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Pay to work?



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Can anyone
learn to fly?

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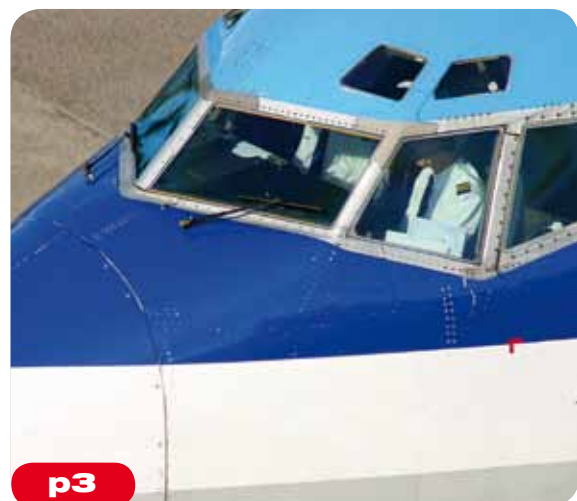
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Resident Flying Parliamentarian Lembit Öpik assesses what pilots ought to be calling for in the run up to the General Election.



From the Flight Deck James McBride page 8

So are corporate jet pilots really that spoilt? "Marseille Control XXX we request another 15 minutes airborne please?" "Erm, XXX what is the reason for the dee-lay Monsieur?" "Negative Marseille, this is a VIP flight and our passengers have not finished their lunch!"



I have control Tad Higher page 10

Tad's 10 miles from the airfield, 2,000 feet above the local landscape and his student is in need of some relief. Can you remember the high speed cruise?



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Recounting her own difficulties in learning to fly, Helen asks whether it takes a particular type of person to become a pilot or whether anyone can learn.

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Editorial Contacts:

Editor
Flight Training News
1a Ringway Trading Est., Shadowmoss Road
Manchester M22 5LH, UK
editor@ftnonline.co.uk

Advertising Enquiries:

Flight Training News
Advertising Department
Oxford Airport, Kidlington, Oxford OX5 1QX, UK
01865 849013
Intl + 44 1865 849013
admin@ftnonline.co.uk

Subscription Enquiries:

Flight Training News
Subscription Department
1a Ringway Trading Est., Shadowmoss Road
Manchester M22 5LH, UK
0161 499 0013
admin@ftnonline.co.uk

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Squawk!

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

Feeling Stressed?

If you're feeling a bit stressed and even bending under the strain, spare a thought for the static Boeing 787 which is part of the 'Dreamliner' test program (just as an aside – is that the worst aeroplane name ever? Thoughts on a £20 note please). Anyway, the Boeing press release is rather dry,

"Boeing today completed the ultimate-load wing up-bending test on the 787 Dreamliner static test unit..." and so on with a fair bit of corporate speak thrown in.



But what does that actually mean? Well have a look at the picture left:

Look more closely at the aircraft inside the rig and particularly the wing on the right-hand side. It's being bent upwards by about 25 feet at the wing tip (that's over 7metres in new money). Here's another view from head-on (left):

As we understand it, having passed the required load (which for these purposes is 150% of the ultimate permitted load limit), the engineers kept on going until they actually broke the wing.

On one hand, we're more than impressed that the wing can take that sort of abuse and stay intact. No doubt we'll be a bit more relaxed next time we're sitting in row 44 of some wide-body when the wings start flexing up and down in turbulence on the edge of a jetstream somewhere.

On the other hand, we're curious as to just how far past the 150% point the wing got before it broke – all the more so because a problem with the wing /fuselage join resulted in one of several set-backs for the 787 program last year. Thing is Boeing won't say, just commenting officially that the load was 'well in excess' of the 150% figure when it broke.

For us mere pilots, we guess the moral is: don't push the limits.

What was that...?

Even the lifers here at FTN towers had no idea that for many years the MATS document (Manual of Air Traffic Services – that's the ATC Big Book of How To Do Things to the rest of us) contained a section on how to report a UFO sighting. These reports, apparently, went off to a room somewhere in the Ministry of Defence and presumably into the annals of conspiracy theories.

Anyway, it's probably something to do with government cutbacks but the MOD have now decided that they no longer wish to know about unexpected encounters of the unexplained kind. The press release is, as you might expect, rather po-faced;

"The Ministry of Defence has no opinion on the existence or otherwise of extra-terrestrial life. However, in over fifty years, no UFO report has revealed any evidence of a potential threat to the United Kingdom. The MOD has no specific capability for identifying the nature of such sightings. There is no Defence benefit in such investigation and it would be an inappropriate use of defence

resources. Furthermore, responding to reported UFO sightings diverts MOD resources from tasks that are relevant to Defence. Accordingly...the dedicated UFO hotline answerphone service and e-mail address will be withdrawn. MOD will no longer respond to reported UFO sightings or investigate them."

We're happy to take this at face value, but we can't help but think that there will be those who conclude that 'they' don't need to hear about UFOs anymore because THEY ALREADY KNOW WHO'S OUT THERE.

Meantime, if you see a UFO in UK airspace that looks something like the picture above, we suggest that you DO tell someone about it. For more clues, see the caption competition below.



One in the eye for 'Elf and Safety'?



Sometimes reality is more ridiculous than satire, and case in point appears to be the draft of the proposed 'Common rules of the air for use in European airspace' if the murmurs reaching our ears are correct. The glider

bods in particular think that almost any glider flight could be classified as 'aerobatic' and thus require ATC clearance, which should be interesting...

Anyway, we share most pilots' innate antipathy towards the compulsory wearing of hi-viz jackets at most UK airfields, despite there being no evidence that we're aware of that they've ever improved airside safety and a strong suspicion that they are just another way of a jobsworth somewhere exercising their little bit of power in life.

The new rules of the air may come to our rescue however, as it is proposed that they will require marshallers to wear distinctive hi-visibility clothing so that they can be more readily recognised. Will this now mean that the rest of us will be exempt from wearing high-viz jackets round the apron in order to avoid being mistaken for marshallers? Let's hope so.

More security shenanigans

It must be at least a couple of issues since we last featured some security nonsense from an airport somewhere near you, so we're indebted to the forums on one of our favourite websites – ukga.com – for the following exchange. The passenger in question was waiting at the gate to board a flight with hand baggage;

Gate staff "Sir, does that bag fit in our sizing cage?" (While looking for one)

Passenger "Yes, it was tried at check in"

Gate staff "Please wait here sir" (As she walks away to another gate with said bag to check it fits in a cage)

Gate staff (When she returns) "Thank you Sir it does fit"

Passenger "I told you it would"

Gate staff "Has anyone given you anything to carry?"

Passenger "No"

Gate staff "Did you pack the bag yourself?"

Passenger "Yes"

Gate staff "Has the bag been out of your sight?"

Passenger "Yes"

Gate staff "YES???"

Passenger "Yes, when you just walked away with it"

Gate staff "I'm only doing my job you know!!!"

Passenger "And I'm only answering your questions honestly"

CAPTION COMPETITION



This month's image offers you the chance guess what the crew of a 111 squadron Tornado had to say to the TU-160 Blackjack which they recently intercepted about 100nm north of Stornoway, the 20th such interception this year:

Entries to:
editor@ftnonline.co.uk
by the 25th April please

The winner of the last caption competition is Mark Tinkler from Wycombe with
"Despite having nearly taken his eye out searching for a dropped pen, the captain executes a textbook landing"



Pay to work?

It's an employer's market in the European airline world at present. An eighteen month downturn in airline recruitment has resulted in a large pool of unemployed newly-qualified commercial pilots, which far outnumbers demand for pilots as the airlines themselves struggle to stay in business. One result is an increasing trend for airlines to demand money from potential employees in return to being given the chance to fly, and as a recent airline failure has highlighted, there may be little protection for a pilot deciding to follow this route to a professional flying career.

Just two years ago airlines were finding it difficult to crew their aircraft and as a result graduates from commercial flight training courses were often being offered First Officer positions practically before the ink on their licences had dried. But the situation has now reversed and pilot demand is so low currently that some pilots are choosing to sign contracts that effectively require them to pay to fly for their employers. The only alternative for many is to wait for the airline industry to recover in line with a general economic recovery and for pilot recruitment to restart in earnest among Europe's airlines.

Some industry experts are claiming that these pay to fly schemes will erode future contract terms for all pilots, not just those getting their first position with an airline

The situation is not just affecting low hour pilots. Some industry experts are claiming that these pay to fly schemes will erode future contract terms for all pilots, not just those getting their first position with an airline. In effect, a Pandora's box has been opened and the airlines are unlikely to ever again forgo this source of revenue. Others believe that when the pendulum of pilot recruitment swings back in favour of the pilots, as all expect it to do eventually based on experience of previous cycles, these 'pay to fly' schemes will quietly disappear. At present, however, if joining a pay to fly scheme is the only way to get a foot on the airline employment ladder, it is hardly surprising that competition for these few places is fierce.

The current pay to fly schemes vary according to airline. One arrangement is for a pilot to pay for his/her aircraft type rating, which can cost up to £20,000, and then have to wait until they have passed line training before starting to get paid to work for their employer - a practise that is common amongst Europe's budget carriers. Other operators are taking the scheme further and are asking pilots to fund not only type rating training, but also their line training and even their first hundred or more hours thereafter, costing in the region of £35,000. And for many of these pilots this further investment, on top of their original licence training costs, provides little or nothing in the way of a guarantee for



ongoing employment with the airline once their pay to fly contract is complete. There is also the issue of whether passengers will approve if they know that at least one of the flight crew is paying to gain experience of airline flying.

The potential pitfalls surrounding this new environment of paying for a flying position are illustrated by the recent failure of start-up airline Varsity Express. Varsity Express, brainchild of 23-year old Martin Halstead, lasted just one week at the beginning of March, operating a shuttle service between Oxford and Edinburgh. Lauded in the press as the next Branson, Mr Halstead is currently under investigation by Thames Valley Police having been paid £52,500 by four young pilot graduates on the pretext of providing them with a Jetstream 31 type rating before employing them as First Officers with the airline.

23-year old Peter Chilvers is one of the four pilots who paid money upfront to Mr Halstead for a type rating. Following an interview with Mr Halstead for an FO position with Varsity Express, Mr Chilvers raised, with the help of his family, £15,000 to pay for a Jetstream 31 type rating. Having already invested considerable sums of money in his training the final £15,000 was a struggle to find, but given the lack of other flying positions on offer to low hours pilots, Mr Chilvers took the decision to invest in the type rating to kick-start his flying career. Unfortunately, it appears that Varsity Express did not have the financial backing that Martin Halstead, and his alias Will Gilligan, claimed, and after just one week Varsity Express ceased operations.

Meantime, Peter Chilvers has been left £15,000 out of pocket and is now unable to secure additional funds to pay for a type rating with another airline, unless he is reimbursed by Mr Halstead. While Peter admits that he could

be seen as being somewhat naive in handing over £15,000 to a start-up venture, he points to the amount of free publicity Martin Halstead gained from the media, which undoubtedly lent credence to the viability of the business. "Martin Halstead managed to convince not only me and the three other pilots involved that the business was viable, but also Oxford and Edinburgh Airports, Links Air, Greer Aviation, and many other people besides. Numerous newspaper articles in mainstream newspapers such as *The Independent*, *The Sunday Times* and *The Daily Telegraph*, to name a few, indicated that this was a well backed venture. Simon Calder, who had written a glowing article in *The Independent* stating how wonderful the new service

would be, subsequently wrote that he was sorry to have written an article promoting Varsity Express," said Peter.

With the assistance of Peter Chilvers, and a commercial flying school careers advisor, we have devised a checklist of warning signs for pilots considering investing in a type rating with a start-up business. Such caution is not entirely confined to start-up airlines. In 2006 a Liverpool-based airline - Emerald Airways - advertised for First Officers willing to pay £10,000 for a type-rating in order to join the airline. Many warned against this offer, as the airline was almost the only one flying the particular types on its fleet. Indeed, a few months later, Emerald went into administration.

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Pay to work?

continued from page 3



With pay to fly schemes now becoming synonymous with low hour pilot jobs, there is also a concern developing amongst aviation regulators that the skills and experience on the flightdeck are falling as a result

With pay to fly schemes now becoming synonymous with low hour pilot jobs, there is also a concern developing amongst aviation regulators that the skills and experience on the flightdeck are falling as a result, which could lead to compromise in safe flying practises. Illustrating the point, in February 2009 US airline Colgan Air Inc. suffered a fatal crash when one of its Bombardier Q400 aircraft stalled on approach to Buffalo Airport in icing conditions, costing the lives of all on board and one person in a house below.

The crash investigation team investigated the lack of experience on the flightdeck and this led the FAA to issue a statement in February this year, concerning a new proposal to further improve training.

"Airline passengers deserve an expertly trained and well rested crew, whether they are flying on a major or

a regional jet. Pilots must be trained for the mission they are flying and the FAA is already working to further improve their professional qualifications," an FAA spokesperson commented.

Senior New York Senator Chuck Schumer said he wants the FAA to require pilots to acquire 1,500 flying hours and a full Airline Transport Pilot licence (FAA equivalent of JAA/EASA ATPL) before becoming eligible to fly as first officers

Taking the FAA's comments a step further, senior New York Senator Chuck Schumer said he wants the FAA to require pilots to acquire 1,500 flying hours and a full Airline Transport Pilot licence (FAA equivalent of JAA/EASA ATPL) before becoming eligible to fly as first officers. This flight time would also include minimum multi-engine experience as well as at least 500 hours 'cross country' experience and 400 hours at night. This initiative is at odds with the current pilot training regime in Europe, which allows a pilot to progress straight from flight school to an airline flightdeck with under 250hrs total flying time. It also raises the possibility that if potential First Officers have already obtained some professional flying experience (possibly as an instructor or as co-pilot with business aviation operators), they may be less inclined to pay to fly an airliner. There is even the prospect that when pilot recruitment returns to more normal levels, flying schools and business aircraft operators will find a more ready pool of pilots needing to gain experience before being eligible for an airline job. There are many in the aviation industry who believe if minimum experience requirements for airline pilots does come to pass, it may reduce the potential for the exploitation of newly-qualified pilots.

Pay to work - the warning signs:

1. Phone numbers associated with the company are unobtainable.
2. Business cards, websites, documentation, etc. don't have physical street addresses verifiable through Internet map sites or even a drive-by investigation. The company's registered company number should also be verifiable with the Companies House website.
3. Less than three verifiable names are listed as directors in Companies House records.
4. Company managers/directors appear to be engaging in a low budget, personality-based publicity campaign. Cheap publicity is available through enticing the media to cover a company by engaging in publicity stunts, or by using Facebook, Twitter and other social networking websites.
5. Addresses on Companies House records or credit reports shift frequently or appear to be in residential areas (web-based satellite or map imagery will reveal if an address is residential or industrial/corporate).
6. Company has filed no results with Companies House.
7. A director's name is associated with multiple dissolved/struck off companies in Companies House Records.
8. The company or associated companies credit report is blank or shows multiple County Court Judgments.
9. Directors/managers are unwilling to say who is backing them financially or that investors wish to remain anonymous. Investors who back start-ups usually rely on the fact that their identity and reputation as a successful investor will give the public a degree of confidence in the start-up's chances of success. Be wary of unverifiable claims about financial backing.
10. The company does not have an Air Operator's Certificate (AOC) or Air Travel Organiser's Licence (ATOL) approval. ATOL is required if the operation plans to carry in excess of 500 passengers annually.
11. The 'airline' is sub-contracting all flights to another company.
12. The start-up company has an expensive looking office. Most start-ups will be on a tight budget and aren't likely to invest in expensive offices at Canary Wharf. If they do, it might be a sign that image is more important than a sound business plan.
13. The company tells you that you are their first choice for a vacancy if you know otherwise. Legitimate companies rarely feel the need to flatter prospective employees and when they do, it may be a warning sign.
14. The company asks for money to be wired to an account with an individual's name on it instead of a company name.
15. Too good to be true? Even if all the media reports and information available indicate that an airline may be well funded, one should always question where this information has originated from, and always take solicitors advice before parting with significant sums of money to start-up ventures.

EASA to block consultation process?

According to a recent report by the International Council of Aircraft Owner and Pilot Association (IAOPA) the European Aviation Safety Agency (EASA) is proposing to do away with any future consultation with industry over its rulemaking tasks.

The proposal, which according to IAOPA came to light during a recent EASA Advisory Board meeting, is in response to the amount of comments it is receiving from industry concerning its new rulemaking plans, which EASA has told its European Commission bosses is impossible to deal with given the timescales involved.

Essentially, it appears that EASA wants to get rid of the Comment Response Document which accompanies its rulemaking proposals. Taking Flight Crew Licensing (FCL) as one example, document NPA2008-17, which contains EASA's new proposals for pilot licensing, elicited over 10,000 responses from industry when it was published back in 2008. As a result, EASA has struggled to complete the Comment Response Document for FCL, postponing its publication a

number of times.

Commenting on the proposal, Martin Robinson, IAOPA's representative on the EAB, said: *"Those who often have very different agendas – people from Airbus, Rolls Royce, IATA – agreed one hundred percent with us that such a move would be undesirable."*

"They want to move towards a situation in which we effectively have very little say in rule-making, where industry input is confined to the views of members of working groups, hand-picked by EASA."

"It may be difficult to handle a huge volume of critical responses, but it is absolutely vital that we do so or we'll end up with the worst of all worlds – a regulator with very little trustworthy data on which to build regulation, who is being leaned on by the EC to change as little as possible, but who is also prey to all sorts of commercial interests. EASA could cut down the amount of critical industry response, but only if it gets better data on which to base its proposals, becomes better informed and smarter in the way it develops rules."

Current estimates put the publication date for the Comment Response Document for FCL as early April 2010.



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news briefing...

Helicopter Pilot Training Open Day

Cabair College of Air Training (CCAT) and Helilondon are holding another Open Day for those considering a career as a professional helicopter pilot. The Day takes place at Helilondon's HQ at Elstree Aerodrome on Saturday 17 July 2010 between 10.30 and 16.00.

Helilondon say that the day will commence with coffee and registration followed by presentations covering training options, flying Instructor options and job prospects. The presentations culminate with a talk by a guest speaker covering a career in the military, North Sea operations, air ambulance and police services.

Lunch is included, followed by a tour of Helilondon's fleet of helicopters – including an FNPT11 helicopter simulator. Helilondon's pilots will be available all day to chat and give some personnel advice based on their own experience. One of the Metropolitan Police helicopters will be scheduled to call in during the afternoon, providing an opportunity to look around the helicopter and chat to the crew.

Call 01234 436070 or email Calise-mole@cabair.com for further information.

Bookings can also be made online at www.cabairhelicopterpilot.com

Rebranding for Sigma Aviation

Dublin based Sigmar Aviation have announced that the company is being rebranded as Sigma Aviation Services, with immediate effect. To coincide with this change the company has launched a new website www.sigmaaviationservices.com

The company, which specializes in the provision of flight crew, flight attendants, technical, operational and management personnel to airlines throughout the world, says the decision to launch the new brand name and website has taken place as the aviation sector, globally, is beginning to show signs of recovery after a difficult 2009. "We believe Sigma Aviation Services is exceptionally well positioned to fully exploit the current upward market trend," said AnnMarie McMahon, Operations Manager for Sigma Aviation Services.

Coventry Airport update

At the time of writing a deal has yet to be concluded, but it looks fairly certain that Sir Peter Rigby, owner of flight training, charter, aircraft sales & maintenance organisation Patriot Aviation Group, will shortly be confirming a deal for the takeover of Coventry Airport.

According to recent reports, Sir Peter has been holding talks with tenants and users of the airport and has gained considerable support in his quest to fully re-open the airport, which has been operating on an unlicensed basis since February.

Highland Airways announces voluntary administration

Inverness Airport-based Highland Airways has been placed into administration after failing to secure new investment.



The airline's financial problems came to light following a protracted bout of severe weather that led to the cancellation of a number of flights at the beginning of the year. In an interview with the BBC, Bruce Cartwright, joint

administrator and head of business recovery services at PricewaterhouseCoopers LLP in Scotland, said: "The company had encountered trading difficulties including the loss of certain contracts."

"As a result they were in discussion with a number of parties over a period of time with a view to developing a new and viable operating model. The directors have now concluded that the option of maintaining operations while introducing a new investor is no longer feasible."

"As administrators we are conscious that Highland provided a valuable service within Scotland and Wales and we will be working with contracted customers to ensure an orderly handover of services to new operators wherever feasible."

"It is inevitable that there will be a substantial number of redundancies but we will endeavour where feasible to assist the work force in securing employment with the new service providers."

Highland Airways was one of only two airlines in the UK that provided fully-funded sponsorship for the training of a number of their pilots.

Halfpenny Green Flight Centre becomes 'Flying' Centre

Following the demise of Halfpenny Green Flight Centre earlier this year, a new operation has taken its place at Halfpenny Green Airfield in the West Midlands, named Halfpenny Green Flying Centre.

The new school, which retains the same premises and many of the staff members and instructors as the former Flight Centre, is owned and operated by Steve Reed of West Midlands based charter company Jetstream Executive Travel.

The new school is offering a full range of flight training courses, including PPL, IMC, MEP, CPL, IR & MCC, utilising a modern fleet of aircraft and simulators. www.hgfc.co.uk

The school is also currently looking for an experienced and reliable PPL instructor, and CVs are invited to be submitted via the school's website.

LAA Youth Aviation Education Conference

The Light Aircraft Association's third annual youth aviation education conference is taking place on April 17 at Brooklands Museum in Weybridge, Surrey. The event will include information and guidance on a wide range of aviation-related activities and careers for young people, and the support which is available for them through a number of established organisations.

The conference will include presentations on:

- Airfield Days Bursaries and Grants
- Build-a-Plane Projects Flying Cadets
- Gliding Opportunities LAA Junior and Student Members
- Young Aviators Days Brooklands Museum
- Models and Model Flying with the BMFA
- Scout Aviation Activities, Air-Scouts and Camps
- Specialist Resources and Projects
- Training Opportunities for aviation-related jobs

For further details and to register, call: 07974-188395

CAA to outsource instrument flight procedures

Recent changes to the Air Navigation Order require all Instrument Flight Procedures in the UK to be approved by the UK Civil Aviation Authority. With immediate effect therefore, the CAA has announced that it will be allowing independent third party organisations and individuals to design IFP for use in UK airspace.

The CAA will continue to design IFP on request and on a cost recovery basis, to ensure continuity of procedure design provision, during a two-year transition period.

From March 2012 onwards, it is anticipated that the procedure design industry will be robust enough for the CAA to act purely as a regulator.

The CAA says it will approve and audit designs, designers and design organisations to ensure that they maintain the highest standards in terms of safe and flyable procedures. Only procedures that have met all the regulatory requirements will be notified in the UK Aeronautical Information Publication. The CAA will continue to offer advice to aerodromes and operators on all aspects of Instrument Flight Procedures. Where the CAA is requested to design procedures for an aerodrome or sponsor, this activity will be subject to contract through CAA subsidiary, CAA International.



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Wings Over Westminster Lembit Öpik

Make your flying vote count!

Resident Flying Parliamentarian Lembit Öpik assesses what pilots ought to be calling for in the run up to the General Election.

I've been writing for this fine publication for half a decade now. It continues to be as much an honour now as when I started. However, I've got the little matter of a General Election to get through if I want to continue being the Parliamentary Pilot in Residence. Democracy means that MPs basically have to reapply for their jobs every five years! And the interview panel is YOU, the citizens of the land.

This puts you in a relatively powerful position. Nothing focuses the minds of politicians quite like the prospect of having to convince thousands to cast their vote in their direction. It's a pity a proportion of electors don't bother using their vote. But those who do can enhance their authority by negotiating WITH candidates before polling day. And if you don't ask, you don't get. That's where you, as a student pilot or qualified aviator, come in. You're doing all pilots – and yourself – a big favour if you actually get in touch with the lead candidates in your area and ask them to be a friend of flying. If you live in a marginal seat, where the outcome is clearly up for grabs, you'd be crazy NOT to take the opportunity to stick up for flying.

You're doing all pilots – and yourself – a big favour if you actually get in touch with the lead candidates in your area and ask them to be a friend of flying.

So what might you ask for? You may already have a clear idea of the policies you care about. Here are mine.

Firstly, my biggest concern is that Government must regulate proportionately. I respect politicians when they balance the temptation to bring in new rules against the social, economic and civil liberties consequences of doing so. The failure of aviation authorities to do so is, in

my view, the greatest threat to aviation. As I've reported before, there appears to be a relentless march in the European regulator EASA towards commonality. Sure, common standards can make things simpler, and ensure the European Union is aviating to the same standards and rules. Unfortunately, this appears to be happening without consideration of the level of regulation needed. They seem to think everything has to be regulated UP to the maximum level of safety. They COULD instead decide what's reasonable, and resist implementing the most stringent rules in every case. Sadly, left to their own devices, they act as if "most is best."

There are numerous examples of this lurch towards regulation. Friends of mine have just had their Mooney M20J kitted out with upgraded avionics. The installation went relatively smoothly. The paperwork didn't. EASA insist on an arduous paperwork analysis of the work. Unfortunately, they also told my friends that they'd run out of people to check the very paperwork they demanded! The result? A grounded aircraft, waiting for the bureaucrats to patronisingly second-guess the engineers who actually installed the equipment, as if the say-so of a bunch of suits in Cologne is more important to flight safety than the actual work in the hangar. Oh, and you have to pay for the privilege – often thousands of pounds. Have you heard the joke: The engineer proves beyond doubt a piece of equipment has been correctly installed, only to be told by the civil servant, "Well that's all very well in practice, but does it work in theory?" Sadly, with EASA it's no joke. The irony, of course, is the disincentive to upgrade to more sophisticated avionics due to cost. It means there's a big push to stay cheaper – and LESS safe!

So my first request to any prospective candidate would be: "Will you support moves by the General Aviation Sector to be regulated in proportion to the risks, by ensuring the Civil Aviation Authority resists over regulation and acts as a firewall against the blanket demands of EASA to impose cost and delay on upgrades to U.K. aircraft?" It's possible that the candi-

dates won't have any particular view of this, but by asking them, and including, in your words, how you see the problem, they'll have to tell you something – even if it involves a panicky call to Party HQ for a line.

The second area of concern is the danger of losing our smaller airfields to the great demon of Housing Development. For a 21st century first world country, Britain has a shocking housing shortage. Local Authorities and Governments are over a MILLION homes short, leading to the kind of overcrowding which one might have expected in 1960's U.S.S.R. This makes politicians hungry for places to build new houses. Currently, there's little money for building, so the pressure is reduced. But it will return, and that's when airfields are threatened.

The problem for aviation is that, almost by definition, aerodromes are virtually perfect for housing development. They're usually flat, well drained, and geologically stable. Great for putting a new housing estate on! It was just such a challenge to Leicester Aerodrome which caused a well organised campaign of objection which, happily, appears to have won the day. I know the local MP did a lot of work to support that campaign, and I expect his effort will be rewarded accordingly on polling day.

So, my second request to candidates is: "Will you oppose any development which would threaten the continue operations of the local airfield?" Most readers WILL live in an area with an active airport. And even Heathrow has to defend its right to fly. So make sure you write to the would-be Parliamentarians, and extract a written commitment to defending the airfield before you cast your vote.

The third area which seems to me important is the COST of flying. Some aspects of this are rather outside the hands of Government. While they do set taxes on fuel, they're not responsible for the charge imposed by the refineries on producing our Avgas. One reason it's so expensive is that we're relatively small users – which bumps up prices. Indeed, there was talk of the discontinuation of Avgas manufacture in the

UK a year or two ago, which would have caused problems, to say the least! So I'm not inclined to rock the boat on this too much.

However, what you may not know is that the Civil Aviation Authority is required to return a profit to the Treasury in its operations. That covers everything from routine checks on safety to flight crew licensing. This is something which has especially incensed my fellow flying MP Gerald Howarth. He regularly makes the point that it's crazy a safety-based organisation has to make a profit from its activities. While we all stoically fork out for the cost of new ratings and so on, we do remain vulnerable to further price hikes which could make flying unaffordable at the paperwork end.

So my third request would be this: "Will you raise questions in Parliament about the rationale for demanding a profit from the CAA's flight safety operations, and resist any effort to increase those charges in real terms?" It's a simple enough question, and again, if you explain the background, it's fair to expect a sensible answer.

There's so much more one COULD ask, and I encourage you to put in your own particular worries. Two tips though: Don't ask more than three specific questions, because if you do, you'll probably get a more superficial answer. To get a considered response, less is more. And don't threaten the candidates. It puts them off responding, as your letter can look party politically motivated, rather than looking driven by your interest in flying.

Finally, if you're involved in the operations of an airfield, why not invite the candidates for a visit? Nothing persuades people to take aviation more seriously than a voter-filled club house, the aroma of Avgas and a quick flight over the constituency. And nothing would please me more than getting re-elected together with an increased number of General Aviation friendly MPs – or would please me less than seeing even fewer pilots in Parliament than we've had. That outcome is down to you – make your flying vote count!



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

Airfield Customs

...Part I As an airfield that offers customs clearance for pilots flying in or out of the country, we are subject to occasional inspections by Special Branch.



Usually, these visits take place about once every two or three months, depending on the amount of traffic that has been using our airfield as point of entry/exit for the UK. A visit by the local Special Branch unit is usually a pretty informal affair and involves little more than several cups of tea, a brief inspection of the movements book and a chat about any unusual aircraft visits we may have had since they last visited.

As it happens, the local unit is run by an old friend of mine. Jim and I have known each other for more than twenty years and so I look forward to these visits as a chance to catch up, rather than as any sort of chore.

Jim's most recent visit coincided with the arrival of one of our more difficult customers on a return trip from France. Frank Pine-Coffin, undertaker by trade, name and genetic persuasion, if appearances are anything to go by, hangs his Beech Bonanza aircraft at the airfield and is a regular thorn in my side. At over six feet tall, with a gangly frame, gaunt features and an apparent dislike of all things still breathing, he wouldn't be my first choice for an understanding and sympathetic undertaker, but at least he conforms to the stereotype.

I don't know what it is about certain aircraft owners, but one or two based at our airfield have an unfailing ability to rub me up the wrong way every time they open their mouths. If it wasn't

for the fact that Frank is a friend of the airfield owner, I would have happily booted him off the airfield a long time ago. As it is, I am forced to grit my teeth and take it on the chin each time he decides to barge into my office, which happens with monotonous regularity, to complain about the "shambles" we lovingly call our airfield. Past topics have included the failure to allot him his own car parking space; a severe case of 'hangar rash' when a strap on his aircraft canopy dust cover was maliciously unhooked by some ne'er-do-well; the time he had to wait at the holding point for a full two minutes before being able to depart; the wrong brand of coffee in the café, etc, ad nauseum - you get the picture.

Anyhow, Frank had flown off to his second home in France about a week ago and his departure, while welcome, in as far as it put several hundred miles between us, went anything but smoothly. Turning up the morning of the flight with his anaemic-looking wife and two young children, Frank was clearly on top form and looking forward to bending my ear about whatever fault he could find with our operation today. Clearly too important to file his own 24-hour notice flight plan, he had called Linus the previous morning and badgered my Ops lad into doing it for him. Naturally, Linus had written some of the information down incorrectly, so the flight plan had to be re-submitted the morning of Frank's departure, which

provided the undertaker with sufficient ammunition to take me to one side and lecture me on the importance of employing staff of the "right calibre". That sorted, he then discovered to his horror that no one had put the 214 & 215 Met forms on the flight briefing board that morning. A quick search found them on Arnold's desk and our septuagenarian chief flying instructor was then treated to five uninterrupted minutes of re-education from Frank.

Next, he took his brow-beaten looking family out to the hangar to pre-flight his aircraft. Two minutes later and he was back in my office complaining at the lack of foresight shown by my staff for parking the Tiger Moth in front of his aircraft, meaning it would have to be moved first before he could get his Beech Bonanza out.

"I know you chaps are busy, but honestly, do none of you consider logistics for the following day when you park the aircraft up at night?" he asked as he walked into my office.

"I mean, how utterly stupid of someone to park the Tiger Moth in front of my Bonanza when you all knew that I would need access to it this morning," he continued, talking a seat without bothering to ask. "It's yet another example of woolly-headed thinking and leads me to believe that you and your staff members are simply just not up to the job."

I nodded, took a deep breath, and said: "I am sorry Frank, must have had something else

on my mind when we pushed the Tiger Moth back into the hangar last night. The fact that it was past 10pm and chucking it down with rain, might also have prompted the error, but rest assure, I will endeavour to make certain it doesn't happen again."

"Hmm... alright," he acknowledged grudgingly. "Now, please send out a couple of your staff, immediately, to remove the Tiger Moth out of the way or we will late getting off and I can assure you that you don't want that to happen."

"Yes, Frank," I answered, silently agreeing that the sooner he'd departed the better, "I'll see to it straight away. Can't have your journey delayed, can we?"

30 long minutes and one protracted argument later, and he'd gone. The last argument had concerned the amount of fuel left in his aircraft, which, he maintained, was less than he'd left it with the last time he'd gone flying. My attempts to convince him that no one at the airfield had been siphoning fuel from his tanks fell on death ears, so reluctantly I agreed to refuel his aircraft free of charge. By this stage I just wanted rid of him so probably caved in sooner than I should have. But one way or another I was determined I would be getting my own back...

To be continued...

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Telephone: 0161 499 0023**

Scholarships and sponsorships

Freedom Wings

Last summer, flying charity Freedom in the Air provided air experiences flights for over 40 youngsters with disabilities.

This summer the charity is organising another series of Freedom Wings days for a number of organisations including, PHAB Club, Young Carers in Bedfordshire, Spurgeons, the Variety Club, Hampshire Autistic Society, Attitude is Everything and Fun days for Young People. It is anticipated that the charity will be providing flights for in excess of 60 youngsters this year.

According to charity founder Gautam Lewis, Freedom Wings provides a wonderful opportunity to introduce disadvantaged or disabled youngsters to the freedom experienced in the air. A day in a light aircraft, safely taking control of the plane for a short time offers a life-changing experience and enables young people to feel that they can reach for the skies and achieve virtually anything.

In addition to Freedom Wings, the charity is also intending to offer mini-flying scholarships consisting of 10 hrs free instruction, including first solo, if students pass their air law and meteorology ground exams and get the thumbs up from the chief flight instructor and head of training.

Meantime, for the past two years the charity has been developing hand controls for pilots with lower limb disabilities. Initially, Gautam Lewis approached Cranfield University School of Aerospace Engineering. According to Gautam, the school was very keen on the project and helped in the development of a hand controller for use in Piper PA28 and Cessna 172 aircraft. The charity is now working with EASA approved design company, Aerodac, which is helping the charity with the design approval, including a Supplement Type Certificate (STC). This certificate would be valid throughout Europe and would be a first for hand controls designed by a charity.

For further information visit www.freedomintheair.org to find out about the baseball caps and pilot shirts Freedom in the Air are selling to help fund their ongoing work.



Freedom in the Air founder Gautam Lewis

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
Amy Johnson Memorial Trust Scholarship	•	•			•	•	•				•								•	murieltucker@supernet.com
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
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

Millen Aviation to take Diamond boss to court

A flight training school in the South East of England has instructed their Austrian lawyer to file for criminal damages against Christian Dries, chief executive officer of Austrian aircraft manufacturer Diamond Aircraft Industries GmbH. The legal action is the latest step in a campaign by flight training provider Millen Aviation to recover lost revenue due to the alleged ineffectiveness of two Diamond DA40 TDI training aircraft leased by the school from 2004.

As reported in previous editions of FTN, Millen Aviation, owned and operated by Mike Millen and his son Russ, took Diamond Aircraft Industries to court in December 2007 following continued difficulties with their two DA40 TDI training aircraft. The action was filed on the grounds of alleged poor reliability and serviceability of the two DA40 TDI's, purportedly making them unfit for the purpose they were intended. According to Mike Millen, the decision was made after a long period of trying to bring Diamond Aircraft UK and then Diamond Aircraft

Industries GmbH to the negotiating table, with no development.

"Initially they said we may have teething troubles, but we still get many of the same problems after three and a half years. The problems have never stopped and the unreliability of these two aircraft is having a serious effect on our business," said Mike in an interview with FTN in 2007.

According to Mike, the volume and variety of occurrences were considerable. He said that they included, but weren't limited to, engine sensor failures, nose leg fractures and engine management system (ECU) failures. Additionally, Mike told FTN that they were on their seventh engine for the two aircraft by the time they had both reached 1000 hours. And as the engines are warranted for 2400 hours, said Mike, they didn't prove to be anywhere close to as reliable as they were led to believe prior to leasing them.

A little over two years later and Millen Aviation, which meantime had ceased trading, have decided to file criminal damages against Diamond boss Christian Dries for alleged fraudulent selling of goods.

The complaint is against Christian Dries alone, says Mike, as only he would have had the actual power to order any concealment of reli-



Mike Millen (right) with his son Russ, pictured with one of the DA40s leased from Diamond Aircraft UK in 2004

ability issues and continue to drive a marketing campaign based on a supposed excellent reliability for the DA40 TDI at the same time.

According to Millen's lawyers, any other companies or individuals who have suffered damages on the same grounds can join the

complaint at any later stage. They believe that that under Austrian law, a request for compensation for damages would secure the interruption of the statute of limitation. This could open the field to other aircraft owners and operators to take action against Diamond aircraft.

New patrons for BDFA



Gerald Howarth MP and his wife Lizzie have agreed recently to become patrons of the British Disabled Flying Association.

Gerald is Shadow Defence Minister and MP for Aldershot. He is also a keen aviator and is active in many forms of support for military and aviation organisations such as Vulcan to the Skies and is also President of the Air Display Association. He is also an active member of the All Party Parliamentary Aviation Group, which was established to encourage interest in aviation and to arrange meetings and briefings on aviation issues with airlines, airports, CAA, trade unions and other relevant organisations and individuals.



Gerald Howarth MP



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From the Flightdeck James McBride

The Lemon Pie Club

The flightdeck door opened and the new Captain U/T (Under Training) entered. He had just returned from the forward cargo hold of the big Boeing, once again bathed in sweat. Outside the temperature was baking hot – after all this was Africa and in the middle of the day +38°C is not uncommon. The holds have no air-conditioning system. He wiped his brow with a handkerchief.

“Well that’s all the bags loaded and I have secured the nets okay, it was a swine of a job, but I managed to close the cargo door without trapping my fingers in it...” He sat in his Captain’s seat and looked across at me, “You never said I had to work as a baggage handler too!” I grinned back at him and replied, “Yeah, but just wait until you taste the Lemon Pie!”

The world of the corporate jet pilot has always seemed to be a privileged one when it comes to flying for a living. The down side is usually given as being ‘on-call’ a lot of the time, often 24/7 for a truly Private Jet, which is operated outside of public transport regulations regarding maximum duty times etc. The upside is that normally the terms and conditions of service are very generous. Recently I have made the transition to flying “Bizjets” and I am now engaged in training pilots in this field, most interesting it is too. The first thing to note is that the actual flying of the aircraft is nearly identical. There are some considerable differences regarding passenger comfort, but we will consider those later. Technical competence and safety are very much top of the list of priorities in both spheres, as one would expect, after all we are dealing with high performance jet aircraft, some of which are the size of large airliners. When you are operating at this level in commercial aviation, it is vitally important to get it right.

Unfortunately I do not have the demographics to hand, but I am fairly sure that corporate aviation employs a much greater percentage of older pilots. The key factor here is not just their age of course, but the operators know that with age comes experience and it is that broad base of previous experience which is a major safety element. There are several charter brokers who always ask the operators (on behalf of their clients) about the experience level of the pilots who are planned to operate the flight for them. Normally they wish to see this expressed in flying hours, both TT (Total Time) and hours on type. A further breakdown is sometimes required of whether these hours are P1 or P2. The very rich and famous can be quite fussy and with good reason – if they are paying the piper, they feel they should call the tune. They are also generally more aware than the average passenger who flies in economy class, exactly why some aircraft accidents have happened in the past and why there really are no old, bold pilots...

Recently I had the pleasure to be involved in the recruitment of some ‘new’ pilots to the corporate jet operation and they were moved to say that they were very impressed with the experience levels of the pilots already on the team. During their Operator Conversion Course, we spent a couple of pleasant evenings sitting together talking about previous jobs, former companies, mutual friends and lucky escapes. We were a sight to behold, all that grey and thinning hair, tanned faces etched with the laughter lines of a hundred thousand jokes and large chronograph watches of course. Was it convivial? Certainly. Reassuring? Definitely. Comfortable? Of course! Yes I too am now becoming a ‘Silver Back’ I guess and I know that I am not alone in being happiest when

surrounded by other highly experienced aviators – especially when I fly.

Without meaning any disrespect to the next generation of pilots, it is just simply more relaxing working with experienced professionals who have seen so much before. Flying the aeroplane to a very high standard of accuracy is a given. CRM is almost never an issue because you are sitting in the comfort of a Gentleman’s Club surrounded by like minded gentlemen – all the Silver Back monkeys together! During one of the ‘convivial’ evenings recently, one of the new recruits turned to me, wiping the tears from his eyes from yet another well told story and said, “It’s brilliant, how did you do it? How did you get all these experienced guys together in one team?” He was genuinely delighted to be joining a team where he knew he could rely 100% on any of the other team members. It was interesting to think that here was a fifty-something ex European Air Force Pilot with many years flying the F16 and that was before he came out to operate commercial jets which had been his profession now for more than a decade.

So are the corporate jet pilots really that spoiled? I suppose you have to compare apples with apples and if they are better treated than their airline counterparts, then they probably deserve it, when you consider the extraordinary challenges they have to face. Without going into too much detail, the airlines generally have a substantial support network with big shiny flight operations departments to provide 24/7 global cover for the crews who are out flying the line. In the Bizjet environment, often the pilots have to fend for themselves and soon find they can multitask with the best of them. In the smaller cabin jets, for example, the pilots are often faced with loading and offloading the passengers’ baggage, making all the galley preparations, restocking the bar and even giving the passengers the safety demonstration! On arrival at destination, they often help passengers find their way from airside, after liaising for the transport to meet the correct time of arrival of the flight. Even then their work is not done as many of them are faced with cleaning the cabin of the aircraft too, which includes wiping down all the table surfaces, cleaning the windows, polishing leather seats and hoovering the deep pile carpet. In the case of the large cabin VIP airliner which we are flying at the moment, the whole team gets involved, but it still takes time. There are up to seven cabin crew and maybe three or four flightdeck crew - we normally carry a travelling engineer to support the operation and sometimes an extra pilot for the long range operations.

As always in life however, there are compensations for all this extra work which is never put into any pilot’s contract of employment. Certainly one of these benefits is the catering which is supplied for the crew. Often the crew have access to first class catering and the quality of the food on offer is truly breathtaking. If you are used to ‘airline fare’ the difference is astounding. I recall one beautiful moment last year when I was on the telephone to home while we were waiting on the ramp in Nice for the passengers to arrive. As we had positioned



the aircraft empty to Nice and were then picking up the passengers, we had arranged to load VIP catering on arrival in France so we were all a little bit peckish on arrival. The flightdeck door opened and in walked one of our young ladies with a tray of snacks... My wife still recalls my signing off line, “...ooh! Sorry darling, I’ve got to go, the canapés have arrived!” and a fine sight they were too. Of all the nations in the world, perhaps it is the French who take their food most seriously, so when you order VIP catering on the French Riviera, you know you are in for a real treat.

A perfect example of this was on another flight when we were taking some Middle Eastern Princesses from Italy into Barcelona. It was a relatively short flight, but the flight attendants provide an awesome lunch, all with silver service and this can take time. Just as we were about to commence descent the senior flight attendant contacted the flightdeck to ask “how much longer ‘till landing?” I informed her that we had around 40 minutes to go, to which she replied, “Is it possible we can have another 10 or 15 minutes we are still serving the food?”

“Yes, no problem at all, you’ve got it” was my cheerful response, to which the other Captain on the flightdeck looked at me and said “You’re kidding, right?” I smiled and shook my head. As I was operating the radio at this time, I called the controller.

“Marseilles Control this is XXX we request another 15 minutes airborne please?” There was a pause before a rather surprised Frenchman replied, “Erm, XXX what is the raison for the dee-lay Monsieur... you ‘ave a problem?”

“Negative Marseilles, this is a VIP flight and our passengers have not finished their lunch!” Now he knew and he responded as any Frenchman would.

“Oh! But of course Monsieur, that is not a problem, I will inform Barcelona control and they will coordinate the ‘olding for you”. A little while later, the cabin crew had finished their



service and called us on the interphone, “You can land in twenty minutes if you like” and all was well. I pointed out to my colleague that he had just joined the airline where the cabin crew tell us “twenty minutes to landing”.

Now I know what you are thinking, what about the Lemon Pie? Well this came about during a recent series of flights when the new Captain I was training was expressing surprise and pretend horror at some of the duties which we have to perform to keep the show on the road. Whenever he came across yet another unpleasant and un-pilot like function to be performed, he would say something like: “You never mentioned this at the interview...” and my response became the standard: “Well... we didn’t mention the Lemon Pie either and believe me the taste is to die for!” Needless to say this went on for several days and unfortunately Lemon Pie was not one of the desserts loaded by the VIP caterers for the airports we visited until we landed in Paris Le Bourget.

Once again much elbow grease and hard work greeted us here. I was pleased to see that the new Skipper pulled his weight and got stuck in with the rest of us – very gratifying. After departure, once we were in the cruise and the passengers had been fed, the flight attendants came to serve our lunch. The crab seafood starter was a delight and the main courses were all delicious, then the ‘piece de resistance’ – The Lemon Pie. My man had two helpings and his facial expression changed as the angelic pudding melted in his mouth – he had died and gone to heaven! Now he really was a member of the LPC.

© James McBride Bamako, Mali. 26 MAR 2010

safety matters

The following three reports are taken from 'GA Feedback' – a quarterly report from CHIRP (Confidential Human Factors Incident Reporting Programme). The aim of CHIRP is to contribute to the enhancement of aviation and maritime safety in the UK, by providing a totally independent confidential (not anonymous) reporting system for all individuals employed in or associated with these industries. CHIRP welcomes safety-related reports from flight crew, air traffic control officers, licensed aircraft maintenance engineers, cabin crew and the General Aviation community.

To find-out more, visit the CHIRP website at www.chirp.co.uk

Carburettor Icing - a habit?

I had briefed my student for a Practice Forced Landing (PFL) exercise before leaving the club house and I had reminded him to warm the engine every 500ft. The weather conditions were reasonable: 5/8 cloud 3500ft; 10K+ visibility but with a strong wind 20kts, gusting 30kts.

We positioned overhead the airfield at 2500ft and, having previously applied CARB HEAT, I closed the throttle. The student had control and carried out the following:

1. Checked CARB HEAT on (it was).
2. Converted speed to height and trimmed for best glide speed (73kt).
3. Turned into wind (we were).
4. Selected field (we had).
5. Checked for possible reasons for failure.

We had now turned downwind and were passing 1800ft - I reminded him to warm the engine - and nothing happened!!

I realised we had carburettor icing and took control due to the wind conditions, combined with the short runway with an industrial area at the downwind boundary. I called 'PAN' and requested two aircraft in front to clear circuit.

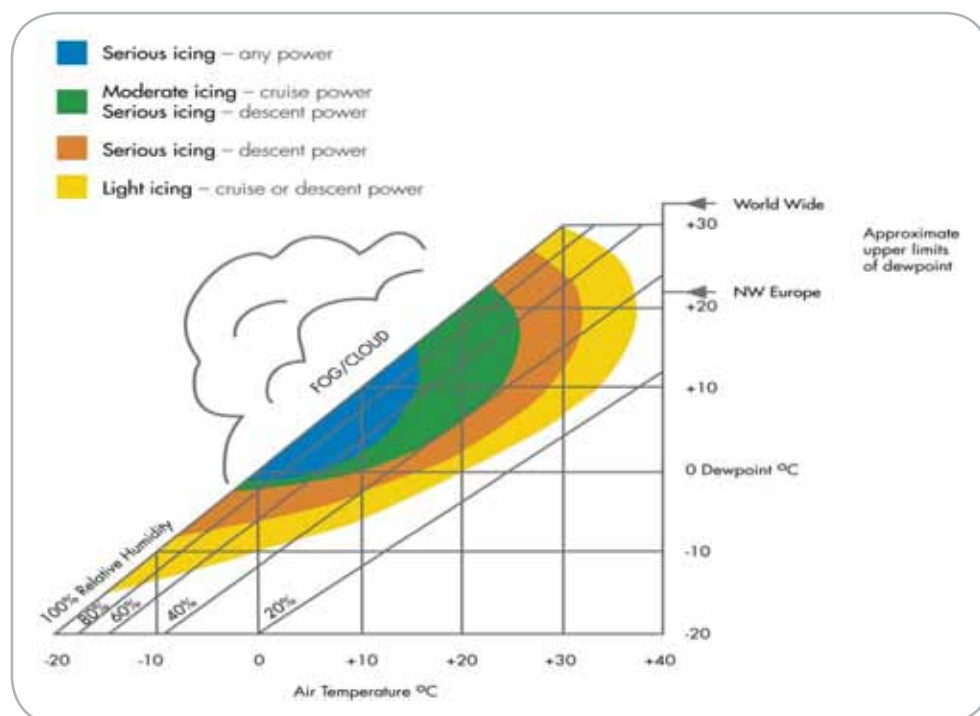
After making a dead-stick landing the prop stopped. The engine re-started normally after 5 minutes and an engineer checked that the CARB HEAT control was operating correctly.

A Met aftercast from a nearby regional airport confirmed the following: Relative Humidity 72%; OAT +18°C; Dew point +13°C. CAA GA Safety Sense leaflet 14 shows 'Serious icing risk' at low power!

Amazingly, three weeks later whilst undertaking a renewal skill test in our training area, exactly the same thing happened again; this time I left it to the candidate and we landed in a stubble field. This time I declared 'emergency' and noticed how quickly we lost contact. All was well (although I forgot to crack the door) and we had a cross country walk to civilisation.

Lessons Learned: I must have done 100s of PFLs and have never suffered complete engine failure due to carburettor icing - and then I have two in 3 weeks! I'm in current practice and still forgot to open the door and turn off the fuel. Both engine failure candidates 'enjoyed' their experience. In this island of ours, this is an ever present threat and instructors beware; don't get blasé, whatever your experience and skill level!

From a CHIRP report



Instrument approaches - lookout

We were completing an asymmetric training sortie on final approach into AAA on the published ILS procedure. The ILS approach to AAA is in the open FIR. I was in the right hand seat. The weather was greater than 10 km in VMC.

We had just left the instrument approach platform level to descend on the ILS when a single engine light aircraft crossed right to left in front of us around 100 feet above. Our TCAS screen was blank and therefore it can only be assumed the light aircraft was not transponder

equipped. Given the workload at this point of the training exercise, the aircraft was sighted too late to initiate avoiding action. Also given his height above us, it is probable he had not even seen us as he passed our track.

Lessons Learned: Assuming the pilot of the light aircraft had a valid VFR map, his track was just outside the instrument approach symbology on his map. So he probably had no idea that at his height he was almost passing through the ILS glideslope. Given we were both in the open FIR and he was VFR, the other pilot had every right to fly that track.

From a CHIRP report



Gyroplanes - some important differences

I run a Gyroplane school and sometimes operate from a licensed airfield with an A/G radio service. On three occasions in the last couple of years aircraft have flown approaches which would have led to them passing underneath me while I was on final approach.

In all of these cases they have seen me and, presumably, heard my radio calls but, due to the steep approaches made by gyros (we could well be at 500 feet as we approach the airfield boundary particularly if there is a bit of wind), the pilots following me have been confused by what they have seen ("he can't possibly be landing if he's that high") and have continued their approach in spite of my presence. In each case, I have carried out a 'go-around' in order to resolve the conflict. An identical incident occurred recently to one of my former students whilst landing at an airfield with full ATC.

With the advent of factory-built 2-seaters in the UK the number of gyroplanes is growing rapidly and they are appearing at airfields all over the country. At my home base I have no problem with local aircraft, as the pilots know how we operate, but I am always more cautious when visiting aircraft join the circuit. With this in mind I hope that the following will help pilots of other aircraft types understand gyroplane flight characteristics and how they are operated so that we can reduce the risk of conflicts caused by misunderstanding:



© Airborne Adventures

1. When landing, gyroplanes approach the runway at a much steeper angle than fixed wing aircraft (so a gyro may maintain circuit height on final and still be high when on very short final).
2. Gyroplane approach speeds are typically in the order of 50kt, so many GA aircraft types will tend to catch them up in the circuit.
3. Gyroplanes typically stop on the runway when carrying out a "touch and go" (so a following aircraft should allow more room than when following a fixed-wing aircraft carrying out the same manoeuvre).
4. Gyroplanes have a very short landing roll ('spot' landings are taught as part of the PPL syllabus), so may land very long in comparison to other types in order to exit the runway as soon as possible.
5. After lining up to take-off a gyro normally has to pre-rotate its rotors before rolling - this typically takes 60 to 90 seconds - so don't think a gyro will roll and start to clear the runway as soon as it lines up.

From a CHIRP report

safety matters

Solo student pilot suffered engine failure in the circuit

The student pilot, with one hour of solo time, had just completed five dual circuits with an instructor and had been briefed to fly up to a further five circuits, solo.

On the downwind leg of the second circuit, shortly after completing the downwind checks, the engine rapidly lost power. The pilot reported checking the mixture, carburettor heat, throttle, magnetos and master switch controls, all of which were correctly positioned. The pilot closed and then fully opened the throttle, which

produced a slight resurgence in power, but it was only short-lived.

The pilot declared a 'MAYDAY' with ATC and attempted to achieve the best-glide speed before selecting a suitable landing area. The pilot contemplated returning to the airfield but believed the aircraft was too far away and the pilot was concerned that the approach would have required two descending turns, with an increased risk of stalling and entering a spin. The pilot chose instead an open area of heathland ahead. The pilot overshot the chosen landing site because the aircraft was too fast

and too high and continued towards a second area of open ground that the pilot had identified. The two areas were separated by a narrow gap between trees. As the pilot attempted to fly through the gap, the aircraft collided with the trees, which brought it rapidly to a stop.

Although the aircraft was severely damaged, the cockpit area remained intact and the pilot was able to release the seatbelt. The pilot selected the master switch, magnetos and fuel switch to off before vacating the aircraft through the door.

At the time of writing the aircraft's operator

had not been able to determine positively the cause of the loss of engine power.

The student pilot was faced with a highly demanding situation at a very early stage of training. The pilot considered that the successful outcome was, in part, due to the advice received from instructors regarding the hazards of attempting turns at low level after an engine failure and the importance of always flying the aircraft.

From an AAIB report

Asymmetric training detail ended in gear-up landing

The purpose of the flight was Instrument Rating Training. Part of the training detail involved the student performing a low approach and go around, followed by a circuit with a touch-and-go. The whole exercise was to be flown with one engine throttled back to simulate an engine failure. During the go-around the gear unsafe warning sounded and the instructor attempted to silence it by adjusting the throttle lever position on the throttled-back engine.

The student recalled making the downwind checks. During the turn onto the base leg the instructor checked that the mixtures

were rich, the propeller levers were fully forward and 'three greens' were showing. There were patches of sunlight in the cockpit and the instructor later considered that the landing gear indication lights might have appeared to have been illuminated when they were not. The aircraft was cleared to perform a touch-and-go and no final call was made. The student flared the aircraft and shortly thereafter the propellers struck the runway. The aircraft settled onto its belly and came to a stop on the runway centreline. None of the occupants recalled hearing the gear unsafe warning during the approach or landing.

The instructor concluded that the pre-landing checks had not been performed adequately and consequently the landing gear was not selected down.

From an AAIB report

Helicopter got airborne unexpectedly

The pilot was undertaking a refresher course to renew a type rating on the R44, the previous rating having expired the month before. The pilot was due to undertake a training flight as part of this course and had been briefed by the instructor to start the aircraft alone after which the instructor would come to the helicopter. The aircraft was started and after allowing some time for the engine to warm up, the instructor was approaching the aircraft when it suddenly became airborne. The right skid then contacted the ground and the aircraft rolled onto its right side. The pilot isolated the fuel and was assisted out of the aircraft with minor injuries.

Parts of the main rotor were found up to 90 metres from the aircraft but there were no injuries to anyone on the ground.

Post-accident inspection

The training organisation carried out a post-accident inspection of the aircraft and reported that the governor was off, collective friction was off but cyclic friction on and the hydraulic switch was on.

Analysis

If the switches were undisturbed as a result of the accident, it would appear, from the post-accident inspection, that the after-start checklist had not been completed. For the aircraft to have become airborne, it is most likely that the

collective had been raised. If this was a deliberate action, the check which calls for this to be done only calls for a small movement of the lever, just sufficient to check the low rotor RPM warning horn and light. It is possible that either the lever was inadvertently raised excessively or that, with the governor switched off, the rotor RPM had been set excessively high at the point the lever was raised.

Once the aircraft became airborne, the pilot would have had additional difficulty in trying to control it, both as a result of surprise and the fact that the cyclic friction was still applied. This is likely to have contributed to the subsequent loss of control leading to the aircraft rolling over.

From an AAIB report

Crew training for Embraer's Phenoms

by Rod Simpson



As a major manufacturer of airliners, Embraer is very well aware of the dynamics of flight crew training and type ratings for its range of E-Jets and the ERJ-135 and -145. However, its expansion into business jet manufacture presents some interesting new challenges.

The company's first business jet was the Legacy 600 which was based on the commercial ERJ-135 and required pretty much the same conversion training for corporate pilots as that designed for airline crews. Embraer's latest arrivals are a different matter. Now reaching customers are the twin-turboprop Embraer Phenom 100 and 300. By March, 2010 the company had delivered 108 Phenom 100s and the first of the larger Phenom 300s had reached their purchasers in the closing weeks of 2009.

Priced at \$ 3.83 million for European deliveries (with EASA required equipment) the Phenom 100 is sometimes referred to as a VLJ (Very Light Jet) but, in reality, it falls into the same entry-level jet category as the Cessna Citation CJ-1. It has a spacious and bright 4-seat main cabin fitted with club seating designed by BMW Designworks and has the significant advantage of a separate aft restroom. This business jet is certificated for single pilot operation and Embraer has made great efforts to tailor it to a new type of pilot/owner. While 15 to 20% of orders have come from air taxi and branded air charter companies, the vast majority of Phenom 100 customers are small business operators, fractional owners and private owner/pilots. Many of these customers are moving up from existing turboprop types such as the King Air 90 and TBM700/850 but Embraer also finds users of piston singles such as the Piper Malibu and Cessna 210 are excellent prospects for the Phenom 100.

This pilot category is rather different from the professionally-trained airline crew, although many owner/pilots will have substantial experience and high hours to their credit. Nevertheless, they are progressing from, say, a Malibu Mirage with a cruising speed of 200kts to the Phenom which flies nearly twice as fast. Consequently, Embraer have designed the Phenom on a "need to know" or "dark cockpit" principle to ensure that the pilot can concentrate on the things which matter and only be alerted to other issues when the need arises. This accent on simplicity applies right from the initial stages.

For instance, engine starting is fully automated and requires just a press of a button for each engine. At the runway threshold, another button verifies the correct takeoff configuration for the aircraft.

Because of product liability and insurance concerns, many of the VLJ manufacturers devised training programmes which included a spell of flying with a "buddy" pilot following award of the type rating. Embraer has not incorporated this in their training programme, although it is possible that insurers might require it for certain individual pilots. Embraer is already contracted with Flight Safety International for its E-Jet and ERJ training packages and these include Legacy 600 training and type ratings for the new Lineage 1000 which is, essentially, an E-Jet. However, for the Phenoms, they decided on a joint venture with CAE, which already runs simulator training for Cessna and other business jet manufacturers.

CAE has an annual throughput of 75,000 civil and military pilots and maintenance technicians. The joint venture, known as ECTS (Embraer CAE Training Services) runs a standardised high quality programme with training for, normally, two pilots, packaged into the purchase price of the aircraft. CAE has 24 training centres based in 20 countries on five continents with more than 140 full-flight simulators. In addition to serving business aviation, CAE serves approximately 3,500 airlines.

For the Phenom programme, two simulators are already in use by ECTS - one in Dallas, Texas and one at Burgess Hill, 15 miles to the south of Gatwick Airport. A third simulator is in the course of installation at Dallas and further simulators will be added in locations suitable to the pattern of future Phenom deliveries. The first simulator sessions commenced in September, 2009 covering both FAA and EASA requirements. According to CAE, there is a requirement for one simulator for approximately 150 to 160 aircraft - or around 300 pilots. For the Phenom programme, the simulator is a CAE 5000 series unit which can be configured for either the Phenom 100 or 300. Conversion from one to the other is a straightforward process involving swapping of software and changing six or seven panels - taking less than an hour to implement. What is not commonly understood is that the Phenom 300 is not just a stretched Phenom 100; it has a completely different wing and is more powerful and heavier - but the two types share basically the same Garmin-based Prodigy flight deck. Consequently, there is not a common type rating for the two models - but a pilot rated on the Phenom 100 can undergo a differences training course, generally of two days, in order to add the Phenom 300 type rating.

Students taking the Phenom course undertake a staged programme spent at the CAE training centre of their choice. Before entering the programme, the student will be pre-screened to determine their existing experience and this will determine how their Phenom course is to be structured. They then go through four modules. First off, is initial web-based knowledge training covering all systems, operations and procedures and carried out at home before their sessions commence at the Training Centre. Subjects include cold weather operations, wind shear and high altitude aerodynamics. Once this is completed, and they have satisfactorily passed the stage tests, there are six days of classroom training.

The first module consists of sessions with groups of up to eight students working their way through more systems and procedures subjects. This includes group interaction and broadening of understanding by the ECTS instructor. The second module is classroom training on the Garmin avionics system. Much of this will be familiar to anyone with experience of the Garmin G1000 glass cockpit - or even the commonly used GNS430 and 530 systems - but the aim is to make the student fully conversant with all the navigation system capability available to them. Throughout these processes, there are "gate checks" to ensure full understanding at each stage.

The third IPT stage is a lead in to the full-flight simulator training. The IPT (Integrated Procedures Trainer) uses a classroom based flight deck with touch screens for the Primary and Multi-Functional (PFD/MFD) flight displays and supplementary screens for the circuit breaker panels and engine controls. Instruction with this equipment prepares the student for the final stage which is seven sessions in the full-flight simulator followed by a proficiency check. From our fairly brief familiarisation with the Phenom 100 simulator at Burgess Hill, it is clear that a student will rapidly forget they are not in the real aircraft. Our final approach to Geneva Airport with a wind shear event on short finals was completely realistic - as was the unmistakable

bump as we made a "firm" landing. Not surprisingly, the simulator instructor has a wide range of conditions at his command including night approaches through snow, rain and thunderstorms. To date, ECTS has completed 60 student type ratings at Burgess Hill and has trained over 250 pilots overall. It has also carried out maintenance training, including modules on engine running and taxiing for more than 100 Phenom ground technicians. Undoubtedly, the combination of Embraer's focus on handling simplicity and the efficiency of CAE's training methods should prove to be a very effective route to safety for Phenom operators.





Dodging Tornados at £15 an hour

Tad Higher

Being an instructor is good for me. As part of my daily work I am able to satisfy that deep need to fly that is in so many of us. It is a rare privilege and I feel grateful for it. To see the beauty of our countryside laid out before me, growing wider and wider as the aircraft climbs on not so new wings, brings great relief and pleasure. To fly requires our all. Body moving continually making almost subconscious changes to rudder and stick; eyes absorbing the flow of movement and change around us; mind noting airspeed, attitude, angle of bank; ears absorbing sounds transmitted from far and wide. Other worlds are forgotten and when workload is not high nature calls persistently for our attention.

"I need to pee". The tone, part confessional part pleading for mercy and understanding is one I have heard many times before and not just from other people. In the left hand seat is a man I am grateful to have as a friend as well as a regular customer. Mid fifties, professional, steady, reliable, trustworthy and another nice bloke. There are many of them and just being their ordinary selves they make the world a better place. Robert has had multi-engine, and IMC ratings in the past and been a competitive golfer, but Parkinsons reared its ugly head in his life and that made a dent in his fun. He gave up flying, then the doctors who know a thing or two about these things measured and probed and thought about it awhile and then concluded that he could carry on flying with just one or two limitations.

When asked, what is the range of the aircraft we are about to fly, I usually think that depends on the last time I drank coffee

So here we are, 10 miles from the airfield, 2,000 feet above the local landscape and in need of some relief. Being over the age when X Factor has any appeal to me I have sympathy with his concerns. I am one of those many people quietly aware of the nearest loo, thicket or unwatched wall. When asked, what is the range of the aircraft we are about to fly, I usually think that depends on the last time I drank coffee, but then say something clever and technical.

"That's no problem," I say in a 'that's no problem', sort of way. I hide the disappointment I feel at not completing the full hour booked and so not making the full fifteen quid on this flight, (I am so tight I embarrass myself sometimes) – [you should meet the publisher, Ed].

"Turn on to heading 270 and maintain this altitude. We will be back in no time," I say with optimism I don't actually feel.

"Sorry, I did go before we left. It was that coffee. I should only have a small one before flying."

"Don't worry. Half the time I fly I feel the same. Anyway, can you remember the high speed cruise?"

This is a useful ploy I regularly use. As a student, nobody seemed to practice these things with me, not even on my CPL. We all know those things which we have done a couple of times as exercises, but never use until a test. They get forgotten or put into the cupboard labelled under: "I hope he doesn't ask me that one". So, encouragingly, I coach him through the process of setting up the high speed cruise. Smoothly ease the throttle forward to give full power anticipating that the aircraft will gently pitch up and yaw to the left, so use the stick



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and add pressure to the right rudder to prevent this. Then as the speed increases continue to select a lower nose attitude to maintain the altitude. Remember to trim; it's much more fun getting the aircraft to do the work for you. I always suggest picking some distant object ahead before increasing the power. Then apply pressure to the stick and right rudder to prevent the nose moving in relation to that object. This strikes me as the simplest and most accurate way to control the pitch and yaw.

Apart from probably my first lesson on effects of controls, no one pointed out to me that the reason my heading was wrong was because I had changed the power. Er, what? I hear myself ask. "Simples," to use a term currently in vogue.

I would like to keep a certain heading. I have to change the power for some good reason. So I change the power, but don't control the yaw that takes place when I change the power so the aircraft yaws. Now what does yaw cause? Yes, roll. So the aircraft rolls, I stop the roll with the aileron because I have forgotten that power causes yaw, yaw leads to the roll and finally a heading change. So I deal with the symptom of roll not the underlying cause of yaw.

To repeat myself: Pick some distant object directly in front of you. Move the throttle applying pressure to the rudder and stick to prevent the nose moving in relation to that object. Maybe I am wrong, but I think this is the simplest and most accurate way to control the pitch and yaw. Remembering this may also improve navigation.

Meanwhile the weather has not been too good to us. The featureless cloud lowers to less than 1,500 feet and some of the ground in this

area rises to 600 feet. The promised drizzle begins so visibility is poor, four kilometres or less in places. Not really a problem for what we were doing. Nor is it a problem for our return to base. However there is one more ingredient to add to our pot. The two low flying Tornados.

I have been listening to air-ground who are excited to see something flying in their area bigger than a tin can with mature meat in it

Nearby is a bombing and strafing range used by the RAF and normally inhabited by considerate Hawks flying holding circuits and entering the range well away from us. Today with a much larger turning circle the Tornados are passing north to south between us and the airfield. They are on our frequency so hopefully I can find out where they are and, in particular, how high they are. I have been listening to air-ground who are excited to see something flying in their area bigger than a tin can with mature meat in it. So I have had an almost running commentary of the Tornados position. Half way home, bladder and dignity intact, air-ground announce they can see one Tornado coming our way. Looking left and straining my eyes all I see is grey drizzle and a Robert lacking some of the situational awareness required at this time.

"He's quite low," reassures air-ground. So

are we, I think, and at that moment I see him. He or she is moving fast and just below our altitude. If we all continue to do exactly what we are doing he will pass left to right just below and up to half a mile in front of us. "I can see him, it would be nice if he didn't turn right," I say this though I doubted the pilot of the Tornado would be listening.

At this point the Tornado banks vertically to the right and turns directly towards us. Great. I watch him very carefully, ready to pull the stick back and climb into the cloud immediately above. Not a great plan, but it might end up the safest. After a second or two I can see that the aircraft hasn't climbed at all and so will pass directly below us and miss us by not a lot. To enable me to keep a close watch on him I take control and bank to the left. Then tell Rob to look below. In the grey mist Rob watches the powerful aircraft, vertically banked at 300 mph pass directly beneath us. Is he close? Well, despite our own engine and headphones I actually hear the engines of the Tornado roar as it passes.

"Wow!" exclaims Rob. I am impressed too. The aircraft slides away into the surrounding grey and we see and hear no more of him. Rob returns to the airfield and lands with his characteristic reliability. Then with uncharacteristic haste he shuffles off to the loo. Paper work done I call Kev in the tower and thank him for keeping me so well informed during the flight. Then we head for the café and a welcome cup of coffee. An experience shared is always greater for that and we have much to discuss and remember. Plans for the next flight, hopes of better weather and someone talks of summer and France.

DATA & STATISTICS

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

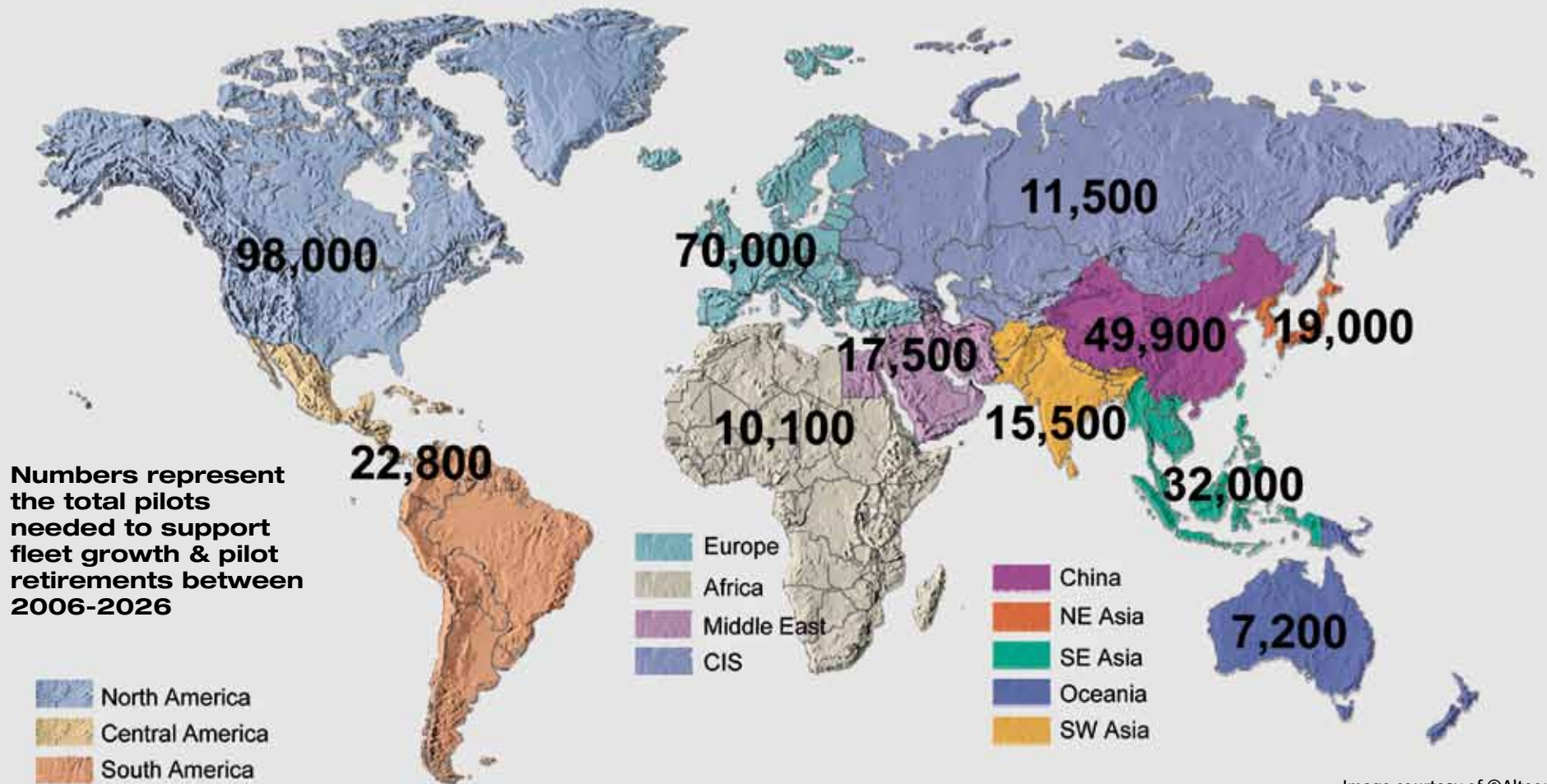


Image courtesy of ©Alteon

Industry Watch

Scheduled services of Association of European Airlines member airlines March 2010

Type of Traffic	Passengers Boarded (000s)	Annual Change
European	18,19.8	-9.5%
International short/medium haul	13,012.5	-8.3%
Longhaul	5,050.9	-9.3%
Type of Traffic	Freight Tonne-Kms	Annual Change
European	63.6	-14.9%
International short/medium haul	168.5	-5.8%
Longhaul	2,473.3	-17.8%

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 March 2010

	Feb 2010	Feb 2009	Change
Passengers	2.20m	2.17m	+1.5%
Load Factor	74.2%	72.0%	+2.2%

EasyJet passenger statistics March 2009

	Feb 2010	Feb 2009	Change
Passengers	3.39m	3.02m	+12.3%
Load Factor	85.3%	87.0%	-1.7%

Ryanair passenger statistics March 2009

	Feb 2010	Feb 2009	Change
Passengers	4.37m	4.13m	+6%
Load Factor	75%	78%	-3.0%

BAA airport passenger statistics January 2010

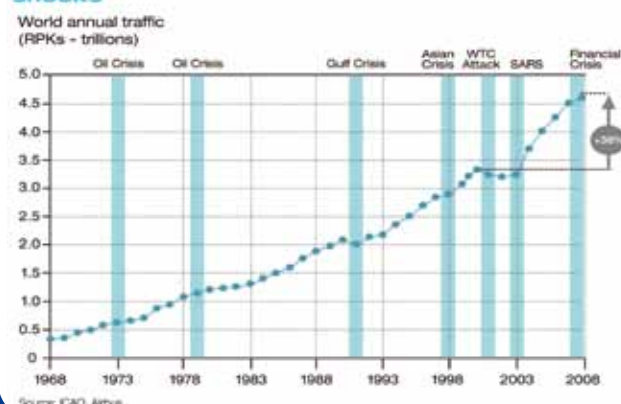
Airport	Feb 2009 to Jan 2010	Change
Heathrow	66,114.4	-0.4%
Stanstead	19,821.8	-9.6%
Southampton	1,787.4	-6.4%
Glasgow	71,44.9	-10.5%
Edinburgh	9,025.6	+1.6%
Aberdeen	2,962.0	-9.0%

UK National Air Traffic Services traffic data

Type of Flight	Feb 2010	Feb 2009	Change
UK Flights	150,006	154,353	-2.9%
Transatlantic Arrivals/Departures	8,343	8,774	-4.9%
Other Arrivals/Departures	90,603	92,497	-2.0%
Domestic	31,635	32,049	-1.3%

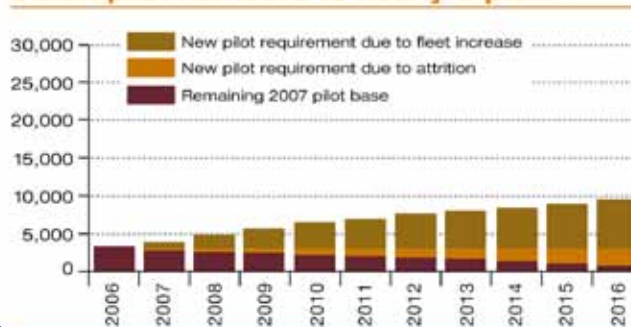
Airbus Passenger Traffic Data - the long term view

Air travel has proved to be resilient to external shocks

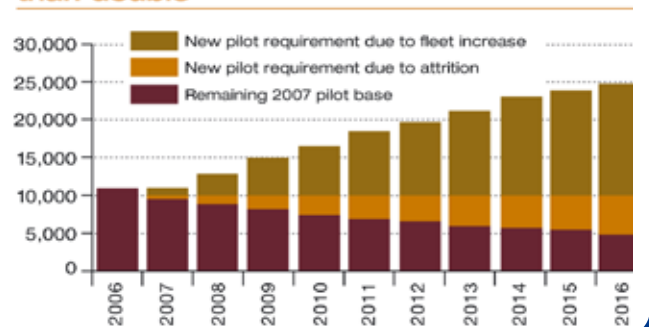


Airbus Pilot Demand Forecast - emerging markets

Indian pilot numbers to nearly triple...



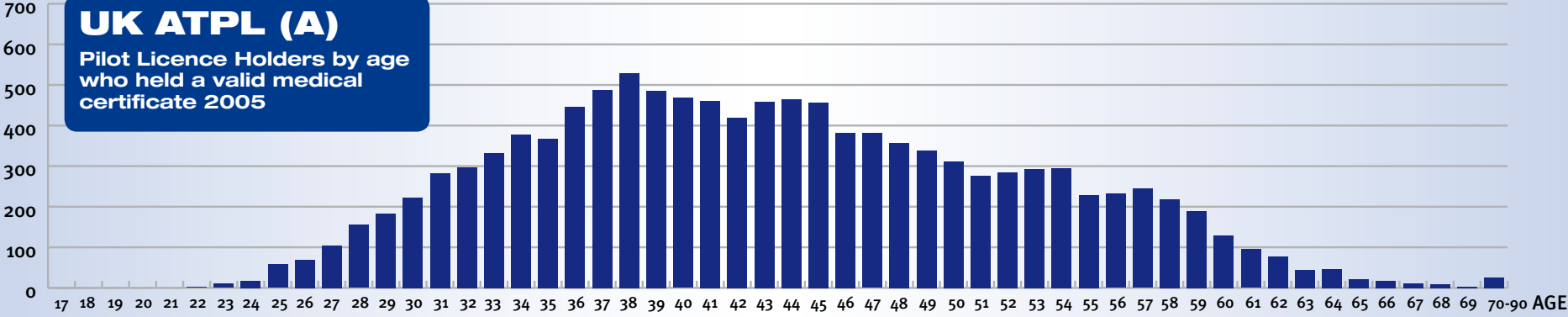
...Chinese pilot numbers to more than double



DATA & STATISTICS

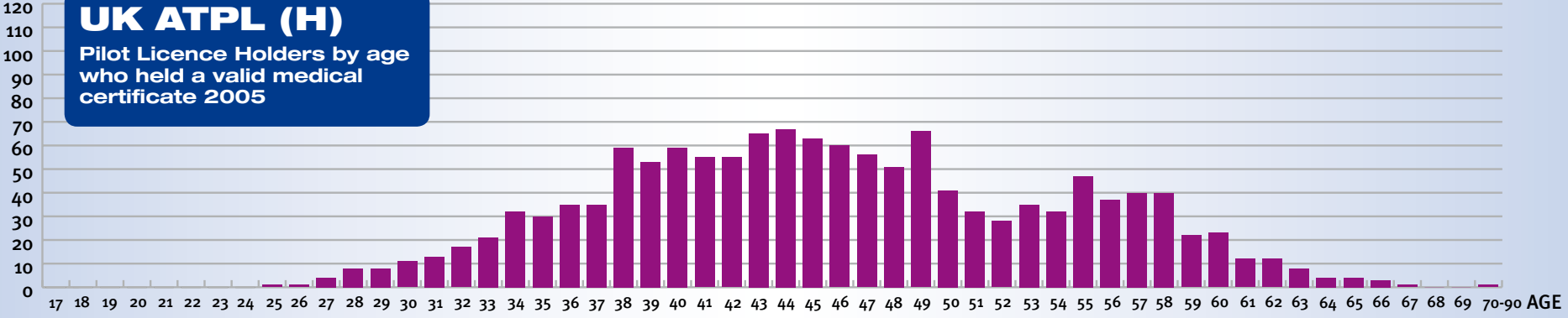
UK ATPL (A)

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



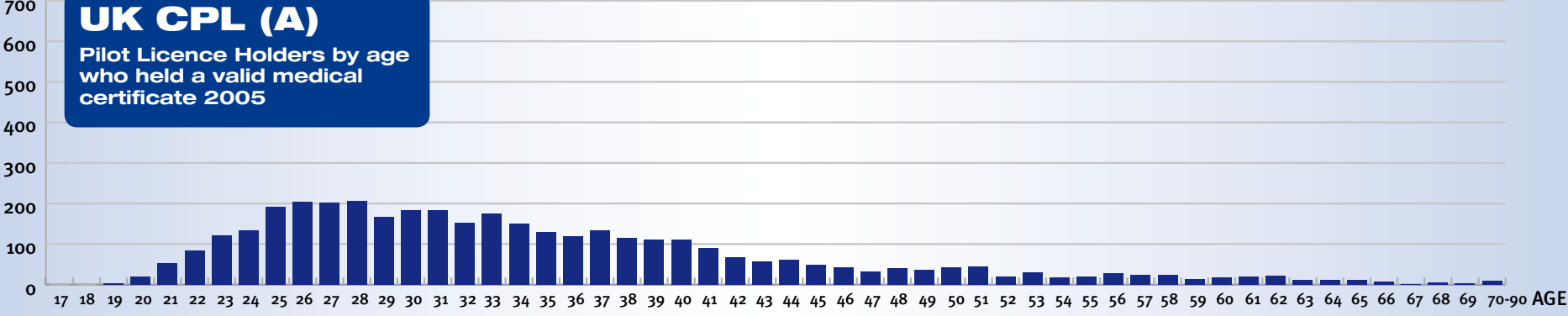
UK ATPL (H)

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



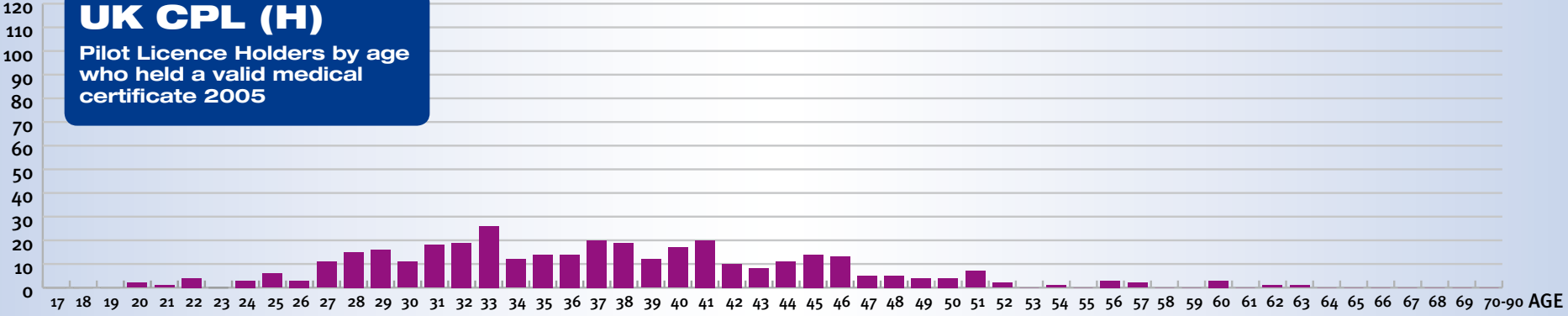
UK CPL (A)

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



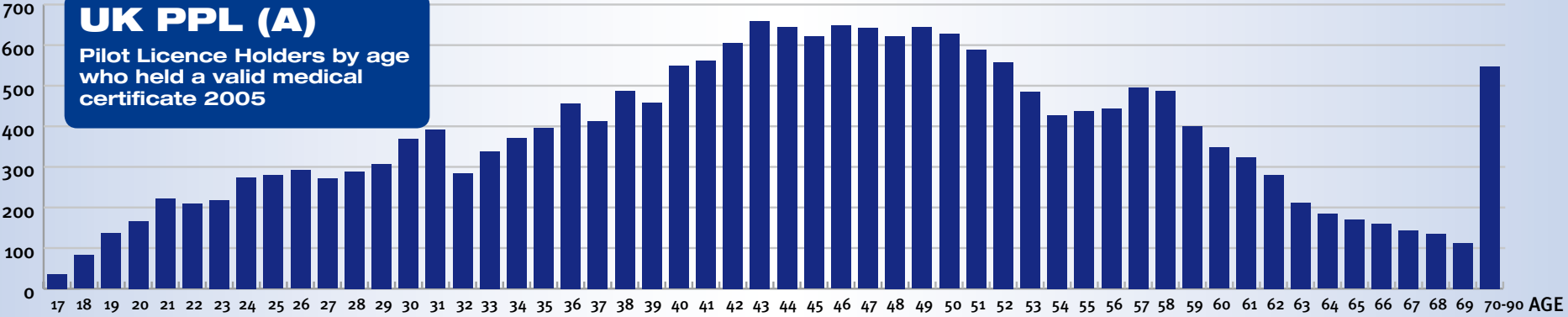
UK CPL (H)

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



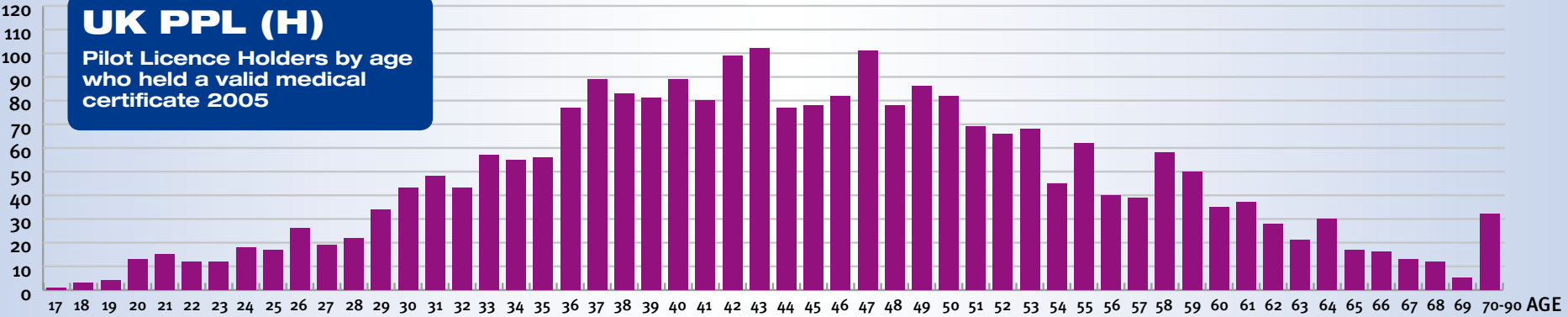
UK PPL (A)

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





theFTN three-minute interview

Mimbar Ali is a First Officer with UK regional carrier Flybe.

Having graduated from an integrated flight training course with flight training organisation Cabair, Mimbar joined Flybe on their Dash 8 Q400 fleet in July 2007, following recommendation from the school. Outside of his flying duties, Mimbar is also Flybe's liaison pilot for students engaged on Flybe-mentored flight training courses with Waterford, Ireland based FTO Pilot Training College Ireland. He also generously donates some of his spare time to attend flight training conferences in the UK and Ireland where he gives seminars on his experiences on achieving his goal of becoming an airline pilot.

What made you choose aviation as your career?

It was an early experience in aviation that helped me choose my career. As a young boy I always had an interest in aircraft, but it was flying with Emirates on the B777 when I was 10

years old that made me finally decide that flying was the career for me. Not only was I in awe of the 777 itself, but the Emirates crew were incredibly professional and friendly and made the flight 'fly by'!!

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

The Commanding Officer at my ATC Squadron was a friend of the owner of a flying school in Cranfield and had been asked to find volunteers to distribute flyers to help advertise the flight school. As a thank you, we were each given a half hour flight in a Cessna 150. The first stall turn had me hooked on flying, the second had me hooked on the sick bag! It was definitely well worth it!

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

RESEARCH RESEARCH RESEARCH!! There are so many training products on the market now. Many do the same thing but have different names! Spend as much time as you can asking questions, and use the answers to make informed decisions about where you train. Make sure you take a trial flight and maybe join the Air Cadets, for example. Anything to get you into the air so you can be sure flying is the career for you. It's a very expensive 'wrong choice' after all!

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

Definitely the cost and variety of training available now, even since I finished my training just three years ago! Going back to my previous answer, make sure the course is for you, at a cost and time frame you can afford, and will not stretch you toward the end of your training. High average 1st time passes are a must if you can!

What's the best flying advice you were given?

If there is ever any doubt, there is no doubt.

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

The environment will always be a major factor to growth in the aviation sector. The A380 and other larger aircraft will revolutionize long haul air travel with comfort, affordability and, most importantly, economy. Regional flying will see advanced turboprops taking flight, carrying more passengers, further and faster than current Dash8 Q400 and ATR 72s. Perhaps the words in every one's minds for the future will be cost control and cash reserves, to weather future recessions.

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

My worst experience took place over six

flights - unfortunately during my initial PPL! Severe air sickness meant having to return to the airfield after just 20 minutes or thereabouts on my first six lessons. I thought I would never get use to flying and my career was over. During my initial pre-PPL check ride, my CFI knew my situation and said: "Suck it up and get on with it!" So I did, and never looked back!

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

It seems to me that politicians are obsessed with railways! So, I'd make sure that they all understood the important economic role domestic aviation plays, especially outside of London, in order that they begin to appreciate the huge impact that additional taxes have on the sector, which are borne, ultimately, by their own constituents. Unlike some other heavily subsidised forms of transport in the UK, aviation has always paid its own way. As a self-sponsored graduate off a full time commercial pilot course, I would like to see the Government assist the industry by giving pilot cadets bona fide student status and thereby access to funding assistance, rather than relying on individuals' willingness to take on vast amounts of debt before embarking on their careers.

Are you up to date?

Aeronautical Information Circulars (AICs)

Air Traffic Services Outside Controlled Airspace	(Pink 1/2010)
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 Aerodrome Traffic Zone	(Yellow 002/2010)
Military Low Flying training in the United Kingdom	(Yellow 032/2009)
Royal Air Force Air Experience Flights Operating Procedures	(Yellow 065/2009)

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 2/2009 (11 Jan 2010 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 2010/02	(19 Mar 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)



CAA Chart Editions

Chart Edition	Current Edition	New Available
1:500,000 series		
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
1:250,000 series		
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	14 (8 Apr 10)	
London Heli Routes		
	13 (20 Nov 08)	23 Sep 10

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Instructor Notes

Helen Krasner

Can anyone learn to fly?

There are some skills which we assume almost anyone can acquire. We all send our kids to school, expecting them to learn to read, write, and do simple arithmetic well enough to cope with ordinary adult life. Similarly, most people believe they will have the intelligence and coordination required to learn to swim, ride a bike, or drive a car – and indeed, the majority of them do.

Flying is not like that. We tend to have an idea that it is different, special...and certainly difficult. A lot of potential pilots are a little scared that they won't have the aptitude to do it. Perhaps, they speculate, being a pilot is something like becoming an opera singer, actor, or professional footballer – only the elite few can make it. This attitude is not helped by the presence of flying 'aptitude' tests, useful though these may be in some respects. Then there are the rumours we sometimes hear of young men and women being 'chopped' by the armed forces for not learning to fly quickly enough. Perhaps we even know individuals who have given up PPL training because they found it too difficult. So people go for trial lessons and a proportion of them ask afterwards, as I have now and then been asked: "Am I good enough? Will I be able to learn to fly?" Maybe I hear this more often than fixed-wing instructors, since helicopters, in particular, have a reputation for being only for supermen and women, but I suspect something similar happens to all flying instructors from time to time.

Personally, I think that almost anyone can learn to fly. As I tell my students, if you have enough ability to learn to drive a car, you ought to be able to fly a helicopter. It is more difficult than driving a car, so it will take more time to learn to do it, that's all. As with driving or any other skill, some people will take longer than others. And, as with driving, some may be better than others when they complete the course. This last fact may make a difference if you're planning on being a rally driver, or if you want to join the Red Arrows. It certainly doesn't matter if you're taking driving lessons in order to drive to work or take your friends for a spin, or learning to fly because you want to bore holes in the sky on sunny weekends. In career terms, almost any competent driver could become a taxi driver or driving instructor, and any reasonable pilot can probably fly for the airlines, be a North Sea helicopter pilot, or become an instructor.

Often the best teachers are those who have had struggled themselves with learning, as they have experienced almost all the problems a student could possibly encounter

In fact, when it comes to instructing, or indeed teaching anything, often the best teachers are those who have had struggled themselves with learning, as they have experienced almost all the problems a student could possibly encounter. I know all about this, as I actually had a great deal of difficulty in learning to fly. Indeed, at one point there were those who thought I wouldn't get my PPL(A) – I started with fixed-wing training, switching to helicopters at a later date. There was even a time when I even began to wonder myself...

I began learning to fly on impulse, having gone for a trial lesson and loved it. After about my third lesson my instructor told me I was clearly intelligent and had a lot of determination, and he was sure I'd get my PPL, but: "You won't do it in the minimum number of hours. Is there any problem with that, with money or anything?" He meant well. He'd clearly run into students who couldn't afford more than the 40 flying hour minimum required at that time. He was being kind, but nevertheless it shook me a bit. Like almost all of us, I had expected to be good, a natural pilot, while at the same time secretly worrying in case I really couldn't do it. It sounds strange, but I suspect many people feel that way. Anyway, I carried on regardless, and things went fairly well until I changed to another instructor, a low hours chap who I realise, with hindsight, didn't have either the experience or empathy with people to be a good teacher. Unfortunately this coincided with my trying to learn perhaps one of the most difficult exercises – how to land. Like many students before me and since, I initially found it very hard. But I went on and on, struggling, until I lost confidence and my instructor began to lose patience. Then came a session where I made a mistake very close to the ground, scaring both of us. That did it, my confidence vanished. From then on I could barely drive to the airfield without breaking into a sweat, never mind fly properly when I got there. Being stubborn I carried on, but I was really getting nowhere. Eventually others realised there was a fairly serious problem and the school got me a new instructor who was better at handling people. He eventually sent me solo. It took me 48 hours. That's to go solo, remember. It actually took me round 90 hours to get my PPL(A)!

I now know that my problems were mainly due to poor instruction; a fright which caused me to lose confidence at a crucial stage in my training, and the fact that I was learning at an airfield in the hills with a short narrow runway and a main road on the undershoot. Indeed, some time after I had my licence I met an ex-instructor from the same flying school, who expressed surprise that I had actually made it in the end. As I got ready to give him a piece of my



mind for his lack of faith in me (I'd definitely got my confidence back by then!) he stopped me. "I didn't think you couldn't learn to fly at all," he said. "I thought maybe you couldn't learn at X. It's not easy. You'd have had less trouble at a larger airfield."

I don't want to digress into the advantages and disadvantages of different airfield types right now, although I may well write about that at a later date. My point is that despite appearances at the time, I could learn to fly, and I did. Indeed, I followed that up with a PPL(H), CPL(H), FI(H) rating, and a career in aviation. For all my qualifications I took more than the minimum number of hours, but not substantially more. In other words, I was an average student, and average pilots are fine and can do most things in aviation, though I probably shouldn't harbour an ambition to fly fast jets or become a world champion.

So what is the point of flying aptitude tests if anyone can make it? Well, they give you an idea of how long it is likely to take you to learn to fly. That can be very important, since flying is expensive, so a test could give the potential student information as to how much it is likely to cost him or her. It might also be worth bearing in mind that the armed forces aren't the only organisations which have been known to get rid of people who are slow learners; I have heard rumours that some of the airlines do the same, although I don't know this for certain. But there are still careers available for those of us who take a little longer to learn to fly, and instructing is definitely one to be recommended. I like to think that I can solve almost any difficulties my students encounter, for the simple reason I've probably struggled with it myself in the past. It's much easier for me than for the 'natural' who climbed into a helicopter and instantly knew how to fly it, if such a person really exists!

So far, I've never run into anyone who couldn't learn to fly helicopters. I've had students who've found it difficult and taken a long time, and there was one whom I passed on

to another instructor, hoping that would help as he was really having a hard time. But all of them learned in the end, just as almost everyone finally passes their driving test.

The fact that anyone can learn to fly doesn't necessarily mean that everyone should learn to fly

However, the fact that anyone can learn to fly doesn't necessarily mean that everyone should learn to fly. There are those who should probably never be allowed near an aircraft of any type! They include the over-confident people who think they know it all, and those who take extreme risks. Usually they are weeded out in the early stages of flight training, as they realise flying isn't for them; or they grow up during the course and change their attitude. Nevertheless, I remember one newly qualified helicopter owner who set off in marginal weather after three instructors had advised him not to go. And every so often you read of an accident which shouldn't have happened, where the pilot took off into bad weather, or tried to do something else beyond his ability and experience. The good pilot is the one who knows his own capabilities and limitations. That has nothing to do with how quickly he does or doesn't pick up new skills. It's more about personality, maturity and common sense.

So, if you're struggling with the PPL course, or any flying course, don't despair, you're in good company. You may well end up as a better pilot than the student next to you who sails through the course in minimal hours, but ends up over-confident and thinking he knows it all... or worse. Remember, there are old pilots and there are bold pilots, but there are no old, bold pilots.

DATA & STATISTICS

AVERAGE FUEL PRICES March 2010

(Source: Flight Training News survey)

UK average AVIATION FUEL price

AVGAS 100LL **166.8p** AVTUR Jet A-1 **78.3p**

ROI average AVIATION FUEL price

AVGAS 100LL **€2.55** AVTUR Jet A-1 **€0.72**

UK average ROAD FUEL price

Unleaded **117.3p** (+5.3p) Diesel **118p** (+4.7p)

ROI average ROAD FUEL price

Unleaded **€1.127** (+€0.002) Diesel **€1.178** (+€0.022)

AVGAS 100LL - 179p
AVTUR Jet A-1 - 89p

AVGAS 100LL - 169p
AVTUR Jet A-1 - 81p

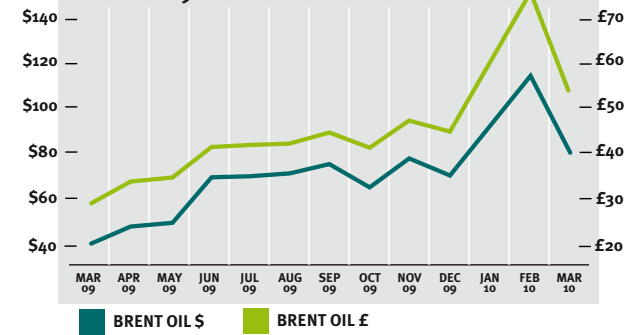
AVGAS 100LL - 163p
AVTUR Jet A-1 - 73p

AVGAS 100LL - 162.3p
AVTUR Jet A-1 - 75.8p

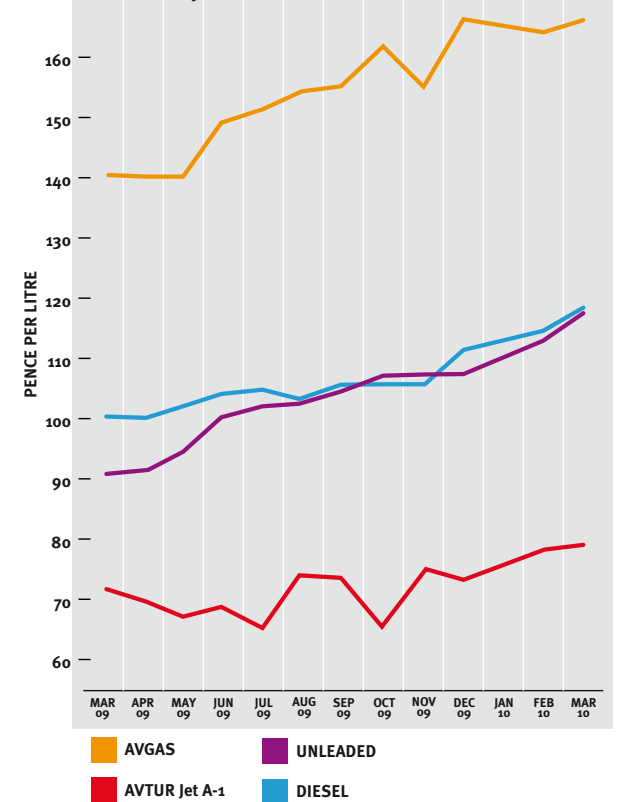
AVGAS 100LL - 162.6p
AVTUR Jet A-1 - 77p

AVGAS 100LL - 165p
AVTUR Jet A-1 - 74p

Brent Crude Oil Prices March 2009 - March 2010



Average UK Fuel Prices March 2009 - March 2010



Downing Street Petitions and Campaigns

Campaign	Deadline	Current Signatures	Sign up
Easy to see NOTAMS	29/03/10	175	http://petitions.number10.gov.uk/Easyairspace/#detail
Lower age limit for Piloting private Aircraft	10/05/10	2	http://petitions.number10.gov.uk/PlaneAgeLower/
Concord for the Olympics	20/05/10	58	http://petitions.number10.gov.uk/BAConcorde/

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.	http://www.caa.co.uk/default.aspx?catid=1350&pagetype=90&pageid=11066

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	23/06/2009
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

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
MAY	20/04/10	Principles of Flight, Airframes, Mass and Balance, Performance	Tue 4 May
		Instrumentation, Operational Procedures, Flight Planning	Wed 5 May
		General Navigation, Radio Navigation, Meteorology	Thurs 6 May
		Air Law, Human Performance, VFR Communications, IFR Communications	Fri 7 May

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

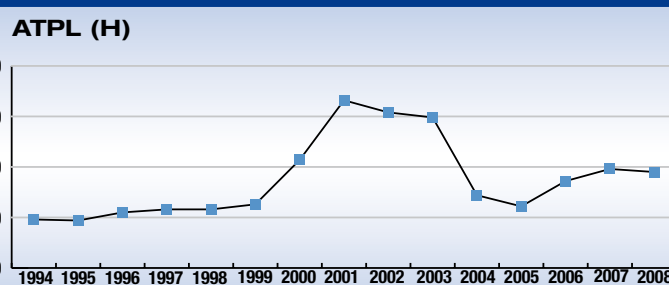
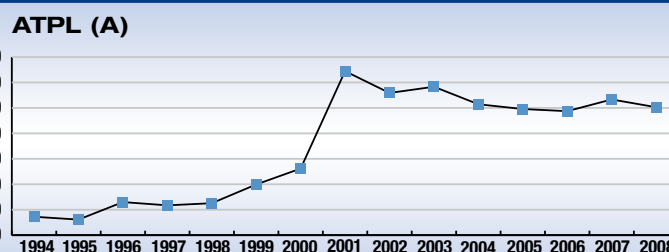
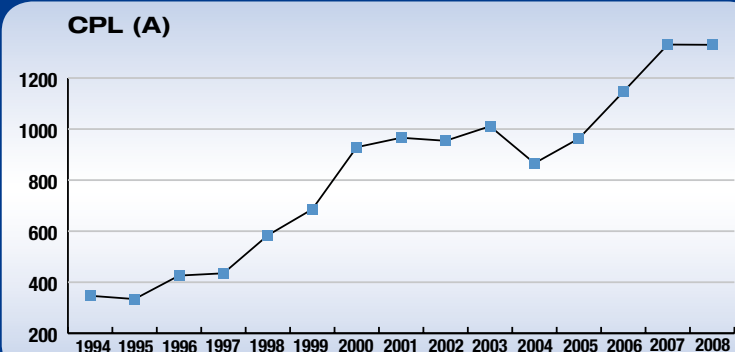
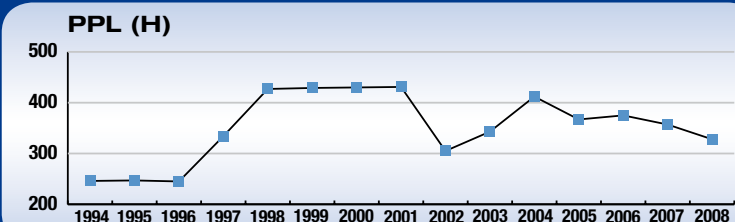
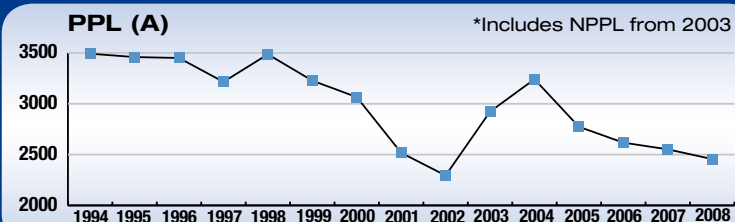
Republic of Ireland Theoretical Knowledge exams

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

DATA & STATISTICS

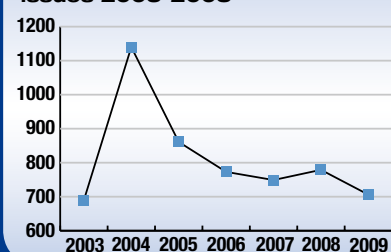
UK Initial Licence Issues



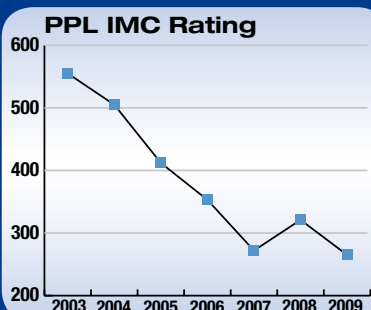
JAR PPL (A) issues 2003-2008



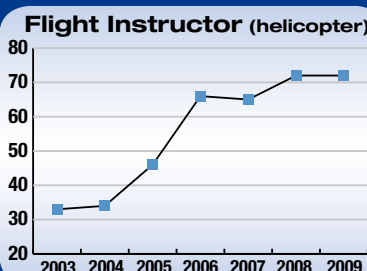
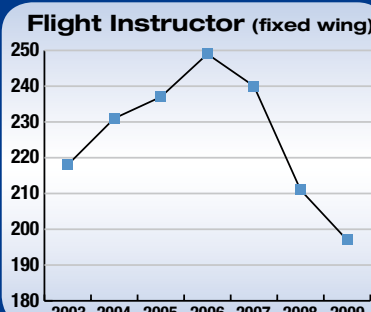
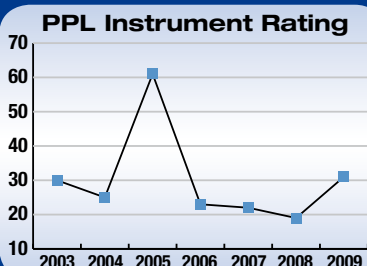
National PPL (A) issues 2003-2008



Total PPL issues 2003-2008



Ratings - seven year trend



2009	figure	year-on-year change
PPL (A) (includes JAR/ EASA PPL and 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	8 March 2010
Private Flight Crew	8 March 2010
Instructors	9 March 2010
NPPL Flight Crew	9 March 2010

(Source: CAA)

European General Aviation

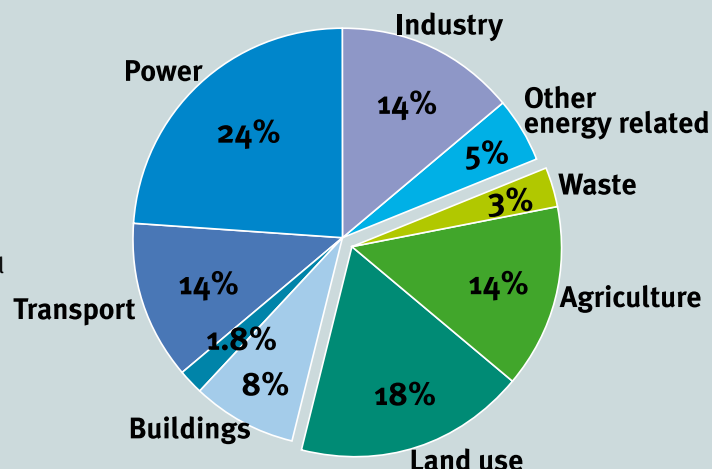
90,000 pilots engaged in private powered flying
40,000 microlight pilots
90,000 glider pilots
115,000 hang glider and paraglider pilots
5,300 balloon and airship pilots
20,000 General Aviation aircraft
22,000 gliders

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 CO₂ emissions. (Source: BBGA)



For further environmental data, see www.enviro.aero

(Source: the Stern Review Report)

Statistic of the month

Hartsfield-Jackson Atlanta recorded 970,235
movements in 2009 to remain the world's busiest
International Airport.

for your diary

April 10

3-4 PA28 Anniversary Fly-in
Old Buckenham Airfield
www.oldbuck.com

6-9 JAR-FCL Examinations ATPL (A), (H)
Gatwick, Oxford, Shuttleworth College & Glasgow www.caa.co.uk

8-11 Aero Friedrichshafen 2010
Messe Friedrichshafen, Germany
www.aero-friedrichshafen.com

10 Cabair Integrated CCAT Pilot Seminar
The Auditorium, The Vincent Building, Cranfield
www.cabairintegrated.com

13-14 JAR-FCL Examinations IR (A), (H)
Gatwick www.caa.co.uk

13-18 EAA Sun 'n Fun 2010
Lakeland Florida USA
www.sun-n-fun.org

17 Flyer Professional Flight Training Exhibition
Eindhoven, Koningshof Hotel www.flyer.co.uk

17 Duxford Safety Bonus Day
Duxford Airfield, Cambridgeshire
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

22-24 Pilot Training College Assessment Day
London www.pilottrainingcollege.com

24 Flyer Professional Flight Training Exhibition
Sofitel Hotel T5, London
www.flyer.co.uk

24-25 British Precision Pilots Association Novice Introduction + Competition Weekend
Beccles, Suffolk www.rallyflyingclub.org

26-27 Ontrack Aviation Instructor Seminars
Wellesbourne, Charlecote Pheasant Hotel
www.ontrackaviation.com

26-28 Formation Training School
North Weald Airfield www.theairministry.com

29 Human Factors in Aviation – Medical & Physiological Aspects
RAeS No 4 Hamilton Place London
www.raes.org.uk/conference

May 10

4-6 EBACE 2010 10th Annual European Business Aviation Convention & Exhibition
Pal Expo Centre, Geneva, Switzerland
www.ebace.aero

4-7 JAR-FCL Examinations ATPL (A), (H)
Gatwick, Oxford, Shuttleworth College & Glasgow www.caa.co.uk

8 Oxford Aviation Academy. APP First Officer Pilot Seminar
Oxford Airport, Kidlington
www.oaa.com

8 Top Nav Competition North.
Sherburn Aero Club, Yorkshire
020 7591 3135

11-12 JAR-FCL Examinations CPL (A)
Gatwick www.caa.co.uk

13-14 JAR-FCL Examinations CPL (H)
Gatwick www.caa.co.uk

15 Top Nav Competition South
White Waltham, Berkshire
020 7591 3135

15 Flyer Professional Flight Training Exhibition
Crown Plaza, Dublin
www.flyer.co.uk

19-20 British Aerobatic Association
Aerobatics Instructors Seminar
Wellesbourne Mountford, Warwickshire
www.aerobatics.org.uk

20-21 Pilot Training College Assessment Day
Bristol www.pilottrainingcollege.com

20-22 Heli Russia 2010
Crocus Expo International Exhibition Ctr
Moscow, Russia www.helirusia.ru

21-23 British Precision Pilots Association Competition
Haverfordwest, Wales
<http://rallyflyingclub.org>

28-30 Aero Expo Europe
Pribham Airfield, Prague
www.expo.aero/prague

Flying training returns to Lands End Airport

After a period of reduced GA activity at Lands End Airport in the UK's south west, a new flight training school has recently opened its doors at the airport.

MSH Flight Training is owned and operated by CFI Mark Hillier who is well known locally in West Cornwall as a PPL examiner and ground examiner. As well as having been Chief Flying Instructor at a number of training schools in the past, he is also currently a Training Captain for Cornish airline, Skybus.

MSH Flight Training is operating from Land's End with an office and briefing room next to the terminal building, containing full flight planning facilities.

The school has assembled a team of experienced, mature instructors including current and former airline pilots with a mission to provide training to a high standard, instilling professional airmanship values from the outset.

"The first hours in the air for a student are the most important," commented Mark Hillier. "The training they receive will stay with them for the rest of their years flying as PPLs or Commercial Pilots. We believe it is vital that these lessons are taught well, and fully understood".

Operating a fleet of Cessna 172s and 152s, MSH Flight Training says the skies above Cornwall are ideal for training. Being far enough away from controlled airspace, with radar services available from either RNAS Culdrose or Newquay, the area is quiet enough to concentrate on training whilst not being totally devoid of aerial activity to test the progressing student.

For those commencing IMC ratings, the



The new team at MSH Flight Training. Pictured left to right are Ian Parsons, Mark Hillier, Barry Mahoney and Glen Corcoran

Land's End VOR/DME is a few miles away with PAR available at Culdrose, SRA and ILS/NDB approaches at Newquay and NDB at St Mary's (Isles of Scilly) close by.

Due to the flexibility of their operation MSH Flight Training say that they can also offer intensive courses, targeting to complete the private pilot's licence within a month, training five days a week.

For qualified pilots, there is opportunity for solo hire and chance to be part of a flying group on one of the aircraft. This is a 'non-equity' group (i.e. pilots don't have to buy a share in the aeroplane) but allows them to pay a reduced amount per hour for the price of membership. There are also opportunities for those pilots wanting to try their hand at aerobatic flying.

MSH Flight Training website is www.mshflighttraining.co.uk. On there, visitors should find the blog updated regularly with what is going on as well as interesting updates. *"What we do will be training led, of course, but we will post something a bit different, such as pictures of basking sharks as they appear, for example!"* said Mark.

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PTC heads to the Bahamas

On 5th March 2010, The Pilot Training College flew to the idyllic destination of Nassau in The Bahamas. This was the college's first international fly-out and the third time it has arranged this type of training event for their students. The Pilot Training College fly-out was completed with 13 aircraft and 31 people taking off from Melbourne International Airport, Florida and flying to Nassau in the Bahamas via Ft Lauderdale.

The students were accompanied by five instructors including Captain Nick Clarke, Head of Training for The Pilot Training College in Florida.

Nick Clarke said: "The trip allowed our students to gain international experience and to further their flight training while being exposed to the challenges presented by new airspace and operations. The aim is to create a very structured and challenging weekend while also providing an amazing hours building experience".

The key objectives of the trip were:

- To provide students with exposure to different airspace.
- To give students the opportunity to plan longer flight sectors that are not scheduled

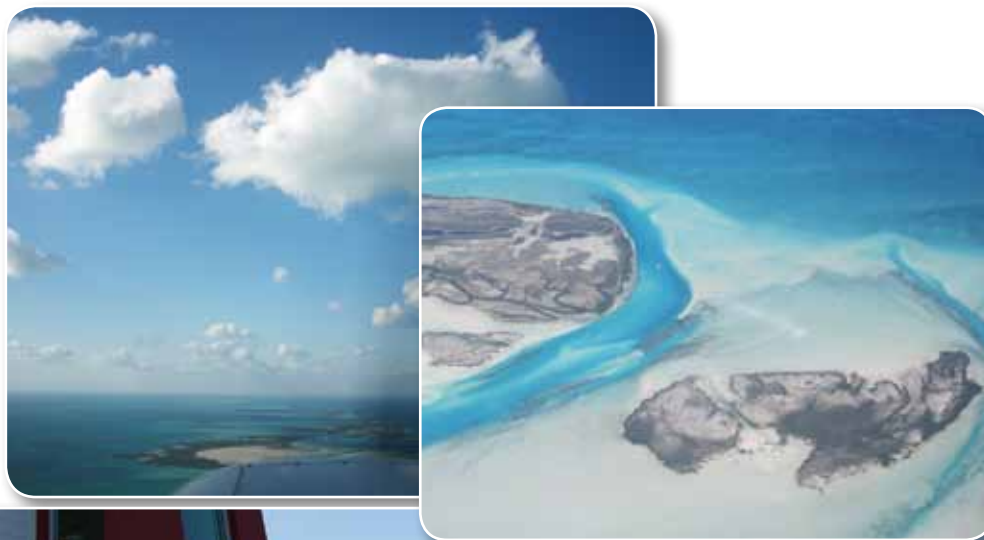
same-day returns to the airport which they have departed from.

- To provide students with an opportunity to fly internationally.
- To reward students for their hard work during ATPL preparation and exams.

The Pilot Training College is now planning two more fly-outs for the year, with anywhere from 30 to 50 students scheduled for each trip. If the demand continues, the flight training school hopes to conduct three trips annually. If student pilot Alan Murphy's reaction is anything to go by, it will be a future trip well worth taking.

"Flying into The Bahamas, I've never done anything like that before," the pilot-in-training told *Guardian Business*. "It gives me a good confident boost now to say I have landed at an international airport."

"It was my first international cross country ever," he said, "it was like flying into any major airport, except my breath was taken away by all the scenery down at the water."



CTC Aviation approved for simulator self-evaluations

CTC Aviation Services Limited (part of CTC Aviation Group plc) has been granted CAA authorisation to undertake FSTD (Flight Simulation Training Device) Self-Evaluations as part of an Extended Qualification Programme for its simulators.

Representatives of the CAA visited CTC's simulator facilities at the company's Crew Training Centre – Nursling (near Southampton, UK) recently, to observe the team conducting a successful self-evaluation of one of CTC's A320 Full Flight Simulators. As a result the Authority was satisfied that CTC met the requirements of JAR-FSTD A.020 and the company's designated team is now considered eligible to undertake 'Self-Evaluation programmes' for their FSTDs.



"This process is not undertaken by many in the business and some organisations have chosen not to pursue the eligibility. CTC is unique in that a significant number of our training team are still operational TRI/TREs with our client airlines. This factor combined with a skilled technical department and an internally developed operational quality system means we have been able to achieve this approval in our own right," said Captain Rob Clarke, CEO of CTC Aviation Services Limited.

CTC say they plan to expand the self evaluation programme to also include its B737-800 FFS, B737-300 and B737-700 FTD's and DA42 FNPTIs.

Challenge set to celebrate the Centennial of Licensed Women Pilots

On March 8 and throughout the week of 6-12th March, 2010, to celebrate the Centennial of Licensed Women Pilots, women pilots from eight countries on three continents introduced a record number of girls and women, age between two and 70, to the joys of flying. They conducted the flights in balloons, gliders, ultralights, airplanes and helicopters.

A total of 225 girls and women were introduced to aviation by women pilots flying 20 types of airplanes, built by 15 different manufacturers. Additionally, some male pilots who believe, as did Charles Voisin, the flight instructor of Raymonde de Laroche (the first woman to earn a pilot license), that a woman's place in an airplane is at the controls, also celebrated the anniversary by introducing 85 girls and women to aviation throughout the week. In the UK, at Stapleford Flight Centre, 12 women were introduced to the joys of GA flight in small single engine aircraft by two PPL holders, Amy Chau and Sue Rose.

Since the year of the Centennial of Licensed Women Pilots has just started, Mireille Goyer, chief organiser of the event, and Canadian ATPL holder, is offering a new challenge to get 2,010 girls and women introduced to aviation by a women pilot during the course of the year. "In the last 100 years, the percentage of women doctors and women lawyers went from negligible to around twenty percent. Our goal is to grow the women pilots' population to at least that level within the next 100 years," said Ms Goyer.



population to at least that level within the next 100 years," said Ms Goyer.

To participate, pilots must register at www.CentennialOfWomenPilots.com and submit a flight report after completing the introduction flight. Male pilots also welcome to demonstrate to their female passengers that men do want to share the cockpit with women. Awards for most women introduction flights in one location, most women introduction flights by one woman pilot and most unusual flight will be awarded for the year. The number of flights completed will be updated on the website as reports are received.

For more information on the mission, contact Mireille Goyer at mireilleg@centennialofwomenpilots.com or visit www.CentennialOfWomenPilots.com

ftn reviews

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OAAMedia JAA/EASA ATPL training CD-ROM, Airframes, Systems & Emergency Equipment



OK, the title, and list of contents is almost long enough to fill this review by itself, so I'll keep this short. This is the latest in the ever-expanding series of multimedia training CD-ROMs from OAAMedia (formerly OATMedia, before OAT became OAA, obviously).

We here at FTN Towers have previously, and regularly, expressed our admiration for the OAAMedia training packages and this is no exception. As before, the quality of the graphics, the presentation and sheer depth of

The subject matter is comprehensive, sections include:

- Structures
- Hydraulics
- Landing Gear
- Wheels & Tyres
- Aviation Wheel Brakes
- Flight Controls
- Pneumatics
- Ice & Rain Protection
- Emergency Systems and Equipment
- Oxygen Systems
- Fire & Smoke, and
- Fuel Systems.

There is also a thorough self-testing question bank, with mock tests and no shortage of questions. All told, this should constitute an important tool for any prospective ATPL candidate. It will also be of considerable value for PPLs and PPL students, engineering students or simply anybody with a technical bent who wants or needs to understand the oily bits of aeroplanes a little (alright, a lot) better. Again, a highly recommended training product.

OAAMedia JAA/EASA ATPL training CD-ROM, Airframes, Systems & Emergency Equipment
ISBN 978-1-906202-30-9 Single CD-ROM, typically £65 from pilot shops
Produced by OAAMedia, www.oaamedia.com

coverage of the subject are immaculate, thorough and well thought-out. Diagrams and animation are clear and clean, no unnecessary detail, but no oversimplification either. The subject material is varied and often complex, lending itself particularly well to the graphics-intensive approach and the developers have exploited their medium well.

The voiceover, as usual, tends to force the pace, but the use of a progress bar and slider does allow some judicious fast-forwarding, which may be welcome. It also makes backtracking easy and intuitive and is, to my mind, rather simpler than the clock-style pointers found in some of the earlier OATMedia products. One minor gripe: these days it is very common for a yellow box to appear when the mouse is floated over a control, giving a description of the control's function. Not here, OAAMedia haven't enabled such a facility in this software. The control icons are clear and, largely, self-evident, but a simple hint like that would occasionally be handy.

The Ideals and Training of a Flying Officer, by Roderick Ward MacLennan



When I was no more than 8 or 9 years old, I received a small stack of Biggles books for Christmas. By New Year, I was re-reading them all and never looked back. Picking this little volume up, I was immediately transported back 40 years to that childhood, and back a further 50 years to the period in question, the latter part of the First World War, when the Royal Flying Corps, indeed the entire concept of aerial warfare, was in its infancy.

The book has been lovingly recreated from a collection of the author's letters to his family. A Canadian, he joined

the RFC in 1917 and documents his time in elementary flying training, up to his deployment in France. The publishers have chosen a style and cover design reminiscent of the period, and the font chosen reproduces the appearance of contemporary typewriters. Far from being a crass attempt at faux authenticity, this simple device makes it all the easier to immerse oneself in the period detail. All that is missing is the 'old-book' smell.

It is a delightful little volume. The publisher describes the writing style as 'naïve' and, indeed, the author was quite clearly a young man at the time. The simple, unaffected way he documents his progress through his

training, and his early deployment in France is what makes this book so accessible and affecting. The occasional footnotes add a little flesh to the historic bones, confirming small details of biography or location. All of which serves to root the tale in fact and position it firmly in history. I read it, for the most part, in two sittings, and will re-read it again soon, just as I did with those Biggles books in my childhood. A genuine pleasure, treat yourself to a copy.

The Ideals and Training of a Flying Officer, by Roderick Ward MacLennan
ISBN 978-0-85979-130-4 Hardback, 104 pages with occasional illustrations.
Published by Crecy Publishing Ltd at £7.99. www.crecy.co.uk available from bookshops.

The DHC-1 Chipmunk, The Poor Man's Spitfire, by Hugh Shields, Rod Brown, José Gonçalves and Rod Blievers



OK, an Easter egg to the first to name the most famous post-war piston-engined British military training aircraft.

Nope. No eggs for you lot. Sorry. The Chipmunk isn't British, it's Canadian. DHC, you see, not just DH. Yes, yes, the empennage, in fact the whole design, has plenty of that quintessential 'Ahh, deHavilland' -ness about it, and the fact that it was embraced by the RAF as the elementary trainer to supercede the (DH) Tiger Moth makes it easy to forget that this was one we imported from over the water. Did a good job, mind you, them Canadians. Not a bad effort, at all.

You only have to look at the number still in operation; the love and admiration they elicit from pilots and onlookers; the fierce loyalty for the type, even from those who were only just born when the airframes were entering middle-age, and it is clear that the 'Chippy' just has it. Whatever 'it' is. It could be the classic lines, it could be the inverted straight-four Gipsy engine in a typical Gipsy cowl, the sliding glasshouse or the noise. Most probably 'it' has a lot to do with the handling, said by many to be unsurpassed this side of a Spitfire. Not having flown a Spitfire, nor many of the other great-handling types out there, I can't say for sure, but there's little doubt there are few other aircraft available to mere mortals like me, which offer such a combination of heritage, handling and characterful class. So books like this will find a large and willing readership. Deservedly so.

Seldom have I seen such a thorough-going and well-researched book. The two lead authors, Hugh Shields and Rod Brown (CFI of the London School of Flying at Denham), are to be congratulated on a truly outstanding collaboration, resulting in the most comprehensive history of the type I have encountered, or expect to see. This is mostly a book of two halves, the Canadian and the British, with brief but useful contribu-

tions about the Chippy in Portugal and Australia. It is, however, the Canadian and British elements which make this book so invaluable and fascinating. Who knew, for example, that the Chipmunk name was coined by the then DHC managing director, who had a fondness for the wildlife around his home? As the single prototype was, at that time, being referred to as the 'Jakimiuk' after the designer, the similarity of the sound meant the name quickly stuck and a tradition was born. DHC aircraft such as the Beaver, Otter and Caribou continued DHC's practice of naming their products after local wildlife.

The book is full of such character sketches, elevating this volume well above the usual run of 'comprehensive histories', but this would be of limited value if it weren't for the painstaking lists, details and other minutiae compiled in this book, which will be of inestimable value to historians and enthusiasts, not to mention casual admirers like me.

It's a big book, in the 'coffee-table' tradition (as in, "That book would make a good coffee table, dear"), heavily laced with monochrome photographs and illustrations and several well-chosen colour sections for extra impact. It is, by no means, a coffee-table book however, in that it is far, far more useful and interesting than that. Frankly, if you consider yourself a Chipmunk enthusiast or merely an admirer, this book will be an essential addition to any collection. Very highly recommended.

The DHC-1 Chipmunk, The Poor Man's Spitfire, by Hugh Shields, Rod Brown, José Gonçalves and Rod Blievers
ISBN 978-0-9812544-0-1 Hardback, 440 pages with illustrations, black & white and colour photographs.
Published by SBGB Publishing at £39.95. www.chipmunk60years.com
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Quick Reference Tables p16 Main Listings p18-29


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Fixed Wing

<div>Fixed Wing<div></div></div>	COMPLETE COURSE														THEORETICAL KNOWLEDGE									FLYING COURSES				
	CPL(A) Modular	CPL/IR(A) Modular	CPL/IR(A) Integrated	CPL(A) Integrated	ATPL(A) Modular	ATPL(A) Integrated	ATPL(A) Integrated MPL	JAR FCL FI(A)	FI(A) Night Instruction	FI(A) Applied Instrument Instruction	FI(A) Aerobatics Instruction	FI(A) Single Pilot Multi-Engine Privileges	FI(A) Saplanses Single Engine	MCC Instructor	CPL(A) [Distance Learning]	ATPL(A) [Distance Learning]	IR(A) [Distance Learning]	JOC	CRM	MCC	Combined MCC/JOC	LOFT	JOT	CPL(A)	CPL/MEP(A)	IR(SEP)	IR(MEP)	MEP
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Fly Blackpool																												o/r
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Flying Time Aviation																												•
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London School of Flying																												•
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Pooleys Flying Instructor School								•	•	•		•	•															•
Professional Air Training Ltd	•	•			•																							•
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Retford Flight Instructor School								•	•	•		•	•															•
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Sussex Flight Centre	•																											•
T G Aviation	•	•																										•
Tayflite Ltd	•	•						•																				•
Tayside Aviation Ltd	•	•						•																				•
The Pilot Centre								•	•	•																		•
Triple 'A' Flying	•	•																										•
Weald Air Services																			•									•
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Western Air Training (Thrxuton) Ltd																												•
Western Australian Aviation College Ltd						•																						•
Willowair Flying Club Ltd	•											•																•
Wycombe Air Centre	•	•						•	•	•											•							•

Helicopter

<div>Helicopter</div> <div></div>	COMPLETE COURSE											THEORETICAL KNOWLEDGE				FLYING COURSE		
	CPL(H) Modular	CPL(H) Integrated	ATPL(H) Modular	ATPL(H) Integrated	MCC Instructor	JAR FCL FI(H)	FI(H) Night Instruction	FI(H) Instrument Instruction	Helicopter Type Rating Instructor Course	AFI Rating Aeroplane (Land), Microlights	Helicopter Type rating Examiner Course	Helicopter Type Rating Courses	CPL(H) [Distance Learning]	ATPL(A) [Distance Learning]	IR(A) [Distance Learning]	MCC [Distance Learning]	CPL(A)	CPL/MEP(A)
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Alan Mann Helicopters Ltd	•											•					•	
Atlantic Flight Training Ltd					•													•
AV8 Helicopters Ltd	•	•	•	•								•						
Blue Star Helicopters													•					
Bond Air Services Limited									•		•					•		•
Bristol Ground School Ltd																		
Bristow Academy								•				•						•
Bristow Academy Inc		•				•											•	
Cabair Integrated	•	•	•			•	•	•										
Caledonian Advanced Pilot Training													•	•	•	•		•
CHC Scotia Ltd																		
Cranfield Aviation Training School Ltd																		
East Midlands Helicopters	•															•	•	
Elite Helicopters	•											•					•	
FAST Helicopters Ltd	•					•						•					•	•
FAST Helicopters Ltd	•					•	•	•				•					•	•
Flight Academy Blackpool Ltd																		
Ground Training Services Ltd																		
Heli Air Ltd		•		•		•	•		•							•		•
Heli Air Ltd		•		•		•	•		•			•					•	•
Heli Air Ltd		•		•		•	•		•			•					•	•
Helicentre Aviation Ltd	•					•	•		•			•					•	
Helicentre Liverpool Ltd	•		•			•											•	
Helicopter Services Ltd	•					•		•	•									•
Heliflight UK Ltd	•					•											•	
Highmark Aviation Ltd/ Sandtoft Helicopters Ltd	•				•	•	•	•	•		•	•					•	
HJS Helicopters						•											•	
Kingsfield Helicopter Ltd	•					•							•	•			•	
London Helicopter Centres	•					•	•	•									•	
London Metropolitan University					•											•		
London School of Flying																		
Multiflight Ltd	•				•							•				•		
National Flight Centre													•	•				
Northumbria Helicopters Ltd																	•	
PDG Helicopters						•												
Polar Helicopters	•																•	
Premier Helicopters Ltd												•						•
Rise Aviation Ltd																	•	
Sloane Helicopters						•			•								•	
Specialist Aviation Services									•			•						
Starspeed Ltd																		
Sterling Helicopters	•					•	•	•	•								•	
Tiger Helicopters	•	•				•		•								•	•	•
Unique Helicopters (NI) Ltd																		
Veritair Aviation													•			•	•	•
Veritair Aviation													•			•	•	•
Whizzard Helicopters						•											•	
Willowair Flying Club Ltd																•		

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 www.afeonline.com

PROFESSIONAL WHERE TO FLY guide

Tiger Helicopters

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



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
MCC	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Agusta 109	1	£1,322.50 [n/a]
AS350	1	o/r [o/r]
AS355	1	o/r [o/r]
Bell 206	2	£557.75 [o/r]
R22	4	£281.75 [£189.75]
R44	1	£454.25 [£385.25]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII (Agusta 109)	1	£419.75

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Triple 'A' Flying

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	from £5,150
CPL/IR(A) Modular	£18,500 (incl MEP)

FLYING COURSES

Course	Cost
CPL(A)	£5,150
CPL/MEP(A)	£6,900
IR(SEP)	£10,499
IR(MEP)	£11,500
MEP	£2,600

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	2	£370.00 CPL, £391 IR[n/a]
C172	2	£204 CPL, £222 IR [n/a]
PA28R	1	£270 CPL £295 IR

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI (BE76)	1	£135.13

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Veritair

Cardiff Heliport, Foreshore Road, East Moors
Cardiff CF10 4LZ Wales
Airfield: Cardiff
Tel: +44 (0)29 2046 5880
Fax: +44 (0)29 2048 7506
E-mail: duncan@veritair.com
Website: www.vaal.co.uk
And: The Old Fire Station, Cotswold Airport, Kemble
Cirencester GL7 6BA England
Airfield: Kemble
Tel: +44 (0)1285 770 740
Fax: +44 (0)870 762 5412
E-mail: tom@veritair.com
Website: www.vaal.co.uk



COMPLETE COURSES

Course	Cost
MCC	o/r
Helicopter Type Rating	o/r

THEORETICAL KNOWLEDGE COURSES

CPL(H)	[o/r]
ATPL(H)	[o/r]
IR(H)	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	1	o/r
R22	4	o/r
R44	1	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII (Cardiff)	1	o/r

WHAT THEY SAY

At Veritair we'll do everything to make it easy and enjoyable to get your helicopter qualification.

Weald Air Services

Headcorn Aerodrome, Headcorn, Ashford
Kent TN27 9HX England
Airfield: Headcorn
Tel: 01622 891539
Fax: 01622 890876
E-mail: enquiries@headcornaerodrome.co.uk
Web : www.headcornaerodrome.co.uk



THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CRM	£150 (discount for groups)

FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150	2	£138 [£118]
C152	1	£139 [£123]
DR400	5	£147 [£129]
PA28	2	£173 [£153]
C172	2	£147 [£145]
PA34	1	£293 [£290]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

West London Aero Club

White Waltham Airfield, Maidenhead
Berkshire SL6 3NJ England
Airfield: White Waltham
Tel: 01628 823272
Fax: 01628 826070
E-mail: ops@wlac.co.uk
Web : www.wlac.co.uk



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,600

FLYING COURSES

Course	Cost
MEP	o/r

INSTRUCTORS & EXAMINERS

FIC Instructors	Full-Time	Part Time
	1	

Western Air Training (Thrupton) Ltd

Thrupton Airport
Andover
Hampshire
SP11 8PW
England
Airfield: Thrupton
Tel: 01264 773900
Fax: 01264 773913
E-mail: westernair@thruptonairport.com
Web : www.westernairthrupton.co.uk



FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	1	£119.85 [£100.11]
PA18	1	£119.85 [£100.11]
PA23	1	£230.54 [£212.21]
PA28	3	£119.85 [£100.11]
PA38	1	£109.98 [£90.24]
Slingsby T67	2	£109.98 [£90.24]

INSTRUCTORS & EXAMINERS

Flight Instructors	Full-Time	Part Time
	3	4

Western Australian Aviation College Ltd

41 Eagle Drive, Jandakot Airport 6009 Australia
Airfield: Jandakot
Tel: 0061 8 9417 7733
Fax: 0061 8 9417 7766
E-mail: bob.mcguire@waaviationcollege.com.au
Web : www.waaviationcollege.com.au
Skytype: Western Australian Aviation College



COMPLETE COURSES

Course	Cost
ATPL(A) Integrated	139,248AUD

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
ATPL(A)	4,350AUD

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	8	o/r [o/r]
C172	8	o/r [o/r]
M201	6	o/r [o/r]
PA44	5	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Whizzard Helicopters

Mid Wales Airport, Trehelig, Welshpool
Powys SY21 8SG England
Airfield: Mid Wales Airport
Tel: 01938 555860
E-mail: info@whizzardhelicopters.co.uk
Web : www.whizzardhelicopters.co.uk



COMPLETE COURSES

Course	Cost
FCL FI(H)	o/r

FLYING COURSES

Course	Cost
CPL(H)	£269.08/hr

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	1	£552.00 [£517.50]
R22	4	£252.63 [£185.65]
R44	1	£428.88 [£370.13]

INSTRUCTORS & EXAMINERS

Flight Instructors (H)	Full-Time	Part Time
	4	1

WHAT THEY SAY

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

Willowair Flying Club Ltd

Eastern Perimeter Road
Southend Airport
Southend
Essex
SS2 6YF
England
Airfield: Southend
Tel: 01702 531555
Fax: 01702 542070
E-mail: sales@willowair.co.uk
Web : www.willowair.co.uk



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

MCC	o/r
-----	-----

FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	2	£140.95 [£118.95]
C172	1	£151.95 [£129.95]
PA28	2	£151.95 [£129.95]
PA34	1	£304.95 [£269.95]
Schweizer 300CB1	1	£222.95 [£246.95]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Wycombe Air Centre

Wycombe Air Park
Booker
Marlow
Buckinghamshire
SL7 3DR
England
Airfield: Wycombe Air Park
Tel: 01494 443737
Fax: 01494 465456
E-mail: info@wycombeaircentre.co.uk
Web : www.wycombeaircentre.co.uk



COMPLETE COURSES

Course	Cost
CPL(A) Modular	from £3,607.25
CPL/IR(A) Modular	from £11,391.63
FCL FI(A)	£6,495
FI(A) Night Instruction	£300
FI(A) Applied Instrument Instruction	£1,350

FLYING COURSES

Course	Cost
CPL(A)	o/r
IR(SEP)	£9,645
IR(MEP)	£11,390
MEP	£2,180

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	2	£355.00 [£296.00]
C152	6	£161.00 [£126.00]
C172P	1	from £179.00 [£143.00]
C172S	2	£203.00 [£167.00]
C172S G1000	2	£214.00 [£179.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	£94.00 [£70.50]
IR & CPL		£146.88

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

PROFESSIONAL WHERE TO FLY guide

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Southend Flying Club

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



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	1	o/r
PA28	4	o/r
PA28R	1	o/r
PA34	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Specialist Aviation Services

Gloucestershire Airport, Staverton, Cheltenham
Gloucestershire GL51 6SS England
Airfield: Gloucestershire Airport
Tel: 01452 857900
Fax: 01452 858902
E-mail: specialist@specialist-aviation.com
Web : www.specialist-aviation.co.uk



COMPLETE COURSES

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

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Helicopter	1	o/r [o/r]

St George Flight Training

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



COMPLETE COURSES

Course	Cost
ATPL(A) Modular	£24,174
FCL FI(A)	£6,300
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r

FLYING COURSES

Course	Cost
CPL(A)	£5,400

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	£152.00 [£128.00]
PA28R	1	£260.00 [£220.00]
PA38	3	£138.00 [£112.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	5	4
Flight Examiners	3	
FI Instructors	2	
FI Examiners	1	

WHAT THEY SAY

Established in 1993, St George Flight Training Ltd offers quality training at a realistic prices - High first time pass rates in all disciplines. Our three senior instructors have over 35,000 instructing hours between them both military and civilian - this is your guarantee that you are training with the right company here in Northeast England.

St George Flight Training

Newcastle International Airport
Samson GA Centre
Newcastle Upon Tyne
NE13 8BT
England
Airfield: Durham Tees Valley
Tel: 0191 286 7881
Fax: 0191 286 7881
E-mail: info@stgeorgeflighttraining.co.uk
Web : www.stgeorgeflighttraining.co.uk



COMPLETE COURSES

Course	Cost
ATPL(A) Modular	£24,174
FCL FI(A)	£6,300
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r

FLYING COURSES

Course	Cost
CPL(A)	£5,400

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	£152.00 [£128.00]
PA28R	1	£260.00 [£220.00]
PA38	3	£138.00 [£112.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	5	4
Flight Examiners	3	
FI Instructors	2	
FI Examiners	1	

WHAT THEY SAY

Established in 1993, St George Flight Training Ltd offers quality training at a realistic prices - High first time pass rates in all disciplines. Our three senior instructors have over 35,000 instructing hours between them both military and civilian - this is your guarantee that you are training with the right company here in Northeast England.

Stapleford Flight Centre

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,495
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Aerobatics Instruction	o/r

FLYING COURSES

Course	Cost
CPL(A)	£4,970
IR(MEP)	£11,125
MEP	£2,030

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	18	£148.00 [£98.00]
C172	1	£158.00 [£115.00]
DA40	1	£185.00 [£150.00]
DA42	2	£350.00 [n/a]
PA18	1	£148.00 [£117.00]
PA28	6	£168.00 [£137.00]
PA28R	3	£183.00 [£155.00]
Slingsby T67	1	£211.00 [£180.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	2	from £114.00 [n/a]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Sterling Helicopters

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS355	2	o/r [o/r]
Bell 206	2	o/r [o/r]
EC BK117	2	o/r [o/r]
Hughes 269 (300)	1	o/r [o/r]
MBB Bo105	2	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

Sussex Flight Centre

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	1	£358.00
PA28	1	£194.00

T G Aviation

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	£33,627

FLYING COURSES

Course	Cost
CPL(A)	£5,450

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Boeing Stearman	1	£290.00
C152	3	£145.00 [£130.00]
PA28	3	£157.00 [£142.00]
PA28R	1	£185.00 [£173.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	3	10
Flight Examiners	3	

WHAT THEY SAY

Professional training with a personal touch carried out 1 to 1 from our fantastic facilities at Manston

Tayflite Ltd

Unit 3, Perth Airport
Scone
Perthshire
PH2 6PL
Scotland
Airfield: Perth
Tel: 01738 550003
Fax: 01738 553542
Web : www.tayflite.co.uk



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28R	1	o/r [n/a]
PA34	2	o/r [n/a]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	o/r [n/a]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	4	
Synthetic Instructors		1
Flight Examiners	1	
FI Instructors	1	

WHAT THEY SAY

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

Tayside Aviation Ltd

Dundee Airport
Riverside Drive
Dundee
Tayside
DD2 1UH
Scotland
Airfield: Dundee Airport
Tel: 01382 644372
Fax: 01382 644531
E-mail: enquiries@taysideaviation.co.uk
Web : www.taysideaviation.co.uk



COMPLETE COURSES

Course	Cost
CPL(A) Modular	£5,250
CPL/IR(A) Modular	£16,250
FCL FI(A)	o/r

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
MCC	£1,995

FLYING COURSES

Course	Cost
CPL(A)	£5,250
IR(MEP)	£11,500
MEP	£1,985

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	3	£156
C172	2	£165
Grob Heron	5	£177
PA28	4	£165
PA28R	1	£222
PA34	1	£351

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£120

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	12	4
Flight Examiners	3	
FI Instructors	1	

WHAT THEY SAY

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

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www.afeonline.com

PROFESSIONAL WHERE TO FLY guide

The FTN Professional Where To Fly Guide is intended to be a guide to the courses and facilities on offer for theoretical and flight training for the JAA (JAR-FCL) range of PROFESSIONAL pilot licences.

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

The alphabetical listing that forms the bulk of this guide gives detailed information for each organisation. All users of this guide should be aware that nothing contained in this Where To Fly Guide forms a binding offer or commitment to offer any course or facility at a particular price or at all. Prices can, and

do, vary; courses can be withdrawn or added; facilities and aircraft also change.

Whilst we have taken care in publishing this information, we do so in good faith and we are not responsible for any loss suffered in relation to this data. Please refer directly to the organisation concerned for current information before making any financial commitment. The listing of an organisation does not imply any endorsement by FTN or any related company.

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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.



FREE SHOW GUIDE FOR EVERY VISITOR

- How to prepare for an interview with the airlines
- **What to consider before you start your training**
- Student and pilot selection
- **Have you got what it takes?**
- What are the costs?
- **Is now a good time to train?**
- Fantastic seminar programme featuring:



Entrance fee on the day £10 per person.
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www.flyer.co.uk/exhibitions or call the
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www.flyer.co.uk/exhibitions



Pilot Aptitude Testing....

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

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

For further information contact:

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

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

PROFESSIONAL WHERE TO FLY guide

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AFE
 www.afeonline.com

Advanced Flight Training

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	o/r

Aeromega (Cambridge Helicopters)

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

COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	6	£276.13 [£205.63]
R44	3	£452.38 [£411.25]
EC120	1	Charter only £600/hr

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	5	0

Aeros Flight Training

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(A)	£4,650
IR(SEP)	£9,150
IR(MEP)	£11,925
MEP	£1,950

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	10	£135.00 [£120.00]
PA28R	1	£210.00 [£170.00]
PA34	3	£340.00 [£295.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£150.00 [n/a]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	10	5
FIC Instructors	2	

WHAT THEY SAY

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

Airways Flight Training (Exeter) Ltd

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



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	4	o/r [o/r]
PA28	1	o/r [o/r]
PA28R	2	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	o/r [o/r]
FNPTI	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

What they say

A small friendly commercial flying school. One to one instruction from military and airline background instructors

Airways Flying Club

Wycombe Air Park, Booker, Marlow
Buckinghamshire SL7 3DP England
Airfield: Wycombe Air Park
Tel: 01494 529262
Fax: 01494 461237
Web : www.airwaysflyingclub.co.uk



FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
DCH-1	1	£193.80
PA23	1	o/r [o/r]
PA28-161	7	£176.40 [£141.00]
PA28-236	1	£202.80 [£167.40]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	4	7

Alan Mann Helicopters Ltd

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



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Agusta 109	3	o/r [o/r]
Bell 47	1	o/r [o/r]
Bell 206	3	o/r [o/r]
Bell 407	1	o/r [o/r]
R44	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Algarve Airports Centre

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



COMPLETE COURSES

Course	Cost
AFI Rating Aeroplane (Land), Microlights	£3,500

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
X-Air	2	£100
Pegasus Quantum	2	£100
Alphi Pioneer 200	1	£117.50

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Andrewsfield

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	o/r

FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	5	£116.00 [£101.50]
PA28	2	from £126.50 [£116.50]
PA28R	1	£161.00
C172R	1	£133.00 [£123.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
FIC Instructors	9	
FI Examiners	2	

WHAT THEY SAY

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

Atlantic Flight Training (AFT)

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	€59,999
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

THEORETICAL KNOWLEDGE COURSES

Course	Cost
ATPL(A)	€3,700

FLYING COURSES

Course	Cost
CPL(A)	from €8,050
CPL/MEP(A)	from €10,810
IR(SEP)	from €11,500
IR(MEP)	€3,237.13
MEP	€from 2,760

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	4	€184
Grob 115	1	€170
PA34	1	€450

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	19	8
Flight Examiners	2	
FIC Instructors	9	
FI Examiners	2	

WHAT THEY SAY

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

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Plymouth Flying School

Plymouth City Airport, Crownhill
Plymouth PL6 8BW
England
Airfield: Plymouth
Tel: 01752 773335
Fax: 01752 773340
E-mail: fly@plymouthflyingsschool.co.uk
Web: www.plymouthflyingsschool.co.uk



FLYING COURSES

Course	Cost
CPL(A)	o/r

Polar Helicopters

Hangar 10, Spitfire Way
Manston International Airport
Ramsgate
Kent
CT12 5FF
England
Airfield: Manston
Tel: 01843 823067
E-mail: info@polarhelicopters.com
Web: www.polarhelicopters.co.uk



COMPLETE COURSES

Course	Cost
CPL(H) Modular	o/r

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22		£235 [£175]
R44		£379 [£319]
Bell 206		o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

Open 7 days a week, we can offer our customers the flexibility they need and can tailor each course to suit the individual. With unrivalled facilities at our base at T.G. Aviation, we offer extremely competitive rates for both training and self fly hire.

Pooleys Flying Instructor School

4 Highdown House
Shoreham Airport
Shoreham-By-Sea
West Sussex
BN43 5FF
England
Airfield: Shoreham Airport
Tel: 01273 467277/07973 226559
Fax: 01273 455777
E-mail: dorothy@pooleysfis.com
Web: www.theflyinginstructor.com



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL/MEP(A)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	£195.00 [£135.00]
C152	2	£182.00 [£110.00]
DA40	4	o/r
BE76	1	o/r
DA42	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Premier Helicopters Ltd

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



COMPLETE COURSES

Course	Cost
Helicopter Type Rating Course	o/r

FLYING COURSES

Course	Cost
IR(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	1	o/r [o/r]
EC130	2	o/r [o/r]
AS350	1	o/r [o/r]
Agusta 109	1	o/r [o/r]
AS355	2	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Fly-It	1	o/r [o/r]

Professional Air Training Ltd

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



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE24	1	o/r [o/r]
BE76	3	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	o/r [o/r]
FNPTII	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Redhill Aviation

Main Block, Redhill Aerodrome, Kings Mill Lane, Redhill
Surrey RH1 5JY England
Airfield: Redhill
Tel: 01737 822959
Fax: 01737 822163
E-mail: RedhillAviation@aol.com
Web: www.redhillaviation.co.uk



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,150
FI(A) Night Instruction	£250
FI(A) Applied Instrument Instruction	£1,075
FI(A) Aerobatics Instruction	£1,025
FI(A) Single Pilot Multi-Engine Privileges	£2,225

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
IR(A)	o/r

FLYING COURSES

Course	Cost
CPL(A)	£4,550
IR(SEP)	£7,925
IR(MEP)	£11,325
MEP	£2,070

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£125.00 [n/a]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Retford Flight Instructor School

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,250
FI(A) Night Instruction	£250
FI(A) Applied Instrument Instruction	£1,950

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	1	£127.50 [£110.00]
Socata TB10	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

For five years, we operated our dedicated Flight Instructor School at East Midlands Airport. During that time, thirty nine instructors have been trained and all passed their CAA test on first attempt. Following relocation to Gamston Airport a year ago, a further three instructors have been successfully trained. All training is on a one to one basis with our FIC instructor, Alan Cooper who has 8,000 hours instructing time.

Shadow Aviation Limited

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



COMPLETE COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
CFM Shadow	3	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

One to one tuition on school or own aircraft.

Sky Leisure Aviation (Redhill Aviation)

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,150
FI(A) Night Instruction	£250
FI(A) Applied Instrument Instruction	£1,075
FI(A) Aerobatics Instruction	£1,025
FI(A) Single Pilot Multi-Engine Privileges	£2,225

FLYING COURSES

Course	Cost
CPL(A)	£4,550
IR(SEP)	£7,925
IR(MEP)	£11,325
MEP	£2,070

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£125.00 [n/a]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Sloane Helicopters

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



COMPLETE COURSES

Course	Cost
FCL FI(H)	£11,955
Helicopter Type Rating Instruction Course	o/r

FLYING COURSES

Course	Cost
CPL(H)	£10,760

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Agusta 109	4	n/a
Bell 206	1	£580.00
R22	5	£213.26
R44	2	£394.21

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	3	5

Ravenair

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£5,240
FI(A) Night Instruction	o/r
FI(A) Applied Instrument Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	2	£130.00 [£116.00]
PA23	4	£365.00 [£322.00]
PA28	2	£130.00 [£116.00]
PA34	2	£335.00 [£291.00]
PA38	12	£112.00 [£95.00]
PN68	4	£302.00 [£265.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Aerosoft 200	1	o/r [o/r]
ATC710	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

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www.afeonline.com

Oxford Aviation Academy

Oxford Airport
Kidlington
Oxford
Oxfordshire
OX5 1QX
England

Airfield: London - Oxford
Goodyear & Melbourne
Tel: 01865 841234
Fax: 01865 378797
E-mail: enquiries@oaa.com
Web: www.oaa.com



Oxford

aviation academy

COMPLETE COURSES

Course	Cost
ATPL(A) Integrated	£66,000
FCL FI(A)	£7,500
MCC Instructor	o/r

THEORETICAL KNOWLEDGE COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	31	£235 [£105]
PA34	22	£485
TB20	2	£265 [£135]
Zlin 242L	2	£265
C172/182	41	o/r [o/r]
PA44	5	o/r [o/r]
King Air C90	1	o/r [o/r]
Bellanca Decathlon	4	o/r [o/r]
Pitts Special	1	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
B737-400	2	£295
CRJ-200	1	£295
PA28 FNPTII	5	£145
PA34 FNPTII	6	£265
C172 FNPTII	1	o/r [o/r]
Type Rating Simulators	37	o/r [o/r]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	27 (OXF)	43 (GDYR)
25(MEL)	6	
Theoretical Knowledge Instructors	16	2
Synthetic Instructors	0	20
Flight Examiners	8	
FIC Instructors	4	
FI Examiners	2	

What they say

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

Pilot Training College of Ireland Ltd (PTC)

1 Airside
Boeing Avenue
Airport Business Park
Killowen
Co Waterford
ROI

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	from €5,250
CPL/IR(A) Modular	from €13,590 to €17,325
ATPL(A) Modular	from €65,000
ATPL(A) Integrated	€79,500
FCL FI(A)	€9,000

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A)	€40 to €60/hr
ATPL(A)	€4,400 [€2,800]
IR(A)	€40 to €60/hr

FLYING COURSES

Course	Cost
CPL(A)	from €10,350
CPL/MEP(A)	from €13,590 to €17,235
IR(SEP)	from €13,470
IR(MEP)	€16,575
MEP	from €3,360

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	1	€210
Robin	3	€210
PA44	5	€485
PA28-201RT	1	€273
PA28	1	€210
DR400	1	€200

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII PA44	1	€250

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	7	
Theoretical Knowledge Instructors	2	
Synthetic Instructors	7	
Flight Examiners		2
FIC Instructors		2

What they say

The Pilot Training College is one of Europe's leading JAA registered and certified Flight Training Organisations with 3 training centres based in Waterford (Ireland), Dublin (Ireland) and Melbourne (Florida, USA). The Pilot Training College attracts students from over 32 countries worldwide and trains up to 200 pilots each year. Our consistent delivery of the highest quality training means our graduates are sought after by the industry's premier airlines. We continually strive to maintain our high standard of professionalism in centres of aviation excellence.

Oxford Aviation Academy (Goodyear)

1658 S. Litchfield Road
Building 104, Suite 2
Goodyear
Arizona
85338
USA

Airfield: Goodyear
Tel: +1 623 925 2090
Fax: +1 623 882 3456
E-mail: enquiries@oaa.com
Web: www.oaa.com



Oxford

aviation academy

COMPLETE COURSES

Course	Cost
CPL/IR(A) Modular	£28,500
ATPL(A) Integrated	£66,000
FCL FI(A)	o/r
MCC Instructor	o/r

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
JOC	£2,195
MCC	£2,995
MCC/JOC	£4,395

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	33	£235 [£105]
PA34	22	£485
TB20	2	£265 [£135]
Zlin 242L	2	£265
C172/182	41	o/r [o/r]
PA44	5	o/r [o/r]
King Air C90	1	o/r [o/r]
Bellanca Decathlon	4	o/r [o/r]
Pitts Special	1	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
B737-400	2	o/r [o/r]
FNPTI	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	43	6
Theoretical Knowledge Instructors	16	2
Synthetic Instructors	8	1

What they say

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

Pilot Training College

Florida Training Centre
801 Harry Goode Way
Melbourne Airport
Florida 32901
USA

Airfield: Melbourne International Airport
Tel: 00 1 772 770 0065
Fax: 00 1 772 770 0455
E-mail: info@pilottrainingcollege.com
Web: www.pilottrainingcollege.com



COMPLETE COURSES

Course	Cost
CPL(A) Modular	from €5,250
CPL/IR(A) Modular	from €13,590 to €17,325
ATPL(A) Modular	from €65,000
ATPL(A) Integrated	€79,500
FCL FI(A)	€9,000

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A)	€40 to €60/hr
ATPL(A)	€4,400 [€2,800]
IR(A)	€40 to €60/hr

FLYING COURSES

Course	Cost
CPL(A)	from €10,350
CPL/MEP(A)	from €13,590 to €17,235
IR(SEP)	from €13,470
IR(MEP)	€16,575
MEP	from €3,360

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	2	€210
PA44	4	€485
PA28-R	3	€273
PA28A	12	€210

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Frasca	2	o/r
Fidelity Motus	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	6	2
Theoretical Knowledge Instructors	3	10

What they say

The Pilot Training College is one of Europe's leading JAA registered and certified Flight Training Organisations with 3 training centres based in Waterford (Ireland), Dublin (Ireland) and Melbourne (Florida, USA). The Pilot Training College attracts students from over 32 countries worldwide and trains up to 200 pilots each year. Our consistent delivery of the highest quality training means our graduates are sought after by the industry's premier airlines. We continually strive to maintain our high standard of professionalism in centres of aviation excellence.



PROFESSIONAL WHERE TO FLY guide

Atlantic Flight Training Ltd

Ayla House, Coventry Airport
West Midlands CV8 3AZ
England
Airfield: Coventry
Tel: 0845 4500530
Fax: 0845 4500531
E-mail: enquiries@flyaft.com
Web: www.flyaft.com



COMPLETE COURSES

Course	Cost
CPL(A) Modular	£10,400 approx
CPL/IR(A) Modular	£26,000 approx
ATPL(A) Modular	£70,000 approx
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r
MCC Instructor	o/r

THEORETICAL KNOWLEDGE COURSES

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

FLYING COURSES

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	£8,125.13
IR(SEP)	o/r
IR(MEP)	£15,833.13
MEP	£3,237.13

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	3	£172.50
DA40	3	£241.50
DA42	3	£379.50
PA28R	1	£299.00
PA44	1	£419.75

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	Seminole £172.50
FNPTII	2	DA42 £184.00
FNPTII MCC	1	CRJ £316.25

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

AV8 Helicopters Ltd

The Heliport, Rochester Airport
Maidstone Road
Chatham, Kent ME5 9SD England
Airfield: Rochester Airport
Tel: 01634 672288
Fax: 01634 672299
E-mail: info@av8helicopters.co.uk
Web: www.av8helicopters.co.uk



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS355	1	o/r
Bell 206	1	£435.00
Bell 206L	1	o/r
EC120	2	o/r
R22	1	£255.00
R44	1	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Heli-Simsation	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Biggin Hill School of Flying (Cabair)

Biggin Hill Airport, Biggin Hill
Kent TN16 3BN
England
Airfield: Biggin Hill
Tel: 01959 573583
Fax: 01959 570770
E-mail: bigginhill@cabair.com
Web: www.cabairflyingschools.com



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,630
FI(A) Night Instruction	£411.25
FI(A) Applied Instrument Instruction	£998.75
FI(A) Single Pilot	
Multi-Engine Privileges	£2,232.50

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
IR(A)	o/r

FLYING COURSES

Course	Cost
IR(SEP)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	7	£188.00 [£129.25]
AA5-A	2	£188.00 [£129.25]
AA5-B	1	£217.38 [£158.63]
C152	2	£170.38 [£111.63]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	5	4
Flight Examiners	1	2
FIC Instructors		1
FI Examiners	1	

What they say

Cabair have been training pilots for over forty years. We have nine PPL schools in the UK and several commercial training schools/affiliates in the UK, Spain and Florida. We have an extensive fleet of aircraft and simulators, which includes a range of glass cockpit diamond single and twin engine aircraft. Here at Biggin Hill we specialise in Flight Instructor training. Visit www.cabair.com/instructor to download a brochure.

Aviation South West

Aileron House, Clyst Honiton
Exeter, Devon EX5 3BD
England
Airfield: Exeter
Tel: 01392 447887
Fax: 01392 447886
E-mail: info@egte.com
Web: www.egte.com



COMPLETE COURSES

Course	Cost
CPL(A) Modular	£4,750
CPL/IR(A) Modular	£16,250
FCL FI(A)	£5,995
FI(A) Night Instruction	£225
FI(A) Applied Instrument Instruction	£1,395
FI(A) Single Pilot Multi-Engine Privileges	£1,795

FLYING COURSES

Course	Cost
CPL(A)	£4,750
CPL/MEP(A)	£5,999
IR(SEP)	from £9,550
IR(MEP)	from £11,500
MEP	£1,995

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	2	£336.50 [£299.00]
C150/152	2	£150.50 [£123.00]
PA28	3	£177.50 [£150.00]
PA28R	2	£192.50 [£165.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII BE76/P28R	1	£175.00 [n/a]
FNPTII BE76	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Billins Air Services Ltd

Building 187, Cranfield Airport, Cranfield
Bedfordshire MK43 0AL England
Airfield: Cranfield
Tel: 01234 751400
Fax: 01234 750500
E-mail: ops@billinsair.freeserve.co.uk
Web: www.billinsair.freeserve.co.uk



FLYING COURSES

Course	Cost
IR(SEP)	o/r
IR(MEP)	£13,450
MEP	£2,150

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	3	£140.00 [£115.00]
C172	1	£155.00 [£135.00]
PA34	1	£360.00 [£295.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Elite	1	Free solo use

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	2	4

WHAT THEY SAY

Our 50 hour ME/IR course is conducted all on the Seneca II twin. 50 hours twin time for £13,450 inclusive. Combine this with free use of our simulator and one to one instruction with our experienced ME instructor (20 years plus/ex airline captain and you can understand why we achieve an above average first time pass rate.

Bond Air Services Limited

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



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

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

FLYING COURSES

Course	Cost
IR(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
EC135 T2	17	o/r
Eurocopter B0105 series	7	o/r

Blackbushe Aviation

Blackbushe Airport, Nr Camberley
Surrey GU17 9LB
England
Airfield: Blackbushe Airport
Tel: 01252 877727
Fax: 01252 877707
E-mail: info@blackbusheaviation.com
Web: www.blackbusheaviation.com



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,150
FI(A) Night Instruction	£250
FI(A) Applied Instrument Instruction	£1,075
FI(A) Aerobatics Instruction	£1,025
FI(A) Single Pilot Multi-Engine Privileges	£2,225

FLYING COURSES

Course	Cost
CPL(A)	£4,550
IR(SEP)	£7,925
IR(MEP)	£11,325
MEP	£2,070

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	3	£135.00 [£103.50]
PA28	2	£162.00 [£134.00]
PA28R	1	£195.00 [£153.00]
PA34	1	£355.00 [£295.00]
PA38	2	£135.00 [£99.00]
PA31	1	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£125.00 [n/a]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Blue Star Helicopters

Ballygarey, Old Kinsal Road
Cork Airport, Cork ROI
Airfield: Cork Airport West
Tel: +353 21 488 8056
E-mail: info@helicopters.ie
Web: www.helicopters.ie



COMPLETE COURSES

Course	Cost
Helicopter Type Rating Course	o/r

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	4	£440[o/r]
R44	2	£750[o/r]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

A great place to train with lots of happy students.

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
EC135 T2	1	o/r [o/r]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

Bond continues to invest in developing an advanced training establishment with an EC135 Level III FTD at its core. These facilities are supported by an experienced team of TRIs and TREs. We offer Initial Type and Instrument Ratings along with Type Rating Examiner, Visual and Instrument Privileges and Type Rating Instructor courses on the B0105 and EC135, as well as licence proficiency checks and EC135 emergency procedures courses. We believe we offer the complete training experience and will help you to achieve your flying potential.

PROFESSIONAL WHERE TO FLY guide

SPONSORED BY

AfE
www.afeonline.com

Bournemouth Commercial Flight Training Centre

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

Airfield: Bournemouth
Tel: 01202 599888
Fax: 01202 599119
E-mail: info@bcft.org.uk
Web: www.bcft.org.uk



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	3	o/r
C172	1	o/r
PA28	4	o/r
PA28R	2	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	o/r
FNPTII	1	o/r
Frasca 141	1	o/r
Alsim AL200	1	o/r

INSTRUCTORS & EXAMINERS

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

What they say

The BCFT Jetline Course – the fast track to success

Bonus Aviation

Cranfield Aerodrome, Cranfield, Bedfordshire MK43 0AL
England

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



COMPLETE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	3	£115.00 [£98.00]
PA28	3	£157.00 [£140.00]
PA28R	2	£244.50 [£169.50]
PA38	5	£123.50 [£106.50]
PA44	2	£368.00 [£293.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	£75

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

Call Jo or Rob for course details and costs.

Bristol Ground School Ltd

Lower New Road, Cheddar, Somerset BS27 3DY England

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



THEORETICAL KNOWLEDGE COURSES

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

Bristow Academy

Hangar SE7, Gloucestershire Airport
Cheltenham, Gloucestershire GL51 6SR
England

Airfield: Gloucestershire Airport
Tel: 01452 716866
Fax: 01452 717861
E-mail: mark.dennis@bristowgroup.com
Web: www.bristowacademy.co.uk



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
LOFT	o/r

FLYING COURSES

Course	Cost
IR(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS355	3	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
AS350/355	2	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Bristol Aviation

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

Airfield: Bristol International Airport
Tel: 01275 476576
Fax: 01275 475254
E-mail: steve.moore@bristol-aviation.net
Web: www.bristol-aviation.net



Bristol Aviation

COMPLETE COURSES

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	o/r
FI(A) Night Instruction	£1,020

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	o/r
PA28R	2	o/r
PA34	5	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	2	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	5	3
Flight Examiners	3	

What they say

Bristol Aviation has long been established as one of the country's foremost pilot training organisations. With roots going back 25 years at Bristol International Airport, we developed from private pilot training into today's organisation which specialises in providing professional pilots for airlines.

Bristow Academy Inc

Space Coast Regional Airport
365 Golden Knights Boulevard
Titusville, Florida, 32780 USA

Airfield: Space Coast Regional Airport
Tel: 001 321 385 2919
Fax: 001 321 267 1061
E-mail: info@heli.com
Web: www.heli.com/helicopter-training-school



COMPLETE COURSES

Course	Cost
CPL(H) Integrated	\$51,876.00
FCL FI(H)	\$13,385

FLYING COURSES

Course	Cost
CPL(H)	\$10,270.00

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
300CB/Cbi		\$280

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
AS350/355	2	o/r

INSTRUCTORS & EXAMINERS

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

Cabair Integrated Cabair College of Air Training

See highlighted entry overleaf

Cabair Modular European Pilot Training Academy

See highlighted entry overleaf

CHC Scotia Ltd

Howemoss Drive
Kirkhill Industrial Estate
Dyce
Aberdeen
Aberdeenshire
AB21 0GL
Scotland

Airfield: Aberdeen
Tel: 01224 846161
Fax: 01224 846055
Web: www.chc.ca



THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CRM	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS332	1	o/r [o/r]
AS365	1	o/r [o/r]
Sikorsky	1	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Helicopter	1	o/r [o/r]

Caledonian Advanced Pilot Training

Wycombe Air Park
Marlow
SL7 3DP
England

Airfield: Wycombe
Tel: 01292 310968 07870 295932
Fax: 01292 439253
E-mail: sales@electrocution.com
Website: www.captonline.com



CAPT

THEORETICAL KNOWLEDGE COURSES

Course	Cost [Distance Learning]
CPL(H)	1495
ATPL(H)	2250
IR(H)	795
ATPL(A)	2250 (coming soon)

What they say

"Your notes are absolutely fantastic. I really like your way to explain things in the easiest way and I also like your examples in the text. I read your notes with pleasure and I am so happy that I don't have to use these stupid xxxxxx books...."

Peter Z

"Thank you for all your help. Your notes and support were of top quality and I would recommend you to anyone who wants to convert."

Mike L

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PROFESSIONAL WHERE TO FLY guide

London Metropolitan University

Centre for Civil Aviation, 100 Minories
 London EC3N 1JY England
 Tel: 020 7320 1757
 Fax: 020 7320 1759
 E-mail: aviation@londonmet.ac.uk
 Web : www.londonmet.ac.uk/ca



COMPLETE COURSES

Course	Cost
MCC Instructor	o/r

THEORETICAL KNOWLEDGE COURSES

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

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
KingAir Beech	1	£85.00 [n/a]

INSTRUCTORS & EXAMINERS

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

Multiflight Ltd

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



COMPLETE COURSES

Course	Cost
ATPL(A) Modular	£37,950
FCL FI(A)	£6,930
FI(A) Applied Instrument Instruction	£1,442
FI(A) Single Pilot Multi-Engine Privileges	£2,213
MCC Instructor	o/r
CPL(H) Modular	£11,310
Helicopter Type Rating Course	o/r

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
MCC	£2,409

FLYING COURSES

Course	Cost
CPL/MEP(A)	£6,984
IR(MEP)	£12,995
MEP	£2,178

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	3	£397.00 [n/a]
C150/152	1	£134.00 [£105.00]
C172	1	£158.00 [£144.00]
PA28	2	£158.00 [£144.00]
R22	1	£291.00 [£220.00]
R44	1	£470.00 [£391.00]
Robin 200	5	£141.00 [£118.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	£170.00 [n/a]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Naples Air Center

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	\$5,997

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A) Modular	\$5,997

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	9	\$125.00 [\$85.00]
C172	8	\$155.00 [\$115.00]
PA28	3	\$135.00 [\$95.00]
PA28R	2	\$175.00 [\$135.00]
PA44	1	\$239.00 [\$199.00]
PA31	1	\$540.00 [\$500.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	16	0

National Flight Centre

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	o/r
CPL/IR(A) Modular	o/r
ATPL(A) Modular	o/r
54,995euros	
FCL FI(A)	o/r
FI(A) Night Instruction	o/r
FI(A) Single Pilot Multi-Engine Privileges	o/r
FI(A) Seaplanes Single Engine	o/r

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A)	o/r
ATPL(A)	o/r
IR(A)	o/r
CPL(H)	o/r
ATPL(H)	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	2	€440 [€390]
C150/152	8	€175 [€140]
C172	5	€197 [€140]
C206 amphibian	1	€440
PA18	2	€197 [€160]
C172RG	1	€235

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII (BE76)	1	€150

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	20	15
Theoretical Knowledge Instructors	12	8
Synthetic Instructors	6	4
Type Rating Instructors	1	1
Type Rating Examiners	1	1
Flight Examiners	4	
FI Examiners	2	
FI Examiners	1	

WHAT THEY SAY

Located outside Dublin City. The National Flight Centre is Ireland's premier flight school. Our student prices are student oriented and our training is Airline oriented. With many students and instructors working for major European and International Airlines we are highly regarded as being 1st class in our field. We know how it is done. ATPL courses commence approximately every 3 months.

Northumbria Helicopters Ltd

Southside Aviation
 Newcastle International Airport
 Woolsington
 Newcastle Upon Tyne
 Tyne & Wear
 NE13 8BT
 England
 Airfield: Newcastle
 Tel: 0191 286 6999
 Fax: 0191 286 1363
 E-mail: admin@northumbria-helicopters.co.uk
 Web : www.northumbria-helicopters.co.uk



FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	1	£270.25 [£211.50]
R44	1	£434.75 [£376.00]

INSTRUCTORS & EXAMINERS

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

On-Track Aviation Limited

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£7,300
FI(A) Night Instruction	£380
FI(A) Applied Instrument Instruction	£1,500
FI(A) Aerobatics Instruction	£1,805
FI(A) Single Pilot Multi-Engine	
Privileges	£2,900
FI(A) Seaplanes Single Engine	£3,900

FLYING COURSES

Course	Cost
CPL(A)	£6,650
CPL/MEP(A)	£10,010

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	6	o/r [o/r]
C172	1	o/r [o/r]
Husky A1 Amphibian	1	o/r [o/r]
Maule 235 Amphibian	1	o/r [o/r]
PA28	7	o/r [o/r]
PA28R	2	o/r [o/r]
PA34	4	o/r [o/r]
Robin 200	4	o/r [o/r]
Robin 2160i	1	o/r [o/r]
Chipmunk	1	o/r [o/r]
Super Cub Floatplane	1	o/r [o/r]
Cessna 172 Amphibian	1	o/r [o/r]
PA38	1	o/r [o/r]

Orlando Flight Training

Kissimmee Airport
 301 North Dyer Boulevard
 Kissimmee
 Florida
 34741
 USA
 Airfield: Kissimmee
 Tel: 001 407 518 7766
 Fax: 001 407 518 7959
 E-mail: info@flyoft.com
 Web : www.flyoft.com
 Skype: OrlandoFlightTraining



COMPLETE COURSES

Course	Cost
CPL(A) Modular	\$9,355
ATPL(A) Modular	\$39,990

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
ATPL(A)	\$5,990
IR(A)	o/r

FLYING COURSES

Course	Cost
CPL(A)	\$7,825
CPL/MEP(A)	\$9,355
MEP	\$2,985

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	5	\$90.00[\$149.00]
C172	10	\$129.00[\$188.00]
PA28	18	\$119.00[\$178.00]
PA44	2	\$219.00[\$278.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
AATD-Analog	1	[\$119]
AATD-Glass	1	[\$119]
AATD-737NG	1	[\$219]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	15	5
Theoretical Knowledge Instructors	5	
Flight Examiners	3	

Oxford Aviation Academy

See highlighted entry on next page

Oxford Aviation Academy (Goodyear)

See highlighted entry on next page

PDG Helicopters

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



COMPLETE COURSES

Course	Cost
FCL FI(H)	o/r

Pegasus Flight Training (Scotland)

No.2 Hangar, Balado Airfield
 Kinross KY13 0NW
 Scotland



COMPLETE COURSES

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

The Pilot Centre

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	£6,000
FI(A) Night Instruction	£200
FI(A) Applied Instrument Instruction	£1,000

WHAT THEY SAY

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

PROFESSIONAL WHERE TO FLY guide

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 www.afeonline.com

Helicentre Aviation Ltd

Anson House, Coventry Airport West, Baginton Village
 Coventry, West Midlands CV8 3AZ England
 Airfield: West Midlands International Airport
 Tel: 02476 511615
 E-mail: info@flyheli.co.uk
 Web: www.flyheli.co.uk



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	2	o/r [o/r]
EC120	1	o/r [o/r]
R22	4	o/r [o/r]
R44	1	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Helicentre Liverpool Ltd

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS350	1	£699.13 [£626.28]
Bell 206	1	£534.63 [£446.50]
Hughes 269 (300)	3	£285.53 [£220.90]
R22	3	£262.03 [£197.40]
R44	2	£419.48 [£372.48]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	4	3
Theoretical Knowledge Instructors	4	1

WHAT THEY SAY

Helicentre Liverpool Ltd is one of the UK's leading helicopter training schools, based at Liverpool Airport. We operate a modern fleet of helicopters, maintained to a high standard. All prices at Helicentre Liverpool Ltd are competitive for training, self fly hire and conversions.

Helicopter Services Ltd

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



COMPLETE COURSES

Course	Cost
CPL(H) Modular	£11,000
FCL FI(H)	£10500
FI(H) Instrument Instruction	o/r
Helicopter Type Rating Instruction Course	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Agusta 109	1	o/r [o/r]
AS355	4	£950.00
Bell 206	1	£599.25 [n/a]
R22	5	£252.63 [£193.88]
R44	1	£428.88 [£376.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
Helicopter	1	£250

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Heliflight UK Ltd

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	£270.25/hr

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	6	£258.00 [£188.00]
R44	5	£434.75 [£376.00]
Bell 206	4	£446.25 [£528.25]
HS500	1	£587.50 [£528.75]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

Private, commercial and instructor flight training and associated ratings in a relaxed, friendly atmosphere.

JD Aviation

Hangar 4
 Business Aviation Centre
 Liverpool John Lennon Airport
 L24 5GA
 England
 Airfield: Liverpool
 Tel: 0151 448 0807/07801 145644
 Fax: 0151 448 0807
 E-mail: info@jd-aviation.co.uk
 Web: www.jd-aviation.co.uk



FLYING COURSES

Course	Cost
CPL(A)	£5,100
CPL/MEP(A)	£7,200
IR(SEP)	o/r
IR(MEP)	£12,100
MEP	£2,200

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	o/r [o/r]
PA28R	1	o/r [o/r]
PA34	2	o/r [o/r]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	2	3
Flight Examiners	1	

What they say

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

HJS Helicopters

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Aerospatiale SA341	1	o/r [o/r]
Bell 206	1	£575.00 [£575.00]
EC120	1	o/r [o/r]
R22	4	£230.00 [£195.00]
R44	1	£385.00 [£345.00]

INSTRUCTORS & EXAMINERS

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

Kingsfield Helicopter Ltd

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



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CRM	£58.75/hour
CPL(H)	£1,495
ATPL(H)	£2,250

FLYING COURSES

Course	Cost
CPL(H)	£270.25/hour

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	3	£261.05 [£227.00]
R44	2	£471.50 [£410.00]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

Kingsfield Helicopters now offers a complete range of helicopter training services from their bases at Perth and Fife Airports. Providing instruction from PPL level upwards, we offer a full range of tailored training courses for private and commercial pilots alike. We are all committed instructors whose sole aim is to improve the standards of all those we fly with.

Leicestershire Aero Club Ltd

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	o/r

FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	5	£100.00 [£80.00]
PA28	3	£114.00 [£94.00]

INSTRUCTORS & EXAMINERS

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

London Helicopter Centres

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS350	2	£750.00 [n/a]
AS355	1	£975.00 [n/a]
EC120	2	£600.00 [n/a]
R22	4	£240.00 [£155.00]
R44	2	£400.00 [£330.00]

INSTRUCTORS & EXAMINERS

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

Highmark Aviation Ltd/Sandtoft Helicopters Ltd

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



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	2	£557.75 [£485.00]
R22	4	£253.00 [£220.00]
R44	2	£425.50 [£370.00]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

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 www.afeonline.com

PROFESSIONAL WHERE TO FLY guide

Cabair Integrated Cabair College of Air Training

Building 33, Red Zone
Bournemouth International Airport
Christchurch, Bournemouth
Dorset BH23 6ED
England
Airfield: Bournemouth
Tel: 01202 599888
Fax: 01202 599119
E-mail: info@bcft.org.uk
Web: www.bcft.org.uk



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A)	£2,995
ATPL(A)	£2,995
IR(A)	o/r
JOC	o/r
CRM	o/r
MCC	o/r
ATPL(H)	£2,995
IR(H)	o/r

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
DA40	15	£200
DA42	5	£355
AS355	3	o/r
Bell 206	1	o/r
AS350	1	o/r
R44	1	o/r
R22	4	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII DA42	2	£135
Alsim 200MCC Turbo-prop	1	o/r
Alsim 200MCC Jet	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	8	10
Flight Instructors (H)	27	
Theoretical Knowledge Instructors	2	
Synthetic Instructors	10	
Flight Examiners	3	4
FIC Instructors	3	
FI Examiners	1	

What they say

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

Cabair Modular European Pilot Training Academy

Aviation Park West
Bournemouth International Airport
Christchurch
Dorset
BH23 6NW
England
Airfield: Bournemouth/Requena,
Spain/Merritt Island & OFT, Florida
Tel: 01202 581122
Fax: 01202 581129
E-mail: modular@cabair.com
Web: www.cabair.com/modular



COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
ATPL(A)	from £2,950 [£1,750]
CRM	o/r

FLYING COURSES

Course	Cost
CPL(A)	from £5,595
CPL/MEP(A)	from £7,750
IR(MEP)	from £11,900

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	2	from £170 [£117.50]
PA28R	2	from £205 [£188]
BE76	3	from £376 [£282]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	1	from £158.63

INSTRUCTORS & EXAMINERS

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

What they say

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

Cranfield Aviation Training School Ltd

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



COMPLETE COURSES

Course	Cost
FCL FI(A)	o/r
FI(A) Night Instruction	£150/hr
FI(A) Applied Instrument Instruction	£150/hr
FI(A) Aerobatics Instruction	£150/hr
FI(A) Single Pilot Multi-Engine Privileges	£150/hr

THEORETICAL KNOWLEDGE COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150	3	£115.00 (£85.00 hour build)

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
FIC Instructors	2	

WHAT THEY SAY

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

Chiltern Airports Limited

Chiltern Park Aerodrome
Icknield Farm
Ipsden
Wallingford
OX10 6AS
England
Airfield: Chiltern Park Aerodrome
Tel: 07739 802010



COMPLETE COURSES

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

Cranfield Flying School

Building 164, Cranfield Airport, Cranfield
Bedfordshire MK43 0JR England
Airfield: Cranfield
Tel: 01234 752272
Fax: 01234 750827
E-mail: info@cranfieldflyingschool.com
Web: www.cranfieldflyingschool.com



FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	4	£132.00 [£119.00]
C172	1	£146.00 [£136.00]
PA28R	1	o/r [n/a]
PA34	1	o/r [n/a]
PA38	1	£132.00 [£119.00]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTI	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

CTC Wings - CTC Aviation Group plc

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



COMPLETE COURSES

Course	Cost
CPL(A) Modular	o/r
CPL(A) Integrated	o/r
CPL/IR(A) Modular	o/r
CPL/IR(A) Integrated	o/r
ATPL(A) Modular	o/r
ATPL(A) Integrated	o/r
FCL FI(A)	o/r
MCC Instructor	o/r

THEORETICAL KNOWLEDGE COURSES

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

FLYING COURSES

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

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	10	o/r
DA20	7	o/r
DA42	8	o/r

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
DA42		o/r
Kingair		o/r
B737		o/r
A320		o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	50	
Theoretical Knowledge Instructors	6	7
Synthetic Instructors	7	
Type Rating Instructors	16	28
Type Rating Examiners	13	7
Flight Examiners	3	
FIC Instructors	3	
FI Examiners	1	

WHAT THEY SAY

CTC is a full service training provider (FTO and TRTO) to airlines and individuals across the world. Our CTC Wings trainees graduate with the best ATPL and CPL/IR results in the industry and we have 11 partner airlines who actively take pilots from the programme. In the first 3 months of 2010 alone, we placed 168 CTC Wings pilots. We provide airline standard, professional training and offer a range of services that can be tailored to any requirement. Four centres in the UK and NZ train between 1,200 and 1,900 commercial pilots annually for approximately 50 airlines around the world.

PROFESSIONAL WHERE TO FLY guide

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www.afeonline.com

East Herts Flying School

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



COMPLETE COURSES

Course FCL FI(A)	Cost o/r
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East Midlands Flying School

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



COMPLETE COURSES

Course FCL FI(A)	Cost o/r
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East Midlands Helicopters

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



COMPLETE COURSES

Course CPL(H) Modular	Cost o/r
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FLYING COURSES

Course CPL(H)	Cost o/r
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
AS355	3	o/r
Bell 206	1	o/r
R22	3	£270.25
R44	2	£452.38
Agusta 109	1	Charter only

INSTRUCTORS & EXAMINERS

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

Elite Helicopters

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



COMPLETE COURSES

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

Course CPL(H)	Cost o/r
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell Longranger	1	o/r
Bell 206	3	o/r
R22	3	o/r
R44	3	o/r
AS350 Squirrel	1	o/r

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Enstone Microlights

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



COMPLETE COURSES

Course AFI Rating Aeroplane (Land), Microlights	Cost £2,950
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
Thruster Sprint	2	£110
Pegasus GT450	2	£110
Pegasus Quantum	1	£110
WT9 Dynamic	1	£125

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Euro American School of Aviation Inc

770 Airport Road, Suite 7, Ormond Beach
Florida 32174 USA
Airfield: Ormond Beach
Tel: 001 386 673 2899/Eu free 00 800 999 77799
Fax: 001 386 673 0379
E-mail: info@flyoba.com
Web : www.flyoba.com



COMPLETE COURSES

Course ATPL(A) Modular	Cost £36,995
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FLYING COURSES

Course CPL(A) CPL/MEP(A) IR(SEP) IR(MEP) MEP CPL(H) IR(H)	Cost \$2,595 \$1,295
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	11	£71.00 [£51.00]
Liberty XL2	8	£75.00 [£55.00]
PA28	2	£76.00 [£56.00]
PA28R	1	£100.00 [£79.00]
PA44	2	£139.00 [£118.00]

INSTRUCTORS & EXAMINERS

Flight Instructors	Full-Time	Part Time
Theoretical Knowledge Instructors	10	1

European Flight Training Llc

3800 Lucie Boulevard, Fort Pierce, Florida 34946 USA
Airfield: Fort Pierce
Tel: 001 772 466 4757
Fax: 001 772 489 8383
E-mail: info@flyeft.com
Web : www.flyeft.com
Skype: europeanflighttraining



COMPLETE COURSES

Course CPL(A) Modular FCL FI(A) FI(A) Applied Instrument Instruction FI(A) Single Pilot Multi-Engine Privileges	Cost \$6,495 \$8,495 \$2,999 \$3,500
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FLYING COURSES

Course CPL(A) CPL/MEP(A) IR(MEP) MEP	Cost \$6,495 \$8,200 \$7,999+UK element \$3,000
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C172	12	\$200
PA28	1	\$300
BE76	14	\$400

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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

Exodus Airports

Plaistowes Farm, Noke Lane, St Albans
Hertfordshire AL2 3NT England
Tel: 07786 034439



COMPLETE COURSES

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

FAST Helicopters Ltd

Hangar 4, Shoreham Airport, Shoreham by Sea
West Sussex BN43 5FF England
Airfield: Shoreham
Tel: 01273 465389
Fax: 01273 463003
E-mail: shoreham@fasthelicopters.com
Web : www.fasthelicopters.com



COMPLETE COURSES

Course CPL(H) Modular FCL FI(H) Helicopter Type Rating Course	Cost o/r o/r o/r
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FLYING COURSES

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

Type	No. in Fleet	Cost/hr Hire [Dual]
Bell 206	2	£646.25 [£569.88]
Hughes 369 (300)	2	£322.00 [£264.50]
R44	5	£481.75 [£417.13]
R22	5	£292.58 [£229.13]

INSTRUCTORS & EXAMINERS

Flight Instructors (H)	Full-Time	Part Time
Theoretical Knowledge Instructors	7	2
Synthetic Instructors	1	2
Type Rating Instructors	5	1
Type Rating Examiners	2	2
Flight Examiners	2	2
FI Examiners	1	2

WHAT THEY SAY

Operating from two bases in the south of England, FAST Helicopters is one of the UK's leading helicopter companies. Our large and varied fleet of aircraft provides us with an ideal platform for a range of charter and training services, coupled with our modern engineering and parts departments.

FAST Helicopters Ltd

Hangar 2, Thruxton airfield, Andover
Hampshire SP11 8PW England
Airfield: Thruxton
Tel: 01264 772508
Fax: 01264 773824
E-mail: thruxton@fasthelicopters.com
Web : www.fasthelicopters.com



COMPLETE COURSES

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

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

Type	No. in Fleet	Cost/hr Hire [Dual]
AS355	1	o/r [o/r]
Bell 206	2	£646.25 [£569.88]
R44	5	£481.75 [£417.13]
R22	5	£292.58 [£229.13]

INSTRUCTORS & EXAMINERS

Flight Instructors (H)	Full-Time	Part Time
Theoretical Knowledge Instructors	7	2
Synthetic Instructors	1	2
Type Rating Instructors	5	1
Type Rating Examiners	2	2
Flight Examiners	2	2
FI Examiners	1	2

WHAT THEY SAY

Operating from two bases in the south of England, FAST Helicopters is one of the UK's leading helicopter companies. Our large and varied fleet of aircraft provides us with an ideal platform for a range of charter and training services, coupled with our modern engineering and parts departments.

Flight Academy Blackpool Ltd

Blackpool Airport, Blackpool
Lancashire FY4 2QY England
Airfield: Blackpool
Tel: 01253 349072
Fax: 01253 342220
E-mail: info@flightacademyblackpool.com
Web : www.flightacademyblackpool.com



THEORETICAL KNOWLEDGE COURSES

Course IR(A)	Cost [distance learning] o/r
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FLYING COURSES

Course IR(SEP) MEP	Cost o/r o/r
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C152	1	£105 [£80]
C172	1	£165 [£140]
PA28	1	£135 [£110]
R22	1	£269.08 [o/r]

Flight Centre (Halfpenny Green Flying Centre)

Wolverhampton Airport, Bobbington
Stourbridge
West Midlands DY7 5DY England
Airfield: Wolverhampton
Tel: 01384 221456
Fax: 0870 136 3724
E-mail: operations@hgfc.co.uk
Web : www.hgfc.co.uk



COMPLETE COURSES

Course FCL FI(A)	Cost o/r
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FLYING COURSES

Course CPL(A) IR(MEP) MEP	Cost £4,300 £11,125 £1,360
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
C150/152	1	£118.00 [£107.00]
DA42	1	£272.00 [n/a]
PA28	5	£137.00 [£127.00]
PA28R	1	£155.00 [£145.00]
PA32	1	£176.00 [£161.00]

SIMULATORS

Type FNPTII	No. in Fleet	Cost/hr Hire [Dual]
	1	£140.00 [n/a]

INSTRUCTORS & EXAMINERS

Flight Instructors	Full-Time	Part Time
Synthetic Instructors	7	7

FTE Jerez

See highlighted entry overleaf

Fly Blackpool

Blackpool International Airport, Blackpool
Lancashire FY4 2QY England
Airfield: Blackpool
Tel: 07860 339702
Fax: 01253 341238
E-mail: fly@flybpl.com
Web : www.flybpl.com
Skype: flyblackpool



FLYING COURSES

Course MEP	Cost o/r
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FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28 140	1	£115
PA28 151	1	£115
PA28 161	1	£115
PA28 180	1	£125
PA34	1	£200
C172	2	£120
R22	1	£235
R44	1	£335

INSTRUCTORS & EXAMINERS

Flight Instructors	Full-Time	Part Time
Theoretical Knowledge Instructors	2	2
Flight Examiners	2	

WHAT THEY SAY

Great Place, Great People, Great Students

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 www.afeonline.com

PROFESSIONAL WHERE TO FLY guide

FTE Jerez

Aeropuerto de Jerez de la Frontera
 Base Aérea 'La Parra'
 Jerez de la Frontera
 11401 Cadiz
 Cadiz
 Spain
 Airfield: Jerez
 Tel: 0034 956 317806
 Fax: 0034 956 182433
 E-mail: info@ftejerez.com
 Web: www.ftejerez.com


Flight Training Europe
 JEREZ

COMPLETE COURSES

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

THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
JOC	o/r
MCC	o/r
MCC/JOC	o/r

FLYING COURSES

Course	Cost
IR(SEP)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
PA28	20	o/r [o/r]
PA34	8	o/r [o/r]
Slingsby T67(M)	1	o/r [o/r]

SIMULATORS

Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII	3	o/r [o/r]
Frasca 141	2	o/r [o/r]
HS125-800	1	o/r [o/r]
737NG	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	31	
Theoretical Knowledge Instructors	12	
Synthetic Instructors	2	6
Type Rating Examiners		
Flight Examiners	7	
FIC Instructors	2	

What they say

Set within the boundary of Jerez International Airport and purpose built for flight training, FTE Jerez sets the benchmark for pilot training for the UK and European market. Incorporating all aspects of training and accommodation on the one campus ensures our students remain focused on achieving the best results possible and optimises preparation for employment as an airline pilot. You will find all the information needed to answer any questions you have regarding flight training at our website. If however you prefer to talk personally with one of our team, view our first class facilities, or take advantage of our free aptitude testing, please contact us.

Goodwood Flying School

Goodwood Airfield
 Chichester
 West Sussex
 PO18 0PX
 England
 Airfield: Goodwood
 Tel: 01243 755066
 Fax: 01243 755085
 E-mail: fsd@goodwood.co.uk
 Web: www.goodwood.co.uk



COMPLETE COURSES

Course	Cost
FCL FI(A)	o/r

Ground Training Services Ltd

420 North West Sector
 Aviation Park West
 Bournemouth International Airport
 Christchurch
 Dorset BH23 6NW England
 Airfield: Bournemouth
 Tel: 01202 580809
 Fax: 01202 580860
 E-mail: info@gtserv.co.uk
 Web: www.gtserv.co.uk



THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
CPL(A)	n/a [£1,605.67]
ATPL(A)	n/a [£1,793.17]
IR(A)	n/a [£1,350.72]
IR(H)	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Theoretical Knowledge Instructors	1	3

WHAT THEY SAY

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

Heli Air Ltd

Denham Airfield
 Nr Uxbridge
 Middlesex
 UB9 1DF
 England
 Airfield: Denham Aerodrome
 Tel: 01895 835899
 Fax: 01895 835838
 E-mail: info@heli-air.com
 Web: www.heli-air.com



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	8	o/r [o/r]
R44	40	o/r [o/r]
EC120	1	o/r [o/r]
AS355	2	o/r [o/r]
A109	1	o/r [o/r]
Long Ranger	1	o/r [o/r]
Jet Ranger	1	o/r [o/r]
EC130	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	10	
Theoretical Knowledge Instructors	1	
Type Rating Examiners	3	
Flight Examiners	3	
FIC Instructors	1	
FI Examiners	2	

WHAT THEY SAY

Heli Air are unique as a training and commercial operation. We use our newly qualified pilots thus breaking the 'cant get a job until you have hours' loop. We pass you on our exacting standards and you are qualified to be employed by us and any other operator.

Heli Air Ltd

Wellesbourne Airfield
 Nr Warwick
 Warwickshire
 CV35 9EU
 England
 Airfield: Wellesbourne
 Tel: 01789 470476
 Fax: 01789 470466
 E-mail: info@heli-air.com
 Web: www.heli-air.com



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	8	o/r [o/r]
R44	40	o/r [o/r]
EC120	1	o/r [o/r]
AS355	2	o/r [o/r]
A109	1	o/r [o/r]
Long Ranger	1	o/r [o/r]
Jet Ranger	1	o/r [o/r]
EC131	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	10	
Theoretical Knowledge Instructors	1	
Type Rating Examiners	3	
Flight Examiners	3	
FIC Instructors	1	
FI Examiners	2	

WHAT THEY SAY

Heli Air are unique as a training and commercial operation. We use our newly qualified pilots thus breaking the 'cant get a job until you have hours' loop. We pass you on our exacting standards and you are qualified to be employed by us and any other operator.

Heli Air Ltd

Wycombe Air Park
 Nr Marlow
 Buckinghamshire
 SL7 3DP
 England
 Airfield: Wycombe
 Tel: 01494 769976
 Fax: 01494 769960
 E-mail: info@heli-air.com
 Web: www.heli-air.com



COMPLETE COURSES

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

FLYING COURSES

Course	Cost
CPL(H)	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
R22	8	o/r [o/r]
R44	40	o/r [o/r]
EC120	1	o/r [o/r]
AS355	2	o/r [o/r]
A109	1	o/r [o/r]
Long Ranger	1	o/r [o/r]
Jet Ranger	1	o/r [o/r]
EC132	1	o/r

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors (H)	10	
Theoretical Knowledge Instructors	1	
Type Rating Examiners	3	
Flight Examiners	3	
FIC Instructors	1	
FI Examiners	2	

WHAT THEY SAY

Heli Air are unique as a training and commercial operation. We use our newly qualified pilots thus breaking the 'cant get a job until you have hours' loop. We pass you on our exacting standards and you are qualified to be employed by us and any other operator.

Flying Club Conington

Peterborough Business Airfield, Holme
 Peterborough PE7 3PX England
 Airfield: Peterborough Conington
 Tel: 01487 834161
 Fax: 01487 843246
 E-mail: info@flying-club-conington.co.uk
 Web: www.flying-club-conington.co.uk



FLYING COURSES

Course	Cost
MEP	o/r

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
BE76	1	£240.00 [£201.00]
C150/152 aerobat	4	£121.00 [£91.00]
PA28	2	£138.00 [£107.00]
PA28R	1	£158.00 [£127.00]

INSTRUCTORS & EXAMINERS

	Full-Time	Part Time
Flight Instructors	2	6

WHAT THEY SAY

Good venue, clean aircraft, good attitude, good results.

Flying Time Aviation

Wingfield House, Shoreham Airport
 Shoreham-By-Sea
 West Sussex BN43 5FF England
 Airfield: Shoreham
 Tel: 01273 455177
 Fax: 01273 464011
 E-mail: admin@flyingtime.co.uk
 Web: www.flyingtime.co.uk



THEORETICAL KNOWLEDGE COURSES

Course	Cost [distance learning]
IR(A)	o/r

FLYING COURSES

Course	Cost
CPL(A)	o/r
CPL/MEP(A)	£7,500
IR(MEP)	£11,500
MEP	from £2,400

FLEET AIRCRAFT

Type	No. in Fleet	Cost/hr Hire [Dual]
DA42	1	£342.00 [£280.00]
PA23	1	£426.00 [£364.00]
DA40 (3 with Garmin 1000)	4	£170.00 [£134.00]
PA28D	1	£160.00 [£124.00]
PA28	1	£170.00 [£134.00]
Cessna 172 SP	1	£184.00 [£148.00]
Cessna 152	2	£146.00 [£110.00]

SIMULATORS

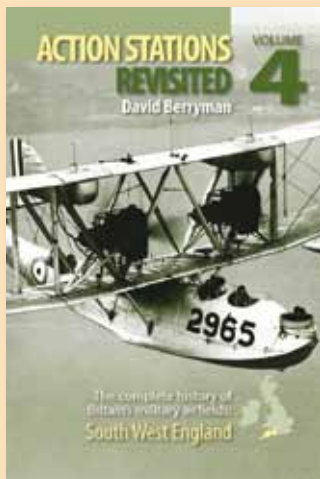
Type	No. in Fleet	Cost/hr Hire [Dual]
FNPTII DA42/40	1	£150.00 [£100.00]

INSTRUCTORS & EXAMINERS

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

WHAT THEY SAY

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



Action Stations Revisited

Although pilots are sometimes accused of being an unimaginative species, it's our experience that many fliers have a fascination with the history of the airfields they fly from. Many of these airfields have histories that can be traced back to the earliest days of flying in the UK and a new title from our sister company Crecy Publishing provides a fascinating insight into the histories of the airfields of the South East of England. **Action Stations Revisited 3** covers many of the still-active airfields of the South east region – including famous names such as Odiham, Manston, Farnborough and Blackbushe (or, to use its original name, Hartford Bridge). Other equally illustrious airfields are no longer active as airfields but still well-known landmarks to many pilots – Greenham Common, Tangmere and Hawkinge to name a few.

April will see the publication of **Action Stations Revisited 4** (South West England) – think of Filton, Boscombe Down, Yeovilton and Newquay to name a few. From current international airports to long-abandoned sites now only visible as crop marks and fragments of perimeter tracks, the story of these airfields is vividly brought to life and illustrated throughout with historic photographs and maps.

The Action Station series:

Action Stations 1 (Eastern England) Quick Find: 094755479 £24.95 Discount Code C

Action Stations 2 (Central England & London) Quick Find: 0947554947 £24.95 Discount Code C

Action Stations 3 (South East England) Quick Find: 0859791106 £24.95 Discount Code C

Action Stations 4 (South West England) Quick Find: 0859791121 £24.95 Discount Code C

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Fax: (0)161 499 0298

e-mail: afe@afeonline.com



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Kidlington
Oxford **OX5 1FQ**

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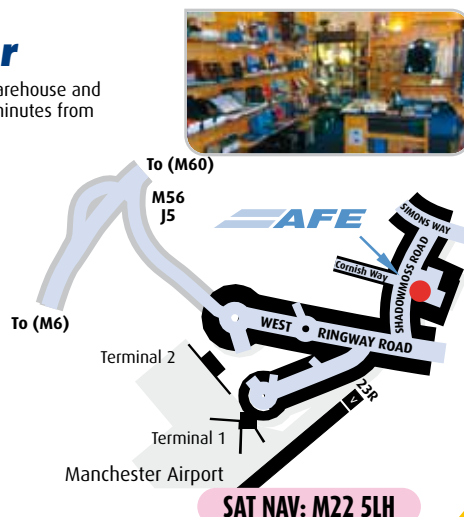
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Manchester
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AFE Wellesbourne

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

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13:00–17:00

On Track Aviation Ltd

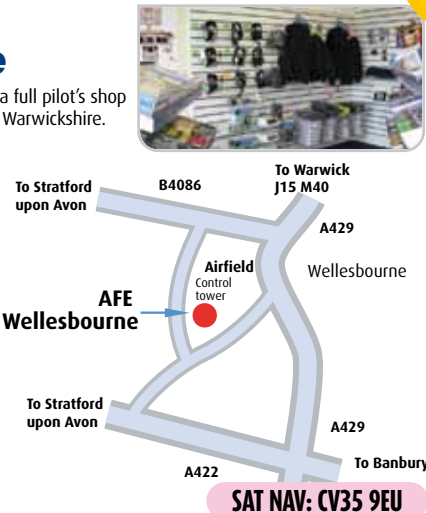
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Loxley Lane, Wellesbourne
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CV35 9EU

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Fax: (0)1789 842755

e-mail: ontrackegbw@yahoo.co.uk

www.ontrackaviation.com



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09:00–14:00

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**4
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SHOPS**

AFE Fair Oaks

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

Opening Hours (local)

Seven days a week

09:00–18:00

Synergy Flight Centre

Fair Oaks Airport
Chobham
Surrey
GU24 8HX

Tel: (0)1276 858075

Fax: (0)1276 858076

e-mail: flightcentre@flysynergy.com



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 on show

Despite the blizzards in the North and the generally 'unsettled' weather, we are reliably informed that Spring is here and with it the move to Summer time (so you can see the snow later into the evening) and the start of the show and exhibition season. As always, AFE has a busy schedule of shows in 2010, and we kicked off with the British Gliding Association (BGA) Conference and AGM, held a couple of weekends ago at a new venue – the Barcelo Daventry Hotel.

As expected, there was strong interest on the AFE stand in the prototype **Neilsen-Kellerman variometer flight director** (Quick Find: **CLEARNAV**) and we also quickly sold out of the **BT1000X Low-Cost Flight Recorder** (Quick Find: **TRACKERQ1000X**). However, probably the best-seller at the show was the **Sun Ship Game DVD** (Quick Find: **DVDSUNSHIPGAME**), a classic gliding competition film of the 1969 US nationals, now restored to its original glory on DVD format.



Any gliding pilot would want to see this film for the gliding action, or the historical interest of seeing a young George Moffat and Gleb Derujinsky. However, as we quickly discovered when we ran the DVD on our stand, there is an even greater interest in the amazing footage of a few rather rough field landings, a spin-in on short finals (thankfully without serious injury), a tow retrieve off a desert road and even a demonstration of how to land a glider into a car park. It would be unkind to suggest that there was also a certain fascination, amongst the younger pilot in particular, in seeing the fashions of 1969 in glowing technicolour. Either way, it's a classic film that even the non-gliding pilot will be fascinated by.

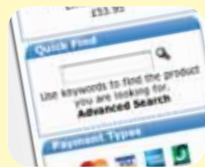


AFE's next outing will be at the **Flyer Professional Flight Training Show** to be held at the Heathrow Sofitel (next to T5) on the 24th April. We've been attending this show for more years than we care to remember now and its growth has been quite phenomenal. It is particularly heartening in the current economic climate to see so many enthusiastic pilots-to-be attending the airline and industry seminars and talking to the exhibitors about their training options. As always the AFE stand will have a range of all that is good in the world of professional flying training as well as some new products and the latest updates and developments of interest to FTOs and their students. To find out more about the show, the website is <http://exhibitions.flyer.co.uk>.



Quick Find

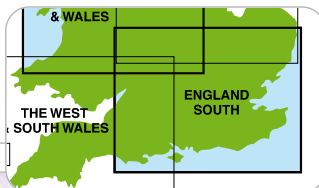
To get more details on any product in this newsletter, simply type the 'Quick Find' product code into the 'Quick Find' box on the left-hand side of our web pages. One click should take you straight to the product you're looking for.



England South 1:250,000 Edition 14

The new **England South 1:250,000 Chart edition 14** (Quick Find: **ENGLANDSOUTH**) will come into use on the 8th April, at which point the edition 13 chart is officially out-of-date. The 1:250,000 series of charts show much greater topographical detail than the 1:500,000 series and as such have always been popular with glider and microlight pilots. Their scale is also particularly well suited for VFR navigation around complex airspace (such as that around London) which makes this the best-selling chart in the 'quarter mil' series. These charts are also becoming increasingly popular with helicopter pilots and operators and priced at just £15.99, now is the time to make sure you stay up-to-date.

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



Airplan Flight Equipment 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.

So, if you have any unsold Southern England 1:500,000 edition 35 charts still in stock, now is the time to return them! 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.



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2010 French ICAO charts



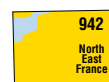
The 2010 editions of the ICAO standard 1:500,000 'IGN' French aeronautical chart series will be released shortly after Easter.

Comparable to the UK 1:500,000 charts and produced under the direction of Direction Générale de l'Aviation Civile (DGAC), the French aeronautical charts show topographical information for VFR navigation as well as airspace (to 5,000ft AMSL or 2,000ft above the surface, whichever is higher) and danger areas, radionavigation aids, obstructions, special airspace etc. These are the standard charts for touring France and demand for them is always high at this time of year as pilots plan their foreign trips – whether for a quick hop across the channel, or a major expedition across the Continent.

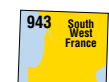
There are four French ICAO charts covering mainland France and Corsica:



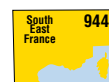
North West France (code 941)
Quick Find FRENCH1 £17.95 Discount Code E



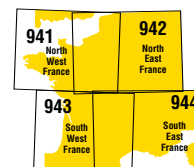
North East France (code 942)
Quick Find FRENCH2 £17.95 Discount Code E



South West France (code 943)
Quick Find FRENCH3 £17.95 Discount Code E



South East France (code 944)
Quick Find FRENCH4 £17.95 Discount Code E



VFR Flight Rules France

The obvious accompaniment to a French Chart is **VFR Flight Rules France**, an indispensable guide to VFR flying and procedures in France. **VFR Flight Rules France** is not a flight guide, but an essential accessory for any touring pilot, giving guidance on Air Law, Flight Rules, Rules of the Air, ATC procedures and all the other things a pilot needs to know to safely operate in French airspace.



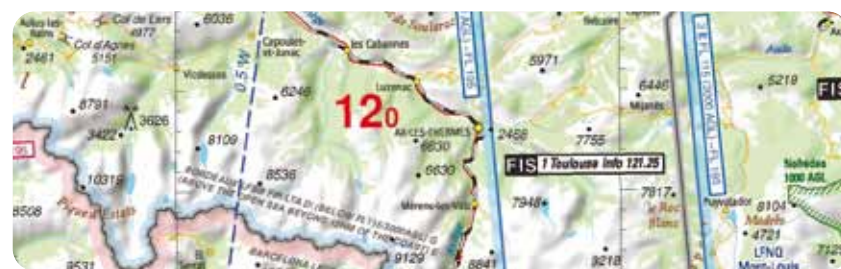
£15.95 Quick Find: VFRINFRANCE Discount Code E

JEPPesen VFR + GPS Charts 2010

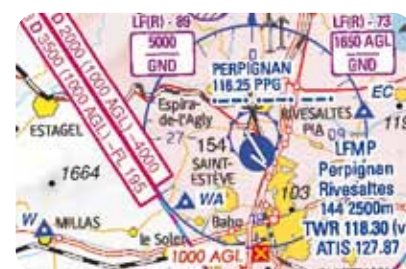
The Jeppesen VFR + GPS Charts (2010 editions) are being released over the next few months and incorporated a new look and significant additional features:

- Enhanced airspace depiction, providing easy recognition of airspace categories and overlapping airspace boundaries.
- Enhanced airport symbols for easy identification with additional information and runway layout for major airports.
- New three-dimensional visualisation of terrain.
- Enhanced chart layout (chart legend moved to the back of the chart), providing increased coverage per chart.

Other detail improvements include ATIS frequencies, a new folding style and the placing of airspace frequencies next to the relevant airspace.



The new terrain depiction on the Jeppesen VFR + GPS charts



The new major airfield depiction on the Jeppesen VFR + GPS charts

The 2010 Jeppesen VFR + GPS charts are being released as below:

Area	Quick Find	Release Date	Price	Discount Code	Area	Quick Find	Release Date	Price	Discount Code
Austria (LO)	JEPPAUSTRIA	March 2010	£10.95	F	Italy (LI-5)	JEPPITALY5	January 2010	£10.95	F
Baltic States West (Baltic-1)	JEPPBALTIC1	May 2010	£10.95	F	Low Countries (EBEH)	JEPPLOWCOUNTRIE	March 2010	£10.95	F
Baltic States East (Baltic-2)	JEPPBALTIC2	May 2010	£10.95	F	Poland (EP-1)	JEPPPOLAND1	May 2010	£10.95	F
Canary Islands (GC)	JEPPCANARIES	December 2009	£10.95	F	Poland (EP-2)	JEPPPOLAND2	May 2010	£10.95	F
Corsica/Sardinia (LFLI)	JEPPCORSICA	January 2010	£10.95	F	Poland (EP-3)	JEPPPOLAND3	May 2010	£10.95	F
Denmark (EKES1)	JEPPDENMARK1	May 2010	£10.95	F	Portugal (LP)	JEPPPORTUGAL	December 2009	£10.95	F
Denmark + Sweden (EKES2)	JEPPDENMARK2	May 2010	£10.95	F	Slovenia (LJ)	JEPPSLOVENIA	May 2010	£10.95	F
France (LF-1)	JEPPFRANCE1	April 2010	£10.95	F	South East Europe (SE EUR-1)	JEPPSEEURO1	June 2010	£10.95	F
France (LF-2)	JEPPFRANCE2	April 2010	£10.95	F	South East Europe (SE EUR-2)	JEPPSEEURO2	June 2010	£10.95	F
France (LF-3)	JEPPFRANCE3	April 2010	£10.95	F	South East Europe (SE EUR-3)	JEPPSEEURO3	June 2010	£10.95	F
France (LF-4)	JEPPFRANCE4	April 2010	£10.95	F	South East Europe (SE EUR-4)	JEPPSEEURO4	June 2010	£10.95	F
France (LF-5)	JEPPFRANCE5	April 2010	£10.95	F	South East Europe (SE EUR-5)	JEPPSEEURO5	June 2010	£10.95	F
France (LF-6)	JEPPFRANCE6	April 2010	£10.95	F	South East Europe (SE EUR-6)	JEPPSEEURO6	June 2010	£10.95	F
France (PARIS)	JEPPPARIS	April 2010	£10.95	F	Spain (LE-1)	JEPPSPAIN1	December 2009	£10.95	F
Germany (ED-1)	JEPPGERMANY1	March 2010	£10.95	F	Spain (LE-2)	JEPPSPAIN2	December 2009	£10.95	F
Germany (ED-2)	JEPPGERMANY2	March 2010	£10.95	F	Spain (LE-3)	JEPPSPAIN3	December 2009	£10.95	F
Germany (ED-3)	JEPPGERMANY3	March 2010	£10.95	F	Spain (LE-4)	JEPPSPAIN4	December 2009	£10.95	F
Germany (ED-4)	JEPPGERMANY4	March 2010	£10.95	F	Spain (LE-5)	JEPPSPAIN5	December 2009	£10.95	F
Ireland (EI-1)	JEPIRELAND1	February 2010	£10.95	F	Spain (LE-6)	JEPPSPAIN6	December 2009	£10.95	F
Ireland (EI-2)	JEPIRELAND2	February 2010	£10.95	F	UK (EG-1)	JEPPUK1	February 2010	£10.95	F
Italy (LI-1)	JEPPITALY1	January 2010	£10.95	F	UK (EG-2)	JEPPUK2	February 2010	£10.95	F
Italy (LI-2)	JEPPITALY2	January 2010	£10.95	F	UK (EG-3)	JEPPUK3	February 2010	£10.95	F
Italy (LI-3)	JEPPITALY3	January 2010	£10.95	F	UK (EG-4)	JEPPUK4	February 2010	£10.95	F
Italy (LI-4)	JEPPITALY4	January 2010	£10.95	F	UK (EG-5)	JEPPUK5	February 2010	£10.95	F

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There's no need to take our word for it though, this is a recent unsolicited product review from a reader;

'What can I say. It is the PPL confuser. If you are doing your CAA exams for a JAA PPL or NPPL you need this book as a focussed revision aid with three papers for each of the seven exams. I have completed three of the seven and the exam papers are very close to the actual exams.'

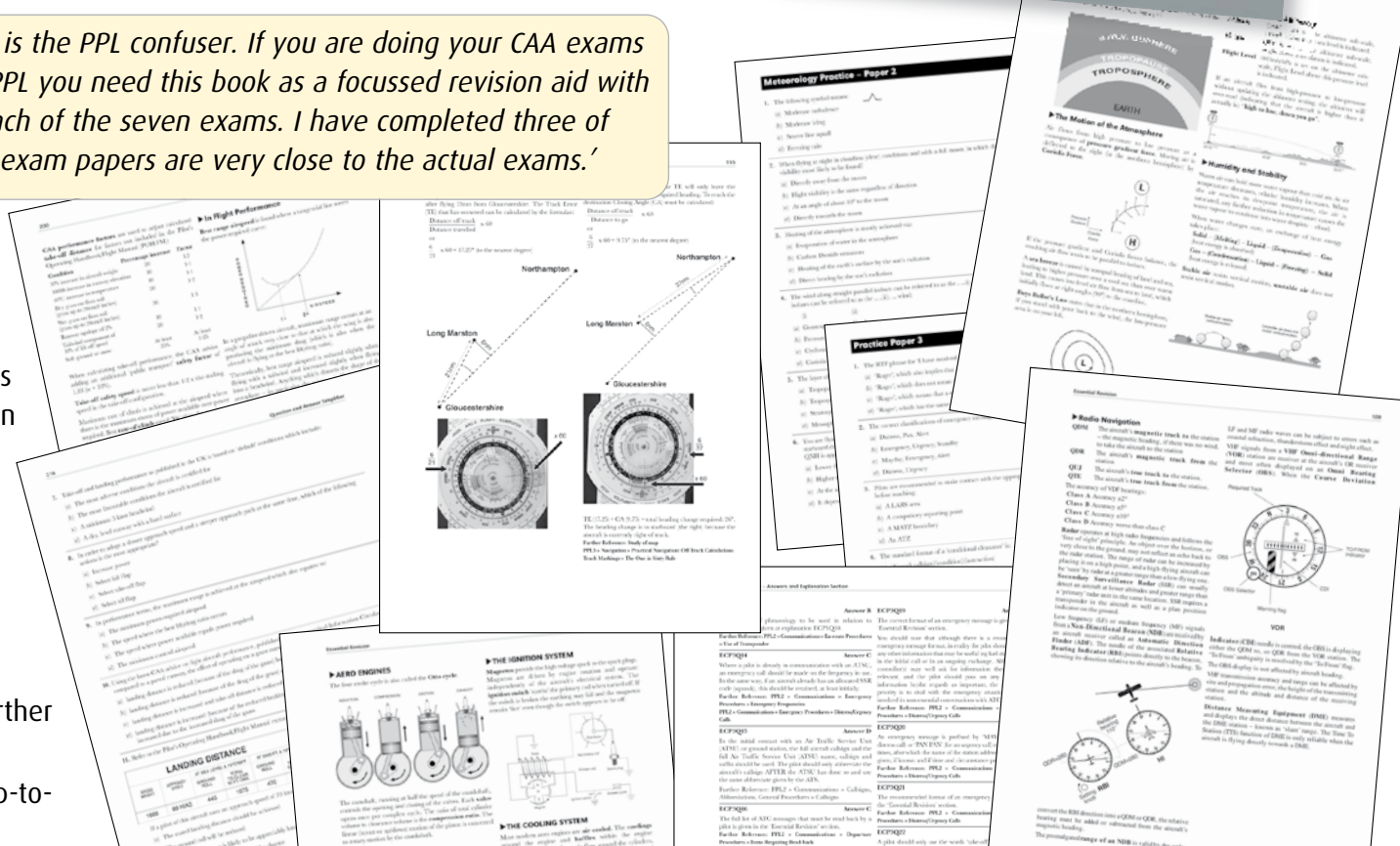
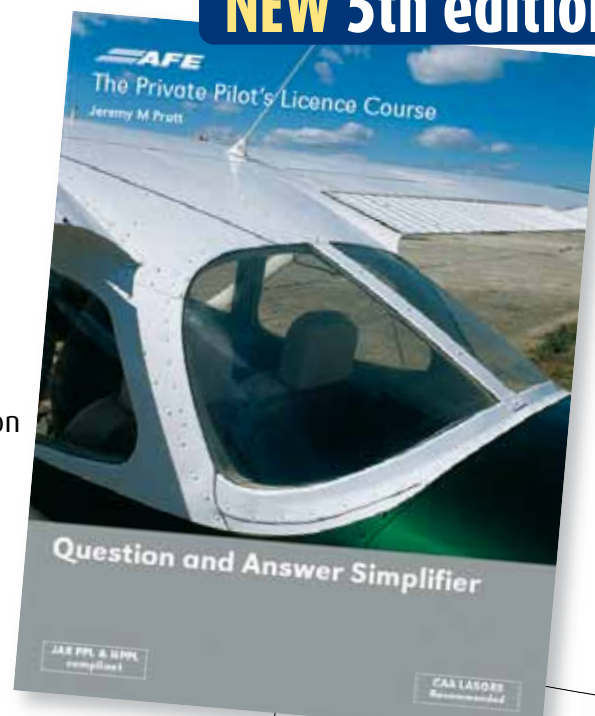
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- Human Performance & Limitations (Aeroplane and Helicopter)
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