuine.

The end of the speech marked the beginning of the dinner and here, for one brief but jaw-dropping moment, I thought my luck had run out.

"Whaas this?" exclaimed the boss as a bowl of tomato soup was unceremoniously plonked in front of him.

"Soup!" replied Mrs Towser with her customary challenge in her eyes, daring the boss to find fault.

"Ah! So it is... How very... um, nourishing," he managed, trying not to meet Mrs Towser's potent stare.

"It certainly is," confirmed Mrs Towser. "And if you're a good boy and finish it all I'll give you an extra big 'elping of my special Shepherd's Pie," she added, winking suggestively at the boss before moving on to the next table.

The boss was clearly at a loss how to react, so did the diplomatic thing and kept his mouth shut. Silently I congratulated myself on choosing Mrs Towser to serve the boss his food.

The meal progressed according to time honoured tradition, with the food fight gradually running out of steam somewhere round the cheese course. Frankly we were all having such a good time of it that it wasn't until Arnold had started his quiz that I realised that I'd forgotten to vet his questions.

"Question one," began Arnold, after he'd finished handing out sheets of paper and pens to each of the tables. "Why are all-female cockpits so rare? Is it a) because there aren't enough lady pilots to go around, b) because there are no white goods in a cockpit, or c) because there'd be a hell of a fight over the stick-shaker?"

"ARNOLD...!"

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# ftn reviews

## Jeppesen VFR + GPS charts 2010 series

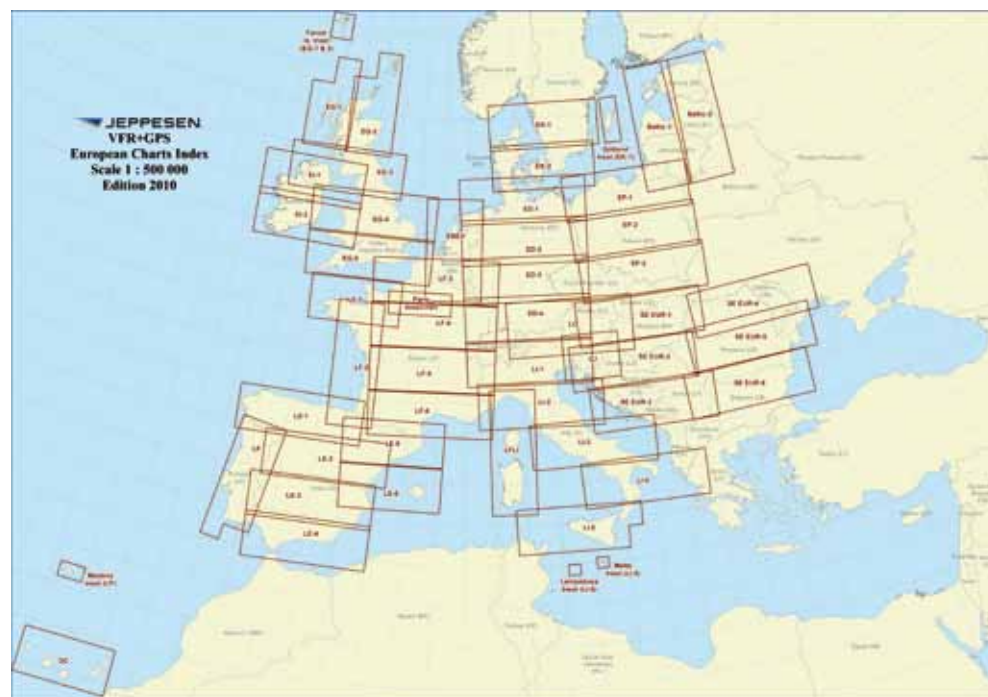
Jeppesen first introduced the VFR+GPS series of charts for Europe around 10 years ago, and a quick comparison between recent editions and those originals is, um, educational. The early editions were praiseworthy for their clarity, albeit tempered slightly by a swift realisation that that clarity had been achieved by the simple expedient of leaving stuff out. Trivial stuff, obviously, such as topographical detail... Jeppesen's angle – that the charts had been designed to be used in conjunction with GPS equipment – failed to entirely convince.

Fast forwarding to early 2010 and the new editions of the series are starting to emerge. Jeppesen makes great play of its consultation with pilots to produce the sort of charts the market wants and, I'd have to say, they have largely succeeded. The new editions are still very clear, but contain significantly more information than the early versions. For a few years now, this series has made a sensible alternative

to the various national series available for much of Europe, trading some detail for a common standard of presentation, seamless integration and, for some countries, availability. I'd have to say that with the introduction of the 2010 series most of the remaining criticisms are fading fast.

Jeppesen's consultation has resulted in improved topographical presentation, the 3-D effect for terrain depiction is clear and useful and far less intrusive than, for example, the 3-D shading employed by IGN on the French national VFR charts. Airspace depiction (always a strong point on Jepp charts) has also changed for the better. The inter-relationship between adjacent areas is clearer, and the labelling has improved. The chart legend also shows the upper limit for VFR flight for the national airspace in question which is helpful, given that the various national chart series vary significantly in terms of their upper altitude limits.

One innovation developed for this year, which I heartily approve of, is a move to put all the legend and labelling information on the back of the chart. This leaves the entire front of the sheet free for mapping, so that without changing the sheet size, a larger area of coverage, per chart, has been achieved. This has enabled a rationalisation of the European coverage, and often a reduction in the number of sheets required to cover a given area. This, again, addresses a criticism often levelled at this series, that the small sheet size, while making the charts easy to handle, meant that more sheets were required. The charts may be cheaper, per-copy, than the various national VFR series, but for a given area of coverage, the costs were much the same. Now, fewer sheets are used and their areas of coverage has shifted,





# news briefing cont ...

## Multiflight celebrates first CPL(H)



Natasha with Yanniss at Multiflight

Yorkshire flight training centre Multiflight is celebrating after student Natasha Tottman became its first student to become a professional helicopter pilot. Multiflight only recently launched its CPL (H) flight training course and 26-year-old Natasha has become its first student to pass the course.

"The Multiflight Flight Training Centre is delighted for Natasha," said Multiflight's Helicopter Chief Flying Instructor Yanniss Giannopoulos. "Natasha has done all her training with us, right from taking her Helicopter Private Pilot's Licence through to her Helicopter Commercial Pilot's Licence and type ratings on R22 and R44 helicopters, and it has been great to help her fulfil her ambition to become a professional helicopter pilot."

Natasha, an administrator from Huddersfield, said she had always wanted to learn to fly and hoped to pursue a career as a helicopter pilot after doing her instructor training. Initially Natasha had wanted to train as a fixed wing pilot, but after visiting Multiflight and seeing the helicopters she quickly changed her mind.

"It has been hard work, but I have loved my flight training" said Natasha. "There is nothing quite like flying a helicopter and the views are spectacular. A highlight of my training was a Heathrow crossing: I was really proud of that and it was great fun."

## Mustangs for Singapore Flying College

Cessna is set to deliver the first of five Citation Mustangs ordered by the Singapore Flying College in Australia to support its advanced training program.

The order came through Aeromil Pacific, Cessna's authorised sales representative in Australia, and was announced at last year's EAA AirVenture.

Singapore Flying College is a wholly owned subsidiary of Singapore Airlines and is responsible for ab initio and advanced pilot training. It has its advanced training facility at the Sunshine Coast Airport in Queensland and currently operates four aircraft, two simulators and a college campus, producing up to 200 graduates each year. Aeromil Pacific provides maintenance and other support elements for the college.

The five new Cessna Citation Mustangs will be delivered over the next three years. The arrival of the first Mustang on the Sunshine Coast Airport is set for June 2010, along with two full flight level D Mustang Simulators later in the year.

## Sandtoft's new surface open for business

Sandtoft's newly resurfaced runway is now complete and has been described as "110% better than it was before," by aerodrome manager Nikky Evans.

"The old runway was getting a little beaten up and we were keen to improve conditions for visiting pilots, as well as the owners based here. Of course, the work took a little longer than had been planned, then due to the bad weather we haven't really been able to use it as much as we would have liked. But the pilots who have used it have loved it, and we're looking forward to many more flyers visiting us in the near future."

Visiting pilots are reminded that the aerodrome is open from 0900 to sunset in the winter, and 0900 to 1800 in the summer. PPR is required on 01427 873676.

## Civil Aviation College of Japan (CAC) order Ascent Flight Trainers

Mechtronix have announced the acquisition of two Ascent Flight Trainers for the Civil Aviation College of Japan (CAC). The two FSTDs are equipped with Garmin 1000 avionics and will be deployed in 2010 at CAC's training facility in Sendai, Japan.

The FSTDs will closely replicate CAC's newly acquired fleet of Baron G58 aircraft and will feature a 180 x 35° multi channel visual system and a Redifun Simulation Inc. (RSI) Image Generator; the latter is FFS Level D compliant and will come with a suite of specific airport databases to further enhance realism during VFR training sessions. The trainers are built in compliance with FAA FTD Level 5 and JAR FSTD A FNPT II requirements.

"We are looking forward to taking delivery of our newly acquired AscentFlight Trainer," said Yoshiharu Ibukuro, Principal, Sendai campus of Civil Aviation College. "The trainers equipped with Garmin 1000 avionics will enable us to train our students for VFR and IFR supporting our newly acquired fleet of Baron G58 aircraft. We were impressed by Mechtronix' manufacturing facilities in Montreal, as well as their engineering team; they took the time to listen to our requirements and expectations and conceived a fully customised trainer."

## New Istanbul Flight Training Centre to open

Pegasus Airlines, in partnership with Sim-Industries, will be opening a Pegasus Flight Training Centre in Istanbul in order to train future pilots for the rapidly growing Turkish Civil Aviation sector. Pegasus Airlines will use a Boeing 737NG simulator purchased from Sim-Industries. Pegasus say that those who complete their training at the Pegasus Flight Training Centre will have the opportunity to work with experienced Pegasus flight crews.

The Boeing 737-800W flight simulator will come into use in 2010. Candidates at the Pegasus Flight Training Centre will undergo training that reflects real-life situations and equipment using flight learning equipment. Pegasus Airlines Flight Training Director Captain Cahit Tasbas said that the new flight training centre will be available for third parties, "We are in the position of having gained lots of experience with various flight learning equipment over the years. For the leading and growing airline that Pegasus Airlines is, good quality and reliable equipment that can create as near-to-real flight conditions as possible, are basic fundamentals in our drive to make a difference."

## Flight training to take off at Silverstone Race Track

Heli Air and Silverstone Circuits Ltd have announced that Heli Air has been selected to operate a permanent heliport at Silverstone Race Track, to include a flight training facility for the first time in Silverstone's history.

2010 is an important year for Silverstone Circuits. In addition to the newly agreed long-term contract to host the British Grand Prix,

the Northampton Circuit will also welcome the British MotoGP for the first time this year. Such prestigious long term contracts have enabled Silverstone to enter a new phase of investment and development to upgrade both the track and the facilities for visitors. In terms of the new heliport, this will increase the enjoyment for visitors to races, experience days and the many other events throughout the year as well as establishing Silverstone as a major helicopter base - rather than just the world record holder for the most aircraft movements in a day.

"We are very pleased that Heli Air will be the Silverstone Heliport Operator" said Richard Phillips, managing director of Silverstone Circuits Ltd. "We believe that their knowledge of running helicopter operations will provide the highest levels of service that we demand for our customers and that together we will continue to develop even better experiences for all our visitors."

Sean Brown, managing director of Heli Air Ltd commented, "The whole of the Heli Air team are delighted that we have been selected as the Silverstone Heliport Operator. The standards set by Silverstone Circuits Ltd are synonymous with our approach and our future plans. We look forward to welcoming visitors to Silverstone throughout 2010 and beyond."

Heli Air takes over management of the heliport from 1 April although we gather that the transition is already at an advanced stage and ahead of schedule.

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## From the Flightdeck James McBride

# Getting Groundhappy

I was on the phone to one of my ex colleagues the other day and she was bemoaning the fact that she had “been on the ground for what seemed like ages”. I have known Sarah for many years and she is not a workaholic – far from it, she very much enjoys her time with family and friends, but her wish to “go flying again” started me thinking. She’s actually Cabin Crew, but that is irrelevant where our profession is concerned; at the end of the day she’s part of the crew. She was complaining that she had too much time on her hands and was looking forward to going back to work. Her symptoms were irritability with the family and annoyance with life in general. “Yes,” I said to her, “you’re getting Groundhappy”.

Of course it’s a sardonic description of a person’s state of mind and although I have used the expression many times over the years, I have never really thought too much about the origin of the phrase. Well, it must have been since the Wright brothers first flew of course, but I think it is probably much later and comes from a time when flying was considered both stressful and dangerous. Think ‘Biggles’, think ‘Royal Flying Corps’, think ‘Attrition Rate’ and I reckon we are in the ballpark here. Without doubt that early period of flying history was a dramatic and perilous one, even though, simultaneously, technology was making great strides forward. The 1914-18 War was a proving ground in many ways for solutions to aerodynamic and technical challenges. However, the words ‘Flight’ and ‘Safety’ had not yet been used in the same sentence. It was dirty, difficult and dangerous work flying rickety old biplanes on the western front. Some of the first-hand accounts make for disturbing reading.

Apart from the ever present danger of being shot at by the enemy, the pilots of the old SE5As, Sopwith Camels and Pups had to deal with constant diarrhoea. The cause of this was down to the fact that the engines were lubricated with Castor Oil, which worked on a total loss system, thus at the same time the pilot was flying the machine he was also ingesting and inhaling a constant flow of lubricant with predictable results! The squadrons of Royal Flying Corps pilots found that the only remedy to this was to use large quantities of alcohol (often Gin) to relax the bowels enough to prevent their anatomical exhaust system from taking priority. Needless to say, factors such as this, the intense cold of flying open cockpit aeroplanes in the winter and the extraordinarily high mortality rate, combined to make the occupation one of the most stressful ever invented. No wonder then, that when a period of particularly inclement weather made ‘Ops’ untenable, the pilots rejoiced in the relief of being able to stay grounded without appearing cowardly. Of course ‘cowardice’ was a swear word. In those times of strict formality, discipline and stiff upper lip, it was just not possible to ‘funk it’ without being suspected of ‘lack of moral fibre’. It is no surprise then that these young men became ‘Groundhappy’.

In fact Lack of Moral Fibre (LMF) was still the mark of an invertebrate or faint heart during the Second World War and was actually a valid reason for removing a serviceman (or woman) from duty. Even as late as the early 1980s,

when I was in military flying training, some of the older Flying Instructors referred to LMF when discussing students who were not making adequate progress. Certainly if you were facing a chop-ride and the weather was very poor such that flying operations were consistently cancelled day after day, you became ‘Groundhappy’. The temporary relief of Mother Nature only delayed the inevitable and soon it became time to face the music. When it came to the Check Flight, either you could hack it or you could not. There were no grey areas here. If you were able to achieve success in the First World War squadrons they would have said you could ‘Cut the Mustard’. More recently this expression has become ‘Winged It’ or ‘Breezed It’. In between times of course it was always ‘A Piece of Cake!’

**‘Groundhappy’ is an oxymoron, because it is a stressful feeling to have and no pilot is really ‘happy’ being on the ground**

‘Groundhappy’ is not a good place to be though. In fact it is an oxymoron, because it is a stressful feeling to have and no pilot is really ‘happy’ being on the ground. The whole point about being able to fly is that we can leave the ground. Our generation is blessed with the ability to defy gravity, through a whole system of laws of physics and the application of technology. The employment of highly trained and skilled individuals who can operate heavier-than-air craft, safely and repetitively, completes the picture. For a pilot the true job satisfaction comes from the joy of flight and I have often heard the expression that we are paid for the time we spend on the ground not up in the air.

At the company where I am currently working there is a pilot employed who has not flown an aeroplane for many months. The reason is that he was engaged to bring a new type of aircraft to the company to operate on behalf of a customer. He has been highly involved in all matters technical and regulatory, but the airframe itself is not yet certificated after major cabin interior modifications were carried out. All those months he has spent in the offices, working on manuals, checklists, loadsheets, technical support docu-

ments and the like. He has adopted the nickname ‘Penguin’ when he introduces himself to newcomers and says himself that he is “A bird that cannot fly”. I have watched him closely and every time he makes this little joke, he laughs, but it is not a joyful sound. He is frustrated, irritated and wingless. He is ‘Groundhappy’. I know that the aircraft is nearly ready to operate now and as this day approaches, I sense an increasing tension. He is gearing up for the big moment when finally he lines that machine up with the runway centreline for his first takeoff in nearly a year. Then he will truly “slip the surly bonds of earth” again and enter his true environment. No longer a Penguin he will become a Seagull, an Albatross an Osprey, maybe, but not an Ostrich.

He will soar like an Eagle and with the power of thrust from four jet engines he will be thrilled to return to his home – the sky. Perhaps all pilots should have email addresses which end in @sky.com. As a matter of fact I know that some of them do and I am sure they are aware of the significance, because really that is where our home is, not here on the ground, doing earthy, surface-like, groundy things. The sky is where our spirits surge and literally our hearts sing and in our minds we say, “YES! This is what our life is all about”. Maybe this sounds a little overenthusiastic and gushing, but you see I am also ‘Groundhappy’ at the moment. I have not flown an aeroplane for several weeks and I know that it is not a nice feeling. I have been office bound, ‘flying a desk’ since early December last year and have not touched the controls in all that time; nearly two months have gone by. Next week however I have a flight planned and I know that it will be such a huge relief to get airborne again. To feel that extraordinary power we have to alter the angle of the earth’s horizon with just the light pressures of our hands and fingers is going to be purely magical. Like a child, I am all giddy inside as if I am planning for a trip to the funfair or amusement arcade, yet I have to hide it with mature sounding phrases such as, “Let us consider all the options here”, when being faced by a problem in the office from our staff.

Not so long ago I met an old man who was travelling as a passenger on a private jet as a guest of the owner. When I first saw him and we were introduced, I could see that he was a small framed man, in his early seventies, unshaven and wearing an odd mixture of clothing including a sleeveless sweater (woollen tank top) and a woolly hat. The hat would not have looked quite so incongruous had we not been

sitting in a very posh restaurant for lunch at a five star hotel in an international airport. He was of Middle Eastern origin and clearly significantly wealthy, however I am sorry to say that I categorised him as an eccentric, mostly because of his appearance. As lunch was served and most of us were involved in the business, we were talking aeroplanes. All boys together, we were soon chatting away like old friends, and then I was surprised, because this particular old boy seemed to know an awful lot about aviating. When it transpired that he had been a fighter pilot in the 1960s and 70s with a Gulf State’s National Air Force, you could have blown me down with the proverbial feather!

Not only that, but he spoke about all of his training with the Royal Air Force and soon there was so much which we had in common. This little old man had actually been trained by the RAF to fly Lightnings – amazing! To think of him strapping into one of these supersonic single-seaters was an incredible mental image, but of course he said with a twinkle in his eye, “We were young then and not afraid of anything!” I nodded silently and listened intently as he revealed all the intricate details which he recalled with perfect long-term memory to paint a vivid picture of flying these phenomenal jets fighters. No need for camouflage in those days of course, just polished aluminium and the ability to fly at Mach 2 – wonderful. I remembered that they were one of the first aircraft which could climb vertically AND accelerate, with a power to weight ratio greater than 1:1 – awesome. By the end of the lunch I was enchanted, what a wonderful, special man he was, so unassuming, yet so rich in experience. He served his country for 20 years in the Air Force, before leaving with a high rank and pension to work in business. As a pilot, he had been on the ground now since his last flight, thirty plus years ago. As we bid our farewells to the party on the windy apron, I made a point of shaking his hand warmly and thanking him most sincerely for telling us what he recalled about his flying career over lunch.

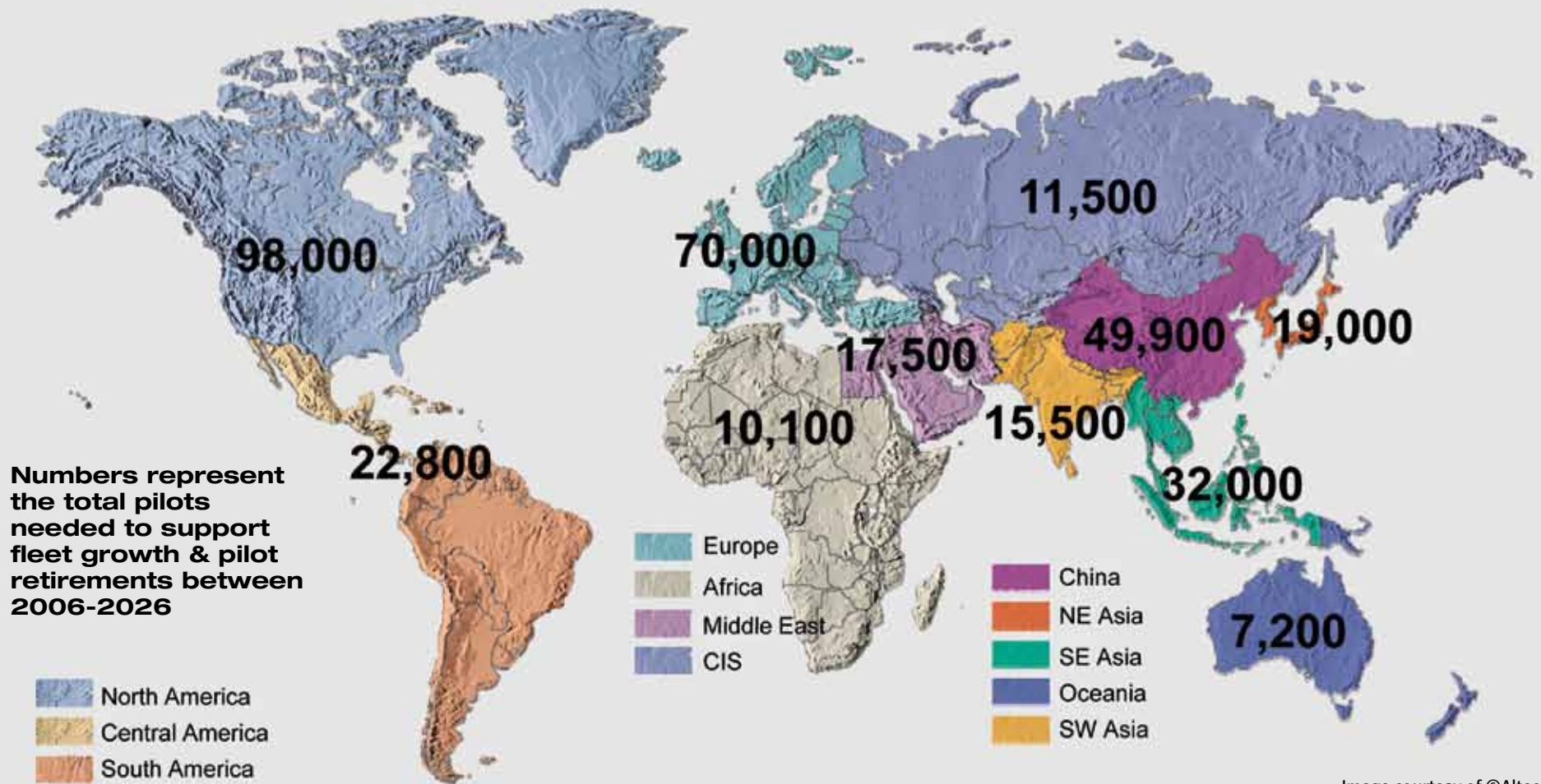
As he climbed the airstairs of the brand new Gulfstream to enter the world of luxurious air travel as a client, he turned and smiled at me. I nodded and gave a casual, mock salute in return and I thought to myself, ‘Yes, he was probably Groundhappy once... but I think he’s got over it now!’

© James McBride  
Kuwait City, 28 JAN 2010



# DATA & STATISTICS

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



## Industry Watch

### Scheduled services of Association of European Airlines member airlines August 2009

| Type of Traffic                 | Passengers Boarded (000s) | Annual Change |
|---------------------------------|---------------------------|---------------|
| European                        | 23,061.5                  | -4.4%         |
| International short/medium haul | 17,078.7                  | 2.3%          |
| Longhaul                        | 6,477.2                   | -2.4%         |
| Type of Traffic                 | Freight Tonne-Kms         | Annual Change |
| European                        | 57.7                      | -13.1%        |
| International short/medium haul | 163.8                     | +7.3%         |
| Longhaul                        | 2,406.6                   | -16.3%        |

### 2009 vs. 2008 shipments of airplanes manufactured worldwide

| Category     | 2008  | 2009 | Change |
|--------------|-------|------|--------|
| Piston       | 2,119 | 965  | -54.5% |
| Turboprop    | 535   | 441  | -17.6% |
| Business Jet | 1,313 | 870  | -33.7% |

### British Airways passenger statistics January 2010

|             | Jan 2010 | Jan 2009 | Change |
|-------------|----------|----------|--------|
| Passengers  | 2.14m    | 2.33m    | -8%    |
| Load Factor | 74.2%    | 73.2%    | +1.0%  |

### EasyJet passenger statistics November 2009

|             | Jan 2010 | Jan 2009 | Change |
|-------------|----------|----------|--------|
| Passengers  | 3.14m    | 2.83m    | 10.7%  |
| Load Factor | 79.3%    | 75.7%    | 3.6%   |

### Ryanair passenger statistics November 2009

|             | Nov 2009 | Nov 2008 | Change |
|-------------|----------|----------|--------|
| Passengers  | 4.44m    | 4.08m    | 10.7%  |
| Load Factor | 70%      | 69%      | 3.6%   |

### BAA airport passenger statistics November 2009

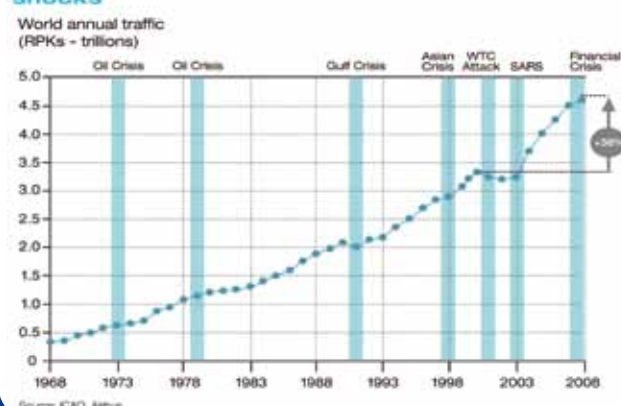
| Airport     | Feb 2009 to Jan 2010 | Change |
|-------------|----------------------|--------|
| Heathrow    | 65,884.8             | -1.4%  |
| Stanstead   | 19,885.0             | -10.4% |
| Southampton | 1,781.0              | -8.1%  |
| Glasgow     | 7,166.1              | -11.3% |
| Edinburgh   | 9,006.0              | +0.5%  |
| Aberdeen    | 2,971.3              | -9.8%  |

### UK National Air Traffic Services traffic data

| Type of Flight                    | Dec 2009 | Dec 2008 | Change |
|-----------------------------------|----------|----------|--------|
| UK Flights                        | 154,885  | 165,705  | -9.6%  |
| Transatlantic Arrivals/Departures | 9,225    | 10,057   | -12.2% |
| Other Arrivals/Departures         | 92,512   | 98,021   | -8.9%  |
| Domestic                          | 32,394   | 34,403   | -10.0% |

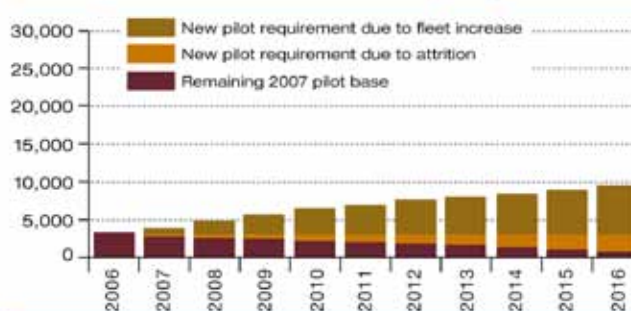
### Airbus Passenger Traffic Data - the long term view

Air travel has proved to be resilient to external shocks

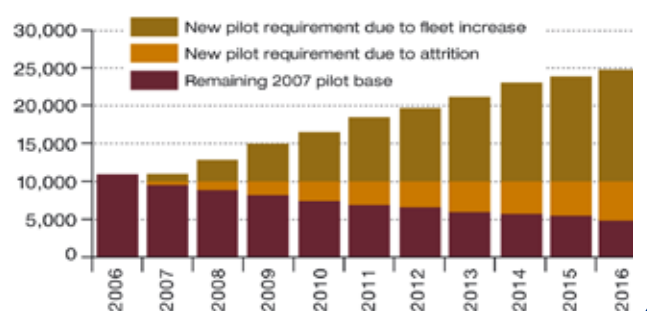


### Airbus Pilot Demand Forecast - emerging markets

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



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

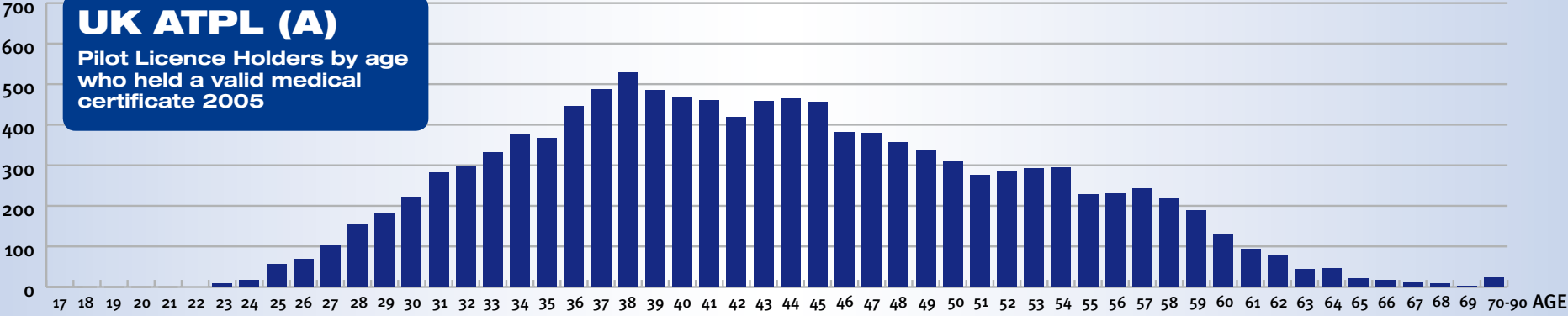




# DATA & STATISTICS

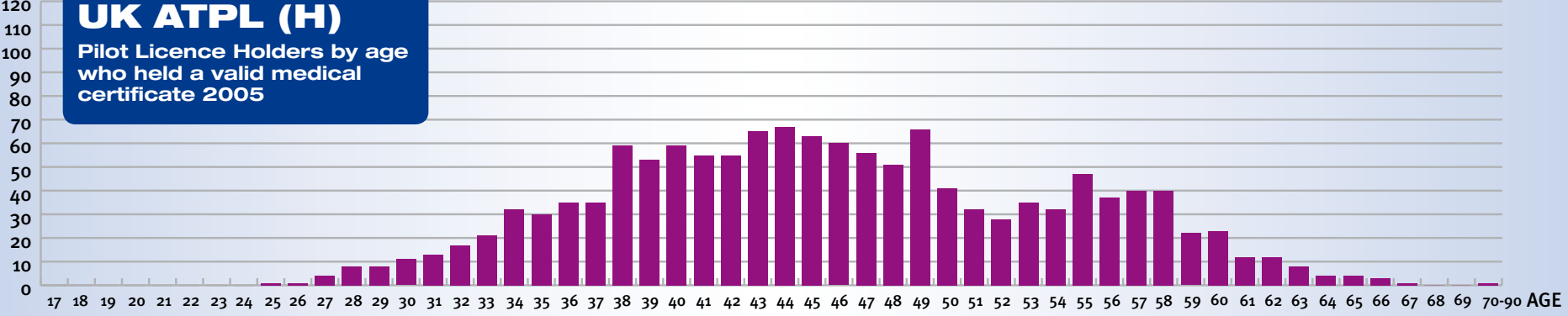
## UK ATPL (A)

Pilot Licence Holders by age who held a valid medical certificate 2005



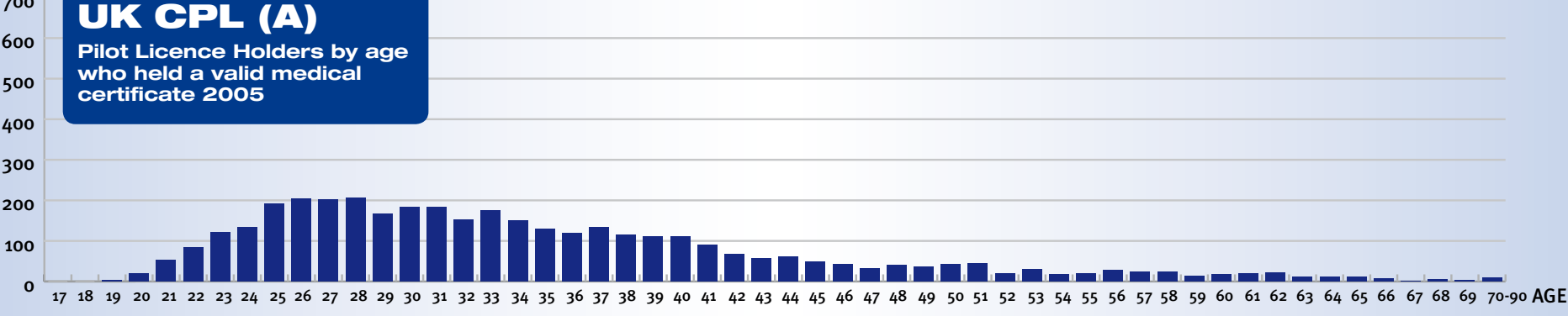
## UK ATPL (H)

Pilot Licence Holders by age who held a valid medical certificate 2005



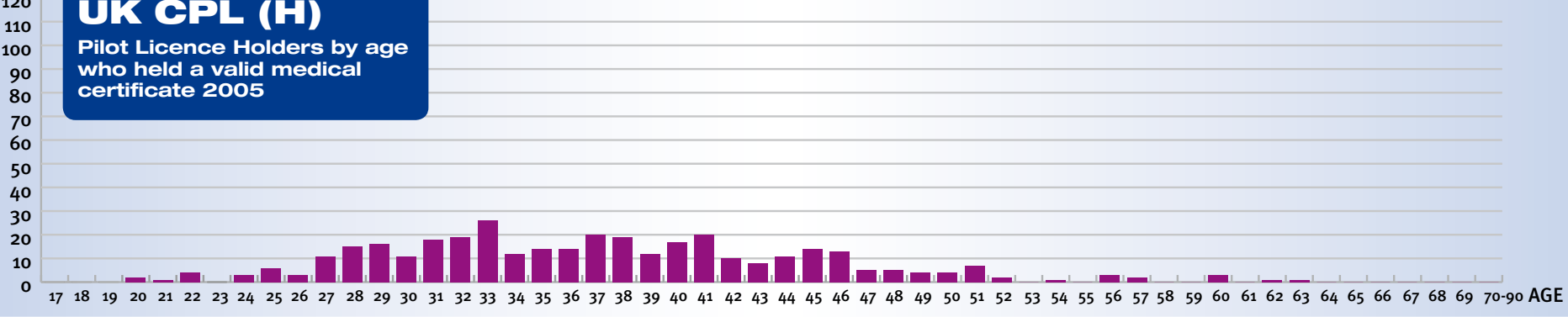
## UK CPL (A)

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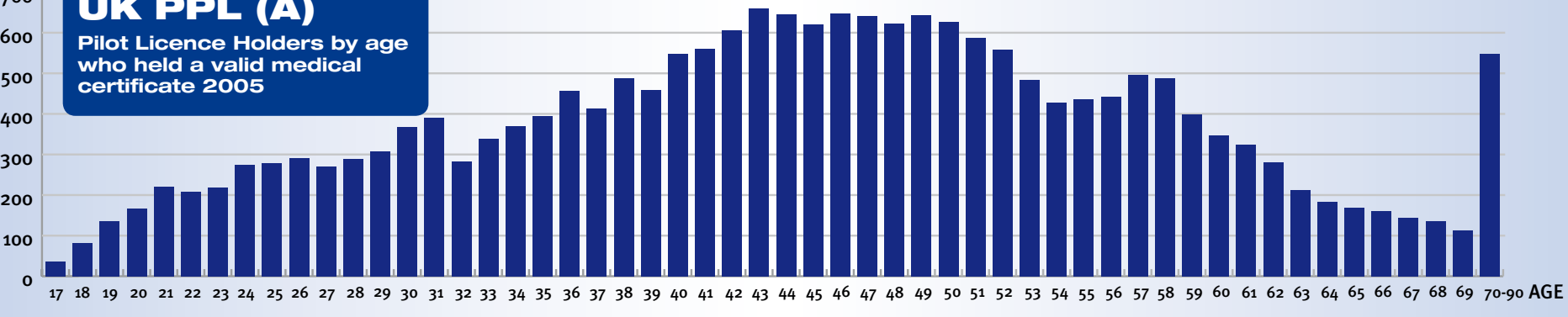
## UK CPL (H)

Pilot Licence Holders by age who held a valid medical certificate 2005



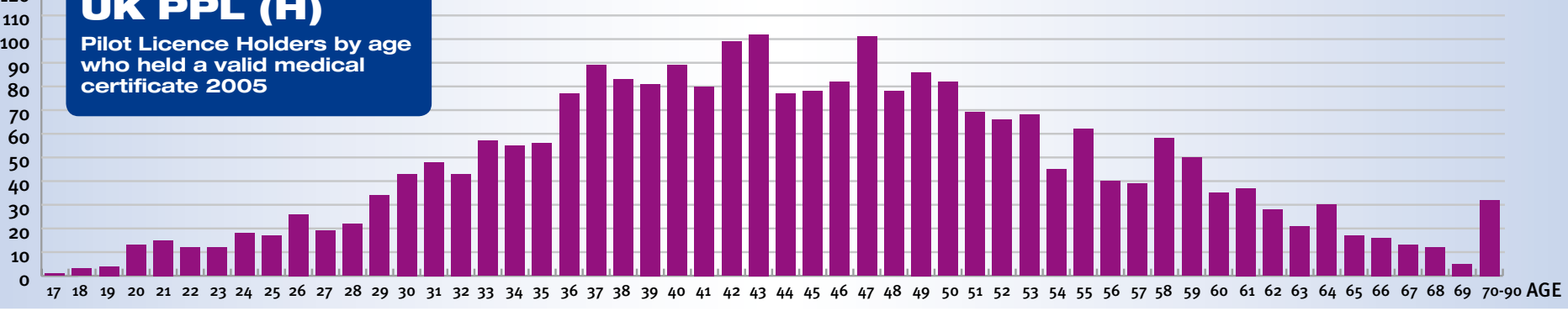
## UK PPL (A)

Pilot Licence Holders by age who held a valid medical certificate 2005



## UK PPL (H)

Pilot Licence Holders by age who held a valid medical certificate 2005





# A bright future for Coventry airport?

As we went to press a new buyer for Coventry airport was carrying out exclusive 'due diligence' checks prior to making an offer, and as predicted by FTN the much needed lifeline is being provided by the flight training community.

Much as we would like to claim that our 'informed sources' were on the money, we must concede the fact that while the flight training community still remains Coventry's best hope, it's not from the source we predicted. Back in December 2009 we wrote that Coventry's saviour would most likely come in the form of a consortium of owners of flying clubs based at the airport. In fact the new potential owner is Patriot Aviation Group, headquartered at Cranfield airport.



Patriot Aviation is one of the UK's leading general aviation businesses, owned by top entrepreneur and 'Regional Ambassador', Sir Peter Rigby. Incorporating flight training, aircraft sales, maintenance and charter, the Group has recently expanded its portfolio to include bases at Gloucestershire, Halfpenny

Green and Redhill airports.

According to a spokesperson from Patriot, Sir Peter has a long track record of investing in the West Midlands and is a major employer and vocal champion for the region. Having recognised Coventry airport's potential and synergies with his existing aviation businesses, he has proactively worked to find a way of helping to deliver a sustainable future for the airport.

*"I see Coventry airport as a best kept secret: It has the potential to be a general aviation hub, handling cargo and serving helicopters, light aircraft and business jets,"* said Sir Peter.

Councillor Ken Taylor, Leader of the council confirms that talks are taking place and that Patriot Aviation is in exclusive due diligence and it is hoped that the deal will complete by mid March 2010.



## Almat Flying Club closed

Not rumours this time but the unfortunate news that Almat Flying Club, based at Coventry airport, ceased trading on 8 January.

According to Almat managing director Glynn Matthews, the school's demise is a direct result of the closure of Coventry airport on 8 December following the insolvency of the airport's lease holders West Midlands International Airport Ltd.

Almat Flying Club had been operating since 1978, training many hundreds of pilots over its 30+ year history. According to the school there were between 50 and 60 students on their books at the time of closure.

Almat is currently working with next door neighbour Fly Helicentre to take over the training of their students.

Almat also operated a Transair pilot shop franchise which, alongside the school, has also ceased trading.

# Business as usual for Atlantic Flight Training?

Rumours have been circulating recently that commercial flight training provider Atlantic Flight Training, based at Coventry airport, has ceased trading. Flight Training News can confirm that contrary to gossip on Internet aviation forums and at flying clubs around the UK, AFT is continuing to operate and all rumours are "totally unfounded".

We spoke with AFT's acting chief operating officer John Dixon and he has confirmed that while there are structural changes taking place at the school, business continues as normal, albeit with flying training taking place at alternate airfields since Coventry ceased flying operations late last year.

John confirmed that all VFR elements of flight training are taking place at nearby Wellesbourne Mountford airfield and all IFR training is being conducted out of Cranfield airport. Both of these operations, says John, have full CAA approval.

AFT's headquarters at Coventry are still in use, despite the cessation of flying operations out of the airport, with both groundschool and FNPTII simulator training continuing as normal.

However, as the future of Coventry airport currently remains uncertain, AFT have had to make some hard decisions as to whether to stay at the airport and hope that flying training will be able to recommence in the near future, or move to a new location. A decision has now been made to relocate and John confirmed that the school is in advanced stages of negotiation to move their operation to another major UK

airport.

*"As we have been unable to secure any reassurances that we will be able to continue flying training out of Coventry in the near future, we have taken the decision to move. We are currently in the advance stages of negotiations with an alternative major UK airport and aim to be in a position to relocate our entire operation within the next three months."*

While John was unable at the time to confirm which airport AFT is relocating to, FTN understands that it will be in the north of England. John says that AFT staff have been informed of the decision and all have been offered positions at the new location, although John confirmed that there will inevitably be some voluntary redundancies by those staff members who do not wish to relocate with the school.

## for your diary

### March 10

**1-4 JAR-FCL Examinations ATPL (A), (H)**  
Gatwick, Oxford, Shuttleworth College & Glasgow [www.caa.co.uk](http://www.caa.co.uk)

**2 CAA General Aviation Safety Evening**  
Airfield Club House, Seething, Norfolk  
07976 661784

**4 On Track Aviation Safety Evening**  
Ontrack Aviation Wellesbourne Aerodrome  
[www.ontrackaviation.com](http://www.ontrackaviation.com)

**4 CAA General Aviation Safety Evening**  
Cambridge Gliding Club, Gransden Lodge  
07801 398714

**8-9 JAR - FCL Examinations CPL (A)**  
Gatwick [www.caa.co.uk](http://www.caa.co.uk)

**9 CAA General Aviation Safety Evening**  
West London Aero Club, White Waltham, Berkshire  
01628 823272

**10 UK Air Accident Investigation Branch**  
Lecture by David King  
London Society of Air-Britain, Victory Services Club 63-79 Seymour St, London  
[james.dale@tesco.net](mailto:james.dale@tesco.net)

**10-11 JAR - FCL Examinations CPL (H)**  
Gatwick [www.caa.co.uk](http://www.caa.co.uk)

**11 CAA General Aviation Safety Evening**  
Concorde Room, BAWA, Bristol-Filton  
01454 202216

**13 Oxford Aviation Academy Seminar**  
APP First Officer & Waypoint Pilot  
Oxford Airport, Kidlington [www.oaa.com](http://www.oaa.com)

**15 CAA General Aviation Safety Evening**  
Conference Room, Turweston, Northamptonshire  
01280 701167

**18 CAA General Aviation Safety Evening**  
Rosemarket Golf Club, Haverfordwest  
07545 350294

**20 BGA Sporting Conference 2010**  
Barcelo, Daventry Hotel [www.gliding.co.uk](http://www.gliding.co.uk)

**20 CTC Wings Open Day**  
CTC Crew Training Centre, Nursling  
[www.ctcaviation.com](http://www.ctcaviation.com)

**21 FAST Helicopters Open Day Thruxton**  
Airfield, Hampshire [www.fasthelicopters.com](http://www.fasthelicopters.com)

**25-26 Royal Aero Club Air Race School**  
North Weald, Essex [www.airraceuk.co.uk](http://www.airraceuk.co.uk)

**25-26 Pilot Training College Assessment Day**  
Birmingham [www.pilottrainingcollege.com](http://www.pilottrainingcollege.com)

**26 Ballantyne 2010 - Flying out of a Recession, Starting and Progressing a career in aerospace**  
RAeS No 4 Hamilton Place London  
[www.raes.org.uk/conference](http://www.raes.org.uk/conference)

**27-28 British Aerobatic Association Dan Smith Memorial Trophy**  
Dunstable, Bedfordshire  
[www.aerobatics.org.uk](http://www.aerobatics.org.uk)

**28 FAST Helicopters Open Day**  
Thruxton Airfield, Hampshire  
[www.fasthelicopters.com](http://www.fasthelicopters.com)

**29-30 Met for Aviators**  
Met Office College, Exeter  
[www.metoffice.gov.uk](http://www.metoffice.gov.uk)

### April 10

**3-4 PA28 Anniversary Fly-in**  
Old Buckenham Airfield [www.oldbuck.com](http://www.oldbuck.com)

**6-9 JAR-FCL Examinations ATPL (A), (H)**  
Gatwick, Oxford, Shuttleworth College & Glasgow [www.caa.co.uk](http://www.caa.co.uk)

**8-11 Aero Friedrichshafen 2010**  
Messe Friedrichshafen, Germany  
[www.aero-friedrichshafen.com](http://www.aero-friedrichshafen.com)

**10 Cabair Integrated CCAT Pilot Seminar**  
The Auditorium, The Vincent Building, Cranfield [www.cabairintegrated.com](http://www.cabairintegrated.com)

**13-14 JAR-FCL Examinations IR (A), (H)**  
Gatwick [www.caa.co.uk](http://www.caa.co.uk)

**13-18 EAA Sun 'n Fun 2010**  
Lakeland Florida USA [www.sun-n-fun.org](http://www.sun-n-fun.org)

**17 Flyer Professional Flight Training Exhibition**  
Eindhoven, Koningshof Hotel [www.flyer.co.uk](http://www.flyer.co.uk)

**17 Duxford Safety Bonus Day**  
Duxford Airfield, Cambridgeshire  
[www.iwm.org.uk](http://www.iwm.org.uk)

**22 GAPAN Aptitude Testing for Commercial Pilots**  
RAF Cranwell (Guild of Air Pilots and Navigators) 020 7404 4032 [www.gapan.org](http://www.gapan.org)

**22-24 Pilot Training College Assessment Day**  
London [www.pilottrainingcollege.com](http://www.pilottrainingcollege.com)

**24 Flyer Professional Flight Training Exhibition**  
Sofitel Hotel T5, London [www.flyer.co.uk](http://www.flyer.co.uk)

**24-25 British Precision Pilots Association Novice Introduction + Competition Weekend**  
Beccles, Suffolk [www.rallyflyingclub.org](http://www.rallyflyingclub.org)

**26-27 Ontrack Aviation Instructor Seminars**  
Wellesbourne, Charlecote Pheasant Hotel  
[www.ontrackaviation.com](http://www.ontrackaviation.com)

**26-28 Formation Training School**  
North Weald Airfield [www.theairministry.com](http://www.theairministry.com)

**29 Human Factors in Aviation - Medical & Physiological Aspects**  
RAeS No 4 Hamilton Place London  
[www.raes.org.uk/conference](http://www.raes.org.uk/conference)





## I have control Tad Higher

Continuing with our new look for 2010, FTN is delighted to introduce this new, regular column, extolling life as a flight instructor.

Our latest contributor, who for the purposes of protecting his students' identities wishes to remain anonymous, is a well known face on the flightline at a busy airfield somewhere in the British countryside.

With years of experience as a fixed-wing instructor, we expect his reminisces of teaching student pilots the art of missing the ground will doubtless rekindle fond, as well as 'I Learned About Flying From That' memories, in fellow instructors and students alike.

Life as an instructor is good. However for me Mondays are still a bit like a fast moving builder's truck. Not pleasant to look at and hurts when it arrives.

This Monday morning a regular customer is going to fly three circuits just to remind himself of earlier times and to clear the mind of everything unwanted. At 83 Terry is the oldest pilot who flies with me. He is a veteran of aircraft carriers and war, now fighting the battles of old age.

It's Britain and the weather is British. The sky is full of low, broken cloud leaning towards being fully overcast; the odd break allowing short lived splashes of bright sunlight onto the landscape. The ground is wet from recent rain and a general feeling of dampness fills our little world.

Terry advances the throttle and as we accelerate down the runway he keeps the nose wheel steady on the centre line. The air rushes over 30 year old wings and remnants of earlier rain form tiny streams of silver glinting in the early morning sun which flow over the trailing edge and disappear from sight.

We are the only people in the air, the first to climb aloft. So the air-ground service would be interested to know the cloud base. I am keen to know too as it is obviously not high and with a different pilot I probably wouldn't be flying today.

"Looks a bit low to the right." Terry's tone is as nonchalant as he probably feels. To the east and to our right there is higher ground, lower cloud and poorer visibility, so we let air-ground know that if there is nothing to affect we will fly left hand circuits today. There is a slightly ironic tone in the reply "Roger" suggesting that no one else, but a typical PPL instructor and the average ex-carrier pilot would be flying circuits in this.

Climbing at an almost constant 70 knots

we begin a gentle left turn at five hundred feet above the ground. At this point the air speed begins to drop as the nose is held too high and almost immediately we enter cloud. I had been looking to the right trying to judge how much time we would have before the poorer weather moved into the circuit so I had not kept a close enough watch on the cloud base in front of us. Assuming that the other pilot has got it all under control was clearly not an effective safety policy.

I look down to check that I can still see the ground, which I can, just, then glance at the artificial horizon to confirm what my eyes think they can see. The artificial horizon has slumped lazily to one side. Assuming that the instruments would remain in working order was also not an effective safety policy. The suction claims that all is well, did I see it shrug its shoulders with a "not me" expression on its face, probably not. I look down again and see the ground below at the correct position to suggest straight though gently climbing flight. The ground is quickly becoming paler so unless I wish to be flying partial panel at 500 feet near high ground in an aircraft whose instruments have been less than supportive up to now, we had better do something quickly and carefully.

"Isn't this fun?" says Terry with a smile, fun clearly written all over his face. "Yes, but I think we ought to drop down a bit so we can see where we are going," I reply. I don't remember "drop down a bit" being one of the finely tuned phrases taught on my instructor course, but it was all that came to mind at the time. I gently nudge the control column to encourage the "dropping down a bit" to begin. Terry adds support to the general march downwards by reducing the power by a couple of hundred rpm and lowering the nose a little. I add the carburettor heat.

The ground below becomes less pale, my glances to the turn coordinator become less

frequent and my cheeks relax just a little.

"I enjoyed that," and to emphasize the sincerity of his words Terry flies directly towards a nearby cloud with a lower base than the previous one.

**In past times he has vaulted over entrance requirements and flight tests that I can only manage in my dreams. So, I leave him at the controls and he optimistically announces, "G-AT downwind"**

Now in my little mind if this was any other student I would take the controls and demonstrate in a calm manner the correct course of action. But this isn't another student. It's Terry, ex-carrier pilot, 83 years old, with pride like the rest of us and knowing he isn't as good as he was. He cannot cut the grass, repair the roof, stand against the world and its outrageous fortunes as he once did. Also, I like him. He has experience, wisdom, understanding, a sense of humour. He's a nice bloke and I don't want to upset him. In past times he has vaulted over entrance requirements and flight tests that I can only manage in my dreams. So, I leave him at the controls and he optimistically announces, "G-AT downwind". Again air-ground replies with "Roger", though with a tone suggesting less confidence than Terry. Air-ground has probably not seen us since we left the runway.

"That cloud is down to about 300 feet so let's go around it" I suggest gently. "OK," is the happy reply, followed by only a gentle turn to the right, so now we will pass through the side of the cloud rather than the middle of it. I look up and see that less than 1000 feet above is clearer sky, so the worst case scenario I have to contend with is a full power climb on partial panel for about two minutes. Not an option I want to take so I gently increase the bank angle through a small movement with the right rudder. Whether he recognises what I have done or not, I do not know. It's a common instructor trick which is useful when juggling priorities.

We are moving gently around this cloud and so simply have to avoid the next one. "It's much more fun this way". Terry is clearly enjoying himself and I would feel like a callous thief to take it away from him. So for the next three or four minutes, with the aid of my calm sugges-

tions and subtle touches on the rudder and trim, we find our way downwind dodging clouds and keeping in sight of the ground with what I will call, sufficient success.

**I realise that the multitasking required on finals at his age would be too much and he might forget the punch line of the joke that he was telling**

I have often wondered why Terry always selects full flap on the base leg when the normal routine for this aircraft is stage one on base leg and full flap on finals. Now I realise that the multitasking required on finals at his age would be too much and he might forget the punch line of the joke that he was telling. So full flap on base leg it is.

Not that we can see the runway at this stage. A small cloud has placed itself at 400 feet just where finals begin. We fly past the cloud and then... when I have persuaded Terry that the village ahead is not the one he thinks it is and the mean old so and so who lives on the northern side who didn't pay him for the eggs shouldn't get a low pass just to show him... we turn on to finals.

Now, some think I am not, but I am a cautious bloke. I don't tie up my shoelaces without a back up plan and turning onto finals is not a place where you have many second chances. I once watched a beautiful air display from a Starfighter pilot who then stalled on finals and killed himself. So, for me, over shooting finals is not a crime, but over banking is. Low down, low speed, hit by a gust and already with a high angle of bank is a dangerous place to be and I do not go there without an exceptionally good reason. So now it is with a little more firmness that I coach Terry around the final turn. Once on finals he keeps good control of speed, centre line and height, makes the call, finishes his joke and places the two main wheels of the aircraft on to the numbers.

Wanting to grow old and not feeling very bold I steal his hope of further fun by suggesting we call it a day with only one circuit completed. Sadly we turn off the runway, but still feel the joy of flight in our hearts. Also it's only ten past nine on a Monday morning and with twenty minutes 'brakes to brakes' I have already earned £5 this week!

## JAR ATPL Theory (A) & (H)

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# DATA & STATISTICS

## AVERAGE FUEL PRICES February 2010

(Source: Flight Training News survey)

### UK average AVIATION FUEL price

AVGAS 100LL **164.6p** AVTUR Jet A-1 **78.4p**

### ROI average AVIATION FUEL price

AVGAS 100LL **€2.49** AVTUR Jet A-1 **€0.73**

### UK average ROAD FUEL price

Unleaded **112.0p** (+24.2p) Diesel **113.3p** (+17.4p)

### ROI average ROAD FUEL price

Unleaded **€1.125** (+€0.311) Diesel **€1.156** (+€0.216)

**AVGAS 100LL - 172.8p**  
**AVTUR Jet A-1 - 89p**

**AVGAS 100LL - 166p**  
**AVTUR Jet A-1 - 80p**

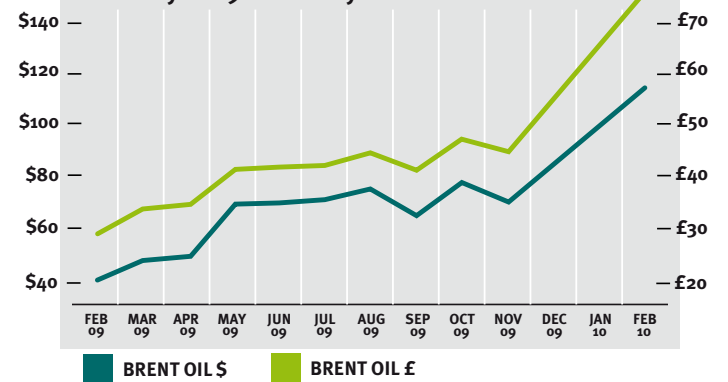
**AVGAS 100LL - 160.7p**  
**AVTUR Jet A-1 - 72.6p**

**AVGAS 100LL - 160.4p**  
**AVTUR Jet A-1 - 75.5p**

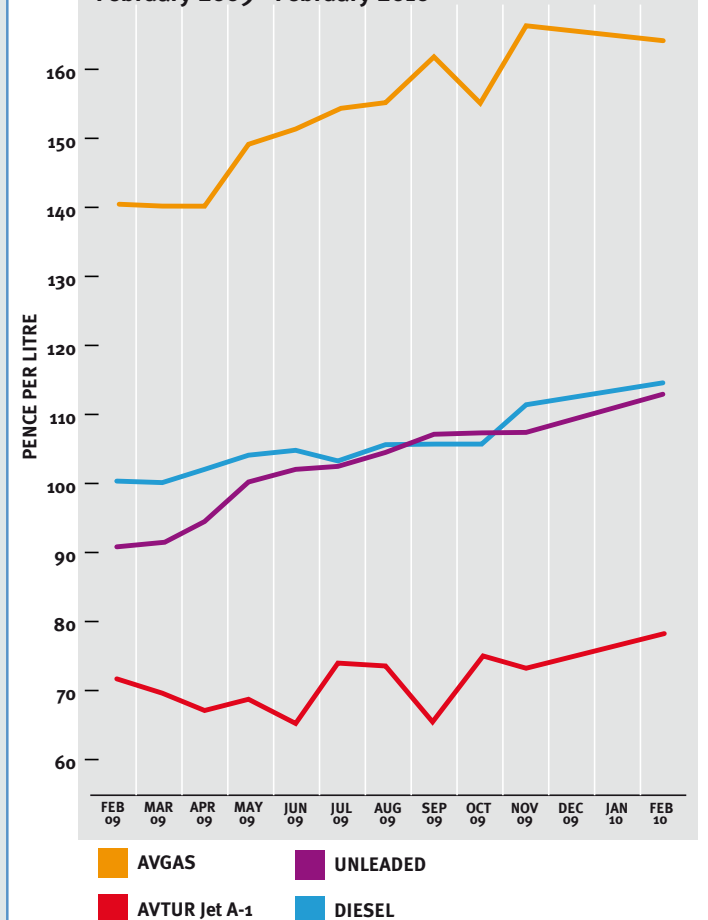
**AVGAS 100LL - 167.6p**  
**AVTUR Jet A-1 - 76p**

**AVGAS 100LL - 160.1p**  
**AVTUR Jet A-1 - 77.1p**

## Brent Crude Oil Prices February 2009 - February 2010



## Average UK Fuel Prices February 2009 - February 2010



## Forthcoming UK and ROI JAR Theoretical Knowledge exams

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

| Exam month | Closing date for applications | Subjects   | Exam dates    |
|------------|-------------------------------|--|---------------|
| APRIL      | 23/03/10                      | Principles of Flight, Airframes, Mass and Balance, Performance     | Tue 6 April   |
|            |                               | Instrumentation, Operational Procedures, Flight Planning           | Wed 7 April   |
|            |                               | General Navigation, Radio Navigation, Meteorology                  | Thurs 8 April |
|            |                               | Air Law, Human Performance, VFR Communications, IFR Communications | Fri 9 Apr     |

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

| Exam month | Closing date for applications | Subjects  | Exam dates |
|------------|-------------------------------|---|------------|
| May        | 27/04/10                      | Principles of Flight, Aircraft General, Performance and Planning                                | Tue 11 May |
|            |                               | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Wed 12 May |

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

| Exam month | Closing date for applications | Subjects  | Exam dates |
|------------|-------------------------------|---|------------|
| May        | 29/04/10                      | Principles of Flight, Aircraft General, Performance and Planning                                | Tue 13 May |
|            |                               | Navigation, Meteorology, Operational Procedures, Air Law, Human Performance, VFR Communications | Fri 14 May |

## Republic of Ireland Theoretical Knowledge exams

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

| Exam month | Closing date for applications | Subjects    | Exam dates |
|------------|-------------------------------|-------------|------------|
| May        | 30/04/10                      | CPL/ATPL/IR | 17-20 May  |
|            | 30/04/10                      | PPL         | 21 May     |

## UK CAA Open Consultations

| Consultation                | Deadline | Details  | Link  |
|-----------------------------|----------|--|---|
| Proposed changes to CAP 168 | 20/02/10 | Includes proposed changes to the requirements for licensed aerodromes and provides further guidance and explanatory material. Proposed changes include incorporating information from NOTALs into CAP 168, development of good practice from industry, changes to technology, AAIB Safety Recommendations, and aligning UK requirements to ICAO Standards and Recommended Practices (SARPs) where practicable. | <a href="http://www.caa.co.uk/default.aspx?catid=1350&amp;pagetype=90&amp;pageid=11066">http://www.caa.co.uk/default.aspx?catid=1350&amp;pagetype=90&amp;pageid=11066</a> |

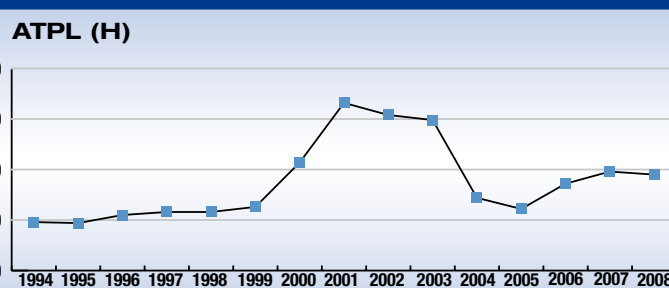
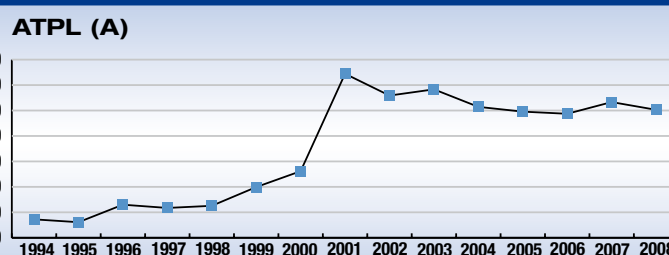
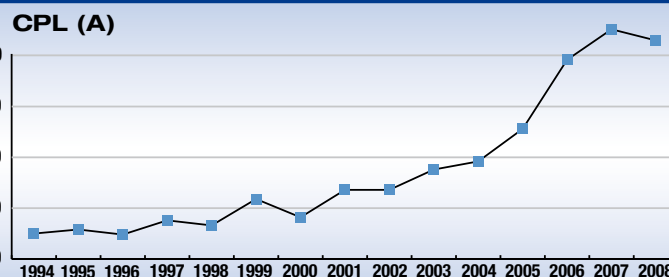
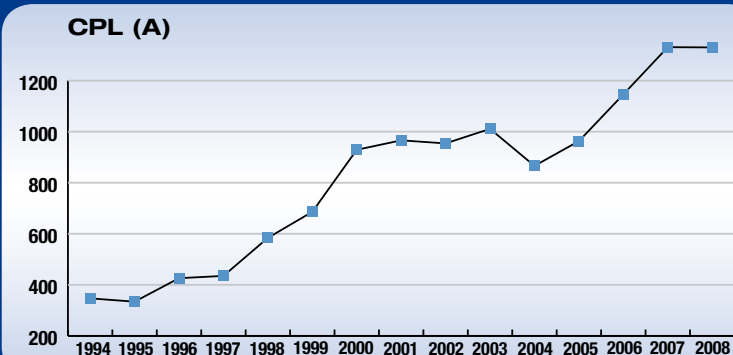
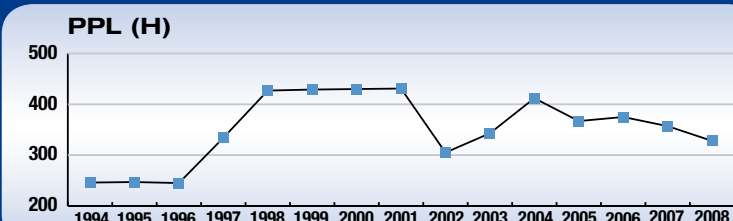
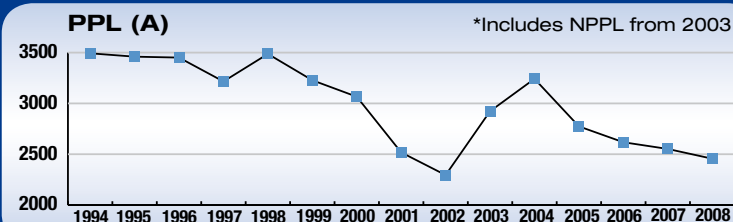
## EASA Open Consultations

|                               | Task No.   | Title   | Begin date | End date   |
|-------------------------------|------------|---|------------|------------|
| Awaiting response to comments | 20.006(C)  | Airworthiness Approval and Operational Criteria for onboard equipment related to Area Navigation for Global Navigation Satellite System approach operation to Localiser Precision with Vertical guidance minima using Satellite Based Augmentation System | 23/03/2009 | 23/062009  |
| Awaiting Response to comments | Fcl.001    | Authority and Organisation Requirements - Regulatory Impact Assessment on Flight Crew Licensing (FCL)   | 31/10/2008 | 15/04/2009 |
| Awaiting Response to comments | MDM.003(a) | Flight Testing  | 29/08/2009 | 31/01/2009 |

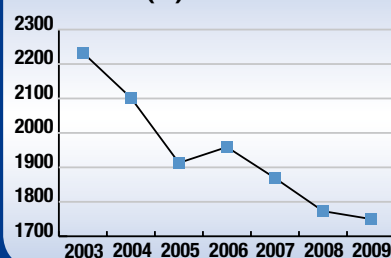


# DATA & STATISTICS

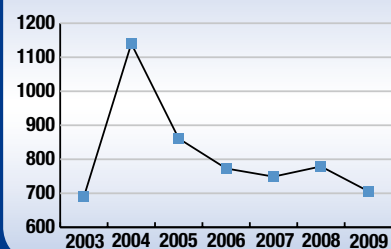
## UK Initial Licence Issues



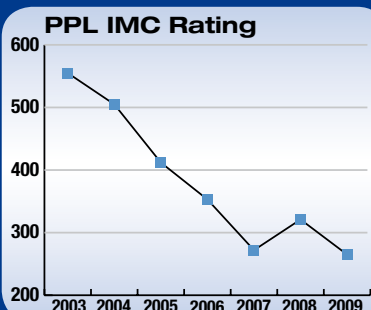
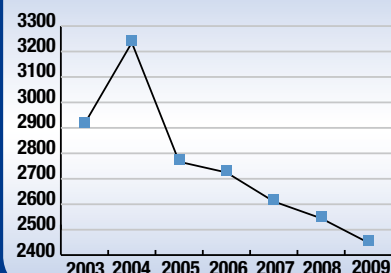
JAR PPL (A) issues 2003-2008



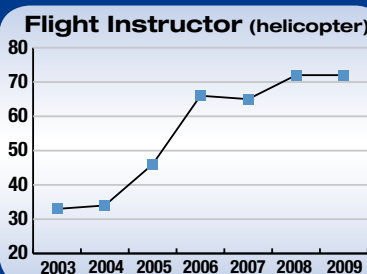
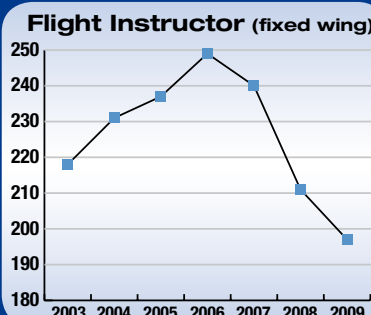
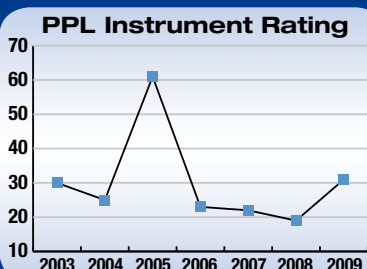
National PPL (A) issues 2003-2008



Total PPL issues 2003-2008



## Ratings - seven year trend



| 2009   | figure | year-on-year change |
|--|--------|---------------------|
| PPL (A)<br>(includes JAR/<br>EASA PPL and<br>NPPL) | 2456   | -4%                 |
| PPL (H)  | 328    | -8%                 |
| CPL (A)  | 1330   | unchanged           |
| ATPL (A)   | 1257   | -6%                 |
| ATPL (H)   | 95     | -3%                 |

**Number of licenced  
airfields in the UK**

(Source: 2009 UK AIP)

**142**

**Professional Flying Training  
Organisations UK and ROI**

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

**102**

**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 x January, the UK CAA were processing  
licence applications received:

|                          |                 |
|--------------------------|-----------------|
| Professional Flight Crew | 2 February 2010 |
| Private Flight Crew      | 2 February 2010 |
| Instructors              | 2 February 2010 |
| NPPL Flight Crew         | 5 February 2010 |

(Source: CAA)

## European General Aviation

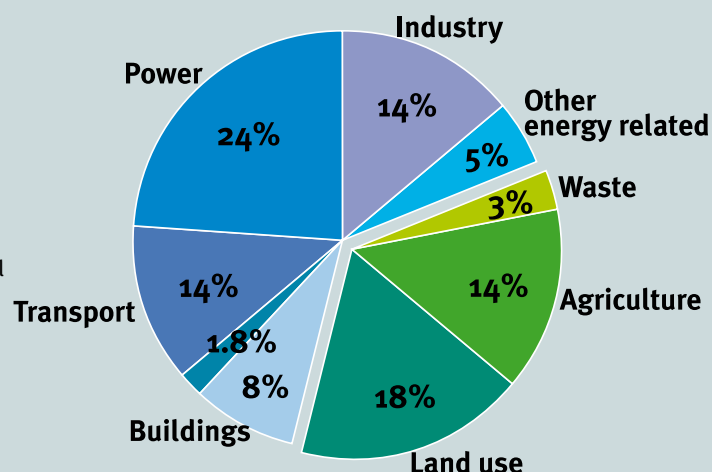
**90,000** pilots engaged in private powered flying  
**40,000** microlight pilots  
**90,000** glider pilots  
**115,000** hang glider and paraglider pilots  
**5,300** balloon and airship pilots  
**20,000** General Aviation aircraft  
**22,000** gliders

## 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

Controllers managed 2,200,326 flights in UK  
airspace last year against 2,433,946 in 2008



# Last chance for European flight training industry to help shape its future

European aviation regulator EASA had their own annus horribilis last year, ultimately leading to a confession to their EU Commission bosses that they were understaffed, under-funded and over-worked, and consequently highly unlikely to finish their rulemaking tasks on time for the big switch-over in April 2012.

From the outside it appeared that Europe's new aviation regulator had turned into yet another bureaucratic leviathan, doomed to create unworkable and costly regulations and generally make themselves a nuisance to an industry already in a state of crisis. The situation was critical, it appeared, and any hope of achieving that elusive goal of a level playing field for European aviation, on time and to budget, was seen as an outside chance at best.

However, having been told in no uncertain terms by their EU bosses to stop re-inventing the wheel and concentrate on turning current European aviation regulations into hard law (as was their original remit) EASA appears to have been making considerable progress over the last few months.

So what's new?

Undoubtedly the most significant development to come out of EASA this year, as far as the European flight training community is concerned, will be the publication of a Comments Response Document (CRD) for future European Flight Crew Licensing (FCL).

This document will contain all the responses made by industry to EASA's original Notice of Proposed Amendment (NPA) for FCL, published in 2008. According to Peter Moxham, member of EASA's FCL001 working group which developed the FCL proposals, a number of constructive meetings have taken place recently and the Agency is now looking at being ready to publish its CRD during March.

Peter told FTN that EASA staff have done a lot of work on the CRD over the last couple of months and responses to most comments have now been drafted, although he confirmed that there are outstanding issues with regards to glider and balloon pilot licences as well as the newly proposed Light Aircraft Pilot Licence (LAPL), although these should soon be finalised.

**This document represents a 'last chance' for affected parties to make their concerns and recommendations known for future European FCL**

When it's complete the CRD for FCL will appear on EASA's website, and the current best guess is that this will happen sometime towards the end of March. Peter recommends strongly that all affected parties take the time to read the document and comment as appropriate. The CRD will only be open for two months for



comment before being finalised by EASA and as such this document represents a 'last chance' for affected parties to make their concerns and recommendations known for future European FCL.

Following this two-month consultation period with industry, the consultation document will be finalised in legal terms and passed to the EU Commission for final agreement and then for approval by the European Parliament - probably in about a year from now, suggested Peter.

It is anticipated that the final law will then be published by September 2011 and it will be effective immediately. From the date of publication therefore, all new applications for approvals or training will have to comply with the new requirements. Existing approvals, however, will probably have a three-year period in which to comply. And those who have commenced training before the date of publication of the new regulations may continue to train under existing regulations, but must complete their training within three years of the publication of the FCL requirements.

The CRD for FCL will be available to read and to comment on via EASA's website [www.easa.europa.eu](http://www.easa.europa.eu) under their rulemaking section.

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## Instructor Notes

### Helen Krasner

# Learning from mistakes

Flying is a complex activity and everyone makes occasional mistakes when doing it. Of course this is particularly true for students and low hours pilots, but applies nearly as much to those with more experience. Indeed, human error is known to account for the majority of flying accidents, even among commercial pilots.

Although no-one wants to make mistakes and we should naturally do all we can to avoid them, these errors can have a positive 'learning' aspect to them. In fact, in my experience you learn more from getting things wrong than from almost anything else. This is maybe just as well, since as I look back over my flying career I seem to have screwed up an awful lot, especially during some of my early flights before and after getting my PPL. In fact, I felt sure at one time that I made more errors than just about anyone else! However, perhaps it's merely that I knew about every single one of them and no-one else did. For pilots rarely want to admit to their mistakes, and we certainly don't want to advertise them to the whole aviation world. We all have this vague idea that if we do we'll be shown to be Bad Pilots... and my capital letters are intentional.

I'm about to try to reverse all that however, at least in my own small way. I want to talk about some of the things I did wrong in the early days and, hopefully, show how I learned from them, and thus how others can learn from similar mistakes.

The first screw-up which comes to mind occurred very early on, while I was a PPL(A) student undertaking my second solo cross-country flight. I had to depart from Welshpool in Mid-Wales, my home airfield, fly down to Malvern, turn overhead the town and land at nearby Shobdon, then return to Welshpool. I had been to Shobdon before with my instructor and the final leg was also a route with which I was reasonably familiar.

All went well for the first leg of the flight. I found Malvern, turned, and landed safely at Shobdon. Then I took off again for the final 16-mile leg to home. As I approached Welshpool I spotted the town and called the airfield on the radio, saying I had five miles to run. I'd done it... or so I thought. As I approached the town however, I realised that it wasn't Welshpool after all. There were none of the familiar features of the place I knew so well and most importantly there was no airfield. Yikes! Where was I?

**I want to talk about some of the things I did wrong in the early days and, hopefully, show how I learned from them**

Getting a trifle nervous I glanced at the map. There weren't that many towns in this rural area and I decided that it must be Newtown, which

is about ten miles roughly south-east of Welshpool. Yes, that was it, I was certain. What else could it be? So without bothering to look for further proof I called the airfield and told them of my mistake and set out north for Welshpool.... or so I thought. However, my familiar little town and home airfield never appeared. Instead I saw beneath me main roads, a larger town, and more built up areas in the distance. Help! Where on earth was I?

At this point I did what I should have done in the first place – I began to orbit and look very, very carefully at both the chart and the ground features. And suddenly light dawned! The town I had identified as Newtown was in fact Oswestry, which is north of Welshpool, not south. In turning north, I had actually flown further and further away from Welshpool and reached Wrexham. In fact, I was now close to Chester and therefore pretty near to Liverpool's controlled airspace, illustrating how easily airspace busts can occur, although I'm glad to report it didn't quite happen this time.

Of course when I realised my mistake I immediately turned south. I was now out of range of Welshpool's radio. In fact, I found out later that they'd been panicking at being unable to contact me, but as soon as I was within range I called them again and explained what had happened. My instructor sounded relieved. "Call Shawbury," he snapped, his relief at hearing from me now sounding more like annoyance. I protested that I didn't need to call Shawbury MATZ, as I now knew exactly where I was. He was adamant however, so I did as I was told and Shawbury told me that I was eight miles north of Welshpool, which I knew, though I suppose it was nice to have it confirmed.

I finally got to Welshpool and landed safely. After putting the aircraft to bed I made myself a cup of coffee and everyone told me to relax and recover. But I couldn't. What had happened and why? I really needed to know. I looked at the chart again and went over the whole flight carefully in my mind.

It soon dawned on me just how a whole series of small mistakes had caused an immense navigational cock-up. The route from Shobdon to Welshpool is across hills, with few obvious features for the inexperienced pilot. However, about five miles out of Shobdon the route passes close to Knighton, a small town with a main road, river, and railway line all passing through it, making it easy to identify. At this point you could work out exactly where you were and make any route corrections if necessary. I knew this, as my instructor had pointed out to me the necessity of positively identifying Knighton. But had I done so this time? No, I couldn't even recall looking for the town. Why? On reflection, I realised that it was because I



had been a little over-confident, as the flight had been going so well and therefore I was a bit too relaxed. Having flown what I considered to be the difficult and unfamiliar part of the route, I had for this last, short leg just pointed the nose of the aircraft at Welshpool and expected to end up there. I hadn't considered that every flight is different, that things can very easily go wrong, and that visual navigation involves constant vigilance and hard work.

Next: how had I arrived at Oswestry but identified it as Newtown? After all, the two are very different – for one thing Newtown is surrounded by hills, while the area around Oswestry is flat and the town has an obvious ring road. This, I think, is where advance expectations came into play. I had been slightly north of the town when I saw it, so I had flown south to it. Therefore I expected the town to be the one south of Welshpool. It had never occurred to me that I could be so far off track that I was at Oswestry. Why was I so far off course? I had no idea, and I still don't know. Maybe the wind had changed, or perhaps I had been so confident that I hadn't kept my heading as well as I thought I had. Perhaps I had simply spent too much time looking at the view and not enough on navigation.

After that I had actually begun to get things right. When I realised that the town I was now approaching still wasn't Welshpool, I had started to orbit and begun to compare the map to the ground to make some kind of definite positive identification, rather than an 'it-must-be-x' type of assumption. Of course, it would have been sensible to have called someone on the radio at that point to make sure of where I was, but I seem to remember that this never even occurred to me. But once I worked out where I was, everything fell into place and the flight to home base was easy.

As I finished working all this out my instructor walked in, his face a mixture of despair and annoyance. How had this happened, he wanted to know? How had I got so far off track on a 16-mile route which I'd flown before? How had I

managed to think that Oswestry was Newtown? I interrupted his stream of questions at this point. "Sit down," I said, "and I'll tell you". I then carefully went over all my deductions, explaining how a mixture of over-confidence, inexperience and a possible change in the wind had caused the whole navigational disaster. He listened to it all in silence. Finally I finished by saying: "So I suppose you want me to fly that route again?"

"No," he replied. "I think you've learned a lot from that flight, probably more than if it had all gone smoothly. You can do your Qualifying Cross Country next."

At the time I was absolutely amazed by his response. He didn't think I was a Bad Pilot. In fact, he thought I was good enough to move on! But looking back now, I realise that he was right. I had indeed found out a lot about flying and about myself from this incident, and that was the case later on too, after I got my licence... and much later also. The mistakes I made were different, of course, since I became more experienced, but they could still be learned from in the same way.

**As pilots we shouldn't be afraid of making mistakes or admitting to them**

So, as pilots we shouldn't be afraid of making mistakes or admitting to them, and we certainly shouldn't try to shrug them off or pretend that they didn't happen, but look at them in detail and learn from them. When as an instructor I ask my students: "Why did you do that; what were you thinking of; why did that error happen?" I am not being difficult, or attempting to put them on the spot. I am instead trying to turn a cock-up into a learning experience. So I hope maybe some of them will read this, and understand.



## safety matters

# Solo student beach landing went wrong

The student pilot flew some dual circuits at the home airfield and then received a briefing from an instructor to fly a solo navigation exercise to a nearby seaside town and back. The instructor suggested that the student land on a particular beach on the return leg (the student and instructor had previously landed on another beach together). The weather was benign with good visibility, high cloud base, and a light easterly wind.

On the return leg of the flight, the student flew over the beach to check that it was clear, before flying a normal approach into wind. The student flared the aircraft, and it touched down very promptly on the main wheels before bouncing; the student was surprised at the height of the bounce. The student pitched the nose down and flared again but the aircraft bounced a second time. Touching down from the second bounce, the student lowered the nose, and the nose landing gear collapsed. The student was not injured and evacuated the aircraft without difficulty. There was no fire.

The student reported that the expanse of sand with no points of reference may have led to

flaring too high, the student considered that the correct action would have been to have gone around.

The importance of ground texture to pilots judging their landing is understood and surfaces with poor texture (such as sand or, in the case of amphibious aircraft, smooth water) are known to cause pilots difficulty in judging their height. It is probable that the student flared too high, because of the poor texture and lack of reference points.

At the time of the accident, the student had flown five hours solo.

*From an AAIB report*

# Gear-up landing during training flight

A business jet aircraft was on the downwind leg in a clean configuration prior to an approach during a training flight at the base airfield. The approach was to be flown by the co-pilot with the flaps selected to takeoff/approach. The co-pilot reduced power to slow the aircraft and, as it decelerated through 130kt, the landing gear aural warning was triggered because the thrust was below approximately 85% N2 and the landing gear was selected up. The commander cancelled the warning immediately after it sounded.

The co-pilot asked for the approach checklist to be carried out by the commander who did so by memory rather than by using the usual 'challenge and response' technique. This particular checklist does not call for the landing gear to be selected down. The landing gear was not selected down on the downwind leg.

On the final approach the co-pilot had difficulty reducing speed towards VREF but thought it was because the reduced flap setting was causing less drag than normal. The co-pilot stated later that the landing gear aural warning was triggered during the final approach and was cancelled immediately although this differed from the commander's account. The landing checklist was also completed by the commander from memory rather than by 'challenge and response'.

During the flare, the co-pilot heard a "grinding" sound from the rear of the aircraft. The co-pilot applied some power and raised the aircraft nose sufficiently to remain airborne. The commander took control and lowered the landing gear while maintaining approximately 95kt and flying along the runway at an estimated height of 10ft. The commander realised that the runway length remaining was insufficient to land and so applied take-off power to go around. The aircraft configuration was left unchanged with landing gear selected down and flaps selected to takeoff/approach. The commander positioned for a visual inspection by the controller in the ATC tower and then flew another circuit and landed without further incident.

Following the incident, an inspection of the aircraft was carried out to determine the serviceability of the landing gear warning system. The landing gear was found to be serviceable but the flaps were stuck in the take-off/approach position. The landing gear warning system operated correctly in the achievable configurations.

## Landing gear warning system

The landing gear aural warning is triggered when the IAS falls below 130kt if one or more of the landing gear are not locked down and one or both thrust levers are retarded below approximately 85% N2. Pressing the horn silence-push-button on the landing gear control panel silences the warning but does not reset the system. The system resets when the thrust levers are advanced above approximately 70% N2.

## Assessment of cause

The landing gear was not selected down while the aircraft was on the downwind leg. The landing checklist was not completed in the usual 'challenge and response' manner which meant opportunities were lost to highlight the omission.

The commander had expected to hear the landing gear warning horn and had cancelled it immediately when it was triggered on the downwind leg. The commander could not say why the checklists were not completed properly. The landing gear warning system would have reset had the power increased above approximately 70% N2. With the landing gear up and the flaps selected to takeoff/approach, however, the drag and power required during the approach were lower than normal. The commander believed the landing gear warning system had not reset which meant that there was no final warning prior to touchdown that the landing gear was not locked down.

The co-pilot remembered the landing gear warning horn sounding on final approach and, if the co-pilot's recollection was correct, the warning system reset at some point during the circuit. If this was the case, the warning horn was triggered and cancelled at a critical point in the approach and its meaning was not appreciated by the crew.

It was not possible to determine with any certainty whether or not the system had reset prior to the final approach.

*From an AAIB report*

# 'Wind shear' led to 6.5g landing

The single-engine aircraft was operated by a University Air Squadron, and was on a training flight which was planned to include a practice forced landing (PFL). The forecast wind was 20kt, from 010°, gusting to 26kt.

The student was briefed to carry out the PFL on Runway 35; the pattern was flown normally and the student lined up the aircraft with the runway, with land flap selected, at a height of about 500ft. The commander encouraged the student to lower the nose in order to maintain an airspeed of 75kt, and a final check of the speed was made just below 100ft, when it was observed to be slightly over 75kt. At the appropriate position, the student flared the aircraft to the correct attitude. However, the rate of descent increased suddenly, causing the aircraft to impact heavily on the runway surface. The commander took control and landed the aircraft from the subsequent bounce. The commander decided to taxi to the end of the runway, but it became apparent that the wheel brakes and nose-wheel steering were not available, these most probably having failed during the hard touchdown. It was later established that the on-board meter had registered a peak normal load factor of 6.5g during the landing. The commander informed ATC of the situation and brought the aircraft to a halt on an area of grass beyond the end of the runway.

The actual wind was reported as 5kt higher than forecast. The commander subsequently commented that, given these conditions, wind shear was a probable cause of the event.

*From an AAIB report*

## Safety Shorts:

The aircraft was on a dual instructional sortie and had been landed by the student on Runway 24. The instructor stated that the student was having difficulty in the gusty conditions (reported surface wind 260° at 15kt, gusting to 25kt) so the instructor took control to stabilise the aircraft during the landing roll, slowing the aircraft to taxi speed and turning about 45° to the right. However, with taxi power applied, the tail suddenly lifted. Fearing that the propeller was about to strike the ground, the instructor reduced power and the tail dropped heavily, breaking the tailwheel mounting and causing damage to the bottom of the rudder. The instructor could only surmise that the aircraft had caught a "freak" gust. Although the instructor believed the control column was held aft at the time, it was conceded that it may not have been fully back.

The aircraft owner, who had 106 hours total flying experience including 11 hours on tailwheel aircraft, was undergoing instruction. The pilot had successfully flown seven circuits, but on the next the pilot over-rotated during the flare. The instructor was unable to correct in time and the aircraft landed very firmly on all three wheels, which resulted in damage to the left rear spar attachment. There had previously been a repair to this rear spar attachment, but it is not known whether this was a significant factor.

An aircraft was parked near the fuel pumps with the parking brake off. The student pilot (who had flown solo several times) decided to taxi it closer to the fuel pumps before re-fuelling; the instructor was not present. The student started the engine and the aircraft began to move forward. The student reported that because of the seating position, the brakes could not be applied. In attempting to stop the aircraft, the student depressed the left rudder pedal, causing the aircraft to turn to the left. The aircraft accelerated towards and collided with a parked aircraft, causing substantial damage to both aircraft.

Whilst flying a consolidation solo circuit, the student pilot had to execute an 'S-turn' on final to maintain separation from the aircraft ahead. This destabilised the approach, resulting in the aircraft being higher than planned as it neared the runway. The pilot reduced power to achieve a steeper glide angle, but considered that the aircraft was still too high as it passed over the runway threshold. The aircraft then touched down heavily on the runway and bounced. The pilot applied power again, but this failed to prevent a further heavy bounce. As the aircraft touched down for a third time, the nosewheel collapsed and the aircraft skidded to a halt at the edge of the runway. The pilot felt, in retrospect, that insufficient power was applied to recover the landing following the initial bounce.

*All from AAIB reports*



## safety matters

# Narrow taxiways and in cockpit distractions

At the incident airfield visiting light aircraft are parked on the grass at the end of a paved track that passes in front of the flying club, parking in front of the flying club is for club members only. A parked aircraft was visiting the airfield for a few hours but was positioned in front of the flying club approximately in line with other aircraft.

The instructor was planning on flying the second instructional flight of the day for an experienced qualified pilot who occupied the left seat. Having received clearance from ATC to taxi to Holding Point Golf, the student taxied the aircraft from the visiting light aircraft park. The aircraft park was full and the instructor closely monitored the student and the aircraft's progress until it had exited the parking area and was on the paved track that passes the flying club en route to Taxiway Alpha.

The UK Aeronautical Information Publication (AIP) states the following in this airfield's entry:

### '2 Ground Movement

*The (block paved) access track from the east of Holding Point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.'*

The commercially available airfield charts which the occupants were using at the time contain the following warning:

*'Pilots are to exercise caution when using access track from the East of holding point H to*

*the grass parking area to ensure that they have suitable wing tip clearance on each side.'*

Once the aircraft was on the access track, the instructor briefly diverted attention to record the aircraft's off-chocks time just as the collision occurred. The top of the winglet of the left wing had struck the underside of the right wing of a parked aircraft.

After the collision both occupants vacated the aircraft uninjured without informing ATC of the accident. As the Tower controller was unable to raise the pilot on the radio, he sought assistance from another taxiing aircraft to establish what had happened. He subsequently activated an Aircraft Ground Incident.

The instructor had not read the notes about the access track on the airfield chart or in the AIP and said the lesson learned: "when the aircraft is on the ground is not to write notes at all while it is moving".

*From an AAIB report*

## Hay Bales 1, Tiger Moth 0

The examiner, who was positioned in the front seat of the Tiger Moth, was undertaking a renewal flight for the student's lapsed SSEA NPPL rating. The surface wind was from approximately 090° at less than 10kt and Runway 09 was in use.

Aircraft taxiing from the parking area to Runway 09 normally use a taxiway that runs along the left side of Runway 31 but as a large model aircraft and a car were parked on the taxiway, the student had to taxi along Runway 31. The taxi was uneventful until they approached the parked car, when the aircraft veered to the right and departed the runway. The examiner saw a hay bale, which would be hit by the left wing, and took control of the aircraft, steering it to the right. The examiner then observed a second hay bale, which was not an immediate threat to the aircraft, and after clearing the first bale the examiner steered to the left to position the aircraft back onto the runway. During this manoeuvre the aircraft struck a third bale that had been obscured from the examiner's view by the right wing.

The examiner and student believe that the accident occurred because they had been distracted by the car and model aircraft parked on the taxiway.

*From an AAIB report*

# Engine failure during solo circuit

The student pilot began training towards a PPL in January 2007 and had accumulated a total flying time of 88 hours, included two hours solo. Training records showed that the pilot had only flown one exercise involving emergencies in the circuit, conducted in October 2007. This exercise had covered engine failure after take-off drills, away from the aerodrome. The pilot reportedly had not been taught how to deal with engine failure other than during the initial climb after take-off.

On the day of the accident the pilot flew three circuits with an instructor, who then briefed the student to carry out some solo circuits. On the second solo circuit, the pilot was instructed by ATC to orbit during the downwind leg and, on rolling out of the orbit, the pilot perceived that the aircraft was further downwind than expected. Having turned onto base leg, the student recognised that the aircraft was slightly above the circuit height. The pilot recalled selecting carburettor heat, reducing power to approximately 1,700 rpm, and selecting two stages of flap.

The aircraft then "did not feel right" and descended more rapidly than expected. The pilot recalled attempting to apply power but there was little response. The pilot transmitted a 'Mayday' call and manoeuvred

towards a field with houses close by.

The aircraft struck a tree on the edge of a school playing field within a built-up area and then fell through the branches of the tree, coming to rest close to ground level. The pilot suffered injuries to the legs and ankles, but was able to exit through the door, which had opened in the impact. The pilot's exit was made awkward by substantial tree limbs which had penetrated the cabin during the impact sequence. There was no fire.

Radar and RTF recordings of the accident flight were obtained. The radar recorded only track over ground which showed a descending right turn culminating in ground impact in a downwind direction. The surface wind was 220°/9kt.

The engine was examined by engineers contracted by the aircraft owner. No fault was found.

CAA Safety Sense Leaflet SSL 14 discusses

piston engine icing, and includes a graph depicting the likelihood of carburettor icing depending upon temperature and dewpoint. The temperature at the time of the accident was 20°C and the dewpoint was 13°C. Under these conditions the graph indicated that moderate icing was possible at cruise power and serious icing at descent power.

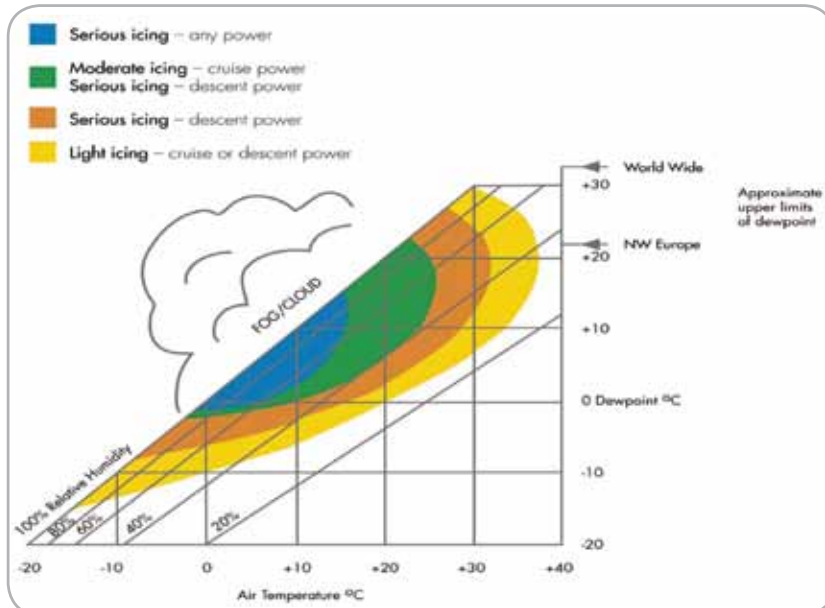
The chief flying instructor of the flying club commented that he did not believe that PA-28-161 aircraft were particularly prone to carburettor icing.

### Analysis

No malfunction or defect was found to account for the loss of power which the pilot reported. The environmental conditions were conducive to carburettor icing, and this may explain the partial loss of power and the engine's slight response to the opening of the throttle.

Pilots of single-engine aircraft must be ready to cope safely with power loss at any time. Student pilots early in their solo flying are generally not trained to deal with every eventuality and this student pilot had not received any training in dealing with engine failure other than in the climb after takeoff (EFATO). The pilot was successful in avoiding impact with buildings, but unable to execute a forced landing. The landing was downwind, and this meant that the groundspeed at impact was higher than it would have been had the pilot been able to land into wind.

*From an AAIB report*



## Bad weather diversion

The student was flying the final leg of a solo qualifying cross-country flight. As the aircraft passed an en-route landmark, the cloudbase lowered and forward visibility reduced to the extent that the pilot could no longer see the next checkpoint (a town) nor the familiar landmark of a nearby mast.

The pilot declared a PAN, set 7700 on the transponder and advised ATC of the intention to carry out a precautionary landing at a nearby disused aerodrome. Following an initial bounce, the pilot braked and the aircraft veered to the right, departed the runway surface and entered an area of soft ground. About 10 metres from the runway edge the aircraft tipped onto its nose and came to a stop. The uninjured pilot shut down the aircraft, released the lap and diagonal harness and exited through the cabin door. The aircraft sustained damage to the propeller, engine, landing gear structure and the leading edge of the left wing.

*From an AAIB report*



# Veritair Aviation Academy gains IR training approval

Flight training organisation Veritair Aviation Academy has gained CAA approval for helicopter Instrument Rating training, to complement the existing private and commercial pilot courses on offer at the academy.

*"It has been a long process and we haven't finished yet," says academy MD, Martin Rutty. "We are in the process of applying for our CPL(H) flight training approval, and when we get this we will pretty much be able to train anyone on anything, to any level."*

Martin explained that the FTO's core plan, from the start, has been to build world class facilities, get approvals and instructors in place, and then offer training to other FTOs around the world, as well as individual pilots.

*"We want to see our assets used!" says Oliver Heynes, director of flying. "We've invested millions of Euros and thousands of hours into getting VAA ready for business. Some FTOs might be highly sceptical about allowing others to run courses at our premises and use our equipment, but we're not. We want to forge partnerships with other operators all over the world and working with like-minded people is the best way to achieve more use of the fixed assets we own."*

Illustrating VAA's planned tie-in with other FTOs, Martin confirmed a number of contracts already in place with operators in the UK, USA, Italy, Spain and Portugal. Starting this month Martin says they also have their first batch of European Students joining them to convert their American licences to European licences.

Alongside the training fleet of Augusta, Bell, Bolkow, Eurocopter and Robinson aircraft, the academy also houses a brand new simulator suite. *"We've got two simulators up and running at the moment – an Agusta A109 and a Eurocopter AS350," confirmed Martin. "These are both FNPTII qualified and are impressive bits of kit. As well as IR training, the Agusta can be used for currency checks, emergency procedures training, search and rescue training, and many other missions. We even sell time on the Sims to those who don't like actually flying!"* he added.

The school is also half way through building a Robinson R44 simulator.

VAA is located at Cardiff Heliport in Wales and at Cotswold Airport (formerly Kemble) in Gloucestershire.



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# theFTN three-minute interview

Clive Elton FRAeS



In this new feature, notaries in the world of flight training share with us some of their experiences and offer advice to those considering embarking on a career in aviation. Citing the changes they have noticed since entering the profession and some changes they would like to see made, our contributors even take a stab at predicting the future of this fast evolving industry.

Clive Elton began his flying career in 1952 having received an RAF flying scholarship that led to the grant of a PPL. He then spent a year with the RAF Volunteer Reserve whilst still at school being paid to fly Chipmunks at Redhill. A short service commission in the RAF followed where he trained on piston Provost and Vampire aircraft, with a subsequent tour on 139 Squadron flying Canberras specialising in target marking, including operations in the Suez War.

Transferring to British European Airways (later merging into British Airways) Clive spent the following 32 years on the line. He flew as co pilot on Dakota, Vanguard and Trident aircraft before achieving command and as Captain on Viscount, Trident and Boeing 757/767. Throughout his career with BA, Clive was heavily involved in training, ultimately leading to self employment as a Training Captain with other airlines (including Airtours) from 1990-98.

His interest in training carried over into the Guild of Air Pilots and Navigators (GAPAN) where he has been an active member of the education & training committee for the last 26 years. He is also a training advisor for the Air League. During his time with the two organisations he has been involved in selection for the various flying scholarships they administer, as well as helping with pilot selection for BA.

Clive served as Master of GAPAN from 1993 to 1994 and was involved in setting up and then running the Guild Pilot Aptitude Testing Scheme at RAF Cranwell since 1995.

He has been an active member of the Tiger Club since 1957, including display flying and air racing, and later as check pilot and class rating instructor on tail draggers.

What made you choose aviation as your career?

*It is interesting to note that amongst the flying scholarship applications I have read on behalf of GAPAN and the Air League, which must number well into four figures, the vast majority claim to have wanted to be a pilot from a very early age. In my case that is probably also true as I was brought up in the Croydon area where as a five year old I was able to witness the Battle of Britain at fairly close quarters with the aerodromes of Croydon, Kenley and Biggin Hill all close by.*

*Aeroplanes and flying had caught my imagination and after the war I was able to peer through the railings on the Purley Way to watch the airliners of the time depart and arrive at Croydon Aerodrome. It was a natural progression when the opportunity arose to join the RAF section of the Combined Cadet Force at Whitgift and finally get airborne. The RAF and the airlines followed as I was short of the academic standard required for university.*

What was your first flight in and where/when did it take place?

*Unlike children of today, who fly from an early age on annual holidays, there were fewer opportunities in the late forties and early fifties when fares were much higher, so my first flight was as a very junior cadet during the Easter camp at RAF Cranwell in 1950. In those days*

*the officer cadets at Cranwell did their flying training in the Prentice and the Harvard. So it was in a Prentice on the 17 April that I had my very first experience of flying and that was from the back seat. Three days later I was to fly in a Harvard and really appreciate the joys of aviation. The instructor took me low flying along a canal, something I will never forget.*

*On the 12 of April, fifty years later, due to the kindness and generosity of the then Commandant of the Central Flying School at Cranwell, I was treated to an hour and a half in a Grob 115E Tutor, then a relatively new trainer for the RAF, thus celebrating a half century during which I had been lucky to experience a wide range of flying activity.*

What advice would you offer someone thinking about starting flight training?

*The profession of pilot is still a most attractive proposition although a lot of the glamour has long since gone out of it. However you have to be sure that you not only enjoy flying but that you are aware of the life style that goes with it. I have often rather flippantly said that it is better than working for a living but you must be aware of the downside. For some people it is the unsocial hours and the constant checks. Pilots must be subjected to more checks on their ability than any other profession.*

*Before embarking on training it is essential to establish your aptitude and fitness for the job. Pilot aptitude testing was introduced by the RAF in 1940 to save lives by weeding out those who just did not have the basic mechanical skills to fly an aeroplane. Not only flight safety but the huge costs involved make it even more vital today. Since the Guild of Air Pilots & Air Navigators set up the pilot aptitude scheme at Cranwell in 1995, several of the larger flight training organisations decided to provide testing prior to admitting individuals on to their training courses. Then of course there is the medical. The CAA Class I medical is essential.*

What's the single biggest change you've noticed since you entered the industry?

*There have been huge improvements in training and safety. Pilot training, which continues to evolve, has come a long way with the training aids currently available and the acceptance that human factors play a very large part. From the Link Trainer to the Full Flight Simulator. Having learnt basic instrument procedures in the dark interior of a Link Trainer and then years later experienced the full range of aircraft handling exercises now possible on simulators with the incredible visuals featuring realistic airports and scenery, I am full of admiration for the progress that has been made.*

*The importance of human factors and multi crew training has been fully appreciated. How and why we react to certain situations, our vulnerability to making basic errors and how we work together in the two crew flight deck of today have all progressed in the training environment from the early days when we referred to it all as airmanship. The term airmanship is still a good one but the whole subject has become clearer, provided it is not shrouded in*

*too much gobbledegook.*

What do you think will be the most significant change to aviation over the next 10 years?

*Climate change is set to remain the big issue. Although despite popular belief aviation does not harm the atmosphere as much many other causes, there will be development towards more fuel efficiency and alternative fuels. Ten years is not a very long time and it is worth looking back to review what changes have taken place in the last ten years. The expansion of low cost air travel has been the greatest development. We have almost certainly reached the point where costs will rise again particularly where governments feel they can cash in by obtaining some welcome tax revenue.*

What was your worst experience on a flight, or with an airline, or at an airport?

*Over all the nearly 60 years since I first flew, more than 57 years as a licence holder, I cannot point to one incident as being the worst. The odd failure, the usual delays and bad weather have all been part of the day to day life as a pilot or passenger. I suppose that frustration with what I regarded as incompetence has left the sourest taste. As a RAF or airline pilot the technical failures and weather problems have been more of a challenge than anything else. As a Captain I have always believed that flying the aeroplane is the easy bit but it is the demanding decisions that have to be made which justify the salary.*

*The decision to depart or delay, the decision to make an approach or divert, the action to take following a failure, all these are part of the decision making process encountered on a daily basis by airline crews. If it all goes wrong then it could lead to 'that worst day.'*

*However it is when you and your crew have done all possible to complete a flight in safety, comfort and on schedule that frustration can arise when from time to time there are shortcomings in efficiency on the ground. Ground handling is generally very good but when it goes wrong at the end of a long and demanding day; that I would classify as a bad experience.*

If you were put in charge of aviation regulation for the day what's the one thing you'd change?

*That is an easy one which I am sure many of us would agree on. The removal of VAT off all professional flight training. It is something that has been a bone of contention for many years but even approaches to government ministers been met with little or no sympathy. We need well trained professional pilots just as we need well trained doctors but for some reason successive governments have refused to accept that there should be financial assistance of some sort to reduce the enormous burden that dedicated young men and women face getting into our industry.*

## Are you up to date?

### Aeronautical Information Circulars (AICs)

|   |                    |
|---|--------------------|
| Air Traffic Services Outside Controlled Airspace  | (Pink 155) 3/2009) |
| CAP 413 (Radiotelephony Manual) Edition19   | (Yellow 095/2009)  |
| Flight Crew Examination Arrangements and Timetable for Professional Pilots and Flight Engineers 1 January to 31 December 2010 | (White 084/2009)   |
| Induction System Icing on Piston Engines as Fitted to Aeroplanes, Helicopters and Airships                                    | (Pink 077/2009)    |
| Introduction of London Stansted Transponder Mandatory Zones   | (Yellow 076/2009)  |
| Military Low Flying training in the United Kingdom  | (Yellow 032/2009)  |
| Royal Air Force Air Experience Flights Operating Procedures   | (Yellow 065/2009)  |



### CAA Chart Editions

| Chart Edition             | Current Edition | New Available |
|---------------------------|-----------------|---------------|
| <b>1:500,000 series</b>   |                 |               |
| Southern England & Wales  | 36(11 Mar 10)   |               |
| Northern England & Wales  | 32 (4 June 09)  | 6 May 10      |
| Scotland                  | 26 (2 July 09)  | 16 Dec 10     |
| <b>1:250,000 series</b>   |                 |               |
| North Scotland West       | 5(28 Aug 08)    | 26 Aug 10     |
| North Scotland East       | 5 (3 Jul 08)    | 1 Jul 10      |
| Northern Ireland          | 6 (4 Jun 09)    |               |
| The Borders               | 6 (10 Apr 08)   | 3 Jun 10      |
| Central England & Wales   | 8 (9 Apr 09)    |               |
| England East              | 9 (24 Sep 09)   |               |
| West & South Wales        | 9 (30 Jul 09)   |               |
| England South             | 13 (12 Feb 09)  | 8 Apr 10      |
| <b>London Heli Routes</b> |                 |               |
|                           | 13 (20 Nov 08)  | 23 Sep 10     |

### CAA Publications

| Publication  | Current Edition/Version |
|--|-------------------------|
| CAP 168 Licencing of Aerodromes  | Ed 8 (Dec 2008)         |
| CAP 393 Air Navigation Order Third edition incorporating amendments up to 1/2009                 | (1 Sept 2009)           |
| CAP 413 Radiotelephony   | Ed19 (15 Dec 2009)      |
| CAP 413 Supplement – quick reference guide to UK phraseology for commercial air transport pilots | May 2007                |
| CAP 413 Supplement 3 - A Reference Guide to UK Phraseology for General Aviation Pilots           | 7 Oct 2009              |
| CAP 601 Multi Engine Piston Aeroplane Class Rating Syllabus                                      | Issue 2 (18 Dec 03)     |
| CAP 637 Visual Aids Handbook   | Issue 2 (May 2007)      |
| LASORS   | 2008 (Feb 08)           |
| GASIL 2010/01  | (12 Feb 2010)           |
| Flight Safety Magazine   | Spring 2010             |

### AfE Publications

|                                   |                              |
|-----------------------------------|------------------------------|
| UK VFR Flight Guide               | 2010 (Green cover, Dec 09)   |
| UK Aeronautical Information Guide | 2008 (Photo cover, May 2008) |



# Brush-up courses with the Met Office

The UK Met office is offering courses to pilots wishing to brush up on their meteorological knowledge ahead of the 2010 flying season.

The 'Met for Aviators' two-day course is designed to broaden and enhance a pilot's knowledge of aviation weather, particularly in relation to low-level route planning and safety. The course is aimed at pilots of all levels of competency who fly light aircraft, and covers topics including basic meteorological theory and the interpretation of met.

By the end of the course it is expected that participants should have an improved understanding of general meteorology, including pressure systems, air masses, frontal systems, forces acting on the atmosphere and wind. Additionally, the course covers the following topics:

- Basic understanding of how to interpret

- weather satellite and radar rainfall imagery
- Understanding the forces that generate the surface wind
- Air-mass recognition including clouds and stability
- Fronts and pressure systems
- Altimetry
- Basic weather radar and satellite interpretation
- METARs, Trends and TAFs
- Weather-related aviation hazards
- Metform F214 and F215, understanding the terminology and interpretation

The two day course also includes a tour of the operations centre, and a detailed briefing on other aviation services on offer with the Met Office

The next course, for which places were still available at the time of going to print is 29-30 March. The cost of the two-day course is £285 + VAT. [www.metoffice.gov.uk](http://www.metoffice.gov.uk)



The Met Office's headquarters at Exeter. © Robert Seaman & Matthew Clark

## Letters to the Editor...

### Disley Aviation

Dear Sir,

With regard to your article in the last edition of FTN 'Disley Aviation Responds', as Managing Director of Tropair Airservices at Biggin Hill and in response to Jonathan Disley's article I would like to place on record the following.

We have been successfully trading at Biggin Hill since 1984. Disley Aviation approached us in the early part of 2009 with a view to purchase our business and after due diligence we accepted their offer. Jonathan Disley signed the Lease and all documentation including guarantees were lodged with our lawyers.

Unfortunately within a few months it became apparent that Disley Aviation were not fulfilling their obligations, suppliers were not being paid and staff paid late. Following a Breach of Contract with regard to Disley Aviation's lease, Tropair agreed to have the business returned to them.

We refute that 'the business was obviously struggling', and even with the difficulties presented by Disley we are pleased to report profitable accounts for the year end.

*Yours faithfully*

**Garth Atwell**

**Managing Director, Tropair Airservices**

Dear Sir,

I understand from news reports and a statement made by Jonathon Disley in FTN that Cleveland Flying School has closed its doors and has ceased to trade. It is clear from the statement and the various news reports that the business has been in difficulties for some time.

In the Summer of 2009 it was made abundantly clear to me and I am assuming to all other student pilots through conversations, printed materials and promotional material that Cleveland Flying School was wholly owned by Disley Aviation.

Northern Aviation went into administration early in the year and has been unconnected with trading at CFS since.

Yet Disley accepted a prepayment of £3000 from me on 29th July of 2009. Despite Mr Disley's statement that all prepaid flying hours have been honoured, I am still owed £2500. The only contact I have had has been

from the former CFI to inform me of the demise of CFS.

**Name and address supplied**

Dear Sir,

I have just read the reply from Jonathan Disley to your article about his company. I was a customer of Flyteam Aviation who has lost the money which was in my account when Disley Aviation took over. At that time we were told:

"From the beginning of February we became part of The Disley Aviation Group. Disley is a company relatively young in GA but with a very new and refreshing approach.

"Jon Disley would like to reassure you that the Flyteam you know will remain friendly and welcoming, with the keenest possible prices, but will be improved quickly with investment in both the Club premises and the fleet. We will be introducing exciting new types the like of Cirrus and Seneca, plus a search to replace the Bulldog which was recently sold.

"If you wish to fly from Cranfield a four-seater will be based there again very soon with other aircraft to follow. Already we have a new addition to the fleet – an Arrow II with 200hp and a Garmin 430 – and improvements are ongoing to your old friends TD, GALA and WU. The Elstree premises have been mostly refurbished and we will shortly have the old Kinetic building as a proper lounge area."

Since then, two CFI / managers have been fired without full payment. The current director of Flyteam has admitted failing to pay staff in an industrial tribunal but whether they will get paid or not is anyone's guess.

This does not seem to tie up with Mr Disley's account of affairs at Elstree but certainly Flyteam owns no aircraft, has no office facilities and cannot be contacted by phone, email or letter.

Unless Mr Disley (whose name is still over the door), addresses this problem and communicates personally with the old customers, he can expect his name to be dragged through the mud. He has a list of customers and so the solution to the bad mouthing is completely within his own hands.

**Name and address supplied**

GA Safety Awards 2010




**Also open to non flyers!**

**(with a new lifetime contribution award for 2010)**

As well as rewarding pilots, the CAA's annual safety award is also open to the backroom boys, ground crew and ATC who get us airborne in the first place.

The GA Safety Awards have been celebrating outstanding airmanship for 15 years. Now, as well as recognising the skill and bravery of people in one-off incidents the CAA is also encouraging nominations for individuals who have made a significant and lasting contribution to GA safety.

The deadline for nominations is 30 April 2010. For more information and to make a nomination visit [www.caa.co.uk/gasafetyaward](http://www.caa.co.uk/gasafetyaward) or contact the CAA on 020 7453 6030; [press@caa.co.uk](mailto:press@caa.co.uk)

[www.caa.co.uk](http://www.caa.co.uk)



# FLIGHT TRAINING NEWS

# Christmas Quiz

## the answers

### News from FTN

1. Which business jet charter company which had placed a huge 100-aircraft order with Bombardier went bust this summer? And what type of aircraft did it have on order?  
**Jet Republic which ordered Learjet 60XRs**
2. Where did holders of 61.75 certificates have to go before March, 2010 and what did they have to obtain?  
**To the USA to obtain an English Language proficiency stamp on their FAA licence.**
3. Which was the first UK airline to adopt the new MPL? And - what does MPL stand for?  
**Fly-Be and the Multi-Crew Pilot Licence**
4. Robinson Helicopters unveiled a new helicopter prototype in the Spring. What is it called - and what engine does it have?  
**The R66, powered by a Rolls-Royce RR300 turboshaft**
5. In 2009 the UK introduced ATSOCAS. What does this acronym stand for and when did it become effective?  
**Air Traffic Service Outside Controlled Airspace, effective 12th March, 2009**
6. What aircraft was used on Flight US1549 and who was the captain?  
**An Airbus A320, piloted by Capt. Chesley Sullenberger**
7. A TMZ has been introduced for a major UK airport in the south. What does TMZ mean - and what was the airport?  
**Transponder Mandatory Zone for Stansted Airport**
8. Who is the CAA's new Head of General Aviation - and what was his previous job?  
**Chris Finnegan who was Chief Executive of the BMAA (British Microlight Aircraft Association)**
9. A new London airport was launched in June. What was its new name - and what is it more popularly known as?  
**London-Oxford Airport, otherwise known as Kidlington**
10. EASA has said UK-registered light helicopters may need new equipment if they fly over water (even the Thames). What two items of new equipment are required?  
**Emergency Flotation Equipment and Emergency Locator Transmitters**

### FTN's Airlines and Airports

1. A famous German airport, with a history going back to the 1930s, has been closed. What is its name - and when did it finally cease operations?  
**Berlin-Tempelhof which closed on 31st October, 2008**
2. Which airline recently launched a new service to New York from London City and what aircraft does it use for the service?  
**British Airways using the Airbus A318**
3. Lufthansa is in the process of acquiring a British airline and Delta is taking over another American carrier. Which two airlines are being acquired?  
**BMI and Northwest**
4. We all know Atlanta is a big airport - but it hit a new movements record in July. Was the month's total 42,600, 49,300, 62,200, 88,400 or 93750?  
**88,400**
5. Pet Airways is a new airline formed in the USA to exclusively transport customer's pets. Where is its base - and what aircraft does it use.  
**Los Angeles using Beech 1900s**
6. The new Berlin Brandenburg Airport is being built on the site of an existing major airport. Which is it - and which other Berlin airport will close when Brandenburg is completed?  
**Schoenefeld is the site of the new airport and Tegel will be closed**
7. What is the name of the new airport under construction in Dubai?  
**Maktoum International**
8. Which airline is planning to offer seat-beds for long haul economy passengers - and what aircraft would be used?  
**Air New Zealand using the Boeing 777-300ER**
9. On 21st October, an Airbus A320 overshot its destination while the crew were, supposedly, absorbed in a discussion. What was the airline - and where was its scheduled destination??  
**Northwest, heading for Detroit**
10. Air France is the latest airline to get the A380. How many seats does it have (you get a point if you are within 10%!) - and name one other airline which is currently operating the type.  
**538 seats. Others are Emirates, Singapore Airlines and Qantas**

### How well do you know your planes?

- Photo 1 A Staudacher S300E at the Silverstone World Aerobatic Championships  
Photo 2 A Caudron C460 replica built by Aerocraftsmen Inc. in California and seen here visiting Angers in France during its European tour  
Photo 3 A Caudron C272 Luciole, again seen at Angers in September  
Photo 4 A Harbin Y-12 (Chinese-built light transport) seen at Katmandu in February  
Photo 5 The prototype Robinson R66 light turbine helicopter at Torrance, California in March  
Photo 6 Socata's TB-30 Epsilon military trainer is used by the French and Portuguese air forces - but this unique privately owned example flies in the USA  
Photo 7 It may look like a Piper Comanche - but this is the Ravin 500, an all-composite copy of the Comanche manufactured as a kit in South Africa  
Photo 8 Not exactly an MD-80 or DC-9, but actually a Boeing 717 of Midwest Airlines, landing at Tampa. One point for the MD-80 or DC-9 though!  
Photo 9 Seen on takeoff at Lakeland is a JetProp DLX. It is a Piper Malibu re-engined with a PT-6 turboprop - and is distinguished from the Meridian by its large chin intake!  
Photo 10 Outwardly, this is an Aeronca 11AC Chief, but actually, it is a Hindustan Pushpak (an Indian licence-built Chief) seen at Bangalore  
Photo 11 Seen at the HAI Convention at Anaheim is a Bell 429 - the new mid-size utility helicopter from Bell  
Photo 12 Just so we don't forget the business jets - this is a Cessna 525A Citation CJ2, seen on takeoff from Lakeland in April



**Hearty congratulations to Jonathan Smith of Glasgow who managed an impressive total of 49 points out of a possible 64 and wins a Sennheiser HME95 headset, courtesy of pilot supplies company Airplan Flight Equipment.**





# FLYER Professional Flight Training Exhibitions heading to the US

Seager Events Ltd, the company behind FLYER's Professional Flight Training Exhibition, is growing internationally. This year will see the launch of an event in Eindhoven, Netherlands on April 17 and the inaugural Aviation Career Fair in Orlando, US, on May 22.

The Eindhoven event will be supported by media partner Pilot en Vliegtuig, while the US event is supported by Sporty's, the world's largest pilot shop. These events add to the existing highly successful FLYER events in London and Flying in Ireland event in Dublin.

Darran Ward, Exhibition Manager told FTN that the company had ambitious expansion plans for both Europe, the US and elsewhere. Mr Ward told FTN: "...despite tough economic times there's still a huge amount of interest in professional flight training, and although the job market is tough right now, the long term prospects are good with both Boeing and Airbus predicting a high demand for pilots in growing economies."

For more information on these and upcoming events take a look at [www.flyer.co.uk/exhibitions](http://www.flyer.co.uk/exhibitions)



*The FLYER professional flight training exhibition comes to the Koningshof Hotel, in Eindhoven on 17 April...*

*...and on 22 May FLYER crosses the Atlantic for the first time to Orlando, Florida to host the inaugural Aviation Career Fair.*



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'WE SOLVE THE PROBLEMS SO YOU DON'T HAVE TO'

# Two new flight training schools at Durham Tees Valley

Following on from the demise of Cleveland Flying School (see the last edition of FTN) two new schools have begun operating out of Durham Tees Valley Airport recently. The two schools, are Durham Tees Flight Training (DFT) and Cleveland Flight Training (CFT).

Both schools offer a full range private pilot courses including NPPL, PPL, IMC & Night rating, using a modern fleet of Cessna 152s and Piper Warriors, with DFT also providing aerobatic training on an ex-RAF trainer, the Bulldog.

DFT has been set up by local businessman, David Ripley, who trained to fly at Durham Tees Valley Airport several years ago.

According to Mr Ripley, his first task was to put together a strong management team, which includes Chief Flying Instructor Dale Reynolds who has been instructing for over 12 years. Dale was a lecturer at Leeds University's Aviation Degree Programme and has amassed an impressive 7,400 flying hours, making him one of the most experienced instructors in the region. Dale is supported by Operations Manager Ed Hampartsoumian, who holds a PhD in engineering and is the former Head of the Aviation programme at Leeds University. Here he developed integrated pilot training courses for students on aviation degree programmes as well as designing and delivering new ATPL and PPL ground school modules.

Mr Ripley said: "Although I have a strong business background, it is in a very different field. I knew that for us to create the right operation I would need to appoint the right team of

people around me from the start. Dale and Ed have about as much experience in flight training as it is possible to have, which is not only good for the strength of our business but also for the students who can be guaranteed a structured training programme in a safe, professional environment."

Durham Tees Flight Training is based in a bespoke suite of offices within the new Business Aviation Centre at the airport alongside other aviation-minded businesses. Mr Ripley says that they will be welcoming back students to the airport who were part-way through their PPL training with Cleveland Flying School, as well as providing PPL holders and other GA pilots with some excellent new facilities to support their flying and training activities.

Operations Manager Ed Hampartsoumian said, "Our pricing structure is based on the simple philosophy of fairness. For example we looked at the issue of pricing and decided as our costs do not alter depending on when we fly, we would not charge premium rates on weekends. We will offer a flat rate to all students or hirers, which will be the most competitive we can offer and we will not ask for money on account, you just pay for the time you fly, when you fly, no deposits, no premium rates and no subsidising of other pilots. Everyone gets our best price possible, at all times."

There will be open evenings at Durham Tees Flight Training during March. [www.dftt.co.uk](http://www.dftt.co.uk)

Nearby on the airfield, occupying the offices formerly housing Cleveland Flying School, Cleveland Flight Training is another new flight training school to start operations this year.

In addition to its existing fleet of Cessnas and Piper Warriors, managing director Phil

Thompson confirmed that the school is currently in negotiations to acquire two of the new generation Cessna Skycatchers which, if production progresses as planned, could be seen on the flightline at Durham later this year.

Meanwhile, Mr Thompson also confirmed that while CFT is occupying Cleveland Flying School's former premises, the new school is an entirely separate business and holds no association with the previous occupiers of the building.

And like DFT, Mr Thompson confirmed that some of the students left stranded by Cleveland Flying School when it ceased trading last year, have returned to the airfield to complete their training with CFT. [www.clevelandflighttraining.co.uk](http://www.clevelandflighttraining.co.uk)



*Above: David Ripley, centre, pictured with Chief Flying Instructor Dale Reynolds (right) and Operations Manager Ed Hampartsoumian (left)"*



*Left: The CFT staff, pictured left to right are flight instructor Richard Green, admin manager Alison Chilvers, MD Phil Thompson and flight instructor Mohammed Nanawadi*



# Exeter Flying Club joins the Lizards

Aviation South West (corporate call sign Lizard) has acquired the assets of Exeter Flying Club in a move intended to improve the facilities for the members of both organisations.

Exeter Flying Club is a thriving 'grass roots' operation based at Exeter Airport in the UK's south west, which alongside its club activities concentrates on offering flight training for private pilots. Nearby neighbour Aviation South West meantime, specializes in commercial flight training, providing courses for the MEP, CPL, IR and a range of Instructor ratings. Aviation South West is also the handling agent for all general aviation movements at Exeter Airport. The two businesses are well matched

therefore, says Aviation South West head of training Richard Bristowe, to offer a full range of flying activities at one of the busiest airfields in the region.

*"Mergers are very much the flavour of the year in the airline industry", said Mr Bristowe, "and the same goes for flying schools and clubs. Rationalisation and the sharing of aircraft and facilities help us to keep costs down while we retain the high training standards that have become our hallmark."*

The Exeter Cessna 172 aircraft are joining ASW's fleet of Cessna 152s, Piper Warriors & Arrows and their twin-engine Beech Duchesses.



# Irish aviation degree course proving popular with European pilots

The Pilot Training College (PTC), based in Waterford, Ireland has collaborated with the Waterford Institute of Technology (WIT) to provide a new BSc degree in Airline Transport Operations. The two year part-time course has been designed to develop comprehensive business knowledge and skills relevant to the aviation industry. The level 8 degree course, by distance learning, has attracted 14 pilots from around Europe in its first year. The pilots have just spent their first weekend in Ireland as part of the induction programme with The Pilot Training College and WIT team.

Mike Edgeworth, Group Executive Chairman of The Pilot Training College said, *"Most commercial pilots want to add longevity to their career in an industry that they love. This course, which is new to Ireland and available across the world, will provide professional airline pilots with an in-depth knowledge of the international air transport industry from a management perspective. It will give the students specialised skills, knowledge and competence to be an effective professional manager in industry, and they could go from getting a BSc to CEO of British Airways like former Aer Lingus pilot, Willie Walsh"*.

Speaking at the commencement ceremony, Professor Kieran Byrne, President of WIT said, *"This innovative degree provides an excellent opportunity for those in the aviation industry to continue their professional education and even-*

*tually progress into the operational and management aspects of their careers. The overall aim of the degree is to satisfy an identified educational need worldwide for airline pilots to continually develop their skills and knowledge. WIT is delighted to collaborate with the Pilot Training College to provide a suitable, blended learning programme that meets this need."*

The majority of the course is delivered by distance learning via the W.I.T. eLearning Management portal. The eLearning resources consist of online forums, reading lists, and multiple choice exams. Students can also

directly communicate with lecturers and enter discussions with other students using the portal. Awards are based on continuous assessment of projects conducted by distance learning, presentations and by exams which students must sit in the Waterford Institute of Technology.

Students are given access to WIT's online library resources. W.I.T also provides an introduction for students wishing to access reading material at other third level Irish institutions. Outreach courses will be held by lecturers for consolidation purposes both in Waterford and

Dublin depending on demand. Students will also have access to the Waterford Institute of Technology.

Candidates who hold a current Joint Aviation Authority (JAA) Airline Transport Pilots Licence (ATPL), frozen or unfrozen, and who have successfully completed a Multi-Crew Cooperation Course (MCC) will receive over 50% credit towards the BSc Degree in Airline Transport Operations.

The next course commencement date is in June 2010 and The Pilot Training College is now recruiting for the next class of students.



Three of the 14-strong group of pilots studying with W.I.T. for a BSc in Airline Transport Operations. From left to right are Alberto Prati, Mark Coombe and Jennifer Dick



# A new beginning for flying boats - The Dornier Seastar

by Rod Simpson

For many decades the only way to aviate from the world's lakes and seas has been in a float-converted landplane. Certainly, there are still a few examples of the Grumman Widgeon, Goose and Mallard around, but they are becoming rare birds as corrosion eats into their metal hulls. Of course, back in the 1930s, flying boats were very popular with aircraft such as the Shorts Empire opening up air routes around the world. However, the building of thousands of more convenient land airfields during World War II effectively killed off flying boats in the postwar years and, apart from the little four-seat Lake amphibians and Canadair's CL215 water bomber, we have not had any real production flying boats for many years.

Things are about to change, thanks to the vision of Conrado Dornier who is the grandson of the 1930s pioneering designer, Prof. Claude Dornier who created the great Dornier Wal and Do-X flying boats. In the near future, the all-composite Dornier Seastar will go into production in Canada and it looks set to open up some exciting new markets. The Dornier Seaplane Company has a demonstrator now flying in the United States and is negotiating for production facilities in Canada at either St. Jean-sur-Richelieu south of Montreal or at North Bay, Ontario.

To go back a few steps, Conrado Dornier's father, Claudius Dornier Jr. inherited his father's enthusiasm for flying boats and in the early 1980s designed the 12-seat Seastar. The prototype, which first flew in August 1984, used the hydrodynamics of the original Dornier Wal. Built entirely of glass fibre, the unpressurised fuselage had a basic two-step planing hull with large sponsons containing the fuel tanks on either side. This prototype used a pair of Dornier Skyservant wings mounted on a complex cage of struts with two 500 shp Pratt & Whitney PT6A-11 turboprops mounted back to back in a nacelle above the wing centre section. Not only did this eliminate twin-engined asymmetric power issues but it also put the engines well out of the way of water spray.

After extensive testing the original Seastar suffered a wheels-down water landing in July 1985 and the project briefly went into limbo but it was revived by Conrado Dornier who had the aircraft redesigned with a new high-technology cantilever wing, similar to the TNT wing used on the Do.228 airliner, a modified tail unit, a new hull bottom design and modified sponsons with additional stabilising stub wings. The new Seastar CD.1 prototype flew in April 1987 followed by a second aircraft in October 1988, and the aircraft received its type certificate in October 1990.

After exploring various options, including production of the aircraft in Malaysia, Conrado Dornier established the Dornier Seaplane company at Punta Gorda, Florida. The first Seastar CD.1 had been retired but the second aircraft was made airworthy and was ferried to Florida in time for the 2008 NBAA Convention at Orlando. Since that time the company has worked hard to chalk up sufficient orders to launch production, thanks to the efforts of the company's chief executive Joe Walker, former marketing vice-president at Gulfstream. The aircraft has FAA and EASA type certification which gives the Seastar a clear path towards production.

On behalf of Flight Training News, we had an opportunity to get up close to the Seastar in January and to see just how well it performs in its natural environment. Because of its composite structure the Seastar has the major advantage of being corrosion-resistant and leak-proof compared with existing all-metal amphibians and floatplanes. The comfortable cabin is similar to that of a King Air and is accessed

through a large port-side rear door which opens upwards and is reached by a ladder that folds out from the rear of the sponson. There is ample clearance for the loading of bulky freight or for stretchers in an aeromedical role. The sponsons house the fuel tanks and the wells for the main undercarriage units. The Seastar has a second large hatch door on the starboard side of the centre cabin and there is a crew door on the pilot's side. In the demonstrator, seating is arranged with a main Club-four of executive seats, a fifth seat opposite the main entry door and a rear bench to accommodate another two passengers. However, alternative layouts include a high density version for commercial service with 12 passenger seats and a luxury 6-passenger version with a rear lavatory. In flight, we found the cabin a bit noisy, but this development aircraft has minimal sound-proofing and the production cabin should be at least as quiet as in a King Air.

Because Jack Brown's water runway is quite short and tailored for Piper Cubs, we used Winter Haven's hard runway and headed to another nearby lake for some water work. The demonstrator aircraft's cockpit has a conventional instrument panel, which will be fitted to the first nine production aircraft, but later units will be fitted with a glass cockpit. Visibility from the cockpit is excellent and, with an impressively steep approach, the Seastar landed precisely on the slightly choppy surface. It settled smoothly and quickly with only a bit of 'cobblestone' bounce, thanks to the advanced design of the aircraft's complex hull. Passengers would feel comfortable in this aircraft on the water. The Seastar does not have (or need) outrigger floats and the sponsons allow it to turn tightly on the water. The Seastar's takeoffs were rapid with the aircraft quickly coming on the step and breaking the surface - followed by a brisk climb-out. In the cruise, the Seastar will maintain 180 kts, which is quite a bit less than a King Air - but of course this is, by its nature, a very different kind of aircraft. The Seastar's range is 800 nautical miles and useful load is just a whisker short of 3,000 lb.

Dornier Seaplane has around 40 orders in hand and 30% of sales so far are for governmental customers and 40% for commercial charter companies. With a price of \$6 million the Seastar is not inexpensive but the potential market is thought to be around 500 aircraft with key roles including maritime patrol, customs and search & rescue. Other operators are expected to use the aircraft for commercial transport of fish and other goods in remote locations and the aircraft will appeal to wealthy private owners with island retreats or private yachts. First deliveries should take place in late 2011 with six to be built in 2012, 12 in 2013 and 24 annually thereafter. Undoubtedly, the Seastar is unique in the current aviation market and, because of its special capabilities, certainly deserves to be successful.





# WHERE TO APPLY guide

furtherance of their vintage aircraft interests.  
For further information, and to download an application form, visit [www.dhmothclub.co.uk](http://www.dhmothclub.co.uk)  
Completed forms should be sent to:

Stuart McKay MBE  
Secretary  
de Havilland Educational Trust  
Staggers, 23 Hall Park Hill  
Berkhamsted  
Hertfordshire HP4 2NH

CLOSING DATE – 28 FEBRUARY 2010

## Royal Aero Club Trust



The Royal Aero Club Trust, as part of its Flying for Youth program administers a Bursary Scheme for young people.

In 2010, the Trust intends to award one bursary to the value of up to £1000 (The Peter Cruddas Foundation Scholarship), two bursaries to the value of up to £750 and a number of further bursaries worth up to £500, to suitable candidates.

The scheme is divided into two categories of Bursaries:

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

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

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

For more information, and to download and application form, visit [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)

CLOSING DATE – 31 MARCH 2010

## Royal Aeronautical Society Centennial Scholarship Fund



The Royal Aeronautical Society's tribute to the whole achievement of the first century of powered flight was to create in 2003 a Centennial Scholarship Fund with the ability to

give financial assistance to those who have the ability and determination to make a significant contribution to the 2nd century of powered flight but lack the means to do so. In particular, the fund aims to help individuals struggling to complete aerospace-related studies and groups or organisations aiming to promote aerospace and engineering study and careers to young people.

RAeS says that thanks to the generous support of the sponsors of the Fund, representing all areas of membership of the RAeS – from Corporate Partners large and small, to individual members – the Fund has gone from strength to strength and has been able to provide support to a number of outstanding students and team initiatives and will continue to do so in 2010.

Awards made so far include support towards:

- Final year BEng and MEng students
- Postgraduate tuition fees to enable young people to undertake Master's programmes such

as Air Transport Management and Aerospace Vehicle Design

- Completion of aerospace-related post-doctorate research projects
- National programmes to encourage young people's interest in the aviation industry and aerospace engineering.

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

Closing dates for 2010:

Series 1 - 26 March 2010

Series 2 - 3 September 2010

For further information visit [www.raes.org.uk](http://www.raes.org.uk)

## RAF Association Flying Scholarship



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

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

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

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

The scholarships application date for 2010 closed on 31 January. Applications for the 2011 will open towards the end of the year.

For more information visit [www.rafa.org.uk/scholarships.asp](http://www.rafa.org.uk/scholarships.asp)

## Royal Navy Gliding Scholarships



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

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

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

The aim of the Award Scheme is twofold:

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

The scheme is sponsored and administered by the Directorate of Naval Recruiting (DNR) and the Fleet

Air Arm Officers Association (FAAOA). Funding is provided through the Royal Naval Flying and Gliding Awards Scheme and by the FAAOA Aviation Scholarship Trust.

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

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

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

For further information visit [www.faasquadron.org.uk/glidingawards.html](http://www.faasquadron.org.uk/glidingawards.html)

Or write to:

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

## University Air Squadron



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

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

Visit [www.universityairsquadrons.com](http://www.universityairsquadrons.com) for further information.





# WHERE TO APPLY

## guide

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

ISSUE 257 MARCH 2010

## Flying Scholarships Sponsorships and Bursaries



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

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

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

All users of this guide should be aware that nothing contained in this Where to Apply Guide forms a binding offer or commitment

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

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## Scholarships & Sponsorships quick reference guide

|   | AIRCRAFT TYPE |        |        |         | FLYING TRAINING TYPE |     |    |     |                |      |       |           |                |                |     |            |          |                   | OTHER      | CONTACT DETAILS                           |
|---|---------------|--------|--------|---------|----------------------|-----|----|-----|----------------|------|-------|-----------|----------------|----------------|-----|------------|----------|-------------------|------------|---|
|   | 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 |   |
| Air Cadets  | •             |        | •      |         |                      |     |    |     | •              |      |       |           |                |                |     | •          | •        |                   |            | www.aircadets.org                         |
| Air League Prince Philip Flying Scholarship   | •             |        |        |         |                      |     |    |     |                | •    |       |           |                |                |     |            |          |                   |            | scholarships@airleague.co.uk              |
| Air League Flying Scholarships  | •             |        |        |         |                      |     |    |     |                | •    |       |           |                |                |     |            | •        |                   |            | scholarships@airleague.co.uk              |
| Air League Flying Bursaries   | •             | •      | •      |         | •                    | •   |    | •   |                | •    | •     | •         |                |                |     | •          |          |                   |            | scholarships@airleague.co.uk              |
| Air League Gliding Scholarships   |               |        | •      |         |                      |     |    |     | •              |      |       |           |                |                |     | •          | •        |                   |            | scholarships@airleague.co.uk              |
| Air League Balloon PPL Scholarship  |               |        |        | •       |                      |     |    | •   |                |      |       |           |                |                |     |            |          |                   |            | scholarships@airleague.co.uk              |
| Air League Engineering Scholarships   |               |        |        |         |                      |     |    |     |                |      |       |           |                |                |     |            |          | •                 |            | scholarships@airleague.co.uk              |
| Atlantic Airlines Cadet Pilot Sponsorship Scheme  | •             |        |        |         | •                    |     |    |     |                |      |       |           |                |                |     |            |          |                   |            | www.atlanticflighttraining.com            |
| British Aerobatics Foundation Annual Bursary Scheme                                     | •             |        |        |         |                      |     |    |     |                |      |       |           |                |                |     | •          |          |                   |            | www.aerobatics.org.uk                     |
| BWPA Amy Johnson Memorial Trust Scholarship   | •             | •      |        |         | •                    | •   |    |     |                |      | •     | •         | •              | •              |     |            |          |                   | •          | www.bwpa.co.uk                            |
| BWPA PPL Training Bursary   | •             | •      |        |         |                      |     |    | •   |                |      |       |           |                |                |     |            |          |                   | •          | www.bwpa.co.uk                            |
| Caroline Trust  |               |        | •      |         |                      |     |    |     | •              |      |       |           |                |                |     |            | •        |                   |            | www.carolinetrust.org.uk                  |
| Dennis Kenyon Junior Helicopter Flying Scholarship                                      |               | •      |        |         |                      |     |    | •   |                |      |       |           |                |                |     |            |          |                   |            | www.dennis-kenyon.com                     |
| Flight Training Europe Instructor Sponsorship   | •             |        |        |         |                      |     |    |     |                |      | •     | •         |                |                |     |            |          |                   |            | www.flighttrainingeurope.com              |
| Flying Scholarships for the Disabled  | •             |        |        |         |                      |     |    | •   |                | •    |       |           |                |                |     |            | •        |                   |            | www.toreachforthesky.ork.uk               |
| GAPAN JN Somers ATPL Scholarship 2009   | •             |        |        |         | •                    |     |    |     |                |      |       |           |                |                |     |            |          |                   |            | www.gapan.org                             |
| GAPAN PPL Scholarships  | •             |        |        |         |                      |     |    | •   |                |      |       |           |                |                |     |            |          |                   |            | www.gapan.org                             |
| GAPAN Flight Instructor (Restricted) (Fixed Wing) Rating Scholarship                    | •             |        |        |         |                      |     |    |     |                |      | •     |           |                |                |     |            |          |                   |            | www.gapan.org                             |
| GAPAN Flight Instructor (Restricted) (Rotary) Rating Scholarship                        |               | •      |        |         |                      |     |    |     |                |      | •     |           |                |                |     |            |          |                   |            | www.gapan.org                             |
| GAPAN & EPST Jet Orientation Course Scholarship   | •             |        |        |         |                      |     |    |     |                |      |       |           |                |                | •   |            |          |                   |            | www.gapan.org                             |
| GAPAN Flight Instructor Bursary Programme – Instrument Rating Instructor (up to £2,000) | •             |        |        |         |                      |     |    |     |                |      |       |           | •              |                |     |            |          |                   |            | www.gapan.org                             |
| GAPAN Flight Instructor Bursary Programme – Aerobatics Instructor (up to £1,250)        | •             |        |        |         |                      |     |    |     |                |      |       |           |                | •              |     |            |          |                   |            | www.gapan.org                             |
| GAPAN Flight Instructor Bursary Programme – Multi-Engine Instructor (up to £3,000)      | •             |        |        |         |                      |     |    |     |                |      |       | •         |                |                |     |            |          |                   |            | www.gapan.org                             |
| Glen Stewart Flying Scholarship Trust   | •             |        |        |         |                      |     |    | •   |                |      |       |           |                |                |     |            |          |                   |            | www.flyingscholarships.co.uk              |
| Highland Airways Cadet Pilot Sponsorship  | •             |        |        |         | •                    |     |    |     |                |      |       |           |                |                |     |            |          |                   |            | www.hilandairways.co.uk                   |
| de Havilland Educational Trust  | •             |        |        |         |                      |     |    | •   |                | •    |       |           |                |                |     | •          |          | •                 |            | www.dhmothclub.co.uk                      |
| Royal Aero Club Trust   | •             | •      | •      | •       |                      |     |    | •   | •              | •    |       |           |                |                |     | •          | •        |                   |            | www.royalaeroclubtrust.org                |
| Royal Aeronautical Society Centennial Scholarship Fund                                  |               |        |        |         |                      |     |    |     |                |      |       |           |                |                |     |            |          | •                 |            | www.raes.org.uk                           |
| RAF Association Flying Scholarship  | •             |        |        |         |                      |     |    |     |                |      |       |           |                |                |     |            | •        |                   |            | www.rafa.org.uk/scholarships.asp          |
| Royal Navy Gliding Scholarships   |               |        | •      |         |                      |     |    |     |                |      |       |           |                |                |     |            | •        |                   |            | www.faasquadron.org.uk/glidingawards.html |
| University Air Squadron   | •             |        | •      |         |                      |     |    |     |                |      |       |           |                |                |     | •          | •        |                   |            | www.universityairsquadrons.com            |



### Pilot Aptitude Testing....

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

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

For further information contact:  
The Clerk, GAPAN, 9 Warwick Court, London, WC1R 5DJ. Tel: 020 7404 4032  
e-mail: [gapan@gapan.org](mailto:gapan@gapan.org) Also see the website: [www.gapan.org](http://www.gapan.org)



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# WHERE TO APPLY guide

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

CLOSING DATE – 8 APRIL 2010

## GAPAN Flight Instructor Bursary Programme – Aerobatics Instructor (up to £1,750)

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

The criteria for successful applications includes:

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

Candidates will be notified of results during May 2010. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be completed by end September 2010. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

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

Pre-entry requirements:

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

CLOSING DATE - 8 APRIL 2009

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

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

The criteria for successful applications includes:

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

Candidates will be notified of results during May 2010. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a

Guild approved Flying Training Organisation in the UK, to be completed by end September 2010. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

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

Pre-entry requirements:

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

CLOSING DATE – 8 APRIL 2010

## Glen Stewart Flying Scholarship Trust



The Glen Stewart Flying Scholarship was established in 2005 to enable young pilots from the age of 15 to train towards the grant of a Private Pilot's Licence, as well as additional funding for those already undertaking PPL training. The Glen Stewart Flying Scholarships Trust has a particular interest in helping those people for whom the financial burden might otherwise hinder their ambitions. The scholarship was established in memory of the late Glen Stewart, founder and operator of SoloFlight Pilot Training Centre at Humberside Airport from 1978.

The scholarship recipient must be willing to commit the necessary time required to complete the entire private pilot training programme. Continuous assessments will be made and all instruction will be completed at an approved local Pilot Training Centre.

All training expenses will be covered, i.e. flight time, ground time, ground exams, landing fees, examination costs and study books. Costs to the student will be any accommodation, any travelling costs, medical and an initial registration fee of £30.00 (non refundable).

The criteria for successful applications include:

- Be between the ages of 15 to 20 years on 21st July 2010.
- Be UK citizens or resident aliens.
- Be able to read, write and speak English to JAA standards.
- Be able to attain a JAA Class 2 medical certificate.
- Have dependable transportation and sufficient time available to complete the training at the nearest Approved Pilot Training Centre.
- Be able to commence full time training on the 20 September 2010 and understand that all training must be completed by 30 April 2011.

Applications must be submitted and/or postmarked by 30 June 2010. The Scholarship Trustees will notify the selected scholarship recipients. Successful applicants will be invited to interview in July 2010 at the Village Hotel in Hull

Application forms are available from [www.flyingscholarships.co.uk](http://www.flyingscholarships.co.uk) and should be submitted to:

The Secretary  
The Glen Stewart Flying Scholarships  
11-12 Albion Street  
Hull HU1 3TD

ON HOLD

## Highland Airways Cadet Pilot Sponsorship



Highland Airways launched its Cadet Pilot Scheme in September 2005 and with few other cadet sponsorship in existence then (which unfortunately remains the same today) they were,

unsurprisingly, overwhelmed by applications. While applications are closed at present, HA say they envisage opening their doors again in the near future with the announcement appearing on their website [www.highlandairways.co.uk](http://www.highlandairways.co.uk) FTN will also be announcing the scheme's re-opening in future issues.

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

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

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

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

- Hold a valid PPL(A)
- Hold a valid Class 1 JAR Medical
- Be aged between 18 and 25 years of age\*
- Hold a valid UK driving license
- Be in possession of the right to live and work within the EU

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

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

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

## The de Havilland Educational Trust



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

The aims of the de Havilland Educational Trust are:

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

## Fiona McKay Flying Bursary 2010

Each year the Trust awards a maximum of two bursaries to fund ten hours flying on de Havilland Tiger Moth aircraft at the Cambridge Flying Group (CFG) or at an alternative establishment/location subject to agreement. The bursaries are to enable licensed pilots to convert onto the de Havilland Tiger Moth, with the aim of providing a new and continuing stream of experience for the operation of vintage aeroplanes.

Applicant Criteria for a 2010 Flying Bursary:

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

Selection Process:

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

For further information, and to download an application form, visit [www.dhmothclub.co.uk](http://www.dhmothclub.co.uk)

Completed forms should be sent to:

Stuart McKay MBE  
Secretary  
de Havilland Educational Trust  
Staggers, 23 Hall Park Hill  
Berkhamsted  
Hertfordshire HP4 2NH

CLOSING DATE – 28 FEBRUARY 2010

## de Havilland Educational Trust Engineering Bursary 2010

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

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



# WHERE TO APPLY guide

## GAPAN JN Somers ATPL Scholarship 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.

The JN Somers Award will generously provide funding, through GAPAN, for a full time course of Air and Ground studies, leading to the award of a frozen JAA ATPL. Training at a JAA approved training organisation will commence in Spring 2011. The training organisation will be the most suitable available world-wide, selected by GAPAN. The selection process will commence in July 2010, and will include psychometric tests, pilot aptitude tests and an interview. Candidates will be notified of the results by 13th August 2010. The selection process will be conducted by GAPAN in line with their policy of fairness and equality of opportunity.

The Winner of the 2010 J N Somers Scholarship was Jeremy McKinney of Newtownards, County Down. Jeremy is 23 years old and after attending Grosvenor Grammar School, Belfast went on to study Aerospace Engineering with Pilot Studies at the University of Liverpool (he graduated last summer with his Masters). During his University time he has been the captain of the Waterski and Wakeboard Club and has gained his PPL with Ravenair (Liverpool).

The Scholarship is not easily won and is awarded only to those individuals who are recognised as being of the highest calibre. This even led in 2005 to no Scholarship being awarded due to a lack of suitable candidates. This is not to say that potential applicants should be put off in applying, as even being short listed for interview is recognised as a worthy accomplishment and can only bolster a pilot's CV. And even an outside chance of winning a Scholarship worth £80,000 is surely worth following. It is a little disappointing therefore, says GAPAN selection board member Captain Clive Elton, that there has been a falling trend in the number of applicants received each year, with less than 150 applying for the last Scholarship.

The minimum entry requirements are as follows:

- Minimum Age of 18 years and maximum 26 years on year of application
- Holder of Class 1 JAA medical certificate valid on 15 July 2010 (any one selected for Morrisby Testing who does not meet this condition will be unable to proceed further)
- Educational standards of at least 5 GCSE passes in relevant subjects (e.g. English, Maths, Science) and at least 2 A level passes or equivalent level of qualification (as determined by the Qualifications Curriculum Authority www.qca.org.uk)
- Evidence of strong motivation towards a career in aviation – evidence of progression towards a PPL will enhance a candidate's application

Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

CLOSING DATE – 7 JUNE 2010

## GAPAN PPL Scholarships

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 completion of their flying licence during the course of the summer. Alternatively they can 'finish off' someone who is already partially trained. The scholarships are awarded entirely on merit as evidenced on the completed application form (visit [www.gapan.org](http://www.gapan.org) for a form) and 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 2010
- 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 2010 and to be completed by 8 October 2010. 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 an interview on either 14 or 15 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 - 8 APRIL 2010

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

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

The criteria for successful applications include:

- The ability to demonstrate a serious ambition and desire to pursue an aviation based career
- Availability to undertake and complete the training award during summer 2010
- Educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- Must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate licence and any relevant CAA pre course entry requirements

For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance in due course. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be commenced by 5 July 2010 and to be completed by 8 October 2010. Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

The awards are made by a selection committee appointed by the Guild. Candidates who are short listed for the FI(R) Rating Scholarships are required to attend at their own expense for an interview on 16 June 2010 at the Guild Office in London.

Pre-entry requirements:

- Completed at least 200 hours of flight time of which not less than 100 hours shall be pilot-in-command (PIC) if holding an ATPL(A) or CPL(A), or 150 hours PIC, if holding a PPL(A).
- Have met the knowledge requirements for a CPL(A)
- Completed at least 30 hours on single-engine

piston powered aeroplanes of which at least five hours shall have been completed during the six months preceding the pre-entry flight test set out below

- Received at least 10 hours instrument flight instruction of which not more than five hours may be instrument ground time in a flight simulator or FNPT
- Completed at least 20 hours of cross-country flight as PIC
- Passed a specific pre-entry flight test with an FI qualified in accordance with JAR-FCL 1.330(f) for this purpose, based upon the proficiency check as set out in JAR-FCL 1.240(b) within the six months preceding the start of the course. The flight test will assess the suitability of the applicant to undertake the course.

CLOSING DATE – 8 APRIL 2010

## GAPAN Flight Instructor (Restricted) (Rotary) Rating Scholarship

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

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

The criteria for successful applications include:

- the ability to demonstrate a serious ambition and desire to pursue an aviation based career
- availability to undertake and complete training award during summer 2010
- educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- must be able to satisfy the relevant CAA medical standard to enable the issue of the appropriate licence and any relevant CAA pre course entry requirements

Candidates will be notified of results by end of June 2010. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance in due course. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be commenced by 5 July 2010 and to be completed by 8 October 2010. Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

The awards are made by a selection committee appointed by the Guild. Candidates who are short listed for the FI(R)(H) Rating Scholarships are required to attend at their own expense for an interview on 18 June 2010 at the Guild Office in London.

Pre-entry requirements:

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

applicant to undertake the course.

CLOSING DATE – 8 APRIL 2010

## GAPAN & EPST Jet Orientation Course Scholarship

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

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

- Evidence of independent Pre-Selection prior to commencement of training
- Must have completed a JAA Commercial Pilot course with licence issued after 1 April 2009 before 1 September 2010
- Average Ground School pass mark of 85% or higher at ATPL level
- Average assessment of 3 (good) or better in Simulator Performance, Progress Test scores, and Team Skills
- Instrument Rating and Commercial Skills Test pass in 2 attempts or better.
- Overall course flying assessment at average 3 (good) or better.

The selection process will 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 - 27 AUGUST 2010

## GAPAN Flight Instructor Bursary Programme - Instrument Rating Instructor (up to £2,500)

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

The criteria for successful applications includes:

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

Candidates will be notified of results during May 2010. For successful candidates details of awards, along with the full terms and conditions will be sent for formal acceptance after that date. The Guild will expect training to be carried out at a Guild approved Flying Training Organisation in the UK, to be completed by end September 2010. In some circumstances, the Guild may accept applications retrospectively for ratings completed within the previous 12 months. Applications must be made using GAPAN's application form available to download at [www.gapan.org](http://www.gapan.org)

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

Pre-entry requirements:

- Be an unrestricted Instructor



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# WHERE TO APPLY guide

## How to apply?

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

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

At the same time the airlines remain reluctant to provide much in the way of sponsored courses (although Flybe will be continuing to run a number of part-sponsored courses this year), so competition for scholarships and bursaries is expected to be particularly high for 2010.

The most generous of the UK aviation scholarships continues to be the JN Somers ATPL scholarship, which is the only UK scholarship that funds a full integrated professional pilot training course. So if a scholarship worth in excess of £80,000 peaks your fancy, how can you increase your chances of getting to the top of the shortlist?

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

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

### No.2 Planning ahead

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

### No.3 Application

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

### No.4 The Interview

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

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

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

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

## PROFESSIONAL FLIGHT TRAINING EXHIBITION

**Saturday 24th April 2010, Sofitel, Terminal 5, London Heathrow - 10am - 5pm**

### An absolute must for anyone considering becoming a professional pilot

This exciting career exhibition brings together professional flying organisations from across the world, offering you a unique insight and advice into what is required to become a professional pilot.



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- Student and pilot selection
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# WHERE TO APPLY guide

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## The Air Cadets



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

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

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

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

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

## The Air League Educational Trust



The Air League Educational Trust (ALET) is a charitable trust, offering careers advice and annually awarding flying scholarships, flying bursaries, gliding scholarships, a balloon PPL scholarship and engineering scholarships. Regular readers of FTN will have followed the Air League scholarships programme detailed in previous editions. While application for the 2010 Flying Scholarship Competition has already closed this year (see last November's FTN), the following information provides background to the type of courses which will be continued to be offered in future years. Applications for the 2011 Flying Scholarship Competition will open towards the end of 2010 and FTN will confirm the date this autumn. Meanwhile, the 2010 Flying Bursary, Gliding Scholarship, Balloon Scholarship and Engineering Scholarship competitions are all still open until 26 February.

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

## The Prince Philip Flying Scholarship

The Prince Philip Flying Scholarship was established to celebrate His Royal Highness's 50 years as Patron of The Air League. The scholarship provides funding to achieve a National Private Pilot's Licence (NPPL). The scholarship is awarded each year to the flying scholar from the previous year (i.e. 2009) who is judged to have made the most progress in their flying, is an exceptional Air Cadet and who has achieved a Duke of Edinburgh's Award.

Enquiries to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Flying Scholarships

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

Enquires to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Flying Bursaries

The flying bursary programme offers 5-8 hours of advanced flying training to PPL holders. The bursaries again are funded by industry and by private individuals. Applicants have to be permanently resident in the UK and either be or become members of The Air League. Applications opened in December and have a closing date of 26 February 2010 for receipt of completed forms. There are no age limits but most bursaries go to applicants under 40.

Enquiries to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Gliding Scholarships

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

## Aerobatic Training

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

## Cross-Country Training

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

## SLMG NPPL Training

Gliding is a fantastic and affordable way to start a career in aviation. The handling skills gained as a glider pilot being second to none. As well as providing an insight to the world of silent flight, this award allows the opportunity to combine non-powered and powered flight. Training in a self launching motor glider (SLMG) you will learn how to operate a powered aircraft whilst understanding how to optimise the weather as a glider pilot. Flown from one of four sites in the UK, the course comprises of up to 32 hours flying (depending on previous experience). This award can lead to scholars achieving an SLMG National Private Pilot's Licence. There are many opportunities and the majority of gliding clubs in the UK offer cadet schemes. These schemes offer lower flying rates and sometime free flying in return for assisting with daily club operations. Contact your nearest gliding club for details: <http://www.gliding.co.uk/findaclub/ukmap.htm>. Applicants must be young people permanently resident in the UK aged at least 16 but under 26 years on 1 April in the year of application. They

also have to join The Air League. Applications opened in December and have a closing date of 26 February 2010 for receipt of completed forms.

Enquiries to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Balloon PPL Scholarship

This scholarship is for a Private Pilot's Licence (Balloons) and is funded by Breitling with training being co-ordinated by Brian Jones. Applicants must be young people permanently resident in the UK aged at least 17 but under 26 years on 1 April in the year of application, and either be or become members of The Air League. Applications opened in December and have a closing date of 26 February 2010 for receipt of completed forms.

Enquiries to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Engineering Scholarships

In conjunction with HQ Air Cadets, the J N Somers Charitable Will Trust and the Rhodes-Moorehouse VC Charitable Trust, The Air League Educational Trust provides an annual programme of engineering scholarships offering one or two-week work placements with leading aerospace companies or flying schools. The scholarships currently provide B&B accommodation (if necessary) and meet any expenses necessarily incurred for travel and meals. Applicants must be young people permanently resident in the UK aged at least 17 but under 26 years on 1 April in the year of application, and either be or become members of The Air League. Applications opened in December and have a closing date of 26 February 2010 for receipt of completed forms.

Enquiries to: [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

## Amy Johnson Memorial Trust Scholarship



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

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

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

Candidates undertaking an approved professional training course are also eligible to apply.

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

Applications forms are available from:

Mrs M.E. Tucker (Hon. Secretary to the Trust)  
Amy Johnson Memorial Trust  
12 Church Lane  
Merton Park  
London SW19 3PD

The Trustees ask that you enclose a stamped, addressed envelope C5 size. The closing date

for applications for the 2010 scholarship is 28 February, with interviews anticipated in early May.

## Atlantic Airlines Cadet Pilot Sponsorship Scheme



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

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

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

Industry standard salaries are paid on completion of training.

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

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

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

All completed applications should be directed to the scholarship training provider Multiflight, based at Leeds Bradford Int Airport. Intakes for Cadet Pilots occur approximately every 4-6 months. For further information, and to apply, visit [www.multiflight.com](http://www.multiflight.com)

## British Aerobatics Association



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

The Association runs up to thirty events each year throughout the UK and Eire. The majority of these cater for all levels of aerobatic contest flying, and national champions are declared in four power and three glider classes. The Association also sends teams to the three annual international aerobatic World or European championships.

In recent years, the BAeA has apportioned an amount of its limited budget to what they term 'development funding'. To date this has been limited to training bursaries to pilots who move up between competition levels, awarded on the



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basis of the annual Points Tables, and some contribution to the costs of pilots and team managers representing the UK at international aerobatic championships.

In addition to this, a few years ago the British Aerobatics Foundation (BAeF) was formed to raise money from external sources. The BAeF has not only developed a scholarship scheme to assist talented young pilots to enter the sport, but has also provided additional funding to help the training programme of the UK Unlimited Team pilots.

Additionally, in late 2008, Mazda UK Ltd announced its intention to assist the BAeA by providing additional development funds that could be invested in projects from the 'grass roots' upwards. This has enabled the BAeA and BAeF to significantly increase the development budget and provide a much needed boost to pilot training and awards. Whilst the Mazda sponsorship per se is aimed at powered aerobatics, this initiative will also enable increased funding of the development of glider aerobatics from BAeA internal budget.

See [www.aerobatics.org.uk](http://www.aerobatics.org.uk) for more information

## British Aerobatic Annual Bursary Scheme

The bursary is only open to current aerobatic pilots.

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

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

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

## British Women Pilot's Association



The BWPA exists to promote aviation, particularly to women. There are over three hundred members of the BWPA involved in all areas of aviation.

Amongst the membership are student pilots, those flying for a hobby, airline captains, military pilots and flying instructors. Members are of all ages, experience and backgrounds, but share a common enthusiasm for flying.

## BWPA Flying Scholarship

Every year the BWPA awards a scholarship to a young British woman between 17 and 26 years of age to pay for between 12 to 15 hours of flying training towards the initial grant of a National Pilots Licence (NPPL) or Private Pilots Licence (PPL).

While applications closed 30 January 2010, this is an annual scholarship so applications can now be made for 2011. Email [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk), call 020 7222 8463 or download an application form from [www.airleague.co.uk](http://www.airleague.co.uk).

## BWPA Flying Bursary

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

CLOSING DATE - 27 FEBRUARY 2010

## Caroline Trust



**The Trust has been running since 2000 and aims to provide young people, especially women, with the opportunity to experience the sport of gliding, as well as encouraging and enabling those with disabilities to participate in the sport.**

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

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

For further information and to apply, visit the Trust's website [www.carolinetrust.org.uk](http://www.carolinetrust.org.uk)

## Dennis Kenyon Junior Helicopter Flying Scholarship



**Based out of Shoreham Airport in Sussex, the Dennis Kenyon Junior Helicopter Scholarship is the only helicopter PPL scholarship on offer in the UK currently. The scholarship for a**

**helicopter PPL is offered by Dennis Kenyon, the specialist display pilot and flying instructor, in memory of his son. It is open to young people between the ages of 17 and 23.**

Unfortunately, due to funding issues the scholarship is on hold for this year, but Dennis says he hopes to have it back up and running for next year, when he plans to run the scholarship with a "whisker more Jazz" and with a format akin to the X Factor (although we're assuming singing is optional).

Subject to confirmation of funding, youngsters aged 18 to 23 in calendar year 2011 will be invited to apply. The winner will be awarded a PPL(H) to be undertaken in the autumn of 2011. Previous winners have been Zoe Spain of Ascot, Hannah Nobbs of Malden and Georgie Dixon from Northampton.

The committee will short-list the best applications for individual consideration based on the applicant's 300 word essay, CV and application letter. Twenty candidates will be selected for

personal interviews and presentations at a 'Boot Camp' to be held over a weekend at a suitable aerodrome, probably Shoreham Airport. The candidate will be required to make a blackboard/white board presentation to the committee of a typical and pre-advised exercise subject such as Vortex Ring or Autorotation followed by interview. The idea is not to test on the candidate's technical knowledge, rather their general aptitude for aviation teaching and overall character and presence. Candidates must believe themselves fit enough to obtain a CAA Class 1 medical and be able to assimilate the seven ground study subjects.

A final three will be selected and invited to attend a flying aptitude test and further interview where the winner will be announced.

For further details and an application form, write to:

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

## Flying Scholarships for the Disabled



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

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

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

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

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

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

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

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

There are two types of scholarship on offer – a full

scholarship, and a mini scholarship.

## Full scholarship

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

## Mini scholarship

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

For further information visit [www.toreachforthesky.ork.uk](http://www.toreachforthesky.ork.uk)

## The Guild of Air Pilots & Air Navigators



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

**"It is a body of people interested in every kind**

**of flying; whether it's light aircraft for pleasure or sport, whether it's commercial, passenger or service; and who want to talk about flying and improve the techniques of flying and of airmanship.**

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

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

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

The Guild's constitutionally stated objectives are:

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



## No flying doesn't have to mean no learning...

We think it's a safe bet that the winter of 2009/2010 is unlikely to be remembered with a great deal of affection by UK-based flying schools in particular. In our travels over the last few months we've seen all manner of ways that flying school staff and grounded students pass the time when flying is not an option, but we're gloss over those for the sake of those of a delicate disposition. Nevertheless, even when the weather is too bad to fly, it doesn't mean that there are no learning (and earning) opportunities.

The **ELITE PI-135 console system** is a very capable PC-based flight training device that has much of the realism and many of the features of Elite's approved flight simulators at a fraction of the cost. Based around Elite's renowned 'Pilot Singles' and 'Pilot Twins' flight simulation software, the hardware elements of the system include heavy-duty precision flight controls, an avionics panel and control console with engine levers.

The Flight Consoles include the yoke and throttle quadrants combined into a one-piece unit offering enhanced functionality and training capability. Flight consoles have procedural switches such as magnetos, starter, battery, alternator, avionics master, fuel pump, nav and landing lights, etc. These additional switches all function with ELITE's high resolution aircraft models and allow instructors and flight schools the ability to train students on flight procedures from start-up to shut down. The ELITE PI-135 console system consists of:

- ELITE Pilot Singles and ELITE Pilot Twins v8.0 software
- ELITE Pro Panel II digital flight console with MEL levers
- ELITE hydraulic rudder pedals
- ELITE AP-3000 Avionics Panel with LED indication

More and more flying schools are discovering the training and financial benefits of a training device that not only assists quality flight training but which can also pay for itself in well under a year. Checkout the AFE website or call us today to find out more.

**AFE Price £4299.95 Quick Find: ELITEPI135 Discount Code Please call**



## British Gliding Association Sporting Conference, 20th March

The 2010 British Gliding Association Sporting Conference will take place at the Barceló Daventry Hotel on the 20th March – just 7nm from the DTY VOR. You could attend in order to take in the seminar program – including advice on how to keep a steady flow of young, keen pilots coming into the sport (with the formation of a number of 'Junior Gliding Centres') or even to hear Captain Moody describing an unplanned glide in a 747 – if you don't believe it, just try a quick internet search on 'Jakarta glider'.

However, no doubt the star attraction for most attendees will be the presence of the AFE Oxford team showing off the latest in their gliding goodies and accoutrements. Technical Manager Peter Purdie will be demonstrating a new low-cost position recorder, the new high resolution Clear-Nav and showing off the prototype Neilsen-Kellerman variometer flight director and the rest of the team will field the less rarefied consumables and accessories. So, if you want to know what's new and what's good in the gliding world, we'll see you there!

### How to contact us:

Web: [www.afeonline.com](http://www.afeonline.com)  
Phone: (0)161 499 0023  
Fax: (0)161 499 0298  
E-mail: [sales@afeonline.com](mailto:sales@afeonline.com)

#### Address:



**AFE Manchester office** – our principle administration offices, warehouse and mail order hub.

#### AFE Manchester Pilot Shop

1a Ringway Trading Estate  
Shadowmoss Road  
Manchester **M22 5LH**

Tel: (0)161 499 0023

Fax: (0)161 499 0298

e-mail: [afe@afeonline.com](mailto:afe@afeonline.com)



**AFE Oxford office** – specialising in sales and support for our gliding and technical products – instruments, avionics, special projects etc.

#### AFE Oxford Pilot Shop

Oxford Airport  
Kidlington  
Oxford **OX5 1QX**  
Tel: (0)1865 841441

Fax: (0)1865 842495

e-mail: [tech@afeonline.com](mailto:tech@afeonline.com)

### AFE Manchester

Pilot shop, main mail-order warehouse and administration offices, just 5 minutes from Manchester Airport.

#### Opening Hours (local)

Monday–Friday

09:00–17:30

Saturday

09:00–14:00

#### AFE Manchester Pilot Shop

1a Ringway Trading Estate  
Shadowmoss Road  
Manchester  
**M22 5LH**

Tel: (0)161 499 0023

Fax: (0)161 499 0298

e-mail: [afe@afeonline.com](mailto:afe@afeonline.com)



SAT NAV: M22 5LH

### AFE Wellesbourne

In association with On Track Aviation, a full pilot's shop at Wellesbourne Mountford aerodrome in Warwickshire.

#### Opening Hours (local)

Monday–Saturday

09:00–12:00

13:00–17:00

#### On Track Aviation Ltd

Wellesbourne Mountford Aerodrome  
Loxley Lane, Wellesbourne  
Warwickshire  
**CV35 9EU**

Tel: (0)1789 842777

Fax: (0)1789 842755

e-mail: [ontrackgbw@yahoo.co.uk](mailto:ontrackgbw@yahoo.co.uk)

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



SAT NAV: CV35 9EU

### AFE Oxford

Full pilot shop as well as our 'technical' sales and avionics department, located on Oxford airport just 10 minutes from the M40, junction 9.

#### Opening Hours (local)

Monday–Friday

09:00–17:30

Saturday

09:00–14:00

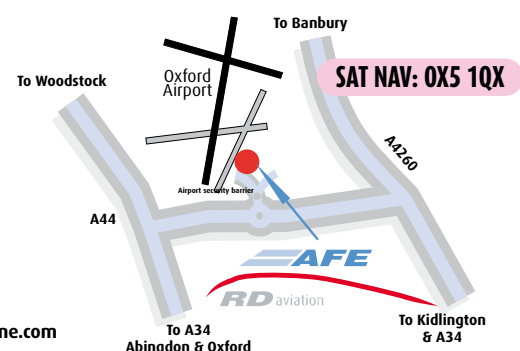
#### AFE Oxford Pilot Shop

Oxford Airport  
Kidlington  
Oxford  
**OX5 1QX**

Tel: (0)1865 841441

Fax: (0)1865 842495

e-mail: [tech@afeonline.com](mailto:tech@afeonline.com)



SAT NAV: OX5 1QX

**4  
PILOT  
SHOPS**

### AFE Fairoaks

In association with Synergy Flight Centre, AFE's newest pilot shop is located at Fairoaks airfield, just 5 minutes from the M25 junction 11.

#### Opening Hours (local)

Seven days a week

09:00–18.00

#### Synergy Flight Centre

Fairoaks Airport  
Chobham  
Surrey  
**GU24 8HX**

Tel: (0)1276 858075

Fax: (0)1276 858076

e-mail: [flightcentre@flysynergy.com](mailto:flightcentre@flysynergy.com)



SAT NAV: GU24 8HX

All prices in this newsletter are in UK £, and include UK VAT at 17.5% where applicable and subject to change without notice. Certain products (eg books, charts and some training materials) are exempt VAT. All prices are believed to be current at the time of going to press, but prices may be subject to change without notice during the life of this newsletter – many product prices are subject to exchange rate fluctuations. See our website for the most up-to-date information, we will always be pleased to provide a quote or confirm an up-to-date price. Product specifications and availability may be subject to change without notification. All business is accepted in accordance with AFE's sales terms and conditions, a copy of which is available on request. E & O E. \* Guarantee subject to reasonable use, wear and tear and any manufacturer's conditions or instructions.



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## About Airplan Flight Equipment

Airplan Flight Equipment (AFE) Ltd has been a leading aviation publisher, pilot shop and distributor since 1973, making AFE the UK's longest established Pilot Supplies company and one of the oldest in Europe. AFE sell aviation products worldwide and our customers include national airlines and air forces, aircraft operators, flying training organisations and tens of thousands of individual pilots.

Many of our staff are pilots themselves who know and care about flying and AFE represent most of the biggest brand names in aviation as well as selling our own ranges of cockpit, navigation and training accessories and pilot publications. We are constantly adding to our product ranges to offer the best and most up-to-date products at the most competitive prices.

AFE hold stock at each of our four UK locations and for mail-order customers our aim is same day dispatch for all in-stock orders. But above all, by offering the best service, largest product range and most competitive prices AFE's operations are centred on the most important person in our business – you, our customer.



Jeremy M Pratt  
Managing Director



## AFE van continues to fly

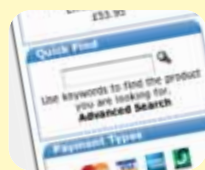
Starting its 26th year on the road in 2010, the AFE van service is continuing its mission to explore strange new worlds...sorry, we mean to provide a free door-to-door delivery service of pilot supplies, instruments and aircraft accessories to the UK's flying schools and pilot shops.

Throughout 2010 the AFE van will continue to be a regular sight at airfields across the UK, providing flight training schools with everything from training material for their students to avionics for their fleet aircraft. The service covers a large swathe of the UK, with the AFE van popping up at out-of-the-way gliding clubs as frequently as at international hubs. Our vans are usually driven by one of our staff pilots, which while not necessarily improving UK road safety, does mean that they're well informed on aviation matters and always eager to talk turkey in exchange for tea or coffee!

If the AFE van is not currently visiting your school then please gives us a call, or wave us down the next time we're driving past and we'll be delighted to add you to our growing list of satisfied customers.

### Quick Find

To get more details on any product in this newsletter, simply type the 'Quick Find' product code into the 'Quick Find' box on the left-hand side of our web pages. One click should take you straight to the product you're looking for.

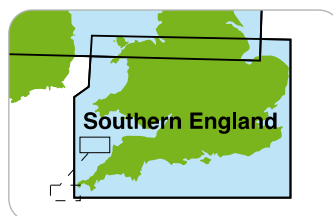


## Southern England & Wales, Edition 36

The latest Southern England & Wales 1:500,000 aeronautical chart, Edition 36, now produced by air traffic service provider NATS, will become valid on 11 March 2010 at which date the edition 35 chart becomes unusable. The chart depicts topographical features (including terrain contours above 500ft AMSL and obstacles more than 300ft AGL) overlaid with aeronautical information including airspace and ICAO codes and frequencies for all significant airfields.

Current edition information and dates for the next publication dates of all 1:500,000 & 1:250,000 scale aeronautical charts for the UK can be found on the AFE website [www.afeonline.com](http://www.afeonline.com)

**£15.99 Quick Find: SOUTHED36 Discount Code D**



## AFE Fairoaks Pilot Shop opens

The latest AFE pilot shop has opened at Fairoaks Airport, just 5 minutes from junction 11 of the M25. This AFE pilot shop franchise has been set-up in association with Synergy Flight Centre and is located

within their premises at Fairoaks. The shop is open seven days a week and stocks a wide selection of AFE products including VFR Flight Guides, charts, AFE publications, safety and survival equipment and pilot supplies. The shop can be contacted on (0)1276 858075.

AFE expect to open a number of new pilot shops in 2010, if you would like to discuss opening an AFE pilot shop franchise, please contact our Manchester office.



## Airplan Flight Equipment offer out-of-date chart return service

AFE are pleased to be able to offer trade account customers a return service for out-of-date CAA/NATS 1:500,000 and 1:250,000 charts. When a chart edition changes, AFE can accept out-of-date charts for credit subject to the following conditions:

- The out-of-date charts must be returned to AFE within 30 days of the new edition chart being released.
- The returned charts must be complete, unsold and unused.
- The returned charts must have been purchased from AFE.

If you have any queries about our chart return service, our customer services team at Manchester or your usual AFE contact will be pleased to help.

SHEET 2171CD SOUTHERN ENGLAND AND WALES Edition 35 (2009)



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## 2010 UK VFR Flight Guide



The 2010 UK VFR Flight Guide is now on sale. Over 17 years of continuous improvement, updating and expansion, the UK VFR Flight Guide has proven to be the pilot's choice as the most accurate, comprehensive and user-friendly flight guide for the airfields of the UK. Each new annual edition of the UK VFR Flight Guide is completely revised and updated by our editorial team of pilots and Air Traffic Controllers to create the most accurate and up-to-date data, maps and detailed information on over 500 UK airfields with basic data on a further 470 UK airfields.

- A flight guide designed by pilots, for pilots
- Re-vamped flight planning section – met. codes; flight plan filing instructions; Prohibited, Restricted and Danger areas; LARS units; MATZs; ATIS listings; safety leaflets etc.
- More UK airfields in detail than any other UK flight guide, over 100 more than the closest competitor
- A further 470 UK airfields with basic data
- Includes farm strips
- ICAO locators and lat/long co-ordinates in decimals for direct entry into GPS
- All maps professionally drawn in full colour
- Runway lengths and Navaid frequencies on map
- Airfield e-mail and website addresses
- Airfield facilities for disabled pilots listed, compiled with the assistance of the BDFA
- Every airfield entry checked, revised and updated every year
- All essential information available at a glance
- All supplemental information laid out in a standard format
- FREE monthly update service available to all users

### New in the 2010 UK VFR Flight Guide:

- 508 airfields in detail
- **New:** A further 470 airfields with basic data
- **New:** revamped flight planning section
- **New:** holding point depiction
- **New:** listening squawks
- **New:** ATIS telephone numbers

The 2010 UK VFR Flight Guide is available in a choice of three different formats:

### 2010 UK VFR Flight Guide Loose Leaf

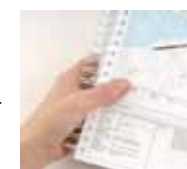
Allows the maximum flexibility for the touring pilot - remove, re-order and replace pages at will. Only in this format a FREE quarterly replacement page amendment service is available in addition to the FREE monthly on-line amendment service.



**£39.95 Quick Find: VFR2010PLUSLL (with binder) Discount Code C**  
**£29.95 Quick Find: VFR2010LL (pages only) Discount Code C**

### 2010 UK VFR Flight Guide Spiral

Our best-selling format, a single large spiral binding allows the guide to be folded over for use in even the smallest cockpit. In this format a FREE monthly on-line amendment service and FREE mid-year update booklet are available.



**£24.95 Quick Find: VFR2010 Discount Code C**

### 2010 UK VFR Flight Guide Loose Softback

A perfect-bound format, ideal as a reference copy and for operations departments, ATC units, office or home use etc. In this format a FREE monthly on-line amendment service and FREE mid-year update booklet are available.



**£24.95 Quick Find: VFR2010BOUND Discount Code C**

## BT1000X Low-Cost Flight Recorder

If you're a flying school or aircraft fleet owner, there's a very good chance that from time to time you've wanted to know exactly where your aircraft has been flying – and when. If you're a flying instructor there may be times when you've wanted to 'replay' an instructional flight – especially a navigation exercise. If you're a pilot, maybe in an aircraft group, you may want the facility to prove exactly where you have (and have not) been - or possibly you want to keep an eye on the other group pilots. If you are a student pilot, you may value the capability to record and replay your training flights for post-flight analysis.

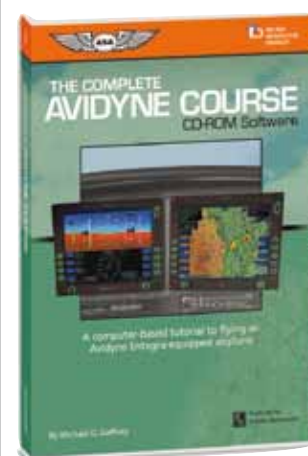
At last there is a simple low-cost solution to meet all these requirements – the BT1000X Low-Cost Flight Recorder, a Bluetooth GPS receiver with integral recorder that can record up to 57 flight hours using 1 second position markers. Small and light enough to carry in any aircraft and totally self-contained, the BT1000X offers the sort of flight recording capability that was unthinkable in light aircraft even a few years ago, and even includes a push-button 'event marker' so you can refer to a specific event on the replay. Data from the BT1000X can be overlaid onto SeeYou or GoogleMaps and the ultra low power consumption gives 42 hours operation on the internal battery. The price is also ultra low, and the more accurate recording of flight times alone should allow the BT1000X to pay for itself in a matter of weeks!

- 66-channel tracking high-sensitivity GPS receiver
- Ultra low power consumption – 42 hours on internal battery
- Fast position fix – max 35 sec cold start
- 57 hours recorder capacity at 1 second recording
- Powerful record display software; or output formatted for SeeYou or GoogleMaps for flight display
- Position marker button

**£79.95 Quick Find: BT1000X Discount Code D**



## Learn to fly the Avidyne Integra CD-ROM



A brand-new 4-hour computer-based tutorial provides an orientation to the Avidyne Integra Glass Cockpit System, from the same company that produced the 'Learn to fly the Garmin G-1000' CD-ROM. Fully narrated and PC and Mac-compatible, topics covered include: System

Overview; Button and Control Functions; Primary Flight Display (PFD); Multi-Function Display (MFD); Engine Management and Monitoring System; Transponder; GNS430 Overview; Flight Planning; Instrument Procedures; Autopilot; Integra Power Up; Emergency Management.

**£59.95 Quick Find: ASAAVIDYNE Discount Code D**



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# Product focus – AFE Study packs

Advertisement feature

The AFE range of **study packs** for fixed-wing, helicopter and microlight pilot licences are proving to be increasingly popular for both EASA/JAR and national pilot licence courses. For the student pilot, an AFE Study Pack offers all the material necessary to complete the appropriate training at a heavily discounted price – AFE study packs offer an average saving of around 30% compared with buying all the study pack contents individually. For the training provider or pilot shop, AFE study packs allow the re-seller to offer a quality value-for-money product, whilst also simplifying purchasing and stock control when compared to holding all the pack contents in stock individually.

## AFE Complete PPL Study Pack

This is the ideal study pack for the PPL or equivalent course, or for the pilot beginning a CPL or ATPL course, including all the equipment needed to complete the Private Pilot Licence course while saving £££s into the bargain. Based around the best-selling PPL Course Series of training manuals AFE's study packs offer more quality products than any competing pack and the best value for money of any competing product.

- PPL1 Flying Training
- PPL2 Air Law, Operational Procedures, Communications
- PPL3 Navigation, Meteorology
- PPL4 Principles of Flight, Aircraft General Knowledge, Flight Performance and Planning
- PPL5 Human Factors, Flight Safety
- The UK Aeronautical Information Manual
- The PPL Question & Answer Simplifier
- UK VFR Flight Guide
- AS-5 16" navigation scale rule
- AP-1 5" navigation protractor
- AVP-1 VFR plotter
- ARC-1 flight computer
- AFE VB-1s folding kneeboard
- VFR navigation log pad
- AFE Pilot's Logbook
- 4-colour chart-marking pen set
- CAA 1:500 000 aeronautical chart (please specify area required)
- AFE soft-sided flight case

**AFE Price £219.95** Quick Find: FSP Discount Code D



## AFE Complete Microlight PPL Study Pack

This is the ideal study pack for the Microlight PPL, including all the equipment needed to complete the Microlight National Private Pilot Licence while saving £££s into the bargain! Based around the best-selling PPL Course Series of training manuals, together with the acclaimed 'Microlight Pilot's Handbook' by Brian Cosgrove, Air Law for Microlight Pilots by Geoff Weighell and Microlight Flyers Handbook.

- Microlight Pilot's Handbook
- PPL2 Air Law for Microlight Pilots
- PPL3 Navigation, Meteorology
- PPL4 Principles of Flight, Aircraft General Knowledge, Flight Performance and Planning
- PPL5 Human Factors, Flight Safety
- Microlight Flyers Handbook
- The UK Aeronautical Information Manual
- UK VFR Flight Guide
- AS-5 16" navigation scale rule
- AP-1 5" navigation protractor
- ARC-1 flight computer
- AFE VB-1s folding kneeboard
- VFR navigation log pad
- AFE Pilot's Logbook
- 4-colour chart-marking pen set
- CAA 1:250 000 aeronautical chart (please specify area required)
- AFE soft-sided flight case

**AFE Price £99.95** Quick Find: PPLSET Discount Code D



## AFE Complete Helicopter PPL Study Pack

This is the ideal study pack for the Helicopter PPL or equivalent course, or for the pilot beginning a helicopter CPL or ATPL course, including all the equipment needed to complete the Private Pilot Licence course while saving £££s into the bargain. Based around the best-selling PPL Course Series of training manuals and the acclaimed 'Principles of Helicopter Flight' book by Wagtendonk.

- Principles of Helicopter Flight
- PPL2 Air Law, Operational Procedures, Communications
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- PPL4 Principles of Flight, Aircraft General Knowledge
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