

February 2016

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February 2016

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Chairman's Message

The next 50 years...



By George Done

Fifty years ago, in January 1966, at a meeting held at the Royal Aero Club, it was resolved to establish the British Light Aviation Centre Ltd. The aim was to subsequently take over the Association of British Aero Clubs and Centres Ltd (ABAC) and the Royal Aero Club Aviation Centre (Aero Proprietary Nominees Ltd) – the unit that looked after the pilot and aviation related membership of the Royal Aero Club. This would leave the RAeC to devote its attention to its long-standing social activities.

Prior to this happening, and beyond the shores of the UK, the pilots and owners in AOPA US and others were raising concerns about the neglect of general aviation at ICAO in establishing International Standards and Recommended Practices (SARPS). International AOPA (IAOPA) was thus formed in February 1962 in order to gain influence.

IAOPA approached BLAC in 1967 to become a country affiliate member, which was welcomed and agreed. This in turn led to BLAC Ltd trading as AOPA UK, which is the arrangement to this day. To cut a long story short, AOPA UK is to celebrate its 50th birthday this year!

The occasion will no doubt stimulate a great deal of reflective thought, looking back over the past fifty years, and forward as far as is reasonable.

My own contribution to the formation is minimal as, by 1966, having gained a PPL via a flying scholarship several years before, I had already stopped thinking about personal flying, and the pressures of pursuing a career and family life had taken precedence.

However, there is plenty of archival material to research, particularly in the house journal *Light Aviation*, initially

jointly shared by BLAC and the RAeC.

For example, a random scan of the magazine for February/March 1969 reveals the decision to withdraw the auto-triangulation service and emergency frequency 121.5 kHz by the Military ATC, a service that BLAC, with others, lobbied strongly to retain. It's quite alarming to think that the preservation of this essential service had to be fought for!

Looking ahead, there are areas of technology that have shown continuous progress over the past five decades and will undoubtedly continue to do so into the future. Some of these include: lighter and stronger structural materials, such as the carbon composites now being introduced into GA aircraft designs; more efficient aerodynamics, aided by accessible computer programs of enormous power (compared to those of only a couple of decades ago); and motive power that now includes viable small jet engines and compact battery pack/electric motor and powertrain combinations.

The latter, from simple observation of current hybrid and electric cars on the road, does not yet appear realistic for larger GA aircraft, but the Formula E race cars in the motorsport event which took place in Battersea Park, London, in June 2015 are in a different league, with 270 bhp available.

Current drone control technology, even as demonstrated by the recreational end of the market, has moved so quickly that it is practically impossible to predict how it might impact on future general aviation aircraft design, its operation and regulation. It may even take away some of the challenges we enjoy in our flying, such as pulling off that perfect landing!

I wish you safe and enjoyable flying in 2016. Long may it continue!

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Editorial

By Ian Sheppard

Since taking on the editorship of *Aircraft Owner & Pilot* almost a year ago following Pat Malone's semi-retirement, I have been astonished by the number of airfields that are threatened by developers hungry to cash in on new planning legislation, and what could be described as a "loop-hole" that means airfields are presumed to be "brownfield" sites – and as such easy targets.

Few airfields are cash-cows. They are a labour of love, as is general aviation to a great extent. But at this grass-roots level aviation is playing a vital part in one of the greatest enabling industries the world economy has ever known. Yet that link is so rarely recognised by politicians.

While the likes of Wellesbourne (page 46) face closure, housing offering a far more lucrative option for the land, there is a beacon of light out there, somewhere just north of Salisbury! Old Sarum Airfield has developed plans for a bold new approach that combines a wholly revamped airfield based on high-end architect designs, but with at the same time more local housing around the field. The impression one gets by visiting is that it is a shame such plans could get tangled in local petty politics, when there is a grand vision "precedent" that could be set. The airfield owners have explained the situation in a letter to AO&P, which is presented on pages 40-42 of this issue.

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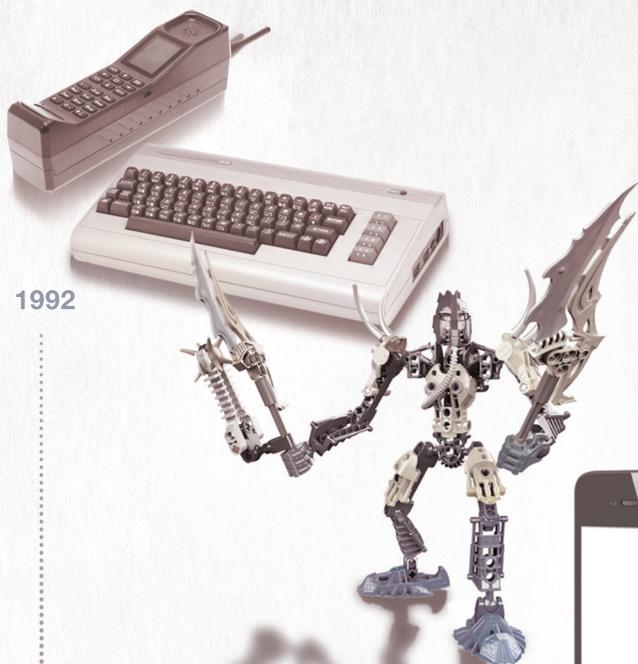
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Flying into 2016...

By Martin Robinson, CEO, AOPA UK



Towards the end of last year a number of institutions were trying to finish off their work streams – so November and December brought frenzied activity, as usual. The effect is always exacerbated by having fewer working days before the Christmas/New Year break, so it was a fairly busy few weeks.

On 12th November AOPA supported the GASCo Safety Evening in London which was sponsored by Haywards Aviation Insurance Brokers. It was an excellent evening and well attended, with about 80 people joining the event. The presentations and information exchange was first class, so a lot of credit must go to Mike O'Donoghue, the GASCo CEO, for the way he's made these evenings such a success.

If you have not attended a Safety Evening before, or if it has been a while since you did, then I can highly recommend doing so. They are a very worthwhile investment of your time.

As part of supporting the CAA GA Unit's ongoing commitment, I attended the GA Partnership meeting on 17th November. The agenda included an update on work covering the fees and charges issue, and a discussion about the thorny matter of under-recovery.

There was some discussion about the proposal to introduce civil sanctions, which AOPA broadly supports – none of the fines that may be imposed would go to the CAA, but would instead go to HMRC, aka 'The Taxman'. AOPA has also raised questions about administration costs, as they are different from fines.

Midair collisions and 'electronic conspicuity' were discussed as well; as you will be aware through articles by Bob Darby, AOPA UK is working with NATS, Trig Avionics and Funke Avionics to develop a low-cost conspicuity solution for GA. This project

is being funded through the European SESAR programme.

The other item which received some airtime at the meeting was the CAA's move towards performance-based rulemaking (PBR) and performance-based oversight (PBO). I recall a meeting at the CAA around the time of the cross-subsidy discussion when I met with Sir Roy McNulty, the CAA's then chairman, telling him that the regulations governing GA should be risk-based and proportionate and, if that was the focus, we would not have more regulation than we need and, therefore, the cross-subsidy should not exist.

Well, it seems like we are now heading in that direction. It is worth stating here that – when you look at the detail – the certified EASA end of GA is not under-recovering its costs by very much if at all.

The ANO review and the future 'Skyway Code' were mentioned at the GA Partnership meeting too.

On 1st December there was a meeting of General & Business Aviation Strategic Forum (GBASF) to review the successes to date of the GA programme ahead of a meeting with the aviation minister in mid-January 2016.

The following two days saw me heading to Brussels for the Industry Consultation Body (ICB) meeting to discuss matters relating to the Single European Sky project. The ICB gives advice to the European Commission on key stakeholder concerns and IAOPA is a member, regularly providing input on various topics, such as 8.33 kHz radios.

The main discussion at the moment centres around the new ATM Master Plan, which is of particular concern

Functions of the new EASA Stakeholders Advisory Body

According to the EASA decision of 15th December 2015, the role of the SAB will be to:

- (a) provide advice to the Management Board in accordance with the provisions of Articles 33(4) and 34(3) of the Basic Regulation;
- (b) provide advice to the Management Board and to the Agency on strategic developments;
- (c) provide advice to the Agency on the content, priorities and execution of its safety programmes;
- (d) provide advice to the Agency on implementation/standardisation issues of strategic or horizontal nature (including high-level, cross-domain implementation policies, such as the policy on acceptance of industry standards);
- (e) contribute to the Agency's safety risk management processes, preliminary impact assessments, regulatory impact assessments and other tools to be employed for the development of the Agency's safety programmes;
- (f) provide comments on preliminary impact assessments and terms of reference of rulemaking projects;
- (g) support rulemaking groups as necessary in relation to specific rulemaking projects;
- (h) provide economic and other quantitative data for the purpose of the conduct of preliminary impact assessments, regulatory impact assessments, and ex post evaluation of rules;
- (i) provide advice in the case of substantially divergent views of the interested parties on a specific rulemaking project;
- (j) support the Agency in the ex post evaluation of rules, and in particular with regard to the need to adapt existing rules to technological and commercial evolution and progress, and in the light of the experience gained in their implementation;
- (k) provide advice as appropriate in the context of ongoing efforts to improve EPAS, rulemaking, standardisation, safety promotion, and research programming process; and
- (l) provide advice on international cooperation, agreements, and harmonisation activities.

to IAOPA as GA has been ignored. I am following up on this issue with the Commission because the costs to GA are very similar to the other parts of the system, and therefore we need to be recognised in the Plan.

Just over a week later, on 11th December, I was in Cologne for the EASA Advisory Board (EAB) meeting. There are some major changes taking place with respect to the various committee structures, the main one being that the EAB will become the Stakeholders Advisory Body (SAB). More information will emerge about these changes as we move through 2016. However, I feel that it is important that all aviation has a 'voice' with EASA's Management Board.

In between the various meetings I was busy with AOPA UK including hiring our new administrative staff member, Nikolett Szabo. Nikolett has taken over from Lynne Knowles, who managed our membership database but decided to retire to devote more time to her grandchildren. Lynne was a great servant to AOPA and we will miss her greatly.

So into the New Year, and the first week back in the office was like five Mondays in a row! On 4th January I had a meeting to discuss how future funding of avionics may be possible with the help of certain European institutions. This could be useful for all our members across Europe and may also help to deliver a more timely and synchronised delivery of new equipment, in line with the aspirations of SESAR and the Commission.

On Wednesday 6th January I had a meeting at the DfT for a discussion on the draft text that amends legislation covering the EC's 'Basic Regulation' that governs EASA. On first reading this amending text I noted that Article 4 refers to "risk-based proportionate regulation," and although the devil is always in the detail, this still represents a major step forward for the regulation of aviation in Europe – especially because it will also apply to rules past, present and future.

I attended the Safety Regulation Finance Advisory Committee (SRFAC) on 8th January for another one of our

regular meetings. Following recent activity, the CAA will be increasing the charges that apply to the oversight of UK air shows, whereas all other GA charges will remain similar to last year. Air show safety faces greater CAA scrutiny, and therefore costs, partly as a result of recent accidents such as the tragedy at Shoreham.

Also on 8th January I had a follow-on briefing on how the GA Unit is approaching the performance-based oversight of GA – more detail will follow on this subject in the April issue of AO&P.

As we closed for press several meetings were coming up, and will have taken place by the time you receive this in the post. On 19th January we have a meeting with the UK aviation minister, Robert Goodwill; on 27th January the AOPA Corporate Committee will meet for the first time since being re-formed; on 28th January the Air Space Infringement Working Group will meet; and on 29th January there is another UK DfT meeting. I will report on these meetings in the April issue.

A new face at the GAAC

John Gilder is the new chairman of the General Aviation Awareness Council (following Stephen Slater becoming CEO of the LAA).

Trying to follow the impressive achievements of Steve Slater is not a task I am taking on lightly. In just a few years he has raised the GAAC's profile within aviation and become a recognised voice in the campaign to protect the UK's airfield network beyond it. So, as an aviator I must thank Steve for representing my interests so well while at the same time accepting that he has set a very high standard for me to maintain.

My introduction to the GAAC came through Steve, we had met at various events and he thought the combination of my being an aviation 'nut', a chartered surveyor with a knowledge of planning and just about a pilot would be useful to the organisation.

In May 2014 I became Hon Secretary and started to work more closely with Charles Henry (Chairman) and Steve (Vice Chair) particularly on discussions relating to PPG3 and the key issue of re-instating the proposed re-designation of airfields from the current 'Brownfield' category to Amenity, as promised by Government in 2003. This long-term issue has suddenly become a critical one following the Government decision to give local Planning Authorities carte blanche over Brownfield sites in the rush to provide land for more homes.

As part of our campaign the GAAC & LAA organised an online petition to ensure that a question was raised in



Parliament. The rules require 10,000 signatures and we are currently well in excess of that number at 17,000 (and growing). The question now is how best to phrase the question itself, something for the GA community to consider carefully.

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Members Working Group

With AOPA UK having entered its 50th birthday year, the latest MWG meeting took place on 23rd January 2016 in London.

The meeting started with a discussion of the re-created Corporate Members Committee and the committee structure under it, formulated by the Initiatives Steering Group. The main discussion on this occasion centred on who took responsibility for airspace; it was decided that another committee was not required. The MWG already has representation on the FASVIG and NATMAC groups and individual airfield members of the CMC can be involved as required.

It was noted that the next CMC was to be held in early February, after this issue of AO&P closed for press.

Nick gave an update on Project Eva and the LPAT trials (also see update on page 19). He said that the signals from the prototype LPAT were visible to NATS and on Flightradar24.com although he noted that it's not yet reliable. He also said that the ADS-B from non-LPAT platforms had been seen on the LPAT unit but it wasn't clear where it was coming from.

The unit is still power-hungry and too big, and there is a need now to get examples flying on smaller aircraft than 172s etc. The unit is "under development" and has had 18 hours of trials. The team needs feedback from NATS now.

Compatibility with PowerFlarm units used by the gliding community was raised. Nick said that PowerFlarms with the 1090KHz module should be able to detect an LPAT.

It was noted that US authorities are looking at only allowing certified outputs for ADS-B, for quality reasons.

Airfield Reps

Airfield reps were then discussed and it was decided that this might be a matter for the new CMC, as many airfields would have representation on that. Chris Wheeler from Brimpton said as it stood airfield reps needed more support including more marketing material, so

that they could provide information about AOPA.

Timothy Nathan said that there might be more value in targeting existing pilots.

Chris Royle noted that some flying clubs/schools offer their membership at a discount to AOPA members and at some airfields (Chair Pauline Vahey mentioned Denham) the discount almost pays for the AOPA membership anyway!

It was also noted that communicating with the membership should also embrace new methods such as social media as "times move on." AOPA needs to be more interactive, it was suggested.



AOPA Chairman George Done explains to Pauline Vahey, Chris Royle, John Walker, Nick Wilcock and others how AOPA was formed in 1966.

John Walker said that AOPA needs to visit Corporate Members on a regular basis, to give presentations etc. Pauline Vahey said that it was good to hold the occasional MWG meeting at another location, other than White Waltham and AOPA HQ in London. The next meeting is at White Waltham (9th April) and the meeting scheduled for 18th June will be at another airfield, to be decided.

Wings Scheme

Nick gave an update on the Wings scheme. It was suggested that the recently-created LAA Wings scheme should be recognized as equivalent by AOPA to its scheme, so some LAA pilots could get AOPA Wings too.

Nick noted that there were significant differences between the two now as the AOPA scheme has been updated. He said it's best people simply submit what flying etc they've done so AOPA can consider it.

The AOPA Wings scheme has now been through an approval process whereby it would not be straightforward to change it, he said.

He added that the CAA's PROUD approval process wasn't only for associations and that Kemble had just had its PPL Plus scheme endorsed.

On the AOPA Mentoring Scheme Nick suggested that the CRI route may be separated but Mick Elborn thought it was better to do something outside the instructor world. CRI tends to want to be captain too and want paying, both unlike a mentor, and a CRI wouldn't be up for going on a trip as a mentor might.

The framework has now been rewritten so that Mentoring Scheme can be run locally – the framework is free.

The 90-Day Rule came up briefly and it was clarified that for EASA aircraft you have to fly solo or with an instructor (there is no other option) to do the three takeoffs and three landings to revalidate for carrying passengers.

Handling Charges

The next item was handling charges but little of note has happened recently. James Chan has left the committee for personal reasons but had sent a report to say the CAA has made it clear to the Airport Operators Association (AOA) that it had never had an application from an airport for an exemption from self-handling. So all airports should be allowing it, the CAA added.

James's report went on to say that progress is painfully slow. John Walker said it's still in the 'melting pot' at the European Commission.

Airspace

With James's other report, on airspace, he noted that the CAA had stated the latest airspace updates don't affect GA significantly – but James noted that VFR flights to the continent could be restricted to levels below 5,500ft. He said GA need to defend its right to access infrastructure.

Nick said that airspace categories varied hugely around Europe. He noted that we should have lots of lower level Class E, not A. Timothy Nathan said that airlines are very good at making a case for more controlled airspace.

Timothy mentioned MATZ and AIAA areas, and that there was a discussion group on these that seemed to have died out. He also said there is also a strong argument for getting rid of LARS and putting more money into LPAT. Nick said AIAAs were pointless as only Heathrow these days could be seen as an area of intense aerial activity.

Airfields

John Walker presented a list (see box on page 12) of airfields that are under threat or recently closed. He noted that if you have a large flat area that is well drained and has services to it already, including good access (i.e. an airfield), this is also good for housing – and it also has plenty of hardcore.

Once he had been through the list, the MWG agreed that it was a dire situation. Chris Royle suggested that this was a good reason for people to join AOPA – as otherwise they'd end up with nowhere to fly their airplanes to, or from.

Nick recalled that the government had indicated it would protect the airfield 'network' but nothing has been heard on this. Chris Royle said the GAAC and others don't seem to be getting very far, but suggested that everyone in GA needs to act in concert.

John said there is nothing at all to protect the infrastructure so you'd need a law, ideally, that required a full public consultation before an airfield could be closed (as is the case with railway stations). He added that often it's airfield owners that wants to sell to developers, which is hard to fight.

Mick Elborn said that GA is its own worst enemy when many pilots don't want to pay a reasonable landing fee, so airfields struggle financially.



For now the main runway at Plymouth is protected from this kind of development, pictured in late 2015 under construction at the end of the old cross runway.

John then suggested that if the government wants an airfield network to be preserved, it could start with its own airfields. It is preparing to sell more sites as the MOD estate looks to make a 30% reduction, he said. The government could also make it easier to operate at government airfields.

Comments such as "it seems unstoppable" along with the new Housing and Planning Bill currently before Parliament prompted a suggestion that the GA community, led by AOPA, should come up with a more radical plan and actually buy airfields.

John said there was added urgency from the new Bill as it purported to introduce a clause that required any of the 326 local authorities which hadn't

passed a local plan to do so by March 2017, or face having plans imposed on them. Automatic approvals would come in, he said – so then developers would simply have to agree the details with the local authority before proceeding.

The idea is to speed the planning process up as local councils are too slow. John said that councils are frightened to make decisions so it goes through an expensive process until the Planning Inspector has to decide – then the councils can blame the inspector. But they never tell their electorate what all the procrastination has cost.

Pauline said another angle would be to stress the huge requirement for training the next generation of pilots and engineers.

MWG Meeting at Stapleford

14 November 2015

In November the AOPA MWG met at Stapleford, north-east of London. As well as being a key training location in the UK, with Stapleford Flight Centre, it is home to commercial operators such as London Executive Aviation (now part of the Luxaviation Group).

MWG chair Pauline Vahey reported on the new structure for AOPA committees, following the recommendation of the Initiatives Steering Group.

An update on LPAT trials was given by Nick Wilcock, who noted that a completely portable device may be impossible to achieve due to problems with antenna siting. Then discussion on airfield reps recognised that the role was not clear but it was suggested that restarting the Corporate Members Committee would help, as many attendees would be key figures at airfields.

Nick gave an update on the Wings Scheme, saying that more effort was required to promote its benefits as it is aimed at helping pilots keep up their flying once they have a PPL. Details of the scheme are to be handed out at AOPA instructor seminars. Suggestions for improving or promoting the Wings scheme should be sent to Pauline Vahey (pauline@aopa.co.uk).

John Walker gave an update on airfield closures, and then the new Basic IR was discussed. Nick noted that the knowledge requirements would be no more than for the FAA IR.

Martin Robinson gave his CEO's update, reporting that the forthcoming ANO review could set up a UK-only licensing system, which would combine with the push for the NPPL to have international recognition and for microlights to have freedom to fly across Europe. The next version of the ANO is likely to come into force in 2017.

He also said that talks continue on the CAA being able to use civil sanctions rather than having to go to Court in all enforcement procedures. There would be an appeals process outside the CAA, he said.

Basic IR ...

Nick Wilcock then gave an update on the new Basic IR. EASA has produced a questionnaire. **For full details, the link, and a guide on how to complete this questionnaire, please see pages 12-15.**

Timothy asked what you *can't* do with a Basic IR. Nick said you can't go below IMC limits, but you will be able to fly in Class A airspace. He said the idea is that you will always be able to break out at 5-600ft and do a low level circuit to land – presuming the airfield permits the low-level circuit.

Nick said it was one of the key commitments of Patrick Ky (head of EASA) to make this happen. One challenge will be to get it accepted across Europe – some airfields are remote and the BIR would be very useful in poor weather, but some countries still require someone to be in the tower at all times.

Cost Sharing

Amendments last year introduced new EASA rules for cost-sharing flights but there has been considerable concern that this has been misconstrued to go beyond PPLs sharing flights. Some are angry at Skyüber saying people can “book a flight” via their app.

Nick said there was due to be an update from EASA on 22nd June and that he expects the guidance will be revised, as there is concern at a fairly high level. (Also see article in this issue of AO&P about Skyüber, along with the current CAA guidance. Pages 20-23).

AOPA Half Century

George Done (AOPA chairman) then said that AOPA UK is 50 this year, as it was incorporated on 18th March 1966. The main event to celebrate this landmark would likely be AeroExpo at Sywell Aerodrome, 1-3 July.

There was a short discussion about 8.33Khz radios and that the mandated equipage date was still 1 January 2018.

The next meeting will be at White Waltham on 2nd April, 2016. Previously this meeting had been listed for 9th April but this clashes with the Duxford Safety Day and the IAOPA Europe regional meeting in Ljubljana, Slovenia.

All AOPA members are welcome at MWG meetings. Those wishing to observe should e-mail Pauline Vahey, chairman, e-mail pauline@aopa.co.uk.

AIRFIELDS UPDATE

The following aerodromes are either under threat or already closed (By John Walker):

Bourn: Site earmarked for 3,500 homes in current draft Local Plan by South Cambridgeshire District Council. Planning Inspector requested further information on alternative sites and the Council has submitted a revised Plan for public consultation ending on 25 January 2016. The Plan, as amended in the light of the consultation, will then be submitted to the Inspector in March 2016.

Dunsfold: Site owner submitted plans to Waverley Borough Council for mixed development with 1,800 homes on aerodrome. Site is in planning Core Strategy for employment purposes. Council expect to submit final draft Local Plan for examination in July 2016.

Halfpenny Green (Wolverhampton Business Airport): Bobbington Estates have sold the aerodrome to MCR Property Group an investment and development company focused on commercial and residential real estate resulting in much speculation about the future of the site.

RAF Hullavington: Airfield now being sold by MoD along with sites currently occupied by USAF at Alconbury, Molesworth and Mildenhall.

Kemble: Commercial Estates Group (CEG) proposal to build a 2,000 home sustainable village on this ‘brownfield’ site as an alternative to the draft Local Plan proposal for a greenfield site near Cirencester. Full Planning Inquiry into the draft Cotswold District Council Local Plan and alternatives to it scheduled for late 2016.

Manston: On legal advice, Thanet District Council rejected proposal for a CPO of site in conjunction with River Oak who wish to retain the aerodrome. River Oak has given notice of intent to apply for a Development Consent Order for the aerodrome as a Nationally Significant Infrastructure Project. The current site owners have proposed a mixed use development with no aviation facilities.

Nottingham City (Tollerton): With the support of the land owner, site earmarked for up to 4,000 homes in Local Plan Core Strategy adopted by Rushcliffe Borough Council after approval from Planning Inspector.

Old Sarum: Site owner's proposal for housing development and 10 additional hangars amongst other work, objected to by various parties as detrimental to the sites heritage and potentially limiting use of the airfield. Planning application was due to be determined by Wiltshire Council on 9 October 2015 but has been delayed several times since then.

Panshanger: Site earmarked for some 700 houses in draft Local Plan by Welwyn Hatfield Borough Council with final Plan open for public consultation in Summer 2016 and Planning Inquiry to be held in early 2017. One of the three site development plans has provision for a new runway to the north of the previous runway 11/29.

Plymouth: Central Government have commissioned a study into viability of reopening the airfield with a report now due in early 2016. FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the airfield by 2017 and start regional airliner services by 2018. Sutton Harbour Holdings, the site lease holder, have proposed a mixed use development of the site although the current draft Local Plan retains the site for aviation. The Plymouth City Council Local Plan will be the subject of a Planning Inquiry in July 2016.

Rochester: Judicial Review into Medway Council approval of hard runway, 3 new hangars and new control tower postponed from November 2015. Council to review planning decision at special meeting in February 2016 in light of grant of Enterprise Zone status for site.

Wellesbourne Mountford: Gladman Developments in conjunction with the owner have proposed a housing development with 1,600 homes on the site although the Stratford-on-Avon draft Local Plan has earmarked Long Marston as the preferred housing development site. Local Plan Core Strategy hearings in progress. Tenants notified by owner that flying activities will cease on 24th December 2016. The District Council has agreed to fund a feasibility appraisal of the site to try and secure the future viability of the airfield for local businesses.

Wycombe Air Park: Site lease holder (Helicopter Aircraft Holdings Ltd) in prolonged discussions with the land owner (Wycombe District Council) about expanding the aviation facilities at the aerodrome. Draft Local Plan provides for an industrial / warehousing complex on south-eastern part of the site potentially resulting in loss of a runway and cessation of gliding activities. Council expect to submit final plan after public consultation to Planning Inspector by January 2017.

RAF Wyton: Airfield up for sale. Defence Infrastructure Organisation and local property developer Crest Nicholson proposal for 3,750 homes on site. Site earmarked in draft Huntingdonshire District Council Local Plan for mixed use development including housing.

EASA Developments

Following the Roadmap

By Nick Wilcock

Following its 'GA Road Map' initiative, EASA has been moving ahead with a couple of important topics which will soon affect GA pilots. These topics follow lobbying from industry groups such as IAOPA (Europe), amongst others, so it is only fair that AOPA members should be aware of what's currently going in Cologne.

Training outside an ATO

The first topic concerns 'Training outside an Approved Training Organisation'. As most will know, PPL-level training in the UK has traditionally been conducted at 'Registered Facilities' such as small flying clubs. However, European Regulation does not recognise 'registration' of pilot training organisations, requiring instead that they must be 'approved'.

Originally it was intended that all RFs had to become ATOs by April 2015; however, the requirements which they would have had to meet were both disproportionate and burdensome. The UK CAA tried to ease the impact by producing a template approval document, but EASA finally realised that their existing regulations simply had to change.

After a workshop meeting in May 2014, IAOPA (Europe) worked with the UK CAA and others to develop lighter requirements, which eventually led to Notice of Proposed Amendment 2014-28. However, at around the same time EASA's GA Road Map group had floated the concept of 'training outside an ATO', but without giving industry much idea of what they meant by that.

This all caused complete and utter confusion to an industry already struggling to keep up with the changes, so EASA then blocked its own NPA and decided to set up a Task Force which

was to come up with suitable proposals for simpler regulation of PPL-level training.

That work has now resulted in the release of NPA 2015-20, the main thrust of which is to create 'Basic Training Organisations' very similar to our existing 'Registered Facilities', with very much lighter oversight requirements than are required for full-fat ATOs. The Task Force looked at four options, one of which was to 'do nothing' and another of which proposed to remove all regulation. The latter was assessed as having a negative safety impact and posed serious risk to the viability of existing RFs, so was discounted. Which left two others, broadly the same except that one would have required an amendment to the Basic Regulation, which would be unlikely to be achieved by the end of the opt-out period. Hence of the options presented, Option Two is really the only one which stands any guarantee of being able to be adopted by the end of the current opt-out period in April 2018.

The 'BTO' proposal is not as broad in its scope as EASA originally proposed in NPA 2014-28; for example, MEP training would still need to be conducted at an ATO, as would IR and FI(A) training. Nevertheless, AOPA UK has now reviewed the NPA and generally supports Option Two. We have noted, however, that the scope of BTO training does not currently include training for the GA Road Map's

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'Easier access of GA pilots to IFR flying' initiative, proposals for which another Task Force is now developing. So our recommendation to IAOPA (Europe) is that we should object to the non-inclusion of such training in the NPA's proposals. Stakeholder responses to the NPA may be made in the usual way through the joys of the EASA Comment Response Tool.

However, the UK CAA is 'soon' to release an Alternative Means of Compliance which will fit in between the BTO and the full-fat ATO, to suit 'non-complex Approved Training Organisations' which might wish to provide PPL/LAPL training including all associated ratings and certificates rather than just the narrower scope of the BTO privileges proposed in the NPA. This will be released in CAP form and will include a template for RFs to convert to non-complex ATOs, should they wish to do so. So even in the unlikely event of NPA 2015-20 being rejected, the UK at least will still have a lighter non-complex ATO option available for RFs.

The Basic IR...

Of perhaps greater interest to most GA pilots is the second topic, the publication of the Concept Paper for Rule Making Task 677, concerning 'Easier access of GA pilots to IFR flying'. This does NOT require any stakeholder response at this stage, it simply summarises the concept of the Basic IR (BIR) on which the RMT.0677 Task Force has been working. The next stage of the process will be to draft the proposed Aircrew Regulation rule changes necessary to facilitate the BIR, which will probably be included in Subpart I 'Additional Ratings' as a new FCL.835. The main reasoning behind the need for the BIR is simply that the Competency-Based Instrument Rating (CB IR) is still out of reach for many, due mainly to the theoretical knowledge requirements and overall cost in terms of both time and money. Initial take-up of the En-route Instrument Rating

GUIDE TO COMPLETING THE EASA INSTRUMENT FLYING SURVEY

As part of rulemaking task RMT.0677 concerning the Basic Instrument Rating, EASA has launched a simple online survey which we strongly recommend all those interested in instrument flying should complete.

The link to the survey is: <https://ec.europa.eu/eusurvey/runner/IRRatingforGA2015>

In order that EASA receives clear information concerning the level of interest in the current UK IR(R) / IMCR, we recommend that pilots should answer the survey questions as follows:

Pilots who hold an IR(R) / IMCR:

Question 2 - answer 'YES'

Question 2a - leave blank

Question 2b - answer 'National IR' with the relevant date option

Questions 5 and 6 refer to IR and EIR instructors / examiners, so IR(R) / IMCR instructors / examiners should answer 'NO' (unless, of course, they also hold IR instructor or examiner privileges) as that will then enable them to answer supplementary questions 5a and 6a.

Under 'Any other comments', enter as applicable:

My replies to Question 2 refer to the UK Instrument Rating (Restricted).

(If applicable) I also hold instructor and examiner privileges for the UK IR(R).

(If applicable) Provided that the requirements are proportionate, I fully intend to upgrade to the Basic IR as outlined in the RMT.0677 Concept Paper.

(If applicable) I intend to upgrade to the CB IR using credit for the IR(R).

Pilots who are under training for the IR(R) / IMCR:

Question 3 - answer 'YES'

Question 3a- leave blank

Under 'Any other comments', enter as applicable:

I am currently under training for the UK Instrument Rating (Restricted) (If applicable) Provided that the requirements are proportionate, I fully intend to upgrade to the Basic IR as outlined in the RMT.0677 Concept Paper.

(If applicable) I intend to upgrade to the CB IR using credit for the IR(R).

The link to the RMT.0677 Concept Paper is:

<http://easa.europa.eu/system/files/dfu/ToR%20%28%2B%20Concept%20Paper%29%20RMT.0677%20Issue%202.pdf>

The survey should be completed by 1 March 2016 (according to the survey page).

(EIR) has been minimal; at the December EIR Review Board meeting, it was revealed that to date the UK has only issued one EIR, as has France. EASA will be calling for data from all Member States, to indicate how many instrument qualifications each has issued in a specific 12-month period, as that information will probably strengthen the BIR case.

Of course in the UK we are fortunate in being able to include the Instrument Rating (Restricted) in Part-FCL pilot licences. Our legacy of 40+ years of the IMC rating and IR(R) has shown that it is perfectly possible for relatively inexperienced pilots to be able to gain the necessary skills to fly safely in IMC, and to fly instrument approaches to the recommended minima, in relatively few hours of training. Such pilots may have neither need nor interest in 'flying airways' and are probably perfectly content with their IR(R) limitations, but others would also like to use the IR(R) outside the UK or to add the privilege of flying en-route under IFR in controlled airspace.

Big Jump

However, current requirements mean that it is quite a jump from the IR(R) to the CB IR or even the EIR. Incidentally, although the CB IR grants privileges to fly instrument approaches to much lower limits than those recommended for the IR(R), is there really much appetite for flying a typical PA28 or Cessna 172 in such poor weather conditions? So a key feature of the BIR proposal is that it should be sufficiently flexible in structure to meet the differing needs of the GA community.

For example, towing a sailplane up to within 1,000 ft of the cloudbase in many parts of Europe would, under FCL.600, require the pilot of the towing aeroplane to hold an IR even if in gin-clear VMC – although, paradoxically, there is no such requirement for the sailplane pilot as FCL.600 only applies to aeroplanes, helicopters, airships and powered-lift aircraft.

It would clearly be totally disproportionate to require pilots towing sailplanes in such conditions to hold even a CB IR, whereas something akin to an IR(R) would be far more reasonable. However, other pilots who simply wish to use the European ATS route system, on days when the weather is relatively benign at the departure and arrival aerodromes, should be able to do so without having to meet the disproportionate requirements of the EIR.

The RMT.0677 Task Force has adopted a modular concept as a fundamental BIR feature to achieve this flexibility, as will be noted from the Concept Paper. Some of the main points of the paper are:

- **Simpler 'FAA-level' theoretical knowledge requirements** aimed at supporting the flight training rather than the 'learn once and forget thereafter' memory exercise of current EASA exams. Exam administration should be as for PPL exams, under whatever arrangements apply in a particular Member State.
- **The BIR training is proposed to be modular in concept:**
 1. 'Core IF flying skills'
 2. 'Applied - IF departures / approaches' (to more restrictive limits than the CB IR, ensuring as far as possible that a visual bad-weather circuit will always be an option from instrument minima);
 3. 'Applied - en-route IFR in controlled airspace'.
- **BIR privileges are intended only be available for flights flown within the scope of PPL privileges on single-pilot aeroplanes for which a Class Rating is required, excepting High Performance Aeroplanes or those identified by Operational Suitability Data as requiring mandatory additional differences training.**
- **BIR applicants should to be able to choose to hold either full or partial BIR privileges - e.g. 'full privileges', 'no approach privileges' (similar to the EASA En-route Instrument Rating) or 'no en-route IFR in CAS' (similar to the UK's Instrument Rating (Restricted)) - with the option to upgrade to 'full privileges' later if they so wish. (Under SERA.5025, en-route IFR is permitted outside controlled airspace with just a basic requirement to be able to communicate with a flight information service if necessary, whereas under SERA.5020, en-route IFR inside controlled airspace is far more demanding, requiring mandatory compliance with an air traffic control service and increasingly high levels of navigation system accuracy and pilot proficiency. Hence there should be no need for IFR pilots who do not wish to operate under SERA.5020 to complete the third module).**

The AOPA Simulator

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- BIR training should be permitted at a BTO.
- No formal 'hours' requirements are currently proposed, instead the emphasis will be on competency. However, both the EIR and IR(R) currently require 15 hours of instrument training, 10 of which are common to both ratings. Thus it should be reasonable to expect that the whole BIR could be completed in as little as $(15 \times 2) - 10 = 20$ hours of instrument training, given suitable continuity.

Instructors and Examiners

Simpler requirements are proposed for BIR instructors and examiners, broadly in line with those already accepted in the UK for IR(R) training.

A process for upgrading from the BIR to the CB IR will also be proposed.

The RMT.0677 Task Force has a lot of work to complete before a draft NPA can be proposed to EASA, but EASA aims to release the NPA for the BIR in June 2016. This will then go through the usual EASA processes before the BIR can come into European Law, probably in the last quarter of 2017.

All possible ways of speeding up the neo-glacial pace of this process will be sought; it goes without saying that strong stakeholder support for the BIR should encourage Member States towards acceptance of the BIR proposals without lengthy debate and delay.

Effect on IR(R)

Member might query how the BIR would affect the UK IR(R). Currently the IR(R) is regulated by Article 4(8) of the Aircrew Regulation which expires in April 2019, provided that favourable reception is given to the CAA review which is required to be presented to the European Commission by Apr 2017. Of course AOPA (UK) will be protecting the rights of existing IR(R) pilots, instructors and examiners to ensure that no IR(R) privileges are lost.

We also aim to propose a 'national conversion report' which would enable current IR(R) holders to upgrade to the BIR,

should they wish to do so. Such an upgrade could also include privileges for en-route IFR flight in controlled airspace under SERA.5020, provided that the necessary additional training and testing was also completed.

So for once there does actually seem to be some rather good news coming out of Cologne – watch this space for future developments!

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GA News Roundup

Cirrus Jet Certification Delayed

FAA certification of the Cirrus SF50 Vision single-engine personal jet, originally intended for December last year, has now slipped to this spring. This is partially due to longer than expected testing of its emergency recovery parachute during the fourth quarter of 2015. Cirrus has taken 600 deposits for the \$1.96 million per aircraft, which will be assembled in Duluth but completed/delivered to customers at Cirrus's new 'Vision Center' in Knoxville, Tennessee.

CAA Launches Skywise

The UK CAA has launched a new website and industry alerting system, optimised for mobile devices. There is licensing information and lots more, including blogs, news and other social media feeds. See www.caa.co.uk. The agency has also launched 'Skywise' as an app that offers targeted news alerts and information. By the spring of 2016 the CAA's existing information and safety notice system will be phased out with Skywise replacing that service. For more information and to register for Skywise, please go to www.caa.co.uk/skywise.

Daher Delivers 100th TBM 900

Late last year Daher delivered the 100th TBM 900, only 20 months after the updated turboprop single was revealed. The milestone aircraft was handed over to Dale Schneider, a North Carolina businessman and 3,000-hour airplane and helicopter pilot. It replaces a TBM 700C2, which Schneider purchased pre-owned in 2006 and has since flown some 1,000 hours. Schneider participated in the aircraft's ferry flight from Europe to the US. "This very symbolic delivery confirms that our TBM 900 is the fastest-selling TBM ever," said Daher's Nicolas Chabbert.

SkyDemon Gets Better

While revealing a raft of minor improvements, SkyDemon has also said it is prototyping 'Rainfall Overlay' for the next release, and is looking for feedback. Rainfall Overlay, if accepted, will integrate in SkyDemon 3.5 and will work across the whole of Europe as an aggregate of radar data and satellite data (where radar is not available). Rainfall is downloaded and shown for areas near your planned route, and near airfields you have run the Get Weather function on. It is an optional overlay, easily turned on and off. The company will soon release a beta version of SkyDemon containing this feature. Those wishing to take a look should visit <http://www.skydemon.aero/start/beta.aspx>. The company also said that in its iOS and Android products, it had "seamlessly integrated the Maps app on those devices into SkyDemon to bring some extra functionality without you having to leave the SkyDemon app." Further information is available in the company's latest newsletter, which you can sign up for on their website (SkyDemon.aero).

Biggin Introduces PPR

London Biggin Hill Airport introducing a requirement from 1st January 2016 that all non-flight planned aircraft movements must be pre-notified to ATC. The PPR booking system has a dedicated website for 24/7 access – www.bigginhillbooking.com, or via a link on the airport's website. Meanwhile the consultation on instrument approach procedures for Runway 03 continues. The airport recently issued a reminder that the consultation period ends on Thursday 18th February. See www.bigginhillairport.com/acp. AOPA members are invited to e-mail Martin Robinson if they wish, martin@aopa.co.uk, with any comments so that he can compose a response on behalf of AOPA Members.



Farnborough ATC

Following a visit to TAG Farnborough Airport to see their new lounge and other terminal improvements, the airport provided AO&P with the following statement concerning the status of its Airspace Change Proposal (ACP): "On 3 July 2015, TAG Farnborough Airport submitted a formal [ACP] to the Civil Aviation Authority (CAA) for evaluation. The ACP comprises an extensive series of documents as outlined in CAA document CAP725 (Airspace Change Process), including analysis of design data, charts, maps and diagrams as well as a consultation report. "In accordance with CAA guidance, a decision is usually expected within 16 weeks. On 30 October 2015, the CAA advised TAG Farnborough Airport of its intention to pause the decision process to review certain technical, implementation aspects and airspace sharing arrangements. This is not unusual, particularly with such a complex application, and TAG Farnborough Airport will advise when the process has resumed." For further information please visit: <http://www.tagfarnborough.com/airspace-change-proposal/>

FEMALE EASYJET PILOTS

Last month easyJet launched the Amy Johnson Flying Initiative to help boost female pilot recruits. The initiative aims to help more female pilots to enter the industry and has been launched in partnership with British Women Pilots Association; easyJet will initially underwrite the funding for six female recruits. The easyJet Amy Johnson Flying Initiative was launched by the Transport Secretary Patrick McLoughlin alongside the Government's new Transport Skills Strategy.



A Quest Kodiak at the Dubai Airshow last November.

Flytenow Closed

Late last year the U.S. Court of Appeals for the District of Columbia ruled that the FAA could shut down the “flight-sharing” website Flytenow.com. “This is a huge blow to innovation and entrepreneurship in general aviation,” said Jon Riches, the national litigation director at the Goldwater Institute and the attorney representing Flytenow. The FAA determined in 2013 that the process of posting a planned trip on a website constituted advertising. A bill has been introduced in Congress to legalise flight-sharing websites like Flytenow. H.R. 3593, the Aviation Cost and Expenses Sharing Act, was introduced by Congressman David Schweikert (R-AZ). See also Skyüber story (page 20).

Personal Drone Unveiled

Chinese company EHang launched the first-ever ‘Autonomous Aerial Vehicle’, the EHang 184, at the CES show in Las Vegas last month. The electric personal AAV is a manned drone capable of automatically carrying a passenger through the air, simply by entering a destination into its accompanying smartphone app. EHang will have a 24/7, real-time flight command centre so passengers will not need a pilot’s licence – they simply sit back and let the drone take over from there. The EHang 184 was named for 1 passenger, 8 propellers and 4 arms. Standing 1.5 meters tall and weighing 200 kilograms (440 pounds), the EHang 184 AAV has a load capacity of 100 kilograms (220 pounds), with the maximum output of 106W. It’s designed to have the capability to carry a single passenger for 23 minutes of flight near sea level at an average cruising speed of 100 km/h.

Air Pilots Scholarships

The Honourable Company of Air Pilots is currently seeking applicants for its flying scholarships to be flown during the summer of 2016. Information is held on the Air Pilots website at <https://www.airpilots.org/career-matters/scholarships>

Quest’s Japan Quest

Mitsui has acquired a stake in Quest Aircraft (via Quest’s parent company Setouchi Holdings), a move that allows the manufacturer to “further expand Quest’s market globally for the Kodiak by utilizing the relationships that Mitsui has developed,” said Sam Hill, CEO of Quest Aircraft. The Kodiak is a 10-place single engine turboprop airplane, designed for STOL use and with float capability. Kodiaks are now in operation in more than 20 countries and Quest is currently doubling the size of its production facility in Sandpoint, Idaho. The aircraft is powered by a Pratt & Whitney PT6 engine, can take off in under 1,000 feet at full gross takeoff weight of 7,255 lbs, and can climb at over 1,300 feet per minute. Quest was established in 2001 and began deliveries of the Kodiak in December 2007.

Duxford Airfield Safety Day

On Saturday 9th April. Well worth a visit with lots going on; entry is £5 per person. The landing fee is reduced to £8 per aircraft. If you’re unable to fly in, or the weather is poor, you may attend by car, but you must pre-book. Please contact IWM Duxford Air Traffic Control to register your interest, book your landing slot for PPR/briefing and receive the programme for the day. Call 01223 833 376 or email AirTraffic@iwm.org.uk. In addition a VANS RV Bonus Day will take place on Saturday 7th May.

Guernsey Rally

The 44th Guernsey International Air Rally will take place 17-19 June 2016, hosted by the Guernsey Aero Club. The Saturday night decorated hangar extravaganza event this year will have the ‘Saturday Flight Fever’ theme. Application forms are available at www.guernseyaeroclub.com or contact the club by e-mailing manager@guernseyaeroclub.com or phoning +44 1481 265267.

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Project Eva update



Several AOPA volunteer pilots have now flown with the Low Power ADS-B Transceiver (LPAT) prototype equipment as part of the AOPA activity under Project EVA. The results are good: the LPAT provides useful information about the relative position and altitude of other LPAT aircraft at ranges well beyond visual acquisition. A lot of data has been gathered which NATS is still analysing. (Report by Bob Darby).

The photos show how difficult it is to see another aircraft at 2 miles range and, in contrast, how clearly the same aircraft shows up on the LPAT. This gives an idea of how effective LPAT can be for traffic situation awareness.

All participants have filled in detailed questionnaires about their experiences with LPAT and have made many useful suggestions. NATS has updated the LPAT specification and some changes will be made to the device because of this feedback.

The first phase of volunteer flights is over. So far we have mainly flown the LPAT device by itself, to see how well it can help traffic situation awareness in a GA en-route environment. For the next phase, we want to fly more in an aerodrome circuit environment. Accident and incident statistics show that the likelihood of an accident in the circuit environment is about ten times greater than en-route, so this is where LPAT and similar devices may ultimately prove their value in saving lives.

We would also like to see how well the NATS uncertified GPS-plus-Mode S transponder trials equipped aircraft will interoperate with LPAT. A first flight has shown promising results: we need to do more flights. We would very much like to hear from those AOPA pilots who have installed equipment as part of the NATS trial, so that we can get under way with more flights once the weather improves in the spring. There is a lot of interesting and valuable flying still to be done in Project EVA, including flights in a continental Europe environment.

This summary is to give you a brief idea of where we are. We could not have got this far without the support of volunteer pilots, so we would like to thank those who have flown for Project EVA very much indeed for their time and effort.

LPAT display (top) and out of the window view at about the same time below it. Note that you wouldn't notice the aircraft (see right, zoomed).



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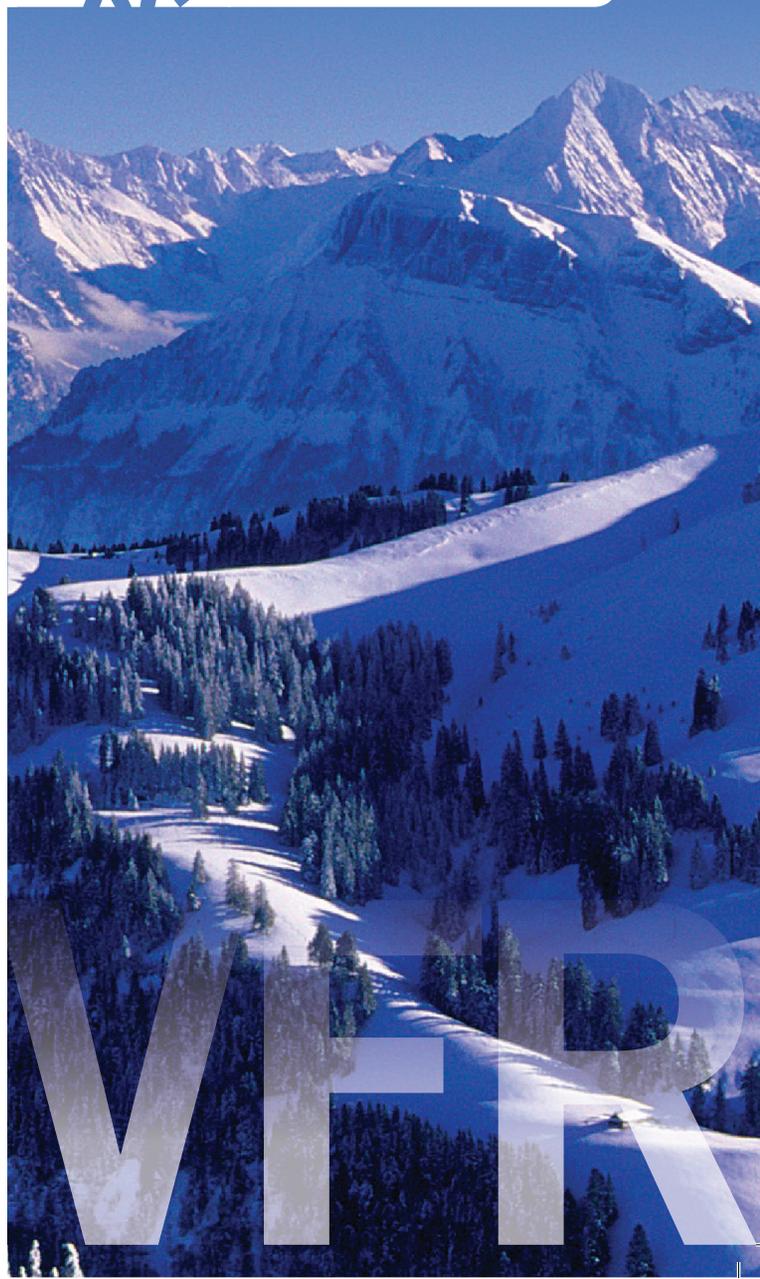
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Happy Holidays from Jeppesen!

We wish you fair skies and tailwinds for 2016!



Skyüber!

Skyüber has created an app which allows those wanting to go on private flights with private pilots to take a “jolly” and share the cost. Sounds like a win-win as long as it doesn’t get abused for profit.

Recent changes in the EASA regulations governing the sharing of the cost of private flights have opened up the possibility of actually promoting such non-commercial sharing. This is an attractive proposition as it can offset the costs for the pilot/owner and provide a flying experience for the ‘cost sharing’ passenger. Ian Sheppard met with Carlos Oliveira, who started ‘Skyüber’ – nothing to do with the Über taxi company, but it is in a sense the ‘Über of the air’ in that anyone can choose flights to participate in using the Skyüber App.

When Oliveira met with *Aircraft*

Owner & Pilot the Skyüber ‘founder’ team were on a tour of UK aeroclubs and airfields – they’d been to Enstone and North Weald, Cranfield, Elstree, Cambridge and Oxford, and Fair Oaks, and were about to head to Biggin Hill and later Stapleford. They wanted to spread the word to pilots that they could join the Skyüber community and attract potential flight sharers (“riders”) to come forward. On this round, they were visiting a total of 13 airfields.

“It’s good to talk about the Skyüber community,” said Oliveira, whose business partner João Paulo Girbal was

also accompanying him, along with his wife Claudia. João Paulo said that he owned a flight school in Portugal.

Oliveira made no secret of the fact that “the new EASA regulation on cost sharing on private flights” was the trigger for his idea. “It will allow pilots to fly more because there are less costs,” he said. The rules state that you can share up to six seats and cannot make a profit but, as Oliveira pointed out, the main difference now is “pilots are free to publicise their flights.”

Not Air Taxi

“This is not a taxi service,” Oliveira stressed, “You can only go from A to B if the pilot is going to do it anyway.” With the Skyüber service, once you are verified as a pilot you can start to publish your flights, so potential passengers can see them via the Skyüber App. “The pilot can only share the direct costs such as fuel, oil and landing fees...and if renting a plane they can also include the rental cost,” said Oliveira. He said that he expected the community to grow steadily “with more pilots and more riders” and added that already shared flights arranged via Skyüber had been taking place.

In general he expects it to be focused on flights of up to two hours, “for example Elstree to Le Touquet for lunch.” Skyüber then takes 20% of any sharing sum charged but the pilot can cancel a flight at any time – so charges are only taken afterwards.

“We’d expect a pilot [who signs up] to publish every flight he does – and riders may go 3 or 4 times a year.”

So who are these riders? Oliveira

The Skyüber team visited Redhill Aerodrome to discuss the service late last year. Pictured are Carlos Oliveira, his wife Claudia, and co-founder João Paulo Girbal.



skyüber



said it is not really for the general public yet, but more for “aviation enthusiasts who want to fly in small aircraft... people who want to experience flying or go to a specific place.

“We handle everything once a flight is published and the rider requests to go...first we check their credit card has enough credit and lock that. Then the pilot gets a chance to say if they’re OK to take that person on the flight. We only charge the rider when the pilot confirms that the flight has been completed. There is a rating system too for after flights, for both pilots and riders [to give feedback].”

Oliveira suggested that this system has the added advantage of “avoiding the embarrassment of the pilot having to ask for money.”

Skyüber can easily handle situations where there is more than one rider that wants to go on a flight. For example if there are four occupants including the pilot, the cost is £100 so the three riders pay £25 each. Skyüber deducts 20%, in this case £15, and the pilot receives £60. “So the pilot recovers 80%”, said Oliveira. There is no management charge and no charge for signing up for either the pilot or riders.

If one of the other passengers fails to turn up or the seat does not get filled, the passenger(s) that do go on the flight still pay the single-seat fee they agreed to. So in the above example their share stays at £25 each. Skyüber takes its admin fee afterwards “but the pilot can cancel a flight at any time; charges are only taken afterwards,” Oliveira said.

Good Start

He believes the system “incentivises pilots to call friends and say that they have a seat or two available...” He said that already since starting the service last July, 10,000 members have registered including 1,600 pilots across Europe.

The UK accounts for around one third of this number. The company targeted Oliveira’s home country, Portugal, first but the UK was a major attraction given that it has a far larger pilot community. “We also have pilots in Belgium, Luxembourg, The Netherlands, Germany – they’re all starting to pick up,” he said. “But the UK, France and Germany are the three big ones.”

When AO&P met with Oliveira last November, he said already more than 500 seats had been used, accounting for around 180 flights. “It’s good for pilots, riders and flying schools – who will rent out their aircraft more. So we’re really excited,” he said. For flying schools and clubs in particular, he pointed out that “they’re already paying the fixed costs

[for the aircraft etc.] so it is really good for the GA ecosystem. The rest of the industry – such as maintenance [providers] – will benefit too.” He even suggested that with “fewer people interested in becoming pilots” it was “a good thing to get more people to fly.”

Later in the interview Oliveira said that “the low-hanging fruit is the enthusiasts but later the general public [may participate more]...but we are targeting the pilot community first.” He also said that the team was being cautious; “We don’t want to grow very big very fast, as it’s all very new...there are lots of questions that people have, such as ‘is it legal?’”

With the new EASA legislation it is accepted, although it risks blurring the definition between commercial and non-commercial – and there has been a lot of debate about this within AOPA and IAOPA.

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Flytenow.com's Last Blog: "The Beginning of the End"

On Friday, December 18, 2015 the U.S. Court of Appeals for the District of Columbia denied our request to overturn the Federal Aviation Administration's ban on Flytenow and other online flight-sharing websites.

In the Opinion of the Court, Judge Pillard held that pilots sharing expenses on Flytenow were engaged in common carriage, making them the only common carriers (i.e., commercial airlines) in history to not seek a profit.

We started Flytenow over two years ago to share the joy of flying by allowing aviation enthusiasts to meet pilots and go flying together. Enthusiasts from Boston to San Francisco experienced private flight for the first time on Flytenow – some going on to obtain their pilot certificates.

The current state of the law is extremely deferential to regulatory actions, at the expense of innovation. The Court relied on that regulatory deference, and the result is less choice for consumers, and less innovation in general aviation.

Unfortunately, we are left with no choice but to shut down Flytenow. However, we are still fighting as pilots to make this happen. Our amazing legal team at The Goldwater Institute are looking into options to appeal and helped introduce a bill in Congress. Thanks to all of our supporters, mentors, and investors who helped us along the way.

The Flytenow Team

Oliveira said (back in November) that they were waiting to see what the position would be as to the legality of a US flight-sharing site – Oliveira being hopeful that the FAA's position would be overturned by the courts. He expressed interest in what could be the best market for such schemes.

However, the ruling in December supported the FAA and, for now at least, such publicised-sharing is not possible in the US (see Box for Flytenow's closing post).

Fortunately there has been no similar challenge in Europe, and in the UK the CAA has issued guidance on

flight sharing – see Box (opposite page).

Oliveira demonstrated the App on his iPhone. For those looking for flights to go on, he said: "You can see flights near you – there is a map, the name of the pilot and when the flight is taking place, the aircraft type, the seat cost, plus the pilot's flying experience, reviews. You can also see alerts so you are notified each time a flight is created near you."

He said that up until the launch in July 2015 it took around a year to set up the company and design the App, which is now working well having had several early updates.



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July 9/10 - Compton Abbas
August 6/7 - Sherburn in Elmet
September 3/4 - Shobdon
September 24/25 - Alderney

CAA Guidance on Cost-Sharing and Introductory Flights

Changes to European air operations and pilot licensing regulations, which have been brought forward in the UK, allow some flights that would otherwise be subject to commercial air transport rules, to be undertaken as if they were non-commercial. The changes apply to non-complex aeroplanes and helicopters, sailplanes and balloons (This means any aeroplane or helicopter that falls below the EASA definition of complex aircraft, which most GA type aeroplanes up to 5700kgs do).

They allow more freedom for PPL, NPPL and LAPL holders around:

- **Sharing the costs of flights between private persons.**
- **Introductory flights.**

Currently the changes only apply within the UK, so before leaving UK airspace pilots should be aware that other European states may not have implemented these changes yet.

After August 2016, the changes should apply to EASA aircraft throughout the EU. For non-EASA aircraft the applicability will always be dependent on implementation by individual member states.

Cost-sharing by private persons

The maximum number of people who can share the direct costs of a flight has been increased from four to six, including the pilot. Direct costs include fuel, airfield charges and any aircraft rental fee. Any other costs not directly related to the flight, for example the annual cost of keeping, maintaining and operating an aircraft, cannot be shared and no profit can be made.

The requirement for those costs to be shared equally has been removed. How much each individual person pays is not prescribed, but the pilot must pay something.

A flight can now be advertised in advance, but it should be made clear that it is a cost-sharing flight, and not commercial air transport under an Air Operator's Certificate (AOC), since it is an offence to advertise the sale of a public or commercial air transport flight without being in possession of an AOC.

This aims to allow cost sharing between friends and colleagues and not to provide an air taxi service to members of the public.

Both EASA and non-EASA aircraft, including those on a Permit to Fly, may be used, although if the aircraft is being hired for the flight it must have either a Certificate of Airworthiness or be a type-approved permit-to-fly aircraft which is already permitted to be used for self-fly hire within the terms of the relevant exemptions.

“How much each individual person pays is not prescribed, but the pilot must pay something... A flight can now be advertised in advance, but it should be made clear that it is a cost-sharing flight...”

Introductory flights

Introductory flights are a new EASA provision designed to allow people to be taken on air experience tours in light aircraft. Provided the following conditions are met, it is not necessary for the pilot to be an instructor or for the flight to be operated under commercial air transport rules.

The flight must be performed either via an EASA approved training organisation (ATO) with its principle place of business in the UK, or through an organisation created to promote aerial sport or leisure aviation, on the condition that:

- The aircraft is either owned or dry leased by the organisation;
- Any profit made from the flights are kept within the organisation; and
- If non-members of the organisation are involved, for example members of the public, the flights represent only a marginal activity of the organisation.

EASA and non-EASA aircraft may be used; however they must have a

valid Certificate of Airworthiness, or be a type-approved, permit-to-fly aircraft which is already allowed to be used for remunerated training and self-fly hire within the terms of the relevant exemptions.

We would expect these flights to last around 30 to 90 minutes, although for gliders this may vary depending on the weather. In the case of aeroplanes and helicopters, they must return to the place of departure.

They are not designed, and should not be sold, to replace the traditional trial lesson in which a qualified instructor would typically give a demonstration of the controls and some flight training exercises with the participant handling the aircraft.

Flight time as a passenger on an introductory flight will not count as training towards the grant of a pilot's licence.

While holders of private licences may conduct introductory flights, they may not personally receive any payment for doing so.

Definitions

An **organisation created with the aim of promoting aerial sport or leisure aviation** means a non-profit organisation, established under national law for the sole purpose of gathering persons sharing the same interest in general aviation to fly for pleasure or to conduct parachute jumping. The organisation should have aircraft available.

Introductory flight means any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by an approved training organisation or an organisation created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members.

The term **marginal activity** should be understood as representing a very minor part of the overall activity of an organisation, mainly for the purpose of promoting itself or attracting new students or members. An organisation intending to offer such flights as regular business activity is not considered to meet the condition of marginal activity. Also, flights organised with the sole intent to generate income for the organisation are not considered to be a marginal activity.

Flight Test Prep:

Cessna TTX



AO&P spoke to Cessna about the TTx. This was a technical briefing ahead of an upcoming flight test. The TTx is as good as SEP gets!

Cessna is famous for its high-wing aircraft such as the C150/152, C172 and C182 which have proved hugely popular and long-lasting. The company has also developed a line of world-beating business jets – and you'd have thought that with its head firmly above the clouds it would have forgotten little piston-powered aircraft, referred to some as "spam cans".

That is far from the case, however.

While continuing to manufacture some high-wingers (not to mention the ill-fated 162), it also acquired Columbia Aircraft in December 2007 to fill a hole in its line-up for a low-wing, speedy single. Why let Cirrus have all the fun (although it has had a lot of it)! Last year of course it acquired Beech (Hawker Beechcraft), its neighbour and erstwhile competitor also based in Wichita (although Clyde Cessna and Walter

Beech started their careers together at Travel Air with Lloyd Stearman!)

Columbia had developed its aircraft based on the Lancair 1990s kitplane, and was led by founder Lance Neibauer. The Lancair ES was fixed gear aircraft with a variable-pitch propeller, and was developed by a company created by Neibauer based in Bend, Oregon. This company declared bankruptcy in late 2007 with Cessna acquiring it and renaming the aircraft the Cessna 350 and 400, and later 'Corvalis'. Production remained at Bend for a time but eventually the plant was closed and production was re-located to Wichita, and then to Mexico. Following an FAA flight test a panel came off one wing and this event stalled production and led to a redesign effort.

So in 2015 the TTx was born with the T240 designation and a useful load increased to 1,000lbs, so it could carry 92 U.S. gallons of fuel and 450 lbs payload. This would allow three people usually (pilot and two passengers) but filling to tabs would mean a fourth person could be carried.



Aerodynamically it was similar to the original, sleek and fast-looking, able to fly 210 knots TAS at 13,000ft, which is faster than a Cirrus SR-22. The top published speed is 235 knots TAS (at 25,000ft), making it the fastest in its class – fixed-gear piston. It weighs in at 3,600lbs (1,600kg) MTOW with a max landing weight of 3,420lbs and max zero fuel weight of 3,300lb.

The aircraft's 'Intrinsic' flight deck now has Garmin 2000 touch-screens (it is the first certified SEP aircraft with this) incorporating an ESP envelope protection mode that offers overbanking control. The screens are a pair of 14-inch LEDs, with 1280 x 800 displays. It also has a dual AHRS.

It has sidestick controllers with direct linkages for the control surfaces apart from the rudder, which is a pulley/cable arrangement. Cessna terms the technology 'DirectControl'.

It has a hypoxia descent mode too for added safety, and overspeed protection. This amounts to what *Flying* magazine called "fantastic safety advances." The G2000 has a GTC570 touchscreen

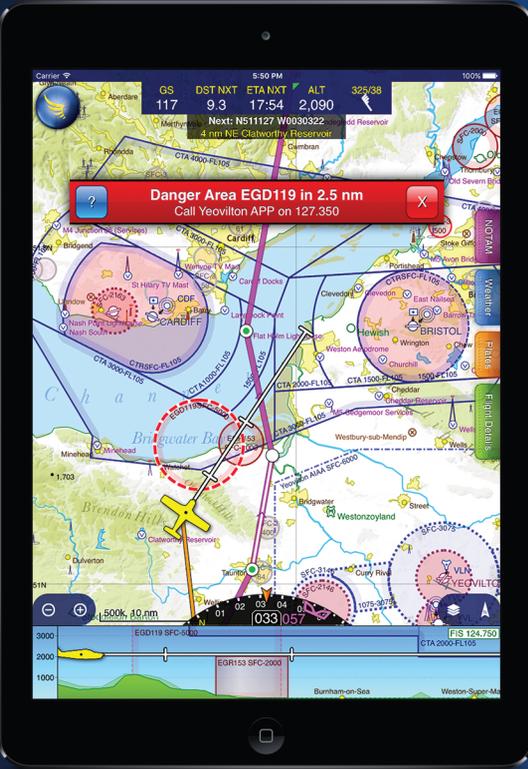


Here the FIKI features of the TTx can be seen. Although FIKI is an optional extra, it has proved popular.

controller and integrated navcom and transponder but Cessna claims it is easy to learn, especially for those familiar with the G1000 unit.

Engine-wise it is powered by a turbocharged Continental TSIO-550C delivering 210hp (230kW) at 2,600rpm. It is a 6-cylinder fuel-injected twin turbo with dual intercoolers. Max rate of climb is 1,400fpm at sea level, and coming back in the flaps-down vs is only 60 knots.

In terms of the performance Cessna claims 1,250nm maximum range, and a takeoff ground roll of 1,280ft. Furthermore, optional FIKI kit opens up far more possibilities to take airways in IMC. A range-map from Wichita shows with 45 mins reserve, a pilot and a passenger it can make Los Angeles or New York, Miami or even Mexico City. For Seattle and Boston the pilot would be on his own. List price is \$733,950.





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Technical Briefing

Cessna invited AOP to fly the UK demo aircraft but due to the wet weather the grass runways at its Goodwood base were, unusually, completely unusable for the aircraft. Frustrating as this was the test was rescheduled for 5th February when with luck the aircraft will be relocated to Biggin Hill to compete the test flight.

Meanwhile we decided to split the article into two parts, this one acting as a preview with the flight test write-up being a follow-up. All being well this will appear in the April issue of AO&P.

Speaking to Kevin Schmitz, business leader for the TTx program, which is now based back in Kansas (Independence), said that being able to claim the TTx is the fastest aircraft in its class is “a pretty neat bragging point.” He said that “the G2000 is actually more closely related to the G3000 that is in our jets than the G1000.

“The sidestick is directly linked to the control surfaces, so there is no lag or hysteresis – it’s very ergonomic and the pilot gets real feel.”

He said that the aircraft that a 1,200 range “if you fly efficient...you can fly efficient or you can fly fast.” He added that it’s “a very strong aeroplane – and is certificated in the utility category. And we have added FIKI [Flight Into Known Icing], which is a wonderful addition.”

The ESP “nudges you back from approaching unnatural attitudes,” said Schmitz, “or approaching a stall

or anything like that.” He said it’s “very aerodynamic” – even the exhaust outlets – so there are pilot-selectable (electromagnetically-actuated) speed brakes to help slow the aircraft and “expedite descents”. They are deployable at any speed, confirmed Schmitz.

Cessna likes to trace the type’s history further back than Lancair’s failure and instead pointed to that aircraft’s ground-breaking past – with NASA using it as a testbed in its AGATE programme in the mid-1990s. At the time companies such as Cessna and Piper had been suffering with liability problems which had decimated their industry (until the GA Revitalization Act came along). So NASA looked to a smaller, kit-built aircraft.

AGATE was after all about new materials and easier cockpits so the Lancair ES was a good starting point for testing out a lot of the new concepts.

Schmitz said: “A lot was given back to Lancair – which certified the Columbia 300 in 1998. The 350 and 400 (which had a glass cockpit) came along in 2003-4.” When Cessna came along in 2007-8, when Columbia was really struggling, it then tried to continue trying to produce the homebuilder design, which was not a great success.

“So Cessna retooled, looked at all the suppliers, tooling etc to see how it could really be mass-produced. They ended up with the TTx in 2012, a consistent aeroplane where the parts fit every time.” This then gained FAA certification in

2013, followed by FAA FIKI certification in 2014. The FIKI system uses TKS panels on the wings and empennage; the fluid ‘weeps’ out, and the system has a 10-gallon fluid capacity. The propeller uses a ‘slinger’ for fluid, while the wing also has inspection lights.

The next step, said Schmitz, would be to install a composite propeller, which is due to be achieved this year.

For the construction he said that Cessna now uses “a lot of fibreglass with NOMEX honeycomb over it. Certain areas of the fuselage we reinforce, for example the wing spars have unidirectional carbon-fibre. There is a fully integrated roll cage around the cabin “for safety.” The lower wing-skin is a single piece and there are two pieces for the upper skins.

“Essentially it has an unlimited airframe life,” said Schmitz – the airframe has so far been fatigue tested to 25,200 flight hours.

For the briefing Kevin had prepared a range chart out of Biggin Hill – which is where the flight demo/test is due to take place. With 102 U.S. gallons usable fuel it can fly to a number of places well into Europe, and in effect can be pushed almost as fast as a turboprop single if you don’t want to fly efficiently.

Cabin

The cabin isn’t pressurised but the doors have inflatable seals, for noise attenuation to help make the cabin relatively quiet. The cabin is wide (over 48 inches) which is “very large for a piston aeroplane,” said Schmitz. It’s ergonomic, he added, with gullwing doors.

He said some customers have said it’s a real nice stepping stone towards the jets as well, as you have to balance the payload against fuel load and it has “closer to jet” avionics too. With Digicomms and 3D Garmin audio, XM Weather and radio, TAWS-B, integrated traffic advisory system (GTS800), ESP (on all the time apart from below 200ft AGL) and ADS B-Out, it is undeniably a very well-equipped aircraft – but with that Cessna has attempted to make it straightforward to operate. And for those that do want to go to 25,000ft and shoot along with the oxygen masks on, there is an ‘integrated pulse oximeter’ to guard against fumes to warn of potential hypoxia. “You want to be sure you’re



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getting the right oxygen,” said Schmitz. It gives oxygen saturation level (percentage) and heart rate by putting your finger on it.

The aircraft also has an integrated automatic climate control system, similar to that found in cars – with sliders for controlling it on the GTC 570.

Four paint schemes are available for the TTx – while the premium ‘Surge’ package also includes personalised parts, better paint etc.

Schmitz highlighted ways it outperforms the competition: shorter takeoffs; outclimb; save time and money; glide 50% further if required; superior handling; advanced avionics; better equipment; and stronger – being certified in the ‘utility’ category.

The in-service fleet is now “just approaching 90 aircraft,” he said – but none yet delivered into Europe. “We are working on EASA certification right now,” said Schmitz. “We are exchanging information and we fully expect to achieve [EASA certification] in 2016.” But there are already owners in the U.S, Canada, Mexico, Australia, one in Thailand and one in Singapore.

Schmitz said that the base price was \$689,000 but with adding all options the top spec would be “into the upper \$700,000s.”

The composite components are made at Cessna’s plant in Mexico but the final assembly takes place in Independence, Kansas. The first unit to have FIKI was Serial Number 2049 but now “almost 50 units” have been produced with FIKI installed. “We’ve had lots of positive comments especially from northern U.S. and Canada,” said Schmitz.



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Trip Report

Mission to Malta

Paula Carter and **Tim Pierre** flew their group-owned Cessna 172 to the beautiful and historic Mediterranean island of Malta.

I have always fancied in idea of participating in the Malta Air Rally, as it struck me as a big challenge and an opportunity to visit some new places on the way there and the way back. I had almost achieved it in the past, but been prevented by either poor weather, lack of free time or lack of an aeroplane. But last year everything fell into place though; I'd like to think there was some divine intervention, as I had another reason to go this year, following the death of my father in February.

The Malta Air Rally started in 1969, when I was still in primary school, and was the brainchild of Captain George Kissaun, who still personally supervises every element of the event. I started

Below: The pilots with their aircraft, Cessna 172 G-EETG, and (above right) Tim captures a 'selfie'.



emailing him back in February, and got regular updates from that point onward, shepherding me through every stage in the process. He arranged for us to arrive on the Sunday after all the arrival competitions had been concluded because personal commitments (The Who playing in Hyde Park!) meant I could not leave the UK until the morning of Saturday 25th June.

I belong to a group of seven pilots who own G-EETG, a Cessna 172 based at Redhill, and an email to the group bought a positive reply from Tim Pierre, who wanted to accompany me on the trip. We had a couple of meetings to plan the route, the first of which involved getting an atlas out and – with some trepidation – looking at the vast tracts of water we'd have to fly over. In a second session we plotted exactly where we could land and, most importantly, who could supply us with fuel.

We had flown to Corsica together before, so decided we'd retrace our

previous route, make an overnight stop in Cannes before an early start the next day and aim to get to Malta via a refuelling stop in Cagliari on the southernmost point of Sardinia. We would have preferred to refuel in Sicily but were not convinced from anything we read that any of the airfields would be open for refuelling on a Sunday. Cagliari is a big international airport and would definitely have avgas available – but at a price, as we were to discover later.

In the cockpit we switched tasks after each landing. With one of us taking the easier role of flying officer "Captain" while the other became the communications officer and navigator. On the radio Tim's thick Kiwi accent trying to communicate with Italian controllers was not always as concise as it should have been!

The trip to Cannes was straightforward with a refuelling stop at Troyes, which has a 1,600 metre long paved runway, good air traffic control in French or English, self-service fuel pumps taking credit cards, and a nice restaurant.

We arrived at lunchtime, so got no reply from the tower, and I was just congratulating myself on remembering all the vocabulary to make a downwind call when I heard another pilot also



Above: Troyes in France on the way down. From there we flew to Cannes (pictured below left).

“We had flown to Corsica together before, so decided we’d retrace our previous route, make an overnight stop in Cannes before an early start the next day and aim to get to Malta via a refuelling stop in Cagliari on the southernmost point of Sardinia...”

announcing they were downwind, but in the opposite direction! A quick 180° turn and we were back on track and soon on the ground to refuel both ourselves and the plane.

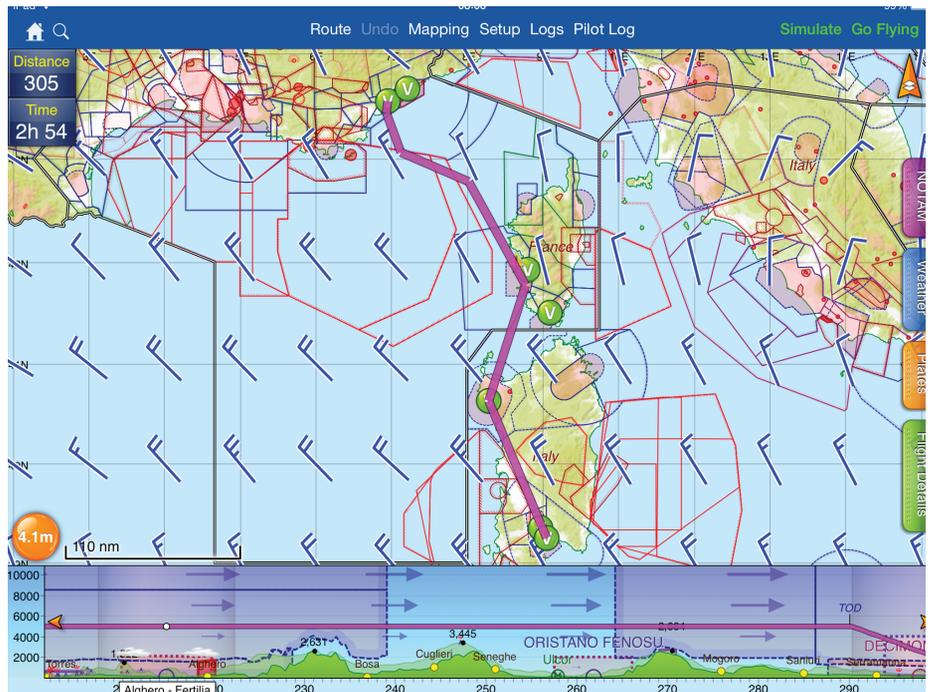
From Troyes to Cannes our route was straightforward, and at the weekend you avoid any problems from the low level military corridors that are scattered all across France.

Lyon is happy to provide an air traffic control service through their zone if you keep to the west of the Rhône and the city, and hence the airport, and there is a string of small airfields that are easy reporting points.

Once clear of the city (avoiding the power stations on the river to the south) we turned onto a south-westerly track and flew abeam the mighty Mount Ventoux, location for one of the lung-bursting mountain days of the Tour de France, then headed west for Cannes Mandelieu. The approach is well documented and involves reporting inbound over point WL, the southernmost point of Lake St Cassion, before joining the circuit with a spectacular view of the Cannes waterfront and the Croisette.

The next day our route took us across the Mediterranean to Corsica and down

SkyDemon showing the route from Cannes to Cagliari. A very nice tailwind.





Morning cloud over Sicily.

the westerly coast of the island. The sight of Corsica's 9,000 foot high mountains as we approached was truly stunning. We were at 6,000 ft off the coast looking at the mountains that appeared to climb almost vertically out of the sea. The mountains – shrouded in layers of moody mist – gave the island a beautiful, if not foreboding feel.

We then crossed the international border to Sardinia where the air traffic control switches from French to Italian as you cross a strip of sea about the same distance across as going from Portsmouth to Bembridge, Isle of Wight. Our route then took us down the western coast of Sardinia as far as Oristano Fenosu before heading directly to Cagliari.

Fun & Games in Cagliari

After landing, we had our first taste of the Italian fondness for bureaucracy as they insisted on different forms for landing fees, handling fees and fuel, including a Sunday afternoon surcharge and a bizarre requirement for a personal insurance number after discovering that TG was not VAT registered.

After a bit of head scratching I thought I remembered all the letters and numbers of my National Insurance number, which seemed to unlock the blockage in the departure. After the €1.20 per litre which we had been charged at Troyes, a charge of €4.20 per litre at Cagliari made this easily the most expensive tank of fuel I had ever bought – and it's probably more than you would

pay to send a family of four to Cagliari on Easyjet!

The €208 handling fee on top of the pricey fuel added insult to injury, but needs must. We didn't feel the least bit guilty eating the chocolate biscuits in the executive lounge.

With this trip taking place at the end of June 2015 we were unbelievably lucky with the weather, having clear skies the whole trip. We managed to miss the electrical storms and the 30⁰+ temperatures in the UK by being in Malta and Italy, go figure!

Ajaccio, on the west coast of Corsica.



Although rather obvious in retrospect, we rediscovered the additional benefits of flying high over land. At around 7,000 feet it became pleasantly cool in the cockpit, certainly preferable to the furnace on the ground and at lower altitudes. In addition, at that height the air was non-turbulent, allowing for a nice smooth flight. This was particularly noticeable as we approached Cagliari.

Having flown for a few hours over the sea at 7,000 ft, as we descended to around 2,000 ft into Cagliari the warm turbulent air rising off the land was throwing us around quite violently. It made controlling the aircraft hard work, not to mention unpleasant for the occupants. It's a good thing neither of us suffers from air sickness.

The leg from Cagliari to the west coast of Sicily was the longest trip over water, and the haze that so often seems to hang around over water meant I was flying on instruments most of the way, which made it quite a tiring session.

Once we were south of Trapani we were soon handed over to Malta approach, who then guided us all the way into Luqa. We enjoyed a beautiful approach over the Grand Harbour, which is every bit as grand as the name suggests, to land on runway 23 at around 5.30pm on Sunday evening.

We were too late to take part in the timed arrival or spot landing competitions which would have involved

arriving at a given time over the Gordan lighthouse on the north coast of Gozo.

Speaking to other participants it sounded like the spot landing was especially challenging due to a brisk crosswind the previous day, so we were happy to arrive in more benign conditions. We were met by Captain George, who guided us through arrivals and drove us to our hotel.

The next day I headed into Valetta to find out more about HMS Wolfe, the destroyer that was home to my father for nine months in 1945. He had often talked about this short contribution to the war effort as he had been called up while still at university and, as a result of this period in service, had never returned to Oxford, embarking instead on a highly successful career as a teacher. The family had agreed that this would be a fitting place to scatter some of his ashes and I wanted to pick the right spot for this very personal task.

The gentleman on the entry desk at the Maritime Museum could not have been more helpful and pointed me in the direction of Torpedo Depot Gardens, now the site of a peaceful little marina, which was where HMS Wolfe in her last role as a supply ship had been berthed.

The next day we spent planning our return trip, which involved getting every chart we had between Malta and the UK and laying them out on the floor of Tim's hotel room. We had thought we might go back via Tunisia and Spain, so we could add North Africa to our logbooks, but the terrorist attack in the resort of Sousse the week before we



left ruled out that option. Instead we decided to fly over the east coast of Sicily to get a close-up view of Mount Etna, cross over to the east coast of the Italian mainland and find somewhere in Croatia for an overnight stop before flying up the Dalmation coastline.

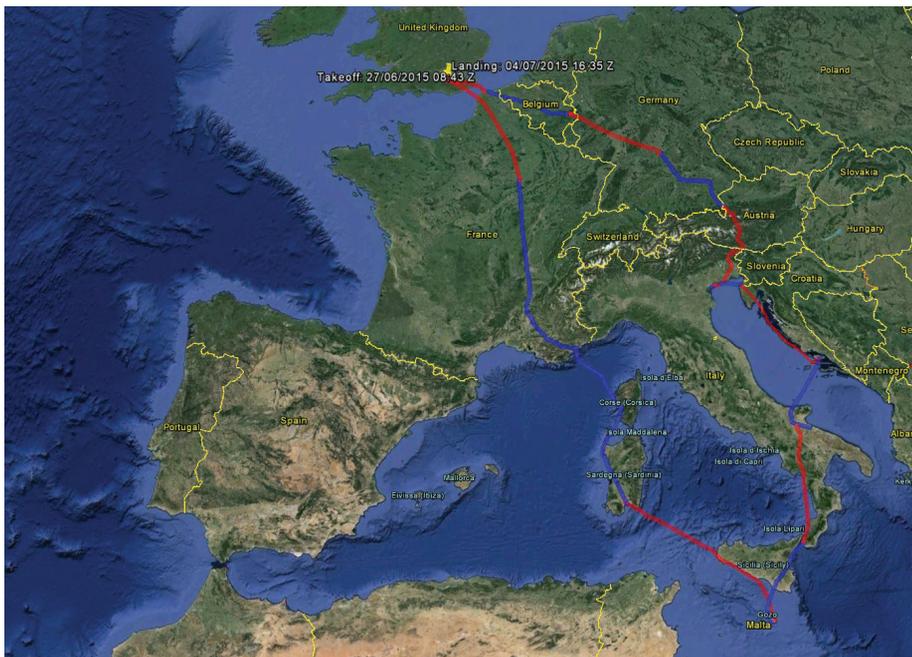
Tim wanted to land on the Venice Lido, and a stopover here would position us nicely for the crossing over the Alps into Austria. This route would add several new countries to our respective logbooks as well as taking in what we hoped would be some spectacular scenery en route. Over the final dinner in Malta we found ourselves chatting to a crew from Germany who recommended we visit Portorož in Slovenia, to add yet another country and take advantage of keenly priced avgas.

After the Mount Etna flypast, we had a refuelling stop in Reggio Calabria, where more Italian paperwork turned a refuel-only stop into several hours of administrative nonsense, only terminated by the magic NI number being produced yet again. From Reggio we flew up the western coastline of Italy to Salerno and then crossed over to Foggia.

Here the refuelling was really quite quick and the staff were extremely helpful in getting our flight plan filed over the phone with Rome for the hop over the Adriatic to Brač, in Croatia. This is a tiny island about an hour from Split by catamaran which has a decent sized paved runway 1,700 feet above the harbour town of Bol, which has clearly been developed as a tourist destination. There are weekly scheduled

Above: flying along the south coast of Malta; Below left: Grand Harbour in the Maltese capital, Valetta; Below right: Foggia, on the east coast of Italy.





Croatia Airlines flights into Brač from Zagreb and we were told there are also international flights in the summer from Scandinavia. The airport is on the edge of a very steep cliff and the runway points directly out to sea, making the takeoff suitably spectacular as you shoot over the side of a cliff in a style reminiscent of James Bond films.

The service at Brač was terrific, as an army of people swarmed over our plane, refuelling her and tying her down for the night. We took a taxi down through the olive fields and vineyards to the tiny boutique Hotel Bol, where my room with private balcony cost just €80 for the night.

Spectacular Croatia

The flight the next morning completely lived up to expectations. I had seen the Croatian coastline from 39,000 feet some years ago on a scheduled flight but at 1,500 feet we could see every boat sailing around the hundreds of tiny islands, and the water was clear enough to see to the bottom of each sandy bay.

With some reluctance we turned north-east just before Pula to track to Portorož, which is a challenging 1,500 foot circuit around a sea-level airfield surrounded by high cliffs on three sides. I decided to stay high on the base leg as there were several masts on top of the cliffs and then attempted a HALO approach that had Tim looking a bit alarmed. The air traffic controller advising a go-around as I swooped down towards his runway at considerable speed and

the second approach was less dramatic but more successful, although we were disappointed to discover that the restaurant was closed for refurbishment and lunch was two packets of crisps and a chocolate bar from a machine.

We both have SkyDemon on iPads and a laptop which made flight plan filing a doddle at every stage - even in the absence of WiFi we could hook up iPad to iPhone and use the 3G or 4G to send flight plans, which we now did to cross back into Italy.

We considered but ultimately dismissed landing at Pula. The logistics and time involved in landing for no other reason than me getting an entry for Pula in my logbook (Paula lands at Pula!) seemed a tad over indulgent.

The short hop from Portorož to Venice was uneventful and the approach to Venice Lido, which is a small grass airfield, was magical - with the Adriatic Paula shelters from the hot sun in Portorož, Slovenia.



Sea on one side and Venice on the other. It doesn't get any better than that - what an experience!

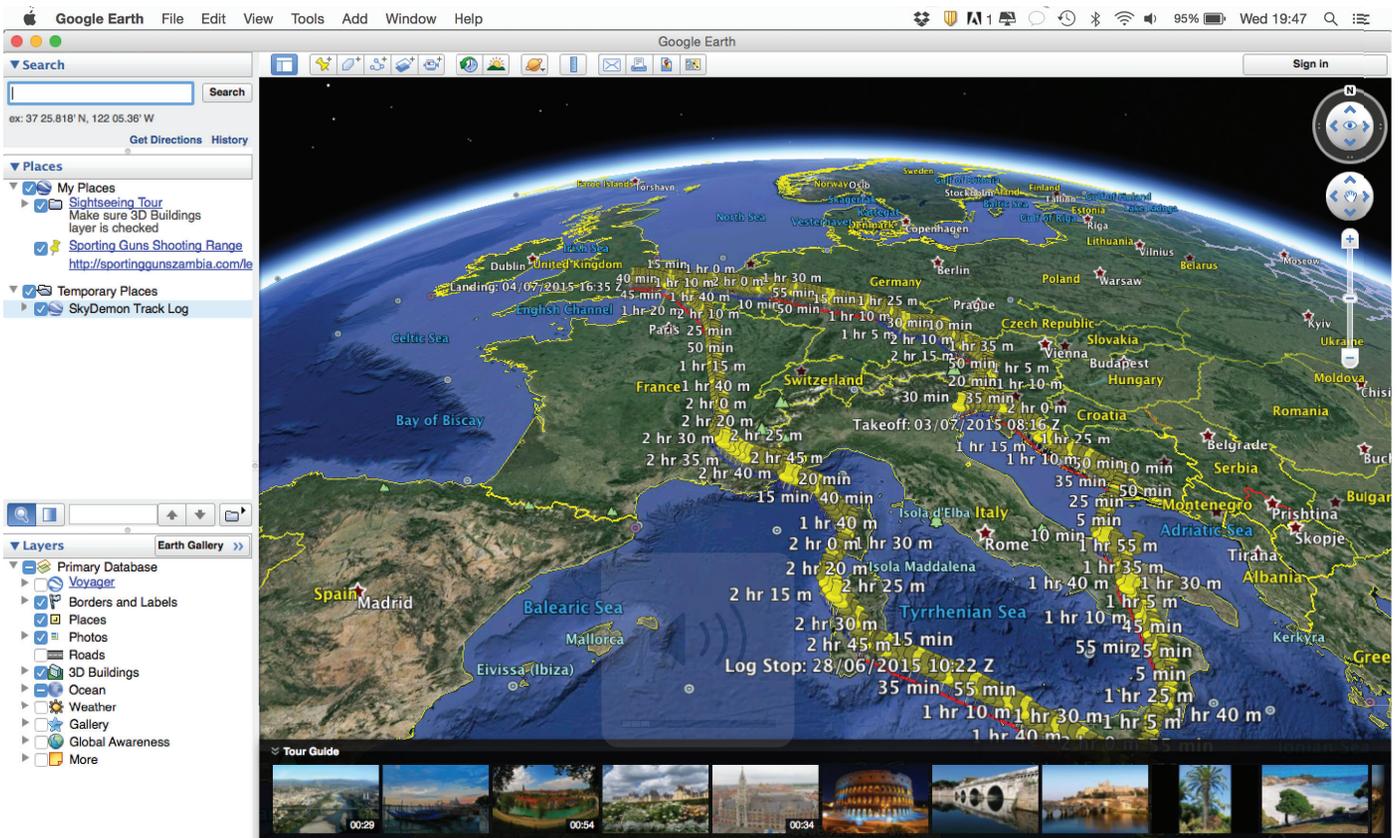
However, on final approach we heard a loud vibrating sound as Tim lowered the flaps to land, which turned out to be a loose plate in the housing of the flap where the wing root joins the fuselage.

We called David Hockings, who maintains TG, and sent him a picture, which meant he could make an instant diagnosis and advise us that it was perfectly safe to fly and that duct tape should prevent the plate from vibrating until he could find a more permanent solution. We duly taped up the plate, after an interesting trip to a hardware store where I had to engage in a round of charades to communicate "duct tape" without knowing how to ask for it in Italian.

We spent that evening planning our options for the next day - either to fly over the Alps via one of the GAFOR routes to Salzburg or, if the weather meant these routes were closed, fly east until we could cross at a lower level.

The GAFOR routes follow the natural contours of the mountains and take you through the valleys, which mean you can fly below the mountain peaks if necessary while having a reasonable chance of landing in the event of an engine failure. They are clearly marked on Jeppesen charts and appear as grey dotted lines on the SkyDemon charts.

We planned to use the Austrian GAFOR routes 42, 62, 61 and 60, which would take us over the Alps from Villach, north of Trieste, to just south of Salzburg. On SkyDemon the routes are colour coded (blue, green, amber and red) according to the actual and forecast conditions (cloudbase and visibility)



and each route has a three letter code: O means open; D means difficult; M means marginal; and X means closed). You can easily scroll ahead to see how the conditions will change by using the time tool in SkyDemon's weather menu. Three Os plus the route showing blue at our proposed time of flight and we were off, climbing eventually to 10,500 feet and weaving our way through the mountains with the peaks above us, and winding roads and rivers a long way below.

We had been warned to expect bumpy conditions with possible extreme up-and-down-draughts, but actually had a relatively smooth flight apart from one five-minute period of bumpiness. The perspective when you are near the top of mountains takes some getting used to, and finding the right valley is surprisingly challenging, but we soon settled down and enjoyed the views.

Salzburg Airport is a busy international hub and we were held in several different orbits before finally being vectored onto a very short final to land. We were met by a follow-me truck, parked very efficiently and refuelled promptly before being given directions to pay our landing fees.

Imagine our surprise on returning to find the plane had moved, as we had locked up and the park brake had been

engaged. The mystery was solved when we spotted a grab truck capable of lifting and repositioning a small plane, bringing a whole, new meaning to the term "Handling Service"!

Through Germany

The afternoon flight was to another airport recommended by the German crew, Rothenburg ob der Tauber, in the Franconia region of Bavaria, Germany. It is north-east of a walled medieval town and you can enjoy the long paved runway and refuelling for a mere €7.50 landing fee. Although the tower was strangely silent as we approached and landed, the radio crackled into life once we were on the ground to direct us to the best place to park for our overnight stay.

We arrived on possibly the hottest day of the year and made the mistake of choosing a traditional wood-clad hotel without any air conditioning, an error compounded by deciding to eat in the hotel restaurant where the menu was short on salads and long on stew and dumplings.

The next day we planned to refuel in Spa in Belgium, which we chose because it had customs facilities, but on arrival were told we would have to land in Calais to file our flight plan to the UK. This was the only day when

the weather looked anything other than perfect, with thunderstorms forecast in northern France and Belgium. In the event these were very localised and while the METARS showed thunderstorms in Oostende, and we could see some towering cumulus in the distance, there was nothing on our route and the flight back across the Channel was in the same CAVOK conditions we had enjoyed for the entire trip.

Our eight day trip saw us fly 14 legs, land in nine countries and fly almost 3,000 nm with a total of almost 30 hours. It was the longest journey either of us had made in G-EETG, which flew beautifully the whole way. Thinking about what we learned from the trip, here are our top tips for long distance flights:

- Always carry duct tape in the plane.
- Be prepared to change your plans and have some back-up options ready to go.
- Take any spare food from breakfast in the plane - your next meal may be a long time coming.
- Ask other pilots for advice and recommendations.
- Fly high over land in the summer for cool smooth air.
- However long you think airport officialdom, refuelling, aircraft prep and fluffing will take, add on half again. It always takes longer than you expect!

Flight of the Angels...

Ian Sheppard spoke to **Fernando Pinho**, who founded The Amélia Project two years ago with the aim of arranging 'angel' flights around the world. Common in the US, these flights – where aircraft owners offer at-cost or free flights to patients and their families to attend treatment – are rare in other parts of the world, where they could provide vital lifelines to sick children.

Aviation is a great enabler. It is easy to forget in Europe and the U.S. and other developed areas that the vast majority of the world does not have good roads and railways. It is easy to forget that for the majority of the world's population the nearest hospital could be days rather than minutes or even hours away. So aviation can provide a vital lifeline to communities, and more than anything to individuals who are sick, and their families.

Pinho has started with Myanmar, where the infrastructure is very poor and the only good hospital are in the main cities, yet there are good airports. To fund the project he has teamed with U.S. aircraft manufacturer Cirrus to sell shares in its high-performance SR22 single-engine piston aircraft in the UK.

Myanmar's children are dying needlessly. Diagnoses are haphazard, survival rates are abysmal and travel to the only cancer hospital in the country can take days each way.



Founder of The Amélia Project, Fernando Pinho, has been a private pilot for 20 years.

He faced a lot of scepticism when first proposing the aircraft shares idea but Cirrus was ultimately convinced and came on board.

The Project is not a registered charity, it is a Community Interest Company (CIC), a structure created by the UK government to encourage businesses where profits are directed to a charitable purpose. "We are a CIC, which is a very interesting model. We don't want to only rely on donations, and we also want to contribute to the economy."

He noted that the "core idea" was based on the fact that "big charities have their own aircraft – for example the Red Cross, Australian Flying Doctor Service, and [for example] Oxfam has a really good deal with British Airways.

"But medium-sized charities just get charity rates on airlines" – the same price as the public but with greater flexibility. And beyond the airlines they struggle to afford to charter aircraft, even if they are

available. "Also, with some countries, such as Myanmar, even the MAF [Mission Aviation Fellowship] can't go in easily."

So why is Myanmar the first country that The Amélia Project (which is named after Pinho's young daughter) focusing on? "Our involvement there was accidental," he says. "We're talking about a place where 3,000 children develop cancer every year but they diagnose only around 10% of those, so 300, and save only 5% of those diagnosed, on average," said Pinho. "So we bring internationally renowned doctors to try to diagnose properly – as lots of diagnoses have proved to be wrong in the past.

"There is only one hospital in Myanmar [formerly Burma] there treating children with cancer and only three doctors specialising in it," said Pinho.

He added that the World Child Cancer charity and the UK government were funding medical equipment "and



Cirrus is fully supportive of the Project and it is hoped that the first aircraft will be acquired this year.

we have stepped in to help with the air transportation—to get patients and their families to the main hospital in the Myanmar capital, Yangon (Rangoon). “We did some research and realised that families need that need to go to Yangon there are big challenges, even with accommodation and looking after their other kids. The average speed on the roads is 25mph so families can spend 3-4 days travelling up to 900km to the hospital.” He explained that the journeys were often arduous and could involve several boat trips, buses etc – “and you’re talking about children that are seriously ill. It can cost families 25% of their income just to pay for the tickets... so we realised there was a real transportation problem.”

One example involved a father, who works in Thailand, sending his wife and child to hospital in Yangon for frequent treatment for leukaemia. Each round-trip journey costs them 25% of their monthly income. “These things help to explain why the headline survival figures are so poor...”

“Later we realised that Myanmar has 61 airports – a legacy of the Vietnam War. Around 20-25 are operational, four or five being international. So we decided to propose to the hospital that we run a trial in 2016 to fly families from a state to and from the hospital.” The other advantage of this is “we can assure the hospitals that the patients are going to turn up on time.”

The plan is to run the flights for a month “to see what the impact is...then we can consider what we can do going forward. We aim to use a Cessna 206 but

one problem is that avgas is not really available, so it would be better to get a [turbine aircraft running on kerosene such as a] Kodiak or Cessna Caravan... although the ideal aircraft for us would be a Pilatus [PC-12].”

He said that “Edmund Hewertson [Pilatus UK and Jetfly manager] was very helpful and has arranged a PC-12 that we can hire at a good rate...the problem is we can’t take it to Myanmar – but he’s ready to help us whenever we do something in the UK. In fact Edmund was the first person in the UK that actually believed in me and he helped



with video coverage, giving us access to a PC-12 for filming on their apron including using drones.”

Pinho said the aircraft for Myanmar is likely to be from Singapore, and at the time Pinho had started to discuss leasing an aircraft there, via the association of pilots. “They contacted me to offer a Kodiak at a very good price.” However, as of late 2015 Pinho was “going through the paperwork to get ministerial permission.”

Funding for Myanmar is ongoing but it has got off to a good start. In March

this year the Project plans “to launch a massive campaign to raise funds for Myanmar.”

He said you have to be very careful in Myanmar due to security and political sensitivity. “A few years ago Medecins Sans Frontieres [MSF] was expelled from Myanmar, although [the French organisation] is back now.”

While the Amélia Project was waiting for approval in 2015 the team, which is based in Cambridge (part time staff as Fernando is the only full-time one), arranged some flights from Scotland “to bring families together for Christmas. We did four flights – it wasn’t necessarily the most cost-effective solution but it was more about the experience for elderly family members.”

Cirrus Shares

With the commercial side of the Project, Pinho said that he was offered help from an aviation law firm, *pro bono*.

“We had a very good law firm [White & Case] working for us, especially on the Cirrus plan. They drew up the agreement we can use with the pilots.”

He explained that the UK CAA has been helpful and that the law firm had been dealing with them. The aircraft will be G-registered.

“We’re supervised by the CIC regulator too; they check the accounts every year – everything is done properly, so no gentleman’s agreements,” he said.

The idea came when the team “started to think about having a business that would help, such as syndicated. Groups tend to be time-consuming, and not well formulated...so we thought let’s get a

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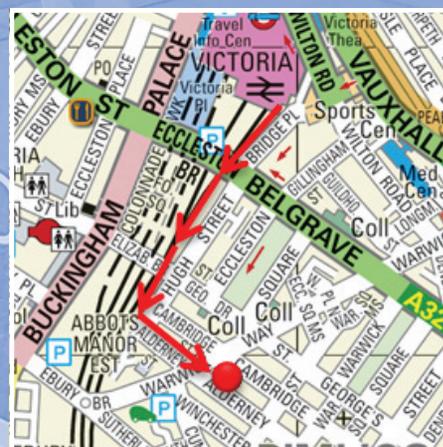
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plane that most people can't buy and give them access to it.

"Cirrus liked the idea but weren't expecting it – as it mixes the concept of fractional ownership with syndicates. People buy a share they can afford or want, for example 5%." This entitles them to that proportion of the available time for a share cost of £19,900+VAT.

The cost dry will be £25 an hour, fixed for the first two years, then £38 an hour. Then users can add fuel – which as of late 2015 was around £93 an hour for a Cirrus. "So it's around £120 an hour at today's fuel rates." The monthly fee for a 5% share will be £118 for the first two years, which includes a sum for the contingency fund.

Pinho said it would even be possible for someone to buy a share through their company and use partly for business, and use capital allowances to make it tax efficient. "These models allow companies and individuals to buy the size of share they want." Owners could also use it without being a pilot, and hire a commercial pilot, if they wished, or even use one that they employ.

Maintenance Included

Cirrus has offered the CMX program with the aircraft, which will be new (2016 model) and will therefore have maintenance cover included for the first two years.

The Project's core team will manage the aircraft, and will fly them to RGV in Gloucester for maintenance. The plan at the moment is to base the first aircraft at Cambridge, but Pinho admitted that this could change. Pinho says he is now building a database of pilots that have expressed an interest in buying a share, with the aim of getting the first aircraft set up, when it has all the necessary shareholders.

That aircraft will also have a livery with all the supporters on the paint job, over a white aeroplane. But if the Project grows it is not limited to using Cirrus aircraft for the shares. "But it's fast and as a pilot and a father of a three year old daughter, I'd like to have a 'chute on my back – to know there is a Plan B," said Pinho. In addition he said that the Amélia Project would consider adopting other aircraft owned by groups already.

Meanwhile Aero Poznan in Poland will do the training, checking out PPLs to the Cirrus. The one-week training (13 hours simulator and 6 hours in the aircraft) will cost €3,368 (around £2,800).

Pinho, who started flying in Portugal 20 years ago and currently flies a Cessna 172 from Cambridge Aero Club, says that "some people when they heard about this [business] were very upset...but Cirrus has backed us up since day one. I started this three years ago and haven't taken even £1 out myself – and neither do we have huge reserves to spend on advertising – I want all the funds to be used for [the Project]," said Pinho, who said that his brother had leukaemia when he was 12 years old.

So Myanmar is the "first project" – and is already likely to be "bigger than expected," said Pinho. With "initially a month, flying every day, with the potential to operate for a couple of years, [using] volunteer pilots. The airports there are quite good – so it's not really bush flying and there's not much bad weather, though they have a rainy season. There's no icing though [at the levels they will operate]."



Aero Poznan in Poland has the only Cirrus full-motion simulator in Europe. Also pictured on page 35 is the exterior of the simulator.

What is Pinho's vision for the future? "On the humanitarian side we want to provide an alternative – and we just want to help. For example, The Philippines has the same issue with travel, and the WCC is working there already."

Turning to the UK he said, "I don't understand why there is no tradition of 'Angel Flying' in the UK." However, with the Cirrus aircraft he says "We'll keep a share in them for The Amélia Project. The admin fee from the owners will pay for the Project's 5% share...we could have several planes available, and the idea is that the pilots could volunteer to fly for us."

For further information please visit The Amélia Project website at www.theameliaproject.eu.

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Was a Chipmunk *always* a Chipmunk?

David Ogilvy recounts the surprising history behind the Chipmunk becoming one of the most successful trainers ever.

If you own or fly a Chipmunk in 2016, are you aware that, 60 years ago, your pride and joy may have been declared unfit for use as a civil aeroplane? Almost all the 120 examples on the UK Civil Register today originated in 1950-1952 as T10s for the Royal Air Force, but after an average of less than five years' use, a change of Service policy enabled the first batch of thirty to be released onto the open market.

The chance of an (for then) up-to-date and proven trainer at a very reasonable price seemed to open new opportunities for flying schools and clubs, so many of us jumped into the fray. At the time I was working for the Air Schools/Derby Aviation Group as CFI and manager of their base at Elstree. The Company bought five of what we hoped would prove to be economic bargains, with the plan to acquire more when other examples became available.

Stop! Yes, these were Chipmunks and a small number known as mark 21s had been built as civil aircraft, but what we (and others) had bought were military machines and, as a type, they had not been through the necessary airworthiness procedure.

The Authority of the day – well before the CAA had been invented – declared them as unknown creations. With complicated aircraft, such as the Avro Vulcan, it makes solid sense to be demanding when allowing military aircraft to be civilianised, but a simple and proven trainer, with a fixed undercarriage, a Gipsy Major engine and a fixed pitch propeller, should have been a straightforward procedure entirely devoid of bureaucracy.

Certainly the Chipmunk had suffered from spin recovery problems, but so had the Tiger Moth, Magister and other trainers, yet this was not one of the reasons put forward for refusing to grant a Certificate of Airworthiness to the T10. In fact, during the Chipmunk's later life, the RAF set higher safety standards than the civilian powers, for all Service machines were modified with anti-spin strakes and broad-chord rudders, yet I saw private machines flying quite legally with just one or even neither!

So, what were we supposed to do to be able to use our aeroplanes for their intended purpose – to fly and earn their keep? We were ordered to treat the T10 as virtually a new design and consider as

a prototype the first to be put forward for certification. This incensed those of us who had these machines lying idle and many pages telling the tale appeared in the aviation press; to this day I have retained copies as evidence. At the time there was a fairly tense lack of harmony between the then dominating military and the growing civil elements and these extended far beyond airworthiness.

While consulting an official of the Ministry of Civil Aviation about a pilot training course, I was advised to differ as much as possible from Service practice, as the aim was to establish independence. Some of the differences, such as the RAF having aircrew and civil aviation using flight crew, were harmless, but when the obstinacy extended to whether you could or could not fly a well-proven aeroplane, the tone turned to one of tough challenge.

Before we could use our Chipmunks, there were numerous obstacles to overcome and we deemed only one of these obstacles acceptable to us: T10s were equipped with cartridge starters which had proved to be safe in the more regulated Service environment, but they could be considered lethal in the private and club flying world. We accepted this but, unfortunately, it created a separate problem, as the low capacity batteries were unhappy when required to take on a heavier duty. This, though, was not anyone's fault, but just an example of one problem's removal creating another.

All the other demanded changes were unacceptable and needed to be destroyed one by one. On the logical basis that a Chipmunk was a Chipmunk, none of us had anticipated being confronted by so many difficulties. The modifications required would cost considerably more than we had paid for a complete and serviceable aeroplane. Although the T10 was not considered to be safe enough to enable civilian Joe Soap to learn to fly, a few years later it was deemed suitable for the Duke of Edinburgh and, later still, Prince Charles, to do just that.

In 1956 the author celebrates the eventual clearance to operate ex-RAF Chipmunk T10s as civil aeroplanes.



The author with the RAF pilots who flew two Chipmunk T10s around the world as late as 1998, by which time the type had completed 48 years of military service. Photo courtesy of Jack Wells.

Note: Chipmunk pilots and enthusiasts are being invited to celebrate the 70th Anniversary of the first flight of the de Havilland Chipmunk at a Fly-In at Old Warden Aerodrome, Bedfordshire, on Sunday 22nd May.



The fuel capacity of 18 gallons was considered to give a less-than-safe endurance, yet the military Auster 5, with its more thirsty Lycoming engine, had been cleared for civil use with tankage for only 15 gallons. The authority was unable to offer an answer to that, so after much dispute we were permitted to retain the pair of nine-gallon tanks.

Initially night flying was not to be allowed, as the gauges were not sufficiently luminous and were not easily visible from the rear (instructor's) seat.

The metal fixed pitch propeller (with no working components) needed to be sent away to obtain an expensive tag of approval. All the instruments needed to be removed, overhauled and given a civil release. Even the engine – a mark 8 version of the ubiquitous and well-proven Gipsy Major – was allowed only 500 of its 1,000-hour life, so if one had run for 520 hours in the Service, it had to be removed and reconditioned, or scrapped.

Some items that needed to be removed for inspection were not to be returned to their original and safe working positions: the reservoir for hydraulic fluid, which had carried out its task satisfactorily just ahead of the firewall (where its contents could be checked with ease) must be moved to a position behind the wall, where any leaks would drip directly onto the voltage regulator.

Following some aggressive argument, publicity in the aviation press, the wasting of substantial sums, the use of considerable time and energy and the loss of several months of what could have been constructive use of our Chipmunks, the following official notice appeared:

“Regarding the civil certification of the surplus Air Ministry Chipmunk T10s, the requirements are to be very much reduced with the introduction of a new civil series, the mark 22. Very few modifications will now be necessary to convert the military Chipmunks to full CofA Standard for this new mark, and the cost should be little more than the normal overhaul cost for similar light aircraft.”

Following this formal climb-down, the Chipmunk achieved extensive success in the civil field. It proved rugged and reliable and within Air Schools we achieved between 1,000 and 1,200 hours per annum on each machine. I have not heard of comparable utilisation by any other basic training aeroplane. Within the RAF the Chipmunk T10

served in its intended role for almost 50 years and even today two examples remain active with the Battle of Britain Memorial Flight to provide tailwheel conversions. The youngest British-built Chipmunk is 63 years of age and the existence of 120 on the UK register in 2016 proves that there was not much wrong with the design. As late as 1998 two RAF Chipmunk T10s (with extra tankage) were flown around the world.

Finally, on a practical issue, the Chipmunk was not intended to be a tourer and the virtual absence of luggage capacity proves the point. However, if you place value on an aeroplane's handling qualities, seek a specimen and get checked out to fly it. I doubt if any mass-produced light aeroplane has more pleasantly balanced controls. If you are a tricycle king (or queen) though, take care: remember that it is a tail-dragger!

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Vision for Old Sarum

Architects have designed a unique scheme for the historic airfield near Salisbury. **Grenville Hodge** explains, in a recent letter to AO&P, how balancing aviation and housing could mean GA airfields survive.

I found the article about Old Sarum Airfield (*Aircraft Owner & Pilot*, December 2015) rather negative and inaccurate, but suspect this is partly thanks to those opposed to any development wanting to discredit the owners and managers of the airfield. In fact the airfield has been owned by the same person for more than 20 years and his heart is very much in aviation, which is why we have created a development plan (including “Sarum Landings”) that puts the airfield at the centre of the community – not an irritant to the community.

I think what we are trying to achieve at Old Sarum is unique in general aviation and could be a model to help re-invigorate GA in the UK.

We would like to think that your readers can appreciate that:

- 1) Old Sarum Airfield is an example of an owner willing to take a very long term view, supporting uneconomic aviation operations for almost 30 years with the intention of creating a viable and vibrant airfield secure for the long term.
- 2) The intervening decisions by local councils to promote the development of thousands of homes around the airfield made this task massively more difficult

as it naturally created conflict between the noisy airfield operations and the new home owners at Old Sarum, Ford and Stratford sub Castle. It is such conflict, more than any other, that has doomed similar airfields.

3) Nine years ago the airfield owners and the local council agreed a way in which the airfield could continue to thrive while allowing ‘moat’ homes to be built on the surplus ground around it. The idea was that the new neighbours would favour light aircraft activity. This led to a huge “investment” by the airfield owner, Matthew Hudson, in researching, investigating and developing a plan that will create a new hub for general aviation at Old Sarum, protect the airfield’s heritage, reducing noise and building homes in a way that really brings the

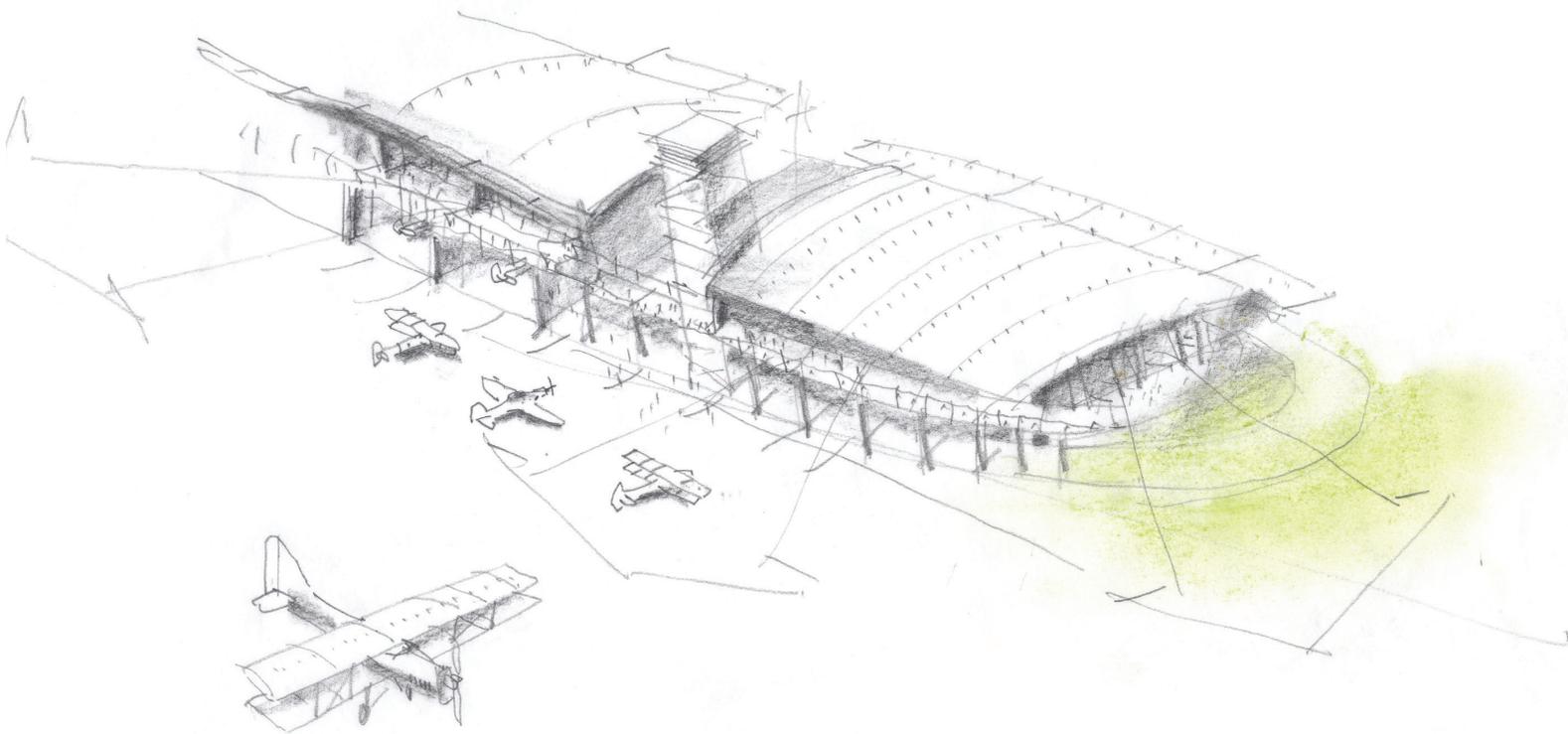
“What we are trying to achieve at Old Sarum is unique in general aviation and could be a model to help re-invigorate GA in the UK.”

community into the aviation activity.

4) During those nine years, operations at the airfield have been managed to restrict the hours of operation and types of aircraft flown so as to not cause a disturbance to local residents. From a recent survey of these residents it is known that this has been successful, albeit at substantial cost to the owner. Some of the nearest residents said that they have moved to the new homes because they wanted to be near the airfield. This was a great relief and appears to vindicate the ‘moat’ principle underlying our proposals and Matthew’s huge investment in meeting the losses and the seven-figure planning costs.

5) Because the planning process has become extremely extended due to opposition from several loud locals and pro forma roadblocks erected by planning officials, effectively taking on the mantra that “Our job is to stop you” (despite us having a written agreement with the Council that this is the best way forward), our policy of limiting flying activity is no longer financially viable, and the patient is slowly dying. Thus out of necessity the airfield hours will be extended (including night flying) and the noisier aircraft types which have been pressing to operate from the airfield for





some years will now be accepted. Once development of the new aviation assets, heritage facilities and housing has begun, the s.106 Agreement will regulate flying again, much as the owner has done voluntarily for the past nine years.

6) Creating something that is unique will inevitably generate opposition – from those who oppose change, from those with their own vested interests, and from those who are not prepared to make the effort to try to understand what is being proposed.

7) There is a small group of local residents and politicians who oppose the scheme and have drowned out those who are supportive or don't mind living near the airfield, and in fact enjoy it.

8) For planners, the concepts are unique and outside their normal planning experiences. This requires much greater effort on their part to understand what is being proposed – it would be easier for them if it was the “normal” development they are used to from the major developers. In such cases they simply slice the original salami (application) until both parties are grudgingly “satisfied”. The process is about quantity vs quality, ‘how many’ versus ‘what’. Examples of those results can be seen all over Britain. Conversely our scheme proposes far fewer homes than the density of the adjoining Persimmon scheme would create (less than 50%) but our ‘what’ is unique.

Current Status

The exciting plans for Old Sarum Airfield – which are on display on-site at the Skies Café and on the airfield’s website – are progressing, with the airfield owners and their consultants working constructively with planning officials to answer the questions naturally raised by the planners, who do not have experience of an application of such a unique nature.

The proposals to create a new aviation hub with a moat consisting of certain owners attracted to exemplary housing which is part of an integrated aviation environment is unique to the UK. It thus needs extra effort to convince the traditional planning community. The conception and implementation of this scheme has had the long term support of the airfield owner, Matthew Hudson, who is one of the few people who can justifiably claim to have rescued an international airport from closure, having rescued Prestwick in the early 1990s.

His leadership and his financial support should help to demonstrate what is possible in reinvigorating general aviation. We all know that the government is struggling with the conflicting demands of: (a) creating new homes on brownfield sites; and (b) supporting the many GA airfields that are under threat as brownfield sites. We are trying to show a way forward, but against a torrent of short-sighted “nimby”

abuse. Our opponents seem to want 150 acres of brownfield site housing versus a viable, safeguarded heritage airfield and less than 50 acres of ‘moat’ housing - i.e. housing for aviation enthusiasts.

This example - where a beneficial owner is willing to accept a lower return from his valuable asset by investing in a new aviation facility, which is really part of the local community, should be seen as an exemplar for other sites. It turns what is often seen as a nuisance by local people into a valuable asset to them.

The recent survey carried out at Old Sarum by a third party firm, “Local Dialogue”, showed the viability of the ‘moat’ concept – nearest neighbours supporting aviation operations with low energy noise profiles.

Your previous article gave the impression that the owners had not worked collaboratively but this is false. The truth is that the owners sought to share their ideas with the community and local leaders well before any of these were developed into a plan.

Beginning with close collaboration with the County Council, we reached a “Statement of Common Ground” six years ago, in February 2010. This was then embodied in the new Core Policy for the area in question and the application was submitted a year ago, complying completely with that Policy.

We used the best practice process of an Enquiry By Design led by a member



Old Sarum Airfield is undeniably part of Britain's national aviation heritage.

of The Prince's Trust to engage with the local community, to capture their valuable contributions after adoption of the Core Policy and two Public Enquiries, and before any of the current designs were initiated.

There have been numerous and well-advertised opportunities for the public to meet with senior members of the design team. We continue seeking to work with the local community but we recognise that there are some who will continue to be opposed to what is trying to be achieved.

Regrettably, some of the vocal opposition have made defamatory statements and others unsubstantiated and damaging statements, as for example the one reported in your previous article that was made by Tom Corbin, a member of Salisbury City Council.

Contrary to the implication of your article he is hardly representative of the Council. When the City Council Planning Committee after more than

two hours of searching questions overwhelmingly supported our proposals, by 7 votes to 2, he and his colleague were the 2 who voted against the proposals. They were simply following the lead of Cllr. McLennan, their NIMBY Wiltshire Labour colleague who has recently written "the key thing to remember is that 'no homes' ... is the only game in town."; and "The word 'homes' is not in any thought I have, as we have taken enough in our parish already."

Mr Corbin made the untrue statement that our accounts show we are profitable. The truth is that the operation of the airfield has been loss-making for many years. His statement was demonstrably false. Our accounts are a public matter. He undoubtedly knows or should know that it is very damaging for a public official to falsely claim such "lack of trust" in an applicant for planning consent – especially one where the history is not kind to some of the local officials.

We are happy to provide all the details and plans relating to our vision for Old Sarum so that you might consider publication in an upcoming issue.

In the meantime all of the plans are on display in the airfield café and a trip to this delightful airfield is always worthwhile. The aerodrome manager, Angus Beal, is happy to welcome visitors, whether they come by aircraft or by car, and is keen to talk about these exciting plans.

Grenville Hodge

Windshear

Michael J Newman's analysis of the effects of turning downwind would be correct if aircraft had no mass and therefore no inertia but in practice of course they have both.

The effects of inertia may be illustrated by imagining an aircraft in flight which is instantaneously rotated 180 degrees about its vertical axis. Ignoring issues of 'controllability' it is obvious that initially it would travel tail first at the speed it had been travelling forwards. The drag and counter-thrust of the engine would then slow the aircraft to zero airspeed and begin to accelerate it to its original airspeed but on the reciprocal course.

In practice when an aircraft turns the inertia is countered by the aircraft banking so that the lift vector reduces the speed on the initial heading to zero and begins to build speed on the reciprocal course. If initially the aircraft was heading directly into wind, half way round the turn it will have neither a headwind nor a tailwind, but the tailwind will begin to build as the aircraft completes the second half of the turn. However, because of the aircraft's inertia it will not pick up the speed of the wind in the short term, but will lag behind it. Hence its airspeed will fall with the possible risk of a stall.

The effect described will depend in magnitude on the mass of the aircraft, its speed, the rate of turn and the strength of the wind. In normal circumstances a safe margin of flying speed over stalling speed, bearing in mind that this increases in a turn, should suffice to prevent a stall.

Roger Bunbury

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The Wellesbourne Ultimatum

Businesses have been told to leave Wellesbourne Mountford Airfield by the end of 2016.

The *Stratford-upon-Avon Herald* newspaper is spearheading a campaign to help save Wellesbourne Aerodrome after the owners gave businesses an ultimatum to pack up, with flying to cease at the end of 2016. The Herald reported that "... businesses at Wellesbourne have received the backing of politicians and motoring journalist Quentin Willson after being issued with eviction notices." They were told to leave by 24th December 2016.

According to the newspaper, Stratford District Council has reacted by launching a feasibility study to assess the impact.

Chris Saint, leader of the Council, told The Herald: "We are holding firm over Wellesbourne Airfield and treat the notices to quit to operational tenants as an act of brinkmanship that I hope the Inspector will ignore. The airfield is simply the wrong place for even more housing." Cllr Lynda Organ told the Herald: "The District Council values the airfield... as such we are seeking innovative opportunities [to help safeguard] the future of the airfield."

The Council has included in its Core Strategy a statement that it would like to keep the airfield open.

Wright Hassall Solicitors, which is acting for the majority of tenants, all of which want to remain at Wellesbourne Airfield, said that the news had come as "a severe blow...we are talking about the livelihoods of individuals who have worked hard to build up their businesses.



The Stratford Herald has created the poster below to promote their campaign to save the airfield. It has created a web page at: <http://www.stratford-herald.com/category/save-wellesbourne-airfield> Herald editor, Amanda Chalmers, told AO&P: "As the local newspaper we knew we could not just sit by and allow this to happen without a fight, so we launched [this] campaign."



"We can confirm we are exploring various legal angles and anticipate being in a position to confirm further actions in the coming weeks."

Quentin Willson said: "I have been going to the airfield for 17 years, I have had flying lessons there, I take my children there and I regularly visit the Touchdown Café. To close all the businesses down and build 1,400 houses there would see us lose jobs and growth in Stratford, it would be an insane planning decision if this was allowed to happen." Willson continued: "We lack growth and employment in Stratford. It is a working airfield, it should be developed further as a business centre. If we have 2,000 extra cars going over Clopton Bridge every day we can just say goodbye to the centre of Stratford, it would be a tragedy for the town. If I can help at all I will."

Wellesbourne MP Jeremy Wright also underlined his view that housing should not be considered on the site.

"Building 1,500 houses there is not of benefit to Wellesbourne, the village has taken more than its fair share of houses. If a housing application came about I would make representations to the planning authority that my view and the view of most people in the village is that it would be a bad idea. People do not want to see more pressure put on local services."

In January Gladman Developments, the developers, confirmed that they are promoting their housing proposal though the Stratford Local Plan. Gladman is working alongside the Littler family, which owns the airfield, with around 20 family members living around the world likely to benefit. The death of the head of the family in the area is believed to have led to the current situation.

When that plan was first mooted in 2014 a group called Wellesbourne Matters was established to fight the proposal.

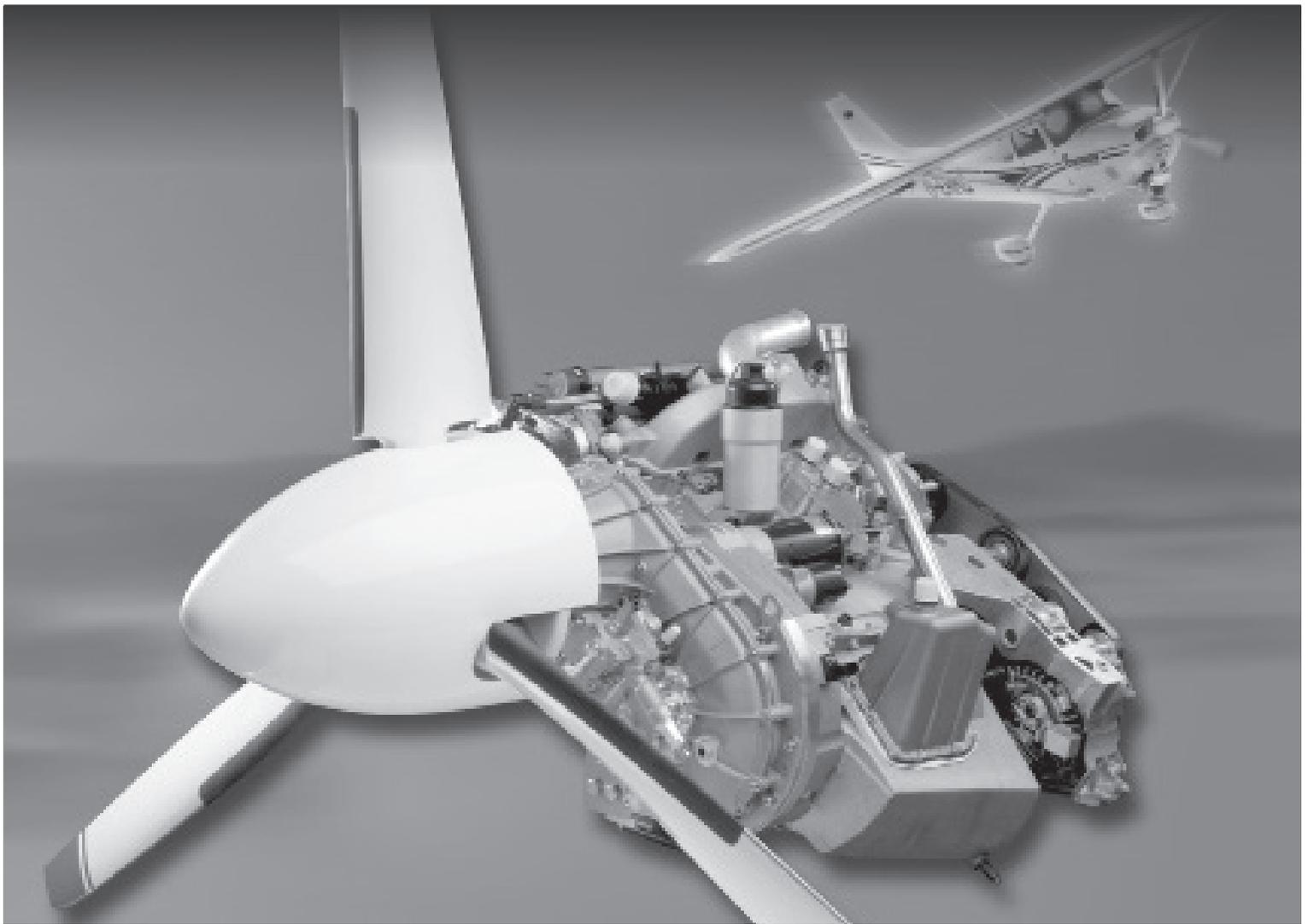
The Herald reported Bill Leary from Wellesbourne Matters as saying: "From [our] point of view this is not unexpected, we're a bit surprised it has taken this long and we have taken legal advice. The businesses met last week to discuss this and they are going down the legal avenue, they are going to fight this."

Wellesbourne Airfield is home to a number of flying schools, an aircraft maintenance business, a museum and the Touchdown Café, with more than 100 people employed at the site. The Avro Vulcan XM655 is also maintained at Wellesbourne Airfield by the XM655 Maintenance and Preservation Society.



The two most recent stories run by the *Stratford Herald* were published on 7th and 21st Jan., just before AO&P went to press.





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