

# AOPA UK



## Soaring confidence

**Aerobility** – the leading charity in disabled aviation – has salvaged a grounded military fleet in the ultimate recycling project which offers **life-changing experiences** in the air

### THE CESSNA SAVING LIVES

Mission Aviation Fellowship pilot completes first flight of hope for the desperate people of Guinea

### WHY DIY CHECKS WORK

Licensed engineer Mike Powell reveals the maintenance tasks that owners and pilots can do

### GREEN LIGHT FOR AERO 22

The aviation community prepares for a sustainable future with the return of Friedrichshafen expo



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# MAKING PROGRESS

**I** WRITE this following a board meeting of the British Light Aviation Centre Ltd which as many of you know is the constituted company which runs AOPA UK and is therefore registered at Companies House. Last year the board initiated a Strategic Review. A dedicated strategy session was held to gather inputs for the document and it is proposed that this becomes a regular annual event to review and update it. The plan presented by AOPA each year will need to be aligned with the work plan of the parts of Government and the CAA that AOPA works with in order to maximise the efficiencies of AOPA resources.

It was prepared initially as an internal management tool for use by the board of BLAC trading as AOPA. However, the key objectives, priorities and plans proposed are for wider communication to ensure the benefit of and contributions by AOPA are as widely known as possible. The prioritisation of actions to be undertaken used the following methodologies, PESTEL, SWOT, risk and opportunity analysis and stakeholder analysis.

The document has been approved and adopted by the board, with some additions to come. The effect of putting together the review is already producing innovative thinking around how AOPA engages and communicates with its members, new products for members and new ways of working. The board will also be sharing this with the membership and looking for feedback, asking what you, as a member, want from the AOPA management team.

Just as exciting, is the nearing completion of the new AOPA headquarters at Lakeside Pavilion, Kemsing. We're aiming for the building to be handed over by mid-June so our fit-out can be completed by July. The completion also provides new opportunities for how we communicate and engage with members with state-of-the-art communications facilities. For example, we're looking into a programme of webinars on topics suggested by the members. There will be a large space for meetings, both inside and out. The building is set in its own grounds by a small lake, which we're hoping to restock with fish, so if you fancy a day's angling, come and join us.

Lastly, Aero Expo is cancelled this year so we'll miss the one event where AOPA meets the largest number of existing and new members. However, AOPA will be at Private Flyer at Leeds East, on July 1 and 2 if you want to fly in for the day and meet the team there. We're also looking for AOPA volunteers for the annual Young Aviator's Day at Sywell on September 10 which AOPA is again sponsoring.

As in previous years the event is aimed at bringing a cross section of flying – gliders, ballooning, microlights, vintage aircraft, permit aircraft, and, of course, certified four-seater aeroplanes – to the attention of the 80 to 90 young people who attend. The aim is to give them a flying experience to provide inspiration, encouragement, education and of course fun.

If you could spare some time that day to attend and fly the youngsters you would be very welcome and appreciated. Please contact myself or Mick Elborn for more details. pauline@aopa.co.uk, mick@aopa.co.uk ■



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## EDITOR'S COMMENT

Living next door to a farm many moons ago, the annual must-see each Spring was the charge of the brown and white brigade...happy cows skipping out to grass.

My rural days are long gone but I revelled in similar excitement as the Friedrichshafen ferry docked and discharged a tidal wave of aviation enthusiasts intent on boarding the Expo shuttle bus.

Yes, it's back. The 30th AERO international trade show opened its doors and treated the febrile throng to a glimpse of the future.

Old friends were reunited and loyal customers tracked down their trusted suppliers for discussions centred on what type of drive would be the next purchase.

The dual focus was on the recovery of General Aviation and sustainability with crowded displays demonstrating the evolving face of flying. And it's clear that the skies are changing.

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# CAA HEARS NO ONE AND RUNS ITS OWN AGENDA

**I**N THE last issue I wrote an article entitled Reform Is Difficult but the battle must go on which was a look back over 15 years recapping on the issues affecting General Aviation and how little has been achieved over that period.

Even after many reviews like this treaty group of GTA, the 2018 beyond the horizon, the Kirkhope review right up to the 1754 and the G8 strategy 2018 to 2023 very little has been achieved. The CAA says it follows four basic principles:

- Only regulate directly when necessary and do so proportionately
- Deregulate when we can (the CAA has no plan to achieve this)
- Delegate when appropriate
- Do not gold plate and where there is evidence of gold plating remove it

But what does that mean exactly, other than looking good on paper?

The feeling I get these days is that the CAA is listening to everyone and no one which means they have their own agenda.

By the end of the third week in May 2022 the DfT announced the publication of Flightpath To The Future. For those Top Gun fans amongst us it sounds a bit like highway to the danger zone.

In this plan, the Government sets out ten points mostly aimed at the commercial air transport industry as a future strategy which includes decarbonisation, safety, security, the environment including future fuels to net zero and passenger rights through improved consumer protection.

Most of the content has been based on the lessons learned from the pandemic. There is also a focus on the development of new skills which will be needed in the future with regards to innovation and new technologies.

General Aviation is mentioned in Chapter 8 which mainly references the General Aviation road map. As with most publications of these kind, the devil will be in the detail, as this publication essentially sets out the Government's aspiration for aviation over the next 10 years.

To assist in all of this, the Government plans to develop a new aviation council, again I expect this to be made up of

people coming from the professional end of aviation.

Unfortunately there was no consultation on this document prior to its publication but I understand many associations appear to have been excluded.

The impact of aviation on the environment clearly needs to be addressed. The UK cannot do this in isolation because of the global nature of the activity. Therefore global solutions are needed so it will be interesting to see what plans will be developed by the Government to coordinate with other parts of the world if we are to reduce global temperatures.

The document is short on how we transition from where General Aviation is today to where it should be heading in the future. What's the transition plan, DfT?

As most of the activity today with the DfT and the CAA is at the very light end of GA, certified General Aviation is largely ignored and it seems this sector maybe left to wither on the vine.

Neither the CAA nor DfT is prepared to address our concerns about the high costs associated with operating certified aircraft. It's not surprising therefore that non-certified aircraft are growing in popularity due to the lower initial purchase price and overall lower operating costs, in some cases 50 percent lower than that of an equivalent certified aeroplane.

Yet we know from the CAA's own reviews that certified aircraft are generally safer than non-certified aircraft but it seems if you want to have that level of safety you have to be prepared to pay for it.

But I would say that the costs are disproportionate. I am not against non-certified aircraft – I have seen some wonderful designs and I certainly do not want to see costs increase for that sector BUT I do want to see costs come down for light CofA aircraft.

If not, in the end, safety regulation may be responsible for killing off products which are designed to improve the safety of light aircraft operations. If this happens, it will also affect maintenance companies, parts suppliers and eventually

those certified GA aircraft left in the system as they will find their own costs increasing as there will be fewer of them. The economics of this are quite easy to follow.

The Flightpath to the Future document – although aimed at the commercial air transport sector – shows a huge misunderstanding when it comes to pilots and pilot training.

To understand this all you need to do is to look at the CAA's own data on the numbers of licences issued to Private Pilots. Of course I would like to see more young people taking part in flying but the reality is that by the time they come out of university with a huge debt and trying to find somewhere to live, start a family etc flying is not something they will take up until later in life.

Young people who fund their own commercial training (those not lucky enough to be sponsored) typically ensure that every penny they spend goes towards their ultimate goal which is the professional licence.

Therefore, I would say the link between GA and the airlines is quite tenuous. The first 40 hours of an MPL course which may be flown in a single engine aeroplane does not lead to the issue of a PPL for that individual so they may never fly a light aircraft again.

I think the bigger role of GA is in the promotion of flying as General Aviation aircraft are the only real aircraft that individuals can get close to, by sitting in and touching the controls.

The airline industry has always had a boom and bust cycle with pilot recruitment and I don't believe that the airlines themselves will pay for the basic training of future pilots as long as the bank of mum and dad exists.

Currently I am not hearing of any cadet schemes in development. With the UK exiting from the EU the number of professional flying opportunities may be reduced and a UK ATPL will not be automatically accepted in other parts of Europe or the world.

As we are no longer European citizens, it will be difficult to find work with other airlines within the European region. This



then puts pressure on the flight training schools as UK citizens who want to fly for UK airlines will need to hold a UK licence, NOT an EASA one ( this is how the law works when you are a Third Country) But you can hold both and maintain both if you want to.

When you look at the CAA data on pilot licences issued, the bulk are between the ages of 40 and 60 which is not surprising given that it will be this group that has enough disposable income, the kind that would be required to fly and own a general aviation aircraft.

As with many things in life we make a cost versus value judgments but as costs continue to spiral that value judgment becomes more difficult this is what we need to address.

How do we make General Aviation more attractive to a wider audience? Some may argue that this is what is happening with the growth in non-certified aircraft, which regulators openly acknowledge, so we can say with a degree of confidence that paying for safety has become too expensive but regulators do not want to acknowledge that they are regulating safety out of the picture.

To support my claim, we recently heard that the light aircraft manufactured in Belgium, the Sonaca, has recently stopped production, and yet during my visit to Aero Friedrichshafen it was clear to see how many LSA (Light Sport Aircraft ) there were compared to certified aeroplanes.

It appears that manufacturers are focusing on 6 to 9-seat high performance aircraft where the numbers they produce are much smaller but clearly they are able to maintain the production line and make a profit.

So are we witnessing then the end of two and four-seat production aircraft due to over-regulation, high costs and the lack of a level playing field when it comes to building aeroplanes.

On airspace modernisation, I still have concerns with regards to the future integration of manned and unmanned aircraft in the lower airspace – I think that until the future autonomous systems are in place then BVLOS (Beyond Visual Line of Sight) drone operations will only happen in segregated airspace. Even if MTZ/MRZ are established, there will need to be some management of the traffic.

I also think it is highly probable that the numbers of drones will need to be limited initially in order to maintain safe operations in class G airspace.



**Manufacturers are focusing on 6 to 9-seat high performance aircraft where numbers are much smaller but they are able to maintain the production line and make a profit.**

However this may not be the case in remote regions or over the sea therefore its not surprising to learn that the Post Office and the NHS are beginning such operations. We continue to make the case about the safety of VFR operations.

With the Government focus towards carbon net zero, it is not surprising that the DfT has engaged a consultancy firm called Frazer Nash which is looking at producing some baseline emissions figures for General Aviation by the middle of this year. This will eventually lead to an emissions policy at some point in the future.

I think we will need to look more carefully at how all of our operations need to reduce our overall carbon footprint, I would be pleased to hear your views and suggestions on what you think General Aviation should be doing to improve its green credentials.

I fully understand that the actual impact of General Aviation on the environment is relatively small but nevertheless it's important to be seen to be doing something.

As we know, leaded fuel is a subject of great interest but getting a clear handle on how this is being addressed is proving a little bit difficult.

But I having spoken with people during Aero in Friedrichshafen such as suppliers like BP I'm not overly concerned as they believe there will be a solution in the future.

As I've already mentioned AOPA also attended the private flyer event at Wycombe Airpark and I have to say

it is always a pleasure getting to meet members at these events. It is particularly heart warming when members come up to the stand and say "thank you for the help you gave me" – or I belong to AOPA because I know it looks after my interests. We will also be at the private flyer event in Leeds on July 1 and 2 so make sure if you're there to come and have a chat and a cup of tea.

I am also going to be at the MCASD event on July 7 at RAF Halton - see the GASCO website for more information.

These events also give us an opportunity to network with industry colleagues and in some cases with regulators outside of those formal environments and it was good to see people from EASA and the Commission.

Hopefully once the political dust has settled we will begin to see people working together again.

We will soon be in our new location in Kemsing, most probably by the end of June. As the summer flying gets going in earnest make sure you take the right steps before each flight.

AOPA is always here to help so thank you for your loyalty and continued support: it means a lot to us. Blue skies.



*M Robinson*

**Martin Robinson**  
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# WINTER SURVEY OVER CO DETECTORS PUTS FOCUS ON CABIN HEATER LINKS

Several pilots have commented on the benefits of having an active CO detector fitted with a digital display, allowing them to monitor ppm readings in real time

**THE CAA has released the second quarterly report for the year-long trial investigating how CO detectors with attention-getting capabilities perform over the course of a full flying season in a variety of General Aviation aircraft and operating conditions.**

The study is focused on how low-cost (commercial) active CO detectors perform in the UK GA environment.

The second quarter covered the main winter period and was of particular interest given the link between cabin heater use and CO events. The trial gained an additional 12 participants in the second quarter, bringing the total to 98.

Registration for the trial closed at the end of January.98 registered participants. 67 percent average response rate to the monthly survey in Q2.70 percent of participants flew between 1 and 5 times a month. 12 percent between 6 and 10 times.3 percent between 11 to 30 times. 16 percent did not fly in the last month. 87 percent of participants reported no CO alerts in Q2. There were 16 reports (10 percent) of 1 - 5 alerts and 5 reports (3 percent) of more than 5 alerts.

As seen in Q1, the number of alerts increased with aircraft age.74 percent of reports were for aircraft 41+ years old. 21 percent for aircraft 31-40 years old. Only 5 percent of CO alerts were for aircraft 11-20 years old. The CAA received

approximately 20 descriptions of CO occurrences in Q2 and not all resulted in an alert.

The majority involved CO readings under 50 ppm and most occurred on the ground.

Those that took place in flight tended to be during climb or approach phases rather than in the cruise.

As with Q1, there were no reports of CO poisoning symptoms such as dizziness, headache or fatigue. For those who fly with an active CO detector capable of displaying readings, 45 percent recorded a peak reading of zero parts per million (ppm). Approximately 40 percent of participants recorded a peak CO reading of less than 50 ppm.

Two of these involved a reported CO level in excess of 400 ppm, one of which was later confirmed as a low battery error message rather than a ppm reading. The other instance involved a sustained alarm but the digital display failed to show a ppm reading and therefore the actual CO level could not be confirmed. 88 percent of respondents reported no safety issues related to their use of an active CO detector.

Of those who did report issues, 4 percent identified inaudibility as a risk, 2 percent highlighted the CO detector being loose in the cockpit as an issue and 1 percent indicated the detector could be a distraction.

The trial is now 50 percent



The main winter period involved greater interest in heaters

*“One person reported that their active CO detector alerted them to a cracked exhaust while the spot type detector they were also carrying failed to change colour”*

complete and the third quarter will see the final period of cold weather operations and a transition to spring, which will hopefully bring more favourable flying conditions. One person reported that their active CO detector alerted them to a cracked exhaust while the spot type detector they were also carrying failed to change colour.

Several participants have commented on the benefits of having an active CO detector with a digital display, allowing them to monitor ppm readings in real time.

There have been more reports of people either forgetting to turn their CO detector on before flying or turn it off after flying.

Although many devices are in an ‘always on’ state, for those that can be turned on/off, adding checks to the pre- and post-flight checklists would serve as a useful reminder to turn the detector on/off. ■

WORDS Jersey Aero Club

# DESTINATION JERSEY

AOPA joins forces with the island's aero club to highlight this inviting touchdown in an offer that includes a £5 Aviator cafe voucher and fuel discount for members

**AOPA UK is teaming up with the Jersey Aero Club to promote the good reasons for making a visit to the Channel Island of Jersey in June and July.**

With the participation of Ports of Jersey and Synergy Flight Training, who provide GA handling and flight training on behalf of the JAC, every visiting GA aircraft will be offered a £5 voucher, courtesy of AOPA and JAC, to be used at the aero club's Aviator café.

You will also be given AOPA membership information, which can be passed on to non-members, and a £20 discount offer for new members joining through the JAC website.

The promotion will run from

June 1 until July 31 Of course, Jersey is a great destination at any time with beautiful scenery, a welcoming ATC service and a five percent discount on Avgas from local supplier, ATF fuels, for AOPA members.

Avgas prices have risen steeply everywhere but Jersey's Avgas is currently selling to AOPA members for 144.76 pence per litre (correct in May).

Landing and parking fees are really good value. A typical light aircraft, weighing between 1 and 1.5 metric tonnes would incur a landing fee of £14.61 and a handling charge of £25. Parking is free for the first seven days. All formalities



The French Breitling Jet Team's static display flew in as guests at Jersey's airport international airshow in 2019

*“Jersey is a great destination at any time with beautiful scenery, a welcoming ATC service and a five percent discount on Avgas for AOPA members”*

are completed at Synergy's reception desk at the aero club with the Aviator café just steps away.

In 2021 the club celebrated its 70th anniversary – a few interesting facts:

- Founder members first got together to plan to establish an Aero club in around 1950
- Channel Islands Aero Club was launched in Nov 1951 - the club operated from 9 Patriotic Street, St Helier
- The first aircraft was a two-seater Taylorcraft
- Membership fees were £1.10 p.a. flying rate £3 per hour
- The first president was Tom Froggatt in 1952
- The first premises were an old ex-German hut on the south boundary of the grass runway in 1954 It later became the airport social club
- The modern club now:
  - Student numbers and flying hours are increasing
  - Electric car is available to rent on an hourly basis for visiting pilots.
  - A programme of evening talks and fly-outs are planned for the summer season.
  - Visiting GA is rising including AOPA Germany ■

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**WORDS** John Walker

## THE LATEST NEWS ON UK AIRFIELDS

**THERE ARE airfields across the UK currently under threat from developers and local councils.**

### BOURN

Site earmarked for some 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The Council approved a planning application for the development on 19 February 2021 subject to the completion of prior conditions.

### CAMBRIDGE

Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022. The aerodrome site has been put forward for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.

### DUNSFOLD

Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a Public Inquiry the result of which was Central Government approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but

the Court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A Supplementary Planning Document for the development was adopted by the Council on 22 February 2022.

### ELVINGTON

York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10 December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. Public consultation on major modifications to the Local Plan ended on 7 July 2021 and additional public hearings were scheduled for 10 to 27 May 2022

### FENLAND

Due to the landowner's impending retirement and moving abroad, the aerodrome is currently up for sale.

### PANSHANGER

HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 1 May 2020 into providing additional housing sites for the Local Plan which schemes preclude a realigned grass runway to the north of previous runway 11/29 proposed in the current draft Local Plan. Latest public hearings on the Local Plan ended on 17 March 2021. ■



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WORDS Mike Powell IMAGES Shutterstock

# WHAT THE PILOT/OWNER CAN AND CANNOT DO

Showing owners and pilots maintenance tasks that may legally be undertaken

**SOME TIME ago, I was walking across the lush grass of Compton Abbas airfield deep in conversation with an aircraft owner. We were talking about aircraft maintenance and I asked him how much maintenance he carried out on his aircraft – a PA28 Cherokee.**

My fellow aviator assured me that he never touched his aircraft since “only an approved maintenance organisation” was permitted to carry out any work on a certified aircraft and he had no wish to fall foul of the CAA authorities.

In any case he had no experience of aircraft maintenance and considered it something of an achievement to change the wheel on his car. He admitted that this position gave rise to significant operating costs but he regarded this as part and parcel of owning a certified

aircraft – if you have to ask how much maintenance costs then you can't afford it! Rather like owning a sailing boat with a marina mooring often compared with standing on the jetty and throwing £20 notes into the harbour.

These articles is intended to open the eyes of owners and pilots to the considerable number of maintenance tasks that may legally be undertaken by an owner/pilot thus saving money and increasing his/her understanding of how an aircraft works.

Details of the long list of owner/pilot tasks for powered aircraft may be found in Part ML appendices. I will be covering a number of these tasks in each article and would welcome any comments or queries in the way of useful feedback. It should be noted that the authors of Part ML limited owner/pilot maintenance

## MIKE POWELL

Mike Powell is based at Felthorpe airfield, Norwich. Flying Chipmunk and Cessna C172 and restoring the original Isaacs Spitfire. RAF heavy-radar engineer. Project coordination, Combined military/civil air traffic centre, West Drayton. Tornado multi-role aircraft software development EASAMS Managing Director building services company. BGA glider inspector. CAA Licensed Engineer. Chief Engineer, Light Aircraft Inspection and Maintenance company. LAA inspector. BMAA inspector.

- Part ML may be found on the web under Annex Vb in the EASA Easy Access Rules to Continuing Airworthiness.

tasks to aircraft not exceeding 2,730kg and, secondly, that the person carrying out these tasks should be considered as ‘competent’. What may be considered as ‘competent’ is rather a grey area and it is largely left to the individual to consider his/her competence and decide whether or not the task is within his/her capability. The 50-hour check should certainly be within the capability of an owner/pilot. If in doubt ask a licensed engineer.

Before getting down to tackling some serious work it is worth spending some time getting organised. Some tools and other items that will prove useful: an old-fashioned mechanic's oil can, plenty of dry rag, a tub of Swarfega, something soft to lie on for working under a wing or the fuselage, a good LED torch and a good headlamp. I cannot stress too much the benefits of making the work area as comfortable and well-lit as possible. Trying to carry out work in a cold and poorly lit hangar is not much fun and does little for concentration. Lying upside down with your head under an instrument panel and a metal cross-member bisecting your backbone is less than fun by a long way.

I strongly suggest that you buy a pair of overalls – partners can have negative reactions to oil-spattered clothes. Some, surprisingly, even fail to go a bundle on the heady scent of Avgas.

Next time we will get stuck into maintenance work starting with placards, lubrication, filters, safety wiring, fasteners and avionics. ■



50-hour check should be within the capability of an owner/pilot. Any doubt ask a licensed engineer



WORDS CAA

## SPECIAL BULLETIN WARNS OF RISK IN IMC CONDITIONS

THE AIR Accidents Investigation Branch has published a Special Bulletin concerning the loss of Piper Cherokee Arrow II (G-EGVA) that went missing approximately 20nm west of Le Touquet, France, on April 2.

G-EGVA was one of seven aircraft taking part in a club 'fly-out' from Wellesbourne Mountford Aerodrome to Le Touquet in France.

The AAIB bulletin said that a line of highly convective cloud was forecast on the intended route in the English Channel. As they approached the middle of the Channel, one of the pilots of G-EGVA, which was flying VFR, reported to London Information that they were in cloud.

Neither of the pilots onboard was qualified to fly in cloud. Shortly after this transmission the aircraft disappeared from radar.

An extensive search of the area was coordinated by the UK and French Aeronautical Rescue Coordination Centres but neither the aircraft nor its occupants were found.

The available evidence, at the time of issue of this report, suggests that control of the aircraft was lost when it entered cloud.

The Special Bulletin has been published to remind pilots of the danger of entering cloud when not qualified to fly in IMC, and highlights the guidance available in the CAA Skyway Code and Safety Sense leaflets.

Crispin Orr, Chief Inspector of Air Accidents said, "This was a tragic accident and our thoughts are with the loved ones of the missing pilots at this time.

"The accident highlights how hazardous it is to fly into cloud when not suitably qualified or when not in current practice in instrument flying.

"Sadly, the AAIB has investigated numerous accidents when control of an aircraft was lost in these circumstances."

He added: "Pilots are reminded of the importance of pre-flight weather decision making and always having contingency plans just in case the weather proves to be worse than expected."

The investigation continues to examine operational, technical, and human factors which might have contributed to this accident. A final report will be issued in due course. ■

*"The available evidence, at the time of issue of this report, suggests that control of the aircraft was lost when it entered cloud"*

## AOPA INSTRUCTOR REFRESHER COURSES

For revalidation of an FI certificate, the holder shall fulfil two of the following three requirements:

- 1 At least 50 hours of flight instruction during certificate validity as FI, TRI, CTI, IRI, MI or Examiner;**
- 2 Attend a Flight Instructor Refresher Seminar within the validity of the certificate; and**
- 3 Pass an Assessment of Competence within the 12 months preceding the expiry of the certificate.**

For at least each alternate subsequent revalidation, an assessment of competence must be undertaken. In the case of a renewal you should, within 12 months before renewal, attend a Flight Instructor Refresher Course and pass an assessment of competence.

### NEXT DATES

The next dates for the course are

**November 22/23**

Approval has now been obtained from the CAA to run these courses using Zoom during the current pandemic.

It is therefore imperative that any candidate is up to speed on using Zoom prior to commencing the course.

Further information can be obtained from the Course

Administrator, Mandy Nelson, on 020 7834 5631.

Please book the course online at [www.aopa.co.uk](http://www.aopa.co.uk)



**To register for a place on any of the seminars please call the AOPA office on 020 7834 5631 or join online at [WWW.AOPA.CO.UK](http://WWW.AOPA.CO.UK).**

**The courses start at 0930 and end at 1700 each day.**

# THE NEXT GENERATION

**THE AVIATION & Aerospace Virtual Work Experience programme will see thousands of students from across the UK, aged 15 to 18, gain an insight into the world of the Civil Aviation Authority and its role in the aviation and aerospace industry.**

The programme begins on

25 July 2022 and will run for five days. Students will learn about some of the critical areas and responsibilities of the regulator, including the formulation of strategy and policy, the impact of Covid-19 and space regulation.

Students will also be given the chance to interact with leading industry experts who'll

share their own experiences on what it takes to work in the industry as well as gaining access to an exclusive post-programme mentorship scheme.

The virtual work experience concept was built and created by Springpod, a specialist careers platform that helps young people explore the

world of work and university before they apply.

As part of Springpod's mission to provide equal access to opportunity, it empowers the next generation of talent and enables them to take control of their futures, with online programmes aiming to educate, upskill and prepare young people to help them in career and further education choices.

CAA chief executive Richard Moriarty said: "We want to inspire and engage with young people to explore careers in STEM, (Science, Technology, Engineering and Maths) aviation and aerospace and encourage their future career choices.

"Aviation and aerospace need to be ready for the future, which is why we have partnered with Springpod to create this virtual work experience opportunity.

"We are committed to supporting the ambitions and interests of everyone to create opportunities which are inclusive and engaging for all." ■



Students have been invited to a virtual work experience aimed at the next aerospace generation

## ONLINE LICENCE TO REPLACE PAPER

**AS PART of changes to the licence application service, the CAA is reducing the use of paper application forms.**

A new online application form (SRG2159) for the initial issue, variation, revalidation and renewal of instructor certificates has been created. This will soon replace paper (PDF) application forms: SRG1131, SRG1133, SRG1135, and SRG2106.

SRG2159 can be used to apply for the following instructor privileges:

- Class rating instructor (CRI)
- Flight instructor (FI)
- Flight test instructor (FTI)
- Instrument rating instructor (IRI)
- Mountain rating instructor (MI)
- Multi-crew co-operation instructor (MCCI)
- Synthetic flight instructor (SFI)

- Synthetic training instructor (STI)
- Type rating instructor (TRI)

Applicants for an FI(S) certificate should apply via the BGA.

A new online Instructor Training Course Completion Certificate (CAA5018) has also been created to use with the form and replaces the existing Instructor Course Completion Certificates (CAA5001,

CAA5002, CAA5006, and CAA5007).

There will be an eight-week transition period, during which time the CAA will continue to accept the paper forms.

From July 9 2022, PDF forms SRG1131, SRG1133, SRG1135, and SRG2106 and Course Completion Certificates CAA5001, CAA5002, CAA5006, and CAA5007 will be withdrawn. ■



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# AOPA NEWS



The brave passenger took control and landed at Palm Beach International Airport

## PASSENGER SAVES FLIGHT AFTER PILOT COLLAPSES

Tourist scrambled over three rows of aircraft seats before moving casualty out of left-hand seat and talking to ATC for urgent help to land Cessna

A PASSENGER with no flight experience landed a Cessna Caravan 208 after the pilot became incapacitated with a suspected medical emergency and slumped onto the yoke.

Darren Harrison scrambled over three rows of seats and moved the pilot before pulling the aircraft out of a nosedive and alerting ATC.

"I've got a serious situation here...the pilot is incoherent and I have no idea how to fly the aircraft."

At first Mr Harrison didn't know where the aircraft he was

flying was even located. With help from air traffic controllers he was told to fly ahead and start a gradual descent, according to the FAA.

The passenger didn't know how to turn the navigation system on, and where the aircraft was other than 'off the Florida coast'

He was talked in by Robert Morgan, an air traffic controller, who printed out a picture of the cockpit controls to guide the passenger through the steps of flying and landing the plane as he struggled with

*"The level of difficulty this person had to deal with is absolutely incredible"*

the navigation system.

Mr Morgan said he was on his lunch break, when he received an emergency call that a passenger with no flight experience was trying to land a commercial flight at Palm

Beach International Airport in Florida and desperately needed his help.

Mr Morgan revealed that he has never actually flown a Cessna 208 Caravan plane before, but he is an FAA-certified flight instructor with around 1,200 hours of flying time under his belt.

"The level of difficulty that this person had to deal with in terms of having zero flight time to fly and land a single engine turbine aircraft is absolutely incredible," said a watching JetBlue pilot. ■



# CALLING BONANZA PILOTS FOR OSHKOSH FLY-IN FUN

PILOTS WHO own a vintage Bonanza have received a special invitation to this year's EAA AirVenture Oshkosh.

The Vintage Aircraft Association and the American Bonanza Society have joined forces to celebrate the 75th anniversary of the Bonanza in

2022. If you own a Bonanza of any type that was built before 1970, you can register for the big show at [info@bonanza.org](mailto:info@bonanza.org). Send your name, your city and state, and your email address. By registering, you'll get updates on all Bonanza special events at Oshkosh this summer.

Registrations are already approaching 100 vintage Bonanzas, which will be a great addition to the traditional Bonanzas to Oshkosh mass arrival prior to AirVenture week, according to EAA officials.

The VAA is already stocking special Bonanza 75th anniversary merchandise to commemorate this special occasion on July 25-31. ■



Registrations are already approaching 100 vintage Bonanzas to celebrate the 75th anniversary of the Bonanza at Oshkosh

## AOPA NEWS HIGHLIGHTS

### The scheme to refund

50 percent of the cost of purchase for an Electronic Conspicuity device has been extended again – this time until 31 March 2023. The UK CAA's website which handles the rebate scheme says it will remain open to applications until that date or until the funding is used. Those meeting the requirements can claim a 50 percent rebate of the purchase cost of an EC device to a maximum of £250.

### Cotswold Airport has

cancelled the AeroExpo exhibition planned for this month. Organisers said indoor exhibition space was no longer available but planned to stage an event next year.

### Sonaca Aircraft is

stopping production of its S200 two-seat training aircraft after delivering 57. The Belgian manufacturer was created in 2016 as a subsidiary of aerospace engineering company Sonaca to develop, certify and market a training aircraft, based on a Sling kitplane. CEO Yves Delatte said: "The Covid-19 pandemic, which will globally impact the aviation sector until 2025, has strongly affected General Aviation."

### The two pilots who tried

to swap planes on live TV have had their pilot certificates revoked by the FAA. The two members of the Red Bull Air Force, attempted to swap Cessna 182s on April 24, 2022, over the desert outside Phoenix, Arizona. One of the aircraft crashed.

## CAA COMES DOWN HARD ON PILOTS WHO FORGED LICENCE DETAILS WITH TYPE RATINGS

A COMMERCIAL helicopter pilot has been sentenced to 24 months imprisonment, suspended for 24 months, at Lewes Crown Court for forging revalidations in his pilot's licence, making false entries in his personal flying log and flying a helicopter without an appropriate licence.

Giles Dumper, 41, of Horley, West Sussex, was sentenced after previously pleading guilty to 14 charges relating to forgery, making false entries and flying without an appropriate licence. He held a commercial pilot's licence to fly helicopters but forged his qualifications to fly particular types of

*"The Civil Aviation Authority has taken and will continue to take appropriate action to protect the public"*

helicopters, and forged entries in his log covering-up the forgeries. The Civil Aviation Authority has revoked his licence.

In a separate prosecution, a commercial pilot was sentenced for offences of fraud, making false entries and altering entries in his

pilot's logbook in order to obtain or retain employment with BA CityFlyer and Stobart Air.

Craig Butfoy of Matfield, Kent, was sentenced to 12 months imprisonment at Snaresbrook Crown Court for four offences, relating to false representations he made to airlines about his flying and command experience and fabricated references.

Alison Slater, Head of Investigations and Enforcement at the Civil Aviation Authority, said: "Offences of this kind compromise aviation safety. The Civil Aviation Authority has taken and will continue to take appropriate action to protect the public." ■



Amelia Earhart is still celebrated for her pioneering approach to aviation

# BACKING WOMEN FLYERS

Aviator and pioneer Amelia Earhart is still a role model for female pilots around the world. Now aviation scholarships are ensuring her courageous spirit flies on

WHEN AMELIA Earhart landed in Derry~Londonderry on May 21, 1932, she caused a global sensation by becoming the first female pilot to fly solo across the Atlantic.

Her first solo non-stop flight across the Atlantic was supposed to end up in Paris' Le Bourget airfield but when her Vega's reserve fuel tank sprang a leak and flames began engulfed the exhaust manifold, Earhart wound up in Northern Ireland.

The Amelia Earhart Legacy Association in Derry held a 90th anniversary celebration in the city by inviting leaders of the Amelia Earhart Hangar Museum in Kansas, which is due to open next year.

"When Amelia landed here, no one had ever seen a woman driving a car, let alone flying an airplane or wearing trousers," said Nicole McElhinney, co-founder of the association.

In June 1937, Amelia embarked upon the first around-the-world flight at the equator. On July 2, after completing nearly two-thirds of her historic flight — over 22,000 miles — Amelia vanished along with her navigator Frederick Noonan.

She had used her fame to promote two causes dear to her: the advancement of commercial aviation and the advancement of women.

In the same spirit, the British Women Pilots' Association has launched its aviation scholarships, provided by the BWPA, SkyDemon, Easy PPL Ground School, 624 Squadron.com, CATS, Bristol Groundschool, Flight Deck Wingman, Wings Alliance, Helicentre Aviation, and the family of Oriana Pepper.

The BWPA offers scholarships every year to support women in the UK in

*"When Amelia landed here, no one had ever seen a woman driving a car, let alone flying an airplane"*

achieving their flying dreams, underlying its key aim to promote their training and employment within the sector.

"The figure of only 5–6 percent of professional pilots being women has remained unchanged in the UK for several decades. Whereas countries such as India have achieved 14 percent, the British population have remained largely unaware of opportunities in aviation for women," said BWPA Chairwoman Sharon

Nicholson.

"For this reason, one of the BWPA's stated key aims is 'to promote the training and employment of women in aviation, and the promotion of practical schemes to assist women to gain air licences' and why a proportion of our membership fees is used to fund scholarships.

"In addition, we actively work with partner organisations to extend what we are able to offer, and so help to raise awareness and increase opportunities available. We are thrilled to be offering 23 aviation scholarships; four more than last year."

She added: "These will be awarded to the most impressive and inspiring applicants with the hope that these scholarships will support them in achieving their ambitions and continuing to inspire others," she added. ■



## UK'S BUSIEST GA AIRPORT HAS COMPLETED MAJOR UPGRADE

GLOUCESTERSHIRE AIRPORT, the UK's busiest General Aviation airport, is celebrating the successful completion of major upgrades to its crosswind (04-22) and main (9-27) runways, which involved runway resurfacing, the installation of new runway

lighting, upgrades to signs and drainage and new below-ground infrastructure in readiness for a new radar system.

Gloucestershire Airport's Managing Director, Karen Taylor joined Cotswold Aero Club's Phil Matthews, one of the airport's longest-

standing tenants, in the first aircraft to take off and land on the newly opened main runway.

The airport also welcomed back Little Jet Company's aircraft from Oxford Airport, where it had been temporarily operating while the upgrades took place. ■

## MOD IN TALKS OVER PLYMOUTH

THE MOD has started a bidding process for a new five-year Royal Navy helicopter support contract which could see the FlyPlymouth campaign achieve its goal of reopening Plymouth Airport.

When the airport closed in 2011, the Fleet Operational Sea Training (FOST) was transferred to Newquay after 16 years. FOST has since been expanded to include support for the Queen Elizabeth-class carriers and for Maritime Counter Terrorism, including a Search and Rescue (SAR) service. The new five-year

contract will be awarded in 2023 for start by March 2024 and could potentially be extended for up to 10 years.

It replaces that held by British International Helicopters (BIH), at Plymouth.

Day-to-day operational activity remains centred around the Plymouth area however, as the FOST teams are based at Devonport.

This requires frequent transits to and from Newquay into the city. These transits not only increase fuel and maintenance costs for the RN customer and the operator,

they can also limit the time that helicopters are available for flights between Devonport and naval vessels at sea, say campaigners.

David Simpson, formerly Chief Operating Officer at BIH, said, "The FOST activity is critical in ensuring the Royal Navy's ships are fully combat capable and safe to operate, in addition to the many NATO and foreign warships that also request their services.

"The loss of the Plymouth City airport base was an unnecessary degradation of the service." ■



Negotiations over a new MoD support contract could offer a lifeline for the FlyPlymouth push

## AOPA NEWS HIGHLIGHTS

### Boeing Starliner has

completed a mission to dock at the International Space Station.

The unmanned CST-100 Starliner passenger spacecraft was successful on its second docking attempt after its first mission in 2019 failed due to a software glitch. The connection was made approximately 26 hours after Starliner launched from Cape Canaveral US Space Force Base in Florida.

The Starliner was designed to accommodate seven passengers, or a mix of crew and cargo.

### KLM Airlines is

cancelling flights at Schiphol airport due to staff shortages. Since January, the airline has been canceling flights because of lack of staff, COVID-related sickness or absenteeism. Both the airline and the airport face challenges in matching staff capacity to flights. Schiphol has a grading system on its website to give passengers an idea of crowding pressures at the airport.

### The 2022 Vintage

Aerobatic World Championship will be staged at Brighton Aerodrome from 18 to 21 August – the first time it has been held in the UK. The four-day event has an emphasis on elegance and refinement in the flying with 'normal' aerobatic sequences rather than extreme manoeuvres. Brighton Aerodrome is in the corner of a WW2 heavy bomber RAF base, in the East Riding of Yorkshire.

# SHAPPS HOPES TO CROSS THE ATLANTIC NEXT YEAR USING SUSTAINABLE FUEL

As industry and government form the Jet Zero Council, Transport Secretary appeals to the international community to collaborate on green solutions

TRANSPORT Secretary Grant Shapps has pledged to deliver the world's first transatlantic flight powered with sustainable aviation fuel (SAF) by the end of next year.

Shapps invited the international sector to work closely with the Government

to deliver the demonstrator flight in 2023, paving the way for flights on the transatlantic route, and many more, to be powered solely by SAF.

The new initiative has come out of the Jet Zero Council, a partnership between industry and government that aims

to deliver new technologies and innovative ways to cut aviation emissions while supporting the UK economy.

"This trailblazing net zero emissions flight, a world first, will demonstrate the vital role that sustainable aviation fuel can play in decarbonising

aviation in line with our ambitious net-zero targets," Shapps said.

"That's not just great news for the environment, it's great news for passengers who will be able to visit the Big Apple without increasing damaging greenhouse gas emissions."

Current jet fuel specifications do not allow flights to use 100 percent SAF.

"The Government is committed to accelerating the testing and approval of 100 percent SAF to unlock the full decarbonisation potential of this technology," Shapps said.

"Delivering the transatlantic flight would help to gather the data needed to support ongoing and future work to test and certify sustainable aviation fuel while exploring how engine efficiency improvements, flight optimisation and greenhouse gas removals can contribute to achieving net-zero flights." ■



Transport Secretary Grant Shapps has pledged sustainable aviation fuel for transatlantic flights

## DEFENCE SECRETARY CLAIMS RUSSIAN PILOT USED GARMIN GPS FOR ATTACKS

DEFENCE SECRETARY Ben Wallace claims Russia's military campaign in Ukraine is failing amid rumours that GPS receivers have been found taped to the dashboards of downed Russian Su-34s.

A July 2021 Facebook post by a pilot who claimed to be a 25-year

veteran of the Soviet Air Force, contained a photo purporting to show the cockpit of a Su-34 Fullback fighter bomber operating over Syria with what he claimed is a Garmin GPS unit.

Russia uses an alternative to the US-controlled Global Positioning System

*"The amount of footage from Ukrainian drones suggests to me that they also lack wider air defence"*

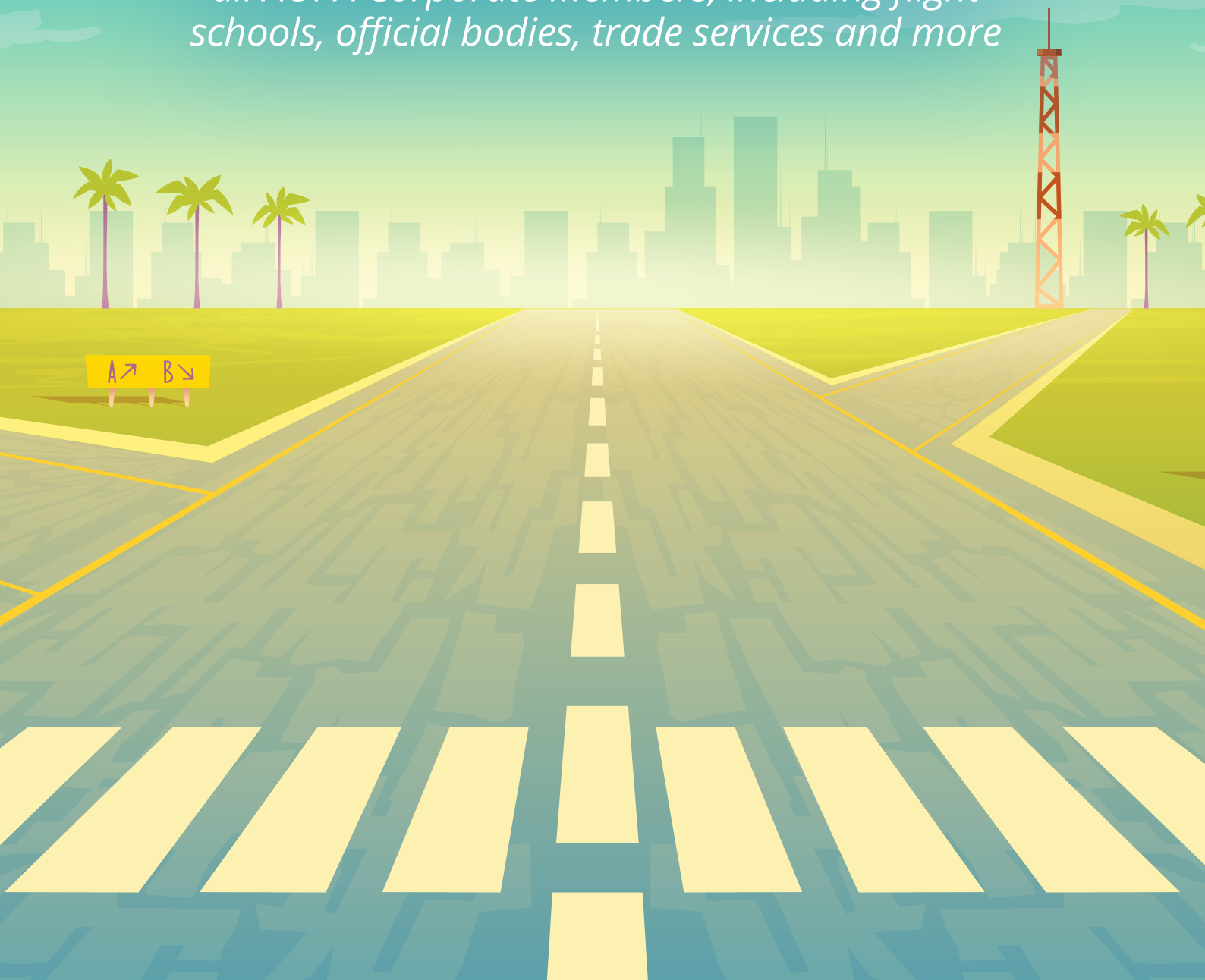
called GLONASS. Mr Wallace, a graduate of the Royal Military Academy at Sandhurst, was speaking at the National Army Museum.

"The sheer amount of footage from Ukrainian drones suggests to me that they also lack wider air defence and counter-UAV systems," he added. ■



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1 x Cessna 182  
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1 x PA46 M600  
1 x DA42



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T: 01371 856744

E: info@andrewsfield.com

W: andrewsfield.com

Andrewsfield Aviation offer all the facilities needed to pursue this exciting activity, with a friendly team of staff and first rate instructors. So If you want a Private Pilots Licence (PPL) or Commercial Pilots Licence (CPL) look no further. As a licensed airfield, we are able to teach the disciplines necessary for use at a busy airport or private airfield as well as for visiting smaller strips. We also have links with Cambridge and Southend for instrument training, essential for learning to fly in all weather conditions. We offer a wide range of different courses from Trial Lessons to Flight Instructor ratings and CPL Training, as well as the Advanced PPL, Formation Flying, Aerobatics and the Short Strip Course. Also on offer is a unique FEAR 2 FLIGHT seminar. Check our website for more details.

**Types:**

1 x Beechcraft B76 Duchess  
6 x Cessna 152  
1 x Cessna 172  
1 x Piper Cub  
1 x Piper PA-28 Warrior  
1 x Piper PA-28R Arrow



**ANGLIAN FLIGHT CENTRES**

Earls Colne Airfield, Colchester, CO6 2NS

T: 01787 223676

E: enquiries@flyafc.co.uk

W: anglianflightcentres.co.uk

Situated in the heart of picturesque Essex, Anglian Flight Centres has a team of dedicated and supportive instructors and ground crew. A Licensed airfield, 7 days/week, with Tarmac and Grass runways. We have a large fleet of aircraft and offer NPPL, PPL, Night and IR(R) and Aerobatic training. For those non-flying days we have a superb 3 screen simulator for VFR navex and IMC Training. We also run Formation Flying, Advanced PPL, Strip Flying, Taildragger and Infringement Awareness Training. All these ratings and courses help towards gaining your AOPA Wings Awards. Home of Anglian Warbirds.

**Types:**

1 x Cessna 172 (EFIS)  
1 x Harvard AT6 IIA  
1 x Robin Alpha A120 T  
4 x Robin HR200  
1 x Slingsby T-67M-260 Firefly



**NORTH WEALD FLIGHT TRAINING LIMITED**

Hangar 2 apron, North Weald Airfield, CM16 6HR

E: enquiries@nwft.co.uk

W: northwealdflighttraining.co.uk

North Weald Flight Training is a leading provider of flight training in the South East of England and has an enviable reputation for our airfield facilities, aircraft fleet and experienced instructional staff that all go to help our

many students realise their dream of flying an aircraft.

**Types:**

7 x Cessna 152  
5 x Cessna 172  
4 x Piper PA-28



**SEAWING FLYING CLUB LTD.**

Southend Airport, Southend-on-Sea, SS2 6YF

T: 01702 545420

E: info@seawingfc.co.uk

W: seawingfc.co.uk

Seawing Flying Club has now been operating from London Southend Airport for in excess of 40 years. We are the only members-owned flying club at the airport which enables us to offer a fun, friendly and sociable environment in which we provide professional and effective flight training. Seawing Flying Club also has a history of training pilots who have gone on to fly for the Royal Air Force and various airlines worldwide.

**Types:**

2 x Cessna 152  
1 x Cessna 172R



**Stapleford flight centre**  
commercial & private pilot training

**STAPLEFORD FLIGHT CENTRE**

Stapleford Airfield, Romford, RM4 1SJ

T: 01708 688380

E: reception@flysf.com

W: flysf.com

Stapleford Flight Centre has been training private and commercial airline pilots for over 45 years. Many of our students have gone on to enjoy a lifetime of 'fun-in-the-sky' and others have become flight instructors.

**Types:**

15 x Cessna 152  
1 x Cessna 172  
2 x Diamond DA40D  
1 x Diamond DA40D (Sim)  
3 x Diamond DA42  
1 x Diamond DA42 (Sim)  
8 x Piper PA-28  
3 x Piper PA-28R  
2 x PA34



THE TIGER CLUB

**THE TIGER CLUB (1990) LTD**

Damyns Hall, Aveley Road, Upminster, RM14 2TN  
 T: 01708 524633  
 E: info@tigerclub.co.uk  
 W: tigerclub.co.uk  
 The Tiger Club was founded in 1957 with the aim of encouraging all aspects of sport flying. It offers pilots from all over the world the opportunity to experience flying vintage aircraft - as well as aerobatics and formation flying.

**Types:**

- 2 x de Havilland Tiger Moth
- 1 x Mudry CAP 10C
- 2 x Piper PA-18-90 Super Cub
- 4 x Rollason D31 Turbulent

**GLOUCESTERSHIRE**



**COTSWOLD AERO CLUB**

Aviation House SE2, Gloucestershire Airport, Cheltenham, GL51 6SP  
 T: 01452 713924  
 E: info@cotswoldaero.club.com  
 W: cotswoldaeroclub.com  
 Based in the heart of the Cotswolds with easy access from Cheltenham, Gloucester, Bristol, Bath, Swindon and Worcester, Cotswold Aero Club is one of the oldest flying clubs in the UK. It has a professional yet relaxed attitude for flying and learning to fly and offers training for NPPL, LAPL, PPL and associated ratings.

**Types:**

- 1 x Piper PA-28R 200
- 2 x Robin DR400
- 1 x Robin R2112



**LYNEHAM FLYING CLUB**

The Control Tower, Cotswold (Kemble) Airport, GL7 6BA  
 E: enquiries@lyneham.aviation.co.uk  
 W: lynehamaviation.co.uk  
 Membership restricted

to military/government employees only and offers PPL, NPPL, Complex, Night, IR(R), Ground Examinations, Aerobatics and Formation. We provide great value flying training to all regular and reserve service personnel from all 3 services, their dependants and MOD civilians.

**Types:**

- 2 x Piper PA-28 Warrior II
- 1 x Piper PA-28 Arrow
- 1 x Scottish Aviation Bulldog

**HAMPSHIRE**



**EURO FLIGHT TRAINING LTD**

Fareham Innovation Centre, Merlin House, 4 Meteor Way, Lee-on-Solent, PO13 9FU  
 T: 01329 888091  
 E: info@euroflighttraining.com  
 W: euroflighttraining.com

We operate modern glass cockpit aircraft and multi- and single-engine FNPT2 simulators at Lee-on-the-Solent. We offer LAPL, PPL, CPL, single- and multi-engine IR, MEP and SEP. Approved by UK and EASA.

**Types:**

- 1 x Cirrus SR20
- 1 x Diamond DA40 & Sim
- 1 x Diamond DA42 & Sim
- 1 x Fuji FA200
- 1 x Diamond DA40
- 1 x Diamond DA42



**THE SPITFIRE FLYING CLUB**

Popham Airfield, Micheldever, Winchester, SO21 3BD  
 T: 01256 397733  
 E: pophamairfield@btconnect.com  
 W: popham-airfield.co.uk

Tie downs and overnight camping available, low landing fees, fuel available 24/7.

**HERTFORDSHIRE**



**FLYERS FLYING SCHOOL**

Elstree Aerodrome, Hoggs Lane, Elstree, WD6 3AL  
 T: 0207 267 9049/07810 597273  
 E: info@flyersflying.school.co.uk  
 W: flyersflyingschool.co.uk  
 We welcome anyone who would like to learn to fly and gain a PPL Licence. In addition we support owners with our aircraft management package, and hirers who just want to enjoy the fruits of all their labours having gained licences and ratings. The school has aircraft available for hiring and training purposes. Based at Elstree aerodrome, we are superbly placed to serve the north and west London area. We now offer Flight Instructor Courses.

**Types:**

- 1 x Cirrus SR20
- 3 x Piper PA-28
- 1 x Piper PA-28 Glass Cockpit

**KENT**



**ALOUETTE FLYING CLUB LTD**

Building C700, Churchill Way, Biggin Hill Airport, TN16 3BN  
 T: 01959  
 E: hello@flyalouette.com  
 W: flyalouette.com  
 Based at historic Biggin Hill, Alouette is a flying club with a social side. We offer trial flights and training for PPL(A), LAPL(A), Night, IR® and ground exams alongside aircraft hire in our C172 or PA28 at affordable rates. We hold regular social events at our clubhouse bar.

**Types:**

- 1 x Cessna 172
- 1 x PA28

**LANCASHIRE**



**HIGH G FLIGHT TRAINING**

Hangar 2, East Blackpool Airport, Squires Gate Lane, Blackpool  
 FY4 2QS  
 T: 07703 838680  
 E: eddie@high-g.co.uk  
 W: high-g.co.uk  
 Welcome to High-G, we are based in the Northwest of England at Blackpool Airport. With a young dynamic flying school with a professional dedicated team, we provide a comprehensive training solution tailored of your needs. From ab-initio all the way to formation and aerobatics, we can help you achieve your flying dream.

**Types:**

- 1 x DHC-1 Chipmunk
- 1 x C172-P
- 1 x Robin 2120U
- 1 x: Pitts S2A



**SOUTHPORT & MERSEYSIDE AERO CLUB**

Room 2, M8 Shipwright House, Queens Dock Commercial Centre, 67 Norfolk Street, Liverpool, L1 0BG  
 T: 07944 705852  
 E: secretary@smac.org.uk  
 W: smac.org.uk

The Club has a number of Flying Instructors among its members. Our Flying Instructors' role is mainly refresher training for members, at both PPL level, and for the IR® (former IMC) and Night Ratings.

**Types:**

- 1 x Cessna 172



**WESTAIR FLYING SCHOOL LTD**

Blackpool Airport, FY4 2QS  
 T: 01253 342660  
 E: school@westair.uk.com  
 W: westair.uk.com

Westair Flying Services have been operating in Blackpool for over 80 years and have extensive experience in all aspects of aviation.



Westair Flying School has trained hundreds of people to fly, including many who have gone on to fly commercially. The courses on offer include CPL, PPL, LAPL, NPPL, FI @, IR@, Night Rating and Multi Engine training and renewals at an affordable price with quality instruction.

We offer a range of Trial Flying lessons and Half Day Flying Experience which are ideal for those eager to commence their flying careers or as memorable gifts for family, friends and work colleagues. Our Engineering Department provides high quality maintenance at our Blackpool Airport and Barton City Airport facilities, with experienced engineers that have combined man-hours totalling more than 170 years!

We can also offer bespoke Corporate Aviation Solutions, tailor-made to suit you, as well as assisting with aircraft sales and hangarage.

#### Types:

Boeing 737 (Sim)  
Cessna 150H  
Cessna 152  
Cessna 172S  
Cessna F172P  
Diamond DA40 & DA42  
Piper PA-28 Warrior II  
737 (Sim)

#### LEICESTERSHIRE



#### LEICESTERSHIRE AERO CLUB

Leicester Airport, Leicester, LE2 2FG  
T: 0116 259 2360  
E: info@leicesterairport.com  
W: leicesterairport.com  
Leicestershire Aero Club offers flying lessons, training for a PPL as well as a range of flying experiences and a whole lot more. We operate at Leicester Airport and we've been at the centre of the Leicestershire flying community since 1909.

#### Types:

2 x Cessna 152

1 x Cessna 152 Aerobat  
1 x Cessna 172  
1 x Piper PA-28-161  
1 x Super Decathlon

#### LINCOLNSHIRE



#### THE POM FLYING CLUB LTD

The Terminal, Humberside Airport, Ulceby, DN39 6YH  
T: 07985 753336  
07711 438999  
E: info@gbpom.co.uk  
W: gbpom.co.uk  
T: 07985 753336  
We train for PPL/LAPL/IMC and night ratings.

#### Types:

2 x PA-28-161 Warrior II



#### WICKENBY AERODROME LLP

The Old Control Tower, Wickenby Airfield, Lincoln, LN3 5AX  
T: 01673 885000  
E: info@wickenbyairfield.com  
W: wickenbyairfield.com  
Clubhouse facilities. Jet A1 Bowser. 24-hour self-service fuel pump Avgas. Hangarage available. Flying school.

#### NORFOLK



#### OLD BUCKENHAM AERO CLUB

Old Buckenham Airfield, Old Buckenham, NR17 1PU  
E: info@flyingmadeeasy.co.uk  
W: oldbuckaeroclub.co.uk  
T: 01953 860806

A different type of flying school. Our instructors have a wealth of experience and are ready to help you gain your licence or extend your skills.

#### Types:

1 x Cessna 172  
1 x Extra 200  
1 x Cessna 172



#### PREMIER FLIGHT TRAINING

Liberator Road, Norwich Airport, Norwich NR6 6EU

E: flying@premierflighttraining.co.uk

W: premierflighttraining.co.uk  
Premier Flight Training Ltd is the only CAA Approved Flight Training Organisation in East Anglia. Being based at Norwich International Airport allows us to take full advantage of their 1800 metre tarmac runway, full night, instrument and air traffic facilities, so you will be learning in a 'commercial environment' from day one. Our aim is to provide top quality pilot training at a reasonable cost for all who are interested in flying, whether that is a simulator experience, a trial lesson where you can take control under the watchful eye of our first class instructors, a private pilot's licence or to take those first training steps of your professional pilot career. We also run a number of advanced courses for existing licence holders, including renewals and revalidation.

#### Types:

4 x PA28 Warrior  
1 x PA28 Archer  
1 x PA34 Senace

#### NORTHAMPTONSHIRE



#### SYWELL AERODROME

Hall Farm, Sywell, Northampton NN6 0BN  
T: 01604 801620  
E: info@sywellaerodrome.co.uk  
W: sywellaerodrome.co.uk  
Sywell Aerodrome owns and operates an airfield in Northamptonshire. It is an historic site and is regarded as one of the best GA (General Aviation) airfields in the UK, confirmed by a recent award for "The Best GA Aerodrome in the UK for 2019". Sywell Aerodrome provides facilities for pilot flight training, business corporate charter, aircraft maintenance and leisure flights. Sywell is also the home to The Blades

and Air Leasing. There is a 59-bedroom hotel on site with Bar & Restaurant and Conference Facilities which can cater up to 500.

#### Types:

3 x XAT3  
1 x Cessna 172  
1 x Cheiftan

#### NOTTINGHAMSHIRE



#### SHEFFIELD AERO CLUB

Netherthorpe Aerodrome, Worksop, S80 3JQ  
T: 01909 475233  
E: info@sheffieldaeroclub.net  
W: sheffieldaeroclub.net  
Sheffield Aero Club at Netherthorpe near to Worksop is probably the longest established flying training school and airfield in South Yorkshire and the only local club with their own airfield. The friendly, experienced instructors and staff are on hand to help you achieve your dreams, from that one-off gift to a full private pilot's licence and beyond. We offer Flying Experience Packages, pilot training and IMC training, aircraft hire, aerobatic training and experience flights and more.

#### Types:

1 x PA28  
3 x Cessna 152

#### SHERWOOD FLYING CLUB



Nottingham Airport, Tollerton Lane, Tollerton, Nottingham NG12 4GA  
T: 0115 9811402  
E: office@sherwoodflyingclub.co.uk  
W: sherwoodflyingclub.co.uk  
The Sherwood Flying Club is first and foremost, a club which is run for the members, by the members. We strive to keep our overheads low and this allows us to keep the cost of flying down, an all-important consideration in these days of

rising prices.

**Types:**

- 2 x PA28 Warrior
- 1 x PA28 Archer
- 1 x Grob 115

**OXFORDSHIRE**



**CK AVIATION SERVICES**

Cockslease Farmhouse, Fawley, Henley on Thames RG9 6LN  
T: 07801 661114

E: charlie@ckavition.co.uk

W: ckavition.co.uk

CK Aviation Services Ltd specialises in Cirrus aircraft training through a CAA approved training organisation (ATO). Approved courses include PPL, Night Rating and CB-IR. Client support is provided with aircraft sales and training from PPL/IR to single engine turbine, with advanced training offered in UPRT and Aerobatics.

**Types:**

- 2 x Piper PA-28
- 3 x Slingsby T67 Firefly

**SHROPSHIRE**



**SHROPSHIRE AERO CLUB**

Sleep Aerodrome, Harmer Hill, Shrewsbury, SY4 3HE  
T: 01939 232882

E: info@shropshireaero club.co.uk

W: shropshireaeroclub.co.uk

Welcome to Shropshire Aero Club at Sleep Airfield, the premier home to general aviation in Shropshire since 1955. With two large runways, open airspace, a friendly and relaxed bustling atmosphere, Sleep Airfield is a superb destination for pilots and students alike. Onsite bistro, museum and the UK's cheapest avgas, always. Seven immaculate club aircraft featuring C152s, C172s and PA-28 Archer IIIs - all with touchscreen garmins, we also offer the AOPA Aerobatics course in our Slingsby Firefly. All aircraft have tidy and clean

interiors and we offer some of the best hourly prices in the UK. The perfect place to fly, learn and visit.

**Types:**

- 1 x Aviat Husky
- 4 x Cessna 152
- 1 x Cessna 172 SP
- 2 x Cessna 172N
- 1 x Slingsby Firefly T67M

**SOMERSET**



**AIRBORNE SERVICES LTD**

Henstridge Airfield, The Marsh, Templecombe, BA8 0TN  
T: 01963 365728

E: mail@yakovlevs.com

W: yakovlevs.com

Airborne Services is a UK General Aviation company, incorporating world renowned six-ship close formation aerobatic team The Yakovlevs. In addition to its display team, Airborne Services offers flight training courses for PPL, aerobatics & formation, is an aircraft parts and avionics supplier, and provides GA consultancy services.

**Types:**

- 5 x Yakovlev Yak-40
- 3 x Yakovlev Yak-52

**SURREY**



**AEROBILITY**

Disabled Flying Charity, Blackbushe Airport, Camberley GU17 9LQ

T: 0303 303 1230

E: frontdesk@aerobility.com

W: aerobility.com

Aerobility provides anyone with any disability, whatever the impairment, the opportunity to learn to fly and participate in aviation-based activities. Flight training in the charity's Piper PA28s and Tecnam P2002 is available at the Blackbushe Airport HQ and Tatenhill Airfield, with support and advice available to all aspiring disabled aviators around the UK.

**Types:**

- 1 x PA28 Warrior
- 1 x PA28 Archer
- 1 x Tecnam P2202-JF
- 1 x PA32 Cherokee Six



**BLACKBUSHE AVIATION LTD**

Blackbushe Airport, Camberley, GU17 9LB

T: 01273 877727

E: info@blackbushe aviation.com

W: blackbusheaviation.com

A thriving flying school and club with an exciting growth plan. We have ATO status for PPL, CPL and FI courses and are approved to conduct IR and multi-engine training.

**Types:**

- 2 x Cessna 152
- 1 x Cessna 152 Aerobat
- 1 x CZAW PS28 Cruiser
- 1 x Piper PA-28 Archer
- 1 x Piper PA-28 Warrior
- 1 x Piper PA-34 Seneca 200
- 1 x Socata TB20
- 1 x TB20



**CUBAIR FLIGHT TRAINING LTD**

The Old Squash Court, Redhill Aerodrome, RH1 5JY

T: 01737 822124

E: ops@cubair.co.uk

W: cubair.co.uk

Cubair Flight Training is a long established, not for profit organisation with the aim of promoting leisure aviation.

We are a friendly flying school specialising in flying training for the Private Pilots Licence, associated ratings and tail wheel training.

As we are not driven by the need for profit we are able to offer an individual service to our students with time to complete proper pre and post flight briefings and for our instructors to attend to a student's particular needs. We have a dedicated team of instructors many many of whom come from an airline

or corporate jet background, others are experienced general aviation pilots.

**Types:**

- 3 x Katana DA20-A1
- 1 x Katana DA20-C1
- 1 x Piper Super Cub
- 1 x Piper Warrior
- 1 x Diamond Star DA40 NG
- 1 x Slingsby T67M



**REDHILL AVIATION FLIGHT CENTRE**

Redhill Aerodrome, RH1 5JY  
T: 01737 822959

E: redhillaviation@aol.com

W: redhillaviation.co.uk

We are based at Redhill Aerodrome in the beautiful Surrey countryside. Redhill Aerodrome is one of the oldest purpose-built airfields in the country. It is a licensed airfield with six grass runways (plus two tarmac runways for winter use) and full Air Traffic Control. It is open 0900 to 1700 during winter months and 0900 to 1900 during the summer, extensions can also be arranged.

**Types:**

- 1 x Beech 76 Duchess
- 6 x Cessna 152
- 2 x Cessna 152 Aerobat
- 1 x Piper PA-28-181 Archer
- 1 x Piper PA-28R-200 Arrow
- 1 x PA28-161 Warrior
- 1 x Piper PA-34-220T Seneca

**SUSSEX**



**FLIGHT PERFORMANCE TRAINING LTD**

Hangar 7, Brighton City Airport, Shoreham, BN43 5FF

T: 01273 569111

E: ops@fptuk.com

W: fptuk.com

The leading cause of fatalities in commercial aviation is Loss of Control In Flight. We specialise in Upset Prevention and Recovery Training (UPRT) and take a holistic approach





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Email: [sales@avidyne.com](mailto:sales@avidyne.com)  
Visit: <http://avidyne.com/business-aviation-europe>

**AVIDYNE®**

that incorporates theoretical training. We also offer SEP renewals, aerobatic ratings, PPL training and FI courses.

**Types:**

- 2 x PA-28
- 2 x Slingsby T67M Firefly



**GOODWOOD FLYING SCHOOL**

Goodwood Aerodrome, Chichester, PO18 0PH  
 T: 01243 755066  
 E: flyingschool@goodwood.com  
 W: goodwood.co.uk/flying/flying-school.com  
 Goodwood Flying School has been operating for over 50 years from one of the nicest grass aerodromes in the UK. We offer training for the PPL, LAPL, and F(A) as well as flight experiences in all our aircraft

**Types:**

- 4 x Cessna 172SP (G1000)
- 1 x Piper L21B Super Cub
- 1 x 1943 Harvard AT-16

**GRIDLINE ENGINEERING**

23 Cove Road, Rustington, Littlehampton, BN16 2QW  
 T: 07801 068013  
 E: rhwheeler@aol.com  
 W: gridline.co.uk  
 PPL and microlight DTO operating out of Goodwood and Lee-on-Solent aerodromes.

**Types:**

- 1 x Cessna
- 1 x Ikarus
- 1 x Piper
- 1 x Robin .



**PHOENIX FLYING**

17 Cricketers Close, Ashington Pulborough RH20 3JQ  
 T: 07711 136505  
 E: phoenixflying@btinternet.com  
 Operating since 1999 at Shoreham, Phoenix Flying is a small specialised school of instruction, offering high quality advanced general

aviation training including aerobatics, formation flying, tail wheel and farm strip checkouts, as well as refresher training and Examiner services for both PPL licence and IMC rating renewals and revalidations. Access to a large range of suitable aircraft across a number of airfields in the South of England. Training can also be conducted, where appropriate, in aircraft owners' own aircraft subject to full compliance.

**SHOREHAM AVIATION FLIGHT CENTRE**

Main Terminal, Cecil Pashley Way. BN43 5FF  
 T:01273 440852  
 E: fly@shorehamaviation.co.uk  
 W: .shorehamaviation.co.uk  
 Shoreham Aviation Flight Centre is a satellite of Redhill Aviation Flight Centre. We are friendly flying club and school based at Brighton City Airport in Shoreham, Sussex. We are part of Redhill Aviation's UK CAA ATO which allows us to offer training from LAPL and PPL all the way up to Commercial licences, Multi-Engine and Flight Instructor ratings as well as private hire to all our members.

**Types:**

- 2 x Cessna 152
- Cessna 152 Aerobat
- Piper PA28-161
- Piper PA28-161



**ULTIMATE HIGH ACADEMY**

Goodwood Aerodrome, Chichester, PO18 0PH  
 T: 01243 913916  
 E: info@ultimatehigh.co.uk  
 W: ultimatehigh.co.uk  
 We offer all AOPA Aerobatic courses with experienced ex-military instructors with hundreds of hours of aerobatics experience. **Types:**  
 1 x Extra 300L  
 3 x Slingsby T67 Firefly

**WARWICKSHIRE**



**COVENTRY FLYING SCHOOL LTD**

Rowley Road, Baginton, Coventry, CV3 4FR  
 T: 02476 301428  
 E: operations@covaero.com  
 W: covaero.com  
 We offer a range of licence and rating types from the EASA PPL to the LAPL and the AOPA Flying Companions Course. Once you've got your licence, you can add to it with night or IMC/IR(R) ratings, which allow you to fly in some of our more-challenging British weather.

**Types:**

- 2 x Piper PA-28 161 Warrior III



**ON-TRACK AVIATION LTD**

Unit 2 , Lowes Lane Business Park, Walton Rd, Wellesbourne, CV35 9RB  
 T: 01789 842777  
 E: info@ontrackaviation.com  
 W: ontrackaviation.com  
 We specialise in part and Full-time Instructor and Examiner Courses on both land and seaplanes. In addition, we can offer FM Conversions/ Renewals/BFRs. Our expertise is second to none and we have a reputation within the aviation industry for delivering.

**Types:**

- 4 x Cessna 152
- 1 x Cessna 172
- 1 x Cessna 172 Amphibian
- 1 x Diamond DA42
- 1 x Piper Cub
- 5 x Piper PA28
- 1 x Robin 2160



**SOUTH WARKS FLYING SCHOOL**

Loxley Lane, Wellesbourne Mountford, CV35 9EU  
 T: 01789 840094  
 E: ops@southwarwickshireflyingschool.com  
 W: southwarwickshireflyingschool.com  
 Whether your interest is in

being a Private Pilot or an Airline Transport Pilot, our personal development and training will be of invaluable assistance in helping you reach your goal. The Clubhouse has a comfortable lounge with cold drinks and a coffee bar. We offer flying training at all levels from an EASA Private Pilots Licence (Aeroplanes) to Instrument Rating (Restricted /Instrument Metrological Conditions Rating, Night Rating & Radio Telephony Operators Licence, all on either a full or part-time basis. The Schools location is ideal for flight training - just open flat farmland over which to practice your manoeuvres. Time and money are saved by not having to wait at the runway because of commercial traffic. The informal, yet professional, and friendly atmosphere enjoyed by our students enables them to learn much faster.

**Types:**

- 4 x Cessna 152
- 1 x Cessna 172
- 1 x Cessna 177RG Cardinal
- 1 x Frasca 101G Flight Sim
- 1 x Piper PA-28 Warrior
- 1 x Piper PA-28R Arrow

**WEST YORKSHIRE**



**SHERBURN AERO CLUB LTD**

Lennerton Lane, Sherburn-in-Elmet, Leeds, LS25 6JE  
 T: 01977 682674  
 E: flightdesk@sherburnaeroclub.com  
 W: sherburnaeroclub.com  
 Being a flying club and a flight training school we are well-positioned to cater to our members, their friends and families before, during and after they become a qualified pilot. Our aim is to give all of our members a fun social environment whilst providing the opportunity to continue to build on their experience and expand their horizons.



Whether you are taking to the skies for an experience flight; starting your flying career; have your own aircraft and are looking for hangarage, servicing or repairs; buying a new aircraft, looking for aviation equipment or gifts or just looking to enjoy some refreshments from our restaurant and bar and watch the aircraft, Sherburn has it all to offer.

**Types:**

1 x Aero AT-3  
3 x Piper PA-28 Cadet  
3 x Piper PA-28 Warrior  
1 x Robin 2160

**WILTSHIRE**



**BUSTARD FLYING CLUB**

MoD Boscombe Down,  
Amesbury, SP4 0JF  
T: 07982 075922  
E: cirvine358@outlook.com  
W: bustardflyingclub.co.uk  
The Bustard Flying Club exists to stimulate air-mindedness and to encourage a practical interest in and knowledge of flying among the staff at MoD Boscombe Down and other eligible personnel linked to the

MoD and QinetiQ. The Club aircraft are available for hire by Club members; the Club also provides training to PPL standard. Some Club members operate their own aircraft under the auspice of the Club and this allows the Club to support significantly more flying than could be achieved with just the two aircraft. The Club has some eighty members, and is administered by a Committee which is elected annually.

**Types:**

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they all belong to the International Council of Aircraft Owner and Pilot Organisations (IAOPA). Through IAOPA, we have direct representation at ICAO, where aviation standards and recommended practices originate. In Britain, AOPA UK directly represents GA at

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government and regulatory levels. By far the majority of our operating costs are met by membership fees from members and businesses who see the benefit of our work. There is no obligation or compulsion to join AOPA UK, unlike some other aviation organisations and

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 Wingly is the trusted aviation community that connects private pilots with passengers to share the magic of a flight. Both pilots and passengers can share the costs and enjoy the perks of taking part in private aviation activities.

associations, yet all of the GA community benefits from the successes resulting from our engaging with and influencing regulators, politicians, government departments and local authorities. To find out more visit [aopa.co.uk/membership/corporate-membership](http://aopa.co.uk/membership/corporate-membership)



# CHARTING SUCCESS AT 65

**As part of the 65th anniversary celebrations, Pooleys has awarded a £750 bursary prize to Adam Phillips, a microlight pilot in training.**

Pooleys is a family owned and operated business, founded in the UK by Robert Pooley on leaving the Royal Air Force in 1957.

For seven decades, Pooleys Flight Equipment has been a respected name in the Aviation Industry as a manufacturer of Flight Equipment and publisher of Aviation and Flight Training materials. During that time, the company has expanded its product range and geographical reach. Our products are sold through flight training organisation and our network of loyal dealers across EMEA and beyond.

It continues to manufacture, in the UK, the worlds largest range of pilot's kneeboards, flightboards and flight computers and now stocks over 2800

different products. In the past four years, it invested heavily in systems, processes and infrastructure. And completely refurbished offices, factory and warehouse. This included doubling our factory and warehouse area at our Cranfield site and purchasing new manufacturing equipment. In addition, now that the UK has left the EU, a new company, Pooleys Flight Equipment EU Ltd, is now established in the Republic of Ireland, that continues to offer our European distributors and FTOs frictionless trade.

## DONATES

The company says: "We believe that excellent customer service lies at the heart of our business as well as a passion for aviation that underlines everything that we do. Since we opened our first pilot shop at Elstree Aerodrome in 1961, we have sought

to provide the best face to face service in the industry, whether that be at one of our 4 Pilot Shops in the UK, our new Pilot Shop at Wilson Airport, Nairobi, Kenya or at one of the 17 exhibitions we normally attend across EMEA each year or indeed when we are out on the road visiting flying schools and dealers.

"Our success is not just down to our dedicated, knowledgeable and loyal team but also to our customers - pilots, schools, dealers and enthusiasts. Much of what you see in Pooleys today is due to the passion and commitment of many people from around the world within our aviation community.

"It is that community which Pooleys has always sought to try and support. We want to give a little something back and to open up aviation to those who in their normal lives would not have access to the world of flight or who do not have the means to make their dreams of becoming a pilot a reality.

Each year, Pooleys donates product and some of the proceeds from our sales to aviation charities and community interest groups.

"Since we set up our promotional code scheme over a decade ago, we have raised tens of thousands of pounds for charities and have been delighted to see the incredible results.

"Contact Pooleys if you are interested in finding out some more about the charities we support and the amazing work they do.

"Perhaps you can find a way to support them too..."

"From all of us at Pooleys, thank you for your continued support. We look forward to working with you and the aviation community for another 65 years!

**Pooleys Flight Equipment EU Limited**

Five years ago, following the UK's decision to leave the EU, Pooleys took the decision to set up a new company in the Republic of Ireland.

The plan was to protect customers in the EU and to mitigate any potential consequences to the flow of trade between the UK and EU.





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WORDS CHRIS MCGINE IMAGES MISSION AVIATION FELLOWSHIP

# TAKING OFF TO SAVE LIVES

Mission Aviation Fellowship pilot Roy Rissanen has a new base in West Africa but the challenges remain the same...supporting desperate people and carrying aid workers in his trusty Caravan

**M** ISSION AVIATION Fellowship pilot Roy Rissanen has completed first operational flight to launch a new humanitarian air service in Guinea, West Africa – cutting four days of travel for aid workers on board.

Aside from the UN, MAF is the first non-governmental air operator to fly in Guinea, and

has already received requests from at least 10 charities and medical groups to help transport relief services to isolated parts of the country. Research revealed that a MAF flight could save NGO workers up to a week of overland travel in Guinea, as well as reducing the cost and carbon footprint for aid workers who rely on heavily polluting diesel jeeps to traverse almost

impassable roads.

MAF's first passengers work for an international development NGO to deliver literacy and agriculture projects – and saved two days of gruelling road travel each way by flying with MAF. They were also able to transport essential

supplies and agricultural equipment on board MAF's Cessna such as vegetables, buckets, pipes, and solar panels for their charity farming project.

They said: "We have been praying for an air service since we got here over a decade ago. There are no lights and driving at night is very dangerous. The potholes on the main roads can be eight feet wide and a foot deep. MAF will be a lifesaver for us."

The aid workers explained that for a team meeting in the capital, they endure a 23-hour drive each way with an overnight stay two or three times a year, which can cost up to hundreds of pounds. The road journey is roughly 830km – the equivalent distance of driving from Plymouth to Glasgow.

They rarely get visitors because it takes over a week just for guests to fly from America and drive two and from their rural village. With MAF, they may be able to see family and friends more regularly and have a way out in the event of an emergency.

Speaking about their work and reason for living so remotely in Guinea, the couple

explained: "The farm we run in the south is a way for locals to see new ways of doing things – local people can grow crops for income and learn how to farm new produce including fruit trees which they can eat and sell.

"Most people barely make enough to eat, and many people suffer catastrophic events – like villages being burned through bush fires and they lose all their crops and possessions."

The aircraft is a Cessna 208 Caravan, which joined MAF's fleet in 2000 and was first piloted by Roy in Mongolia. The aircraft has flown roughly 8,000 hours to date – many of them by Roy – and has recently undergone an overhauled engine and intensive maintenance at MAF bases in the Netherlands and Uganda in preparation for service in Guinea, including removal of cold weather equipment essential for Mongolia.

From Mongolia in 2020 to Guinea's capital Conakry in 2022, N2114G has scaled continents, been completely repainted and completed three long ferry flights lasting two weeks.

With permissions finally

*"Every six minutes, a MAF plane takes off or lands in 26 developing countries, flying help, hope and healing to some of the remotest places on earth"*

granted after delays caused by the pandemic, Roy and co-pilot and MAF Guinea Country Director Emil Kundig began the final five-day ferry flight to transport N2114G from Uganda to Conakry.

MAF International CEO Dave Fyock said: "I am grateful for all the hard work, by many different people that has enabled us to reach this day of celebration – our first operational flight in Guinea."

Roy, 57, said: "The aircraft we now have in Guinea is of special importance to me. I saw it for the first time in Kansas 1999, when it had just rolled off the production line and I was on a pilot training course. After 20 years in Mongolia, I remember flying N2124G on a five-day ferry flight back from Ulaanbaatar to the Netherlands over winter conditions in Siberia.

"I feel privileged to be flying the same good old faithful aircraft again. It will continue to serve in a new part of the world with a new engine, new paint and a new tail number. We will use it to bring help, hope and healing in many ways; transporting passengers, supplies and medical patients needing urgent care – continuing to serve those who are in need in Guinea."

Millions of people cannot access basic medical care, clean water, food or education, simply because it's too dangerous or time-consuming to reach them. Mission Aviation Fellowship provides flights for more than 1,500 aid, development and mission organisations to enable the world's remotest people to access the essentials they need to survive.

Every six minutes, a MAF plane takes off or lands in 26 developing countries, flying help, hope and healing to some of the remotest places on earth.

With significant development and infrastructure challenges spilling over from decades of authoritarian rule, Guinea



**Born in Helsinki, pilot Roy Rissanen joined the Mission Aviation Fellowship in 1964 to carry passengers, supplies and medical patients needing urgent care in his Cessna 208 Caravan**





**1: Roy flew for two hours across northern Mongolia in an emergency medivac of a married couple injured in a car accident**  
**2: Without the air shuttle service, aid workers can face many hours driving on dark Guinea roads with dangerous potholes**  
**3: N2114G is prepared for a new flight from Conakry in the early morning with weather checks and careful flight planning**

is currently ranked 178 of 189 countries on the Human Development Index. With a growing population and fragile democracy, Guinea faces significant transport challenges – with just 44,301km of mainly unpaved roads (compared with almost 400,000 in the UK). The West Africa Ebola epidemic of 2013-16 killed more than 11,000 people, and today around 25 percent of the population is chronically malnourished according to the World Food Programme.

Three survey trips were carried out by MAF in 2020 and 2021 – although initial plans to launch an air service were significantly disrupted by Covid-19.

MAF has pledged to help the Guinean government improve aviation infrastructure in the country, including airstrip development and significant reduction in costs and carbon-emissions for overland travel for its members.

Roy was born in Helsinki in

1964. He developed an interest in aircraft after building his first model aeroplane aged 10, attending a competitive model aeroplane club during his teens.

He joined MAF in 1993 following a brief career in the oil industry. After three years in Tanzania with his wife Sirpa [57] and three youngest daughters Viivi [31], Camilla [30] and Naomi [27], the family moved to Kenya, where Roy flew with MAF and they adopted their fourth daughter Bettina.

Accepting a posting to Ulaanbaatar – Mongolia's capital – Roy and Sirpa launched a new MAF service from scratch in 1999; pioneering everything from a premises to flying permissions, manuals to a ground staff-training programme. On becoming the first foreigner to receive a Mongolian pilot licence, Roy said: "It felt amazing – like we were getting somewhere. The process

*"It took some convincing for my wife and two young girls to move to Ulaanbaatar where local temperatures can dip below -30C"*

took time and trust but it was worthwhile and paved the way for other MAF pilots."

Roy was the first foreign pilot to fly in Mongolia, a process which required an overwhelming volume of work but achieved ground-breaking results spanning more than 20 years on board N2114G under its previous registration JU-2114.

Roy said: "When we arrived in 1999, there was nothing. No office, no car, no plane, no hangar. We built it from the ground up – the first year was studying Mongolian and producing manuals. It took some convincing for my wife and two young girls to move to Ulaanbaatar where temperatures can dip below minus 30C."

The Rissanens lived in Ulaanbaatar until 2002, returning to serve with MAF between 2016 and 2020, when MAF closed the programme and development to refocus its missions in West Africa. ■



# We were all made to fly

As the leading expert in disabled flying, Aerobility can proudly boast that it changes lives for the better...put a new flyer in the cockpit and watch confidence soar

WORDS Chris McGine IMAGES Aerobility





**AEROBILITY, THE UK's leading aviation charity has been offering disabled people, without exception, the opportunity to fly for almost 30 years.**

Run largely by disabled aviators for disabled people, the charity responds to the needs of those living and is recognised as the leading expert in disabled flying.

The organisation believes that taking

the controls of an aircraft "drives a focus on capability and encourages our flyers to ask the question 'If I can fly an aeroplane, what else can I do?'"

Aerobility has a head office at Blackbushe and operations from Tatenhill as well.

Many of those who take to the skies are wounded, injured or sick members of the Armed Forces community.

For some, just that amazing

*“Just that amazing first flight is enough to change their outlook on their capabilities forever”*

first flight is enough to change their outlook on their capabilities forever, others decide to continue flying, with some obtaining their Private Pilot Licence and others looking toward commercial aviation as a career.

Aerobility provides once in a life-time Experience Flights to as many terminally ill and disabled people as possible, as well as subsidised flying for individuals and other disability charities. It provides advice knowledge and advocacy for disabled





people who wish to fly, and is the representative body for disabled aviation within the UK. It even recently introduced Accessible Aerobatics Flights.

The aircraft used to transform lives is the Grob G109B in the ultimate repurposing project which brings grounded military training Grob G109B motorgliders back to life through Project Able.

This is a unique, award-winning and UK Government-backed programme, centred on upgrading 60 former military training aircraft and repurposing them for societal use, including disabled flying.

UK Secretary of State for Transport Grant Shapps, a private pilot himself, backed the initiative, highlighting the life-changing opportunities and unrivalled confidence boost Aerobility offers disabled pilots.

With a complete airframe overhaul, state-of-the-art Garmin avionics and options, new Rotax engine

and MT Propeller, the 'Able's' performance and handling is radically enhanced, while the fuel consumption is significantly reduced.

The latest fuel-injected Rotax 912 iSc fuel-efficient engine is certified to run on sustainable vehicle fuel such as E10, resulting in lower carbon emissions.

The glider design and MT hydraulic constant speed propeller also bring highly efficient operations.

Seeing an opportunity for a unique fleet type to teach more disabled people in the UK to fly, beyond the 1,000 students and veterans already engaged, Aerobility's CEO Mike Miller-Smith MBE proposed Aerobility could take on these aircraft, modify them working alongside aerospace partners; take a number itself and adapt them for disabled flyers.

The remaining aircraft will be put up for sale via the commercial market, including potentially working with an

*“The overhauled and adapted airframes will help around 2,600 disabled people take to the skies yearly with Aerobility”*

aircraft lessor on financing. Mr Miller-Smith duly garnered support from a wealth of supporters, led by OEM Grob Aircraft SE.

The overhauled and adapted airframes will help around 2,600 disabled people take to the skies yearly with Aerobility, said Mr Miller-Smith.

A 60-strong fleet of the Grob 109B T1 Vigilant variant was operated by the RAF No. 2 Flying Training School for use on Volunteer Gliding Squadrons with Air Cadets up until May 2018.

“Aerobility exists to change lives through the magic of flight. We are very proud to present this new aircraft type which will deliver magic to its owners whilst also supporting disabled aviation,” said Mr Miller-Smith.

“Our ambition is to inspire a new generation of Grob pilots and encourage pilot training schools, gliding clubs, aviation enthusiasts and others to seriously consider purchasing a Grob G109B 'Able' aircraft.”



1: Project Able is an award-winning and Government-backed programme aimed at upgrading 60 former military Grob aircraft  
 2: With a complete airframe overhaul, state-of-the-art Garmin avionics and new Rotax engine handling is radically enhanced  
 3: Aerobility worked alongside aerospace partners to adapt aircraft to allow around 2,600 disabled flyers to take to the skies





Many terminally ill and disabled people have been thrilled by the chance to fly the Grob





Aerobility's CEO Mike Miller-Smith said the organisation is very proud to present the new aircraft type which will deliver magic to its owners whilst also supporting disabled aviation





The latest fuel-injected Rotax 912 iSc fuel-efficient engine is certified to run on sustainable vehicle fuel such as E10, resulting in lower carbon emissions





**AEROBILITY PILOT  
HARVEY MATTHEWSON'S  
FLIGHT TO GERMANY**

I was asked to keep instructor Guy Westgate company while he flew the Grob 109 Able prototype to the Grob factory in Mindelheim, Germany. After a quick look at the weather, NOTAMs, our plan, and customs forms, it was time to saddle up and light the fires.

I must admit to not being the biggest fan of the original Grob109s. I always found them underpowered and underwhelming but it was clear from the moment we began our take-off roll that the 109 Able was a very different machine altogether.

The Grob 109 climb is unique, it is more like ascending in a lift than the usual take off sensation. After a smooth left turn, we proceeded to our first stop at Le Touquet, where we cleared customs and refuelled the aircraft and ourselves.

Being powered by a new 100 horsepower Rotax 912iSc3, we were soon travelling at

*“On our right was VFR and on our left the heavens had opened... and our destination was to the left”*

10,000ft at 100 knots enjoying inflight snacks as the aircraft sipped on its 11 litres of fuel per hour. The thought of flying so high had worried me for a few days before. Obviously, the higher you go the more hypoxia becomes a consideration and I am not a fit man. Nevertheless, it all turned out fine and the views across France were sublime.

Airspace in France is so quiet that you begin to feel alone, sitting on top of the world inside your personal viewing platform. Wow maybe I was hypoxic! The relaxed atmosphere became electric when we spotted a reflection in the distance. As we drew closer it became apparent that we were approaching a competitor of the Gordon Bennet balloon race. Naturally, not wanting to waste a photo opportunity, Guy wanted to have a closer look. That's how I found myself circling around a gas balloon trying to take pictures with Guy Westgate at the helm. I have cerebral palsy which means my hands

wobble, so needless to say my photos were terrible, and Guy and I had to switch roles to find that ideal shot.

We made the most of the Garmin G3X which has a feature that can set magenta gates along your route for you to fly through at a set height. This is a great feature as it frees up capacity to complete critical tasks or save your energy for landing.

Of course, I was looking forward to seeing the Alps from the air. The weather over the Alps looked good that morning but Mother Nature intervened and cloud had rolled in to ruin my day. A quick change of plan took us over Lake Constance taking a left at Friedrichshafen to head north to Mindelheim-Mattsies.

On our right was VFR and on our left the heavens had opened ... and our destination was to the left...

We discussed diversion options then Mindelheim-Mattsies came into view and we made a smooth landing at the Grob factory. ■



It was clear during the take-off roll that the 109 Able is a very different machine altogether, said Aerobility pilot Harvey



WORDS AND IMAGES Chris McGine/AERO 22

# BACK AGAIN... FRIEDRICHSHÄFEN!

The aviation community celebrates as the 30th AERO international trade show finally opened its doors to reveal the dazzling future





**M**UCH TO the delight of aviation enthusiasts, the 30th AERO international trade show opened its doors with two main topics on the agenda – the relaunch of General Aviation and a focus on a comprehensive sustainability.

The aviation industry is investing hugely in the future and visitors to the Friedrichshafen exhibition enjoyed halls packed with innovation including new propulsion systems, lightweight designs and green options aimed at replacing fuels from fossil sources.

Around 28,000 visitors arrived from 75 countries to review a huge number of new products and services greater number of new products.

Klaus Wellmann, Managing Director of Messe Friedrichshafen, said: "The sun came out when the trade show gates opened for the international aviation industry after a long pandemic.

"Reunions radiated throughout AERO and the industry was once again shown the value of face-to-face networking, chance encounters, as well as many scheduled appointments and physical product experiences."

Around every corner the topic of sustainability was evident; it's clear that a aviation is facing a

technological generation change in drives. Which type of drive – electric, hybrid-electric, hydrogen fuel cell or bio and eFuels – was the subject of many discussions.

To demonstrate the new thinking among manufacturers, Stuttgart-based company H2FLY exhibited the HY4, an aircraft that flew to Friedrichshafen with zero emissions using green hydrogen.

Only one day after landing, the aircraft set a new record for hydrogen-electric-powered aircraft on a flight in Friedrichshafen, reaching an altitude of 7,230ft.

H2FLY is developing its propulsion system as a scalable unit that will also be used to fly a 40-seat regional aircraft with a range of around 2,000km from 2025.

Also on display for the first time at AERO were the Alpi Twin twin-engine aircraft from Italian manufacturer Alpi Aviation, the A414 four-seat single-engine aircraft from Aquila Aviation from Schönhagen, Germany, the Elixir 915iS two-seat training and touring aircraft from the French company Elixir Aircraft with a 100 hp (74 kW) Rotax 915iS engine, the VL3 Evolution ultralight aircraft from the Belgian/Czech manufacturer JMB Aircraft with a turboprop engine from the French manufacturer Turbotech, and the Junkers



An electric motor connects to the crankshaft to provide a power boost for take-off and start the P2010 H3PS's engine



Aviation enthusiasts quickly filled the halls at AERO 22 where talk was of sustainability and the latest industry technology

A50 Junior and Junkers A60 ultralight aircraft.

Visitors were particularly keen on a collaboration between Tecnam Aircraft, Rolls-Royce and Rotax which produced the P2010 H3PS hybrid power technology demonstrator.

It's the first General Aviation aircraft with a parallel hybrid configuration to fly.

There's an electric motor behind the Rotax that connects to the engine's crankshaft to provide a power boost for take-off, and start the engine.

The engine then charges a battery in cruise.

The combination saves weight and offers greater efficiency than the 200hp conventional four-cylinder aircraft engine it replaces. It means the aircraft can go further on its existing fuel tank, and because the engine

is always running at its optimal operating level, it is more efficient and experiences less wear and tear.

Gergely G. Balázs, Engineering Director at Rolls-Royce in Hungary, is convinced that small electric and hybrid-electric planes will have an enormous impact on the way the public and pilots experience electric flight and will help accelerate demand for such solutions in larger aircraft.

The Pipistrel Velis Electro – currently the only certified electric aircraft to be flown in the world – also drew the crowds.

It is intended primarily for the training aircraft role, particularly multiple successive take-off and landings at the airfield.

*The motto of the show was General Aviation: the cradle for innovation in aviation!* ■



German company H2FLY's, the HY4, an aircraft that flew to Friedrichshafen with zero emissions using green hydrogen





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# CLASSIFIED ADVERTISEMENTS

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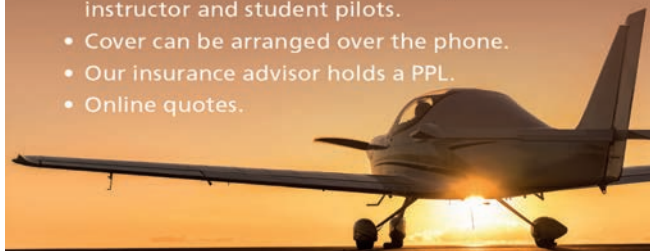
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