

AOPAUK

June/July 2024

Report your level

Safety in the sky is of the upmost importance in GA.
PPL AOPA TEWG contributing member **Nigel Willson**
explains how to stay safe in the skies

P.28



FLIGHT DIRECTORY

Your go-to guide for the AOPA corporate members
who could help you to further your flying career *P.19*

DICK RUTAN

AOPA US Digital Media Manager Jim Moore recounts
the life of one of the world's greatest aviators *P.26*

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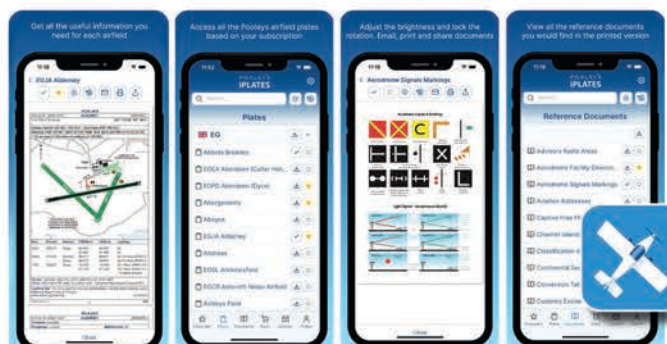
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GET OUT THERE, GET FLYING, AND ENCOURAGE SOMEONE ELSE

AS WITH EVERY June/July issue of AOPA UK's magazine we have the Flight Directory, your guide to AOPA's corporate members who can help you with your piloting licences, aircraft or equipment. So now is the time to hand your copy of the magazine to anyone who has shown an interest in flying, and get them up in the skies in anyway possible, it's one of the easiest ways to help General Aviation grow. The more pilots we have, the stronger General Aviation becomes.

Elsewhere in this issue Nigel Willson, Head of Training at Anglian Flight Centres & Easy PPL AOPA TEWG contributing member explains how to stay off of the CAA's naughty list when it comes to infringements. In a clear and concise way, Nigel explains how to ensure you don't infringe and creep into restricted airspace.

Nick Wilcock, the chair of AOPA's training and education committee, shares AOPA's response to phase two of the CAA's Licensing and Training simplification. It's a fantastic read and

another great example of how AOPA is looking out for current and future pilots.

And as always, Licensed Engineer Michael Powell shares his knowledge on what you can and can't do to your aircraft. In this issue, he looks at weights and balances and explains

how to remain safe when loading your aircraft for a flight.

Recently I was lucky enough to be invited to North Weald Airfield by Ben Griffiths to meet Keith Perkins (along with aviation historian Paul Beaver and WWII veteran pilot Colin Bell), owner of Aero Legends who has taken on the mammoth task of flying 11 Dakotas over to Normandy – along with Spitfires and P51 Mustangs to remember

the 80th Anniversary of D-Day. Although the event is taking place as this issue is landing on your doorstep, I will be speaking to Keith about how he came up with the idea and why it's important that the heroes of 80 years ago are remembered. That and much more will be in the August/September issue, until then: Blue Skies! ■

"In a clear and concise way, Nigel explains how to ensure you don't infringe and creep into restricted airspace."



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UP FRONT – CAA'S LICENSING AND TRAINING SIMPLIFICATION The CAA has launched phase two of its new project. Nick Wilcock offers AOPA's response to the announcement from the authority

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UP FRONT – YOUR HERO This month we've looked into probably the most flown aircraft by pilots around the globe – the Cessna 150/152, there can't be too many pilots that haven't stepped in one, they're iconic



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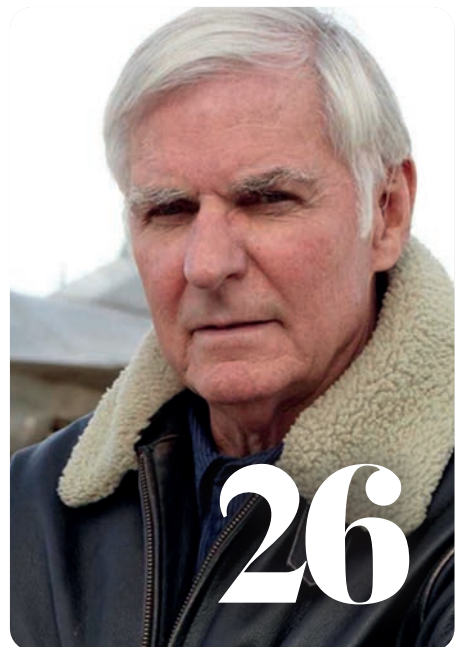
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FURTHER ENABLING GENERAL AVIATION

AOPA's CEO **Martin Robinson** has had a busy spring meeting with aviation officials and organisations around the world. Here he reports back...

AT AOPA, nothing matters more to us than pilots and owners, therefore I am pleased to announce that we are planning an AOPA Member event at Old Warden Aerodrome on Saturday 7 September 2024. There will be an opportunity for up to 90 aircraft to fly-in with PPR from Old Warden.

ENGAGEMENT

I would like to establish a panel of members, to understand your priorities and discuss how these should be tackled, for an initial discussion. This should lead to a panel that will join the AOPA Policy and Strategy Committee when it meets.

CAA INAUGURAL ANNUAL SPEECH

The CAA inaugural annual speech was delivered by the Chairman (Sir Stephen Helliier) and the Chief Executive (Rob Bishton) during an event hosted by the Royal Aeronautical Society. They outlined the five strategic focus points that follow a government objective for Aviation:

1. Protecting consumers and the public
2. Enabling aviation and aerospace to innovate and grow
3. Develop relationships to improve global standards (ICAO)
4. Supporting aviation to improve environmental sustainability
5. To deliver on the above

All the strategic focus points – such as achieving carbon net zero, developing new fuels, and advancing engine technology – are broad enough to apply to General Aviation (GA) as well. However, the primary target will be commercial air transport. Despite this, I propose developing an AOPA paper or manifesto, incorporating input from members, to address these objectives from a GA perspective.

In response to a question about mutual recognition of pilot and engineer licenses with EASA, Rob Bishton stated that this is not currently part of the Trade

and Cooperation Agreement (TCA) and that the Government's focus is on "British jobs for British people." According to some experts, this stance may need to change if we aim to boost the economy.

ENVIRONMENTAL CHALLENGES

Achieving carbon net zero, developing new fuels, and advancing engine technology are key focuses of many innovation projects. Improving airspace capacity planning and efficiency can also contribute significantly to carbon reduction. Environmental sustainability, encompassing airports and new technologies, will require substantial investment. As public awareness of environmental issues grows, there is increasing demand for improvements, which can impact the freedoms of GA.

We must adapt our operations to show that we take environmental issues seriously.

IAOPA WORLD ASSEMBLY

AOPA in the UK is often compared to its counterpart in the United States. AOPA in the US has 200 full-time staff and generates over \$60 million in annual income, unmatched by any other AOPA worldwide. In contrast, AOPA Europe has only 19,000 members, fewer than AOPA members in California alone, while AOPA US boasts 300,000 members, giving them a significant voice.

The IAOPA World Assembly was hosted by AOPA US in Washington in early May. The Honourable Michael Whitaker, the FAA Administrator, delivered the opening remarks. Previously the Deputy Administrator and Chief NextGen Officer, Whitaker played a key role in transitioning from radar to satellite-enabled surveillance technology. He also has experience in the motor industry designing electric advanced air mobility vehicles.

His message to the global community emphasised promoting safety, collaboration, and international cooperation. "We've collaborated in

the US with GA on a lot of initiatives like ADS-B," Whitaker said. "We want to take that collaboration and extend it around the globe to ensure we're all working together as part of that safety ecosystem."

Working alongside the FAA in this ecosystem is the European Union Aviation Safety Agency (EASA). Ludovic Aron, the US EASA representative, spoke about the meaningful collaboration. He detailed his role, which includes promoting the policies and strategies of the European Union regarding aviation safety and EASA regulations. Aron emphasised that his focus is enhancing cooperation and working on regulatory harmonisation, an issue the UK needs to address.

Mark Baker, AOPA US President said: "The conversations this week have helped solidify our shared goals and reminded us of the importance of our collaboration."

What's particularly intriguing are the common issues surrounding the loss of aerodromes and access to airspace as well as the developing technology, which were deliberated upon at the International AOPA World Assembly. With IAOPA maintaining an Observer seat at ICAO since 1964, offering 60 years of representation, discussions during the World Assembly shed light on the intricacies of ICAO processes. Miguel Marin, the Deputy Director of Capacity Development (ICAO), and IAOPA representative Frank Hoffman elaborated on the challenges of developing standards and recommending practices, emphasising the necessity to engage with the 193 ICAO contracting states – a time-consuming endeavour. Nonetheless, the pivotal role of ICAO in enhancing international aviation safety cannot be overstated, as it has significantly contributed to making aviation one of the safest modes of transportation globally. While ICAO standards eventually find their way into national legal frameworks, it's essential

**AOPA Member
event, Old Warden
Aerodrome, Saturday
7 September 2024**
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to recognise that these standards themselves are not legally binding, given the diverse legal systems across the world. The binding nature of ICAO is contained within its Convention/Treaty. The UK CAA's commitment to refraining from gold-plating ICAO standards and promptly addressing any instances of gold-plating underscores the importance of consistency to prevent misunderstandings and discrepancies.

The leadership panel at the World Assembly delved into the promising prospects brought forth by new and innovative technologies, offering potential solutions to counter the decline in GA. The MOSAIC program, recently concluding its formal consultation, aims to establish new standards for light aircraft that are more user-friendly in terms of maintenance, operation, and piloting. This initiative could improve access to GA, making it more financially viable for a broader audience. However, the introduction of light aircraft capable of reaching speeds of up to 250 knots may necessitate revisions in pilot training methodologies to accommodate these advancements.

The ongoing discussion about the future of Avgas 100LL in both Europe and America revolves around concerns regarding the storage and transportation of tetraethyl lead (TEL) and its detrimental effects on human health. Under EU regulations, fuel companies must obtain permits to handle TEL for the continued production of 100LL. However, despite these regulatory hurdles, 100LL remains the most cost-effective solution for GA, prompting questions about potential bans on its production.

In the US, there is a concerted effort to find a replacement fuel by the end of 2030, with industry groups like GAMI and Swift spearheading the development of higher-octane alternatives. Nevertheless, certification issues have posed significant challenges, despite ongoing efforts to resolve them. GAMI touts UL100 as a universal solution for all engines and holds STCs for 40,000 aircraft, while Swift Fuels has introduced UL94, which can be utilised by 75% of the US GA fleet, with plans for the development of 100R to replace UL94 and 100LL, potentially making it widely available in Europe by 2026.

Turning to GA safety, discussions at the assembly underscored the importance of leveraging safety data to

enhance outcomes. Future technologies integrated into initiatives like MOSAIC, focusing on lighter, faster generation aircraft with advanced flight controls, will necessitate an overhaul of the pilot training system.

CLOSING THOUGHTS

In recent developments, the online petition I supported, advocating for an amendment to legislation regarding aerodromes being designated as brownfield sites and returned to greenfield status, has garnered significant traction, amassing over 11,000 signatures. This milestone ensures a forthcoming government response, and I extend my sincere appreciation to all who contributed to this crucial initiative, highlighting the imperative to preserve our aerodromes.

Meanwhile, airspace management remains a pressing issue, with the government proposing the establishment of a single airspace design entity (SDE) to address ongoing challenges, particularly in the London area. The proposed options include entrusting this responsibility to either the Civil Aviation Authority (CAA), NERL (NATS), or forming a new organisation. However, each option presents its own set of concerns.

The CAA, as the current airspace regulator, potentially faces conflicts of interest if tasked with regulating itself. NERL/NATS, given its substantial revenue from controlled airspace, may prioritise financial interests over impartial regulation. Establishing a new entity could be costly and may inadvertently draw talent from existing bodies. It could also mean that of the three options the Government has only one solution in mind. Regardless of the chosen path, it's crucial to ensure there is robust oversight, including representation from GA, to safeguard the interests of all stakeholders.

Attending the IAOPA World Assembly coincided with a remarkable milestone—the 85th anniversary of AOPA US. Heartfelt congratulations to AOPA US on reaching this significant milestone! ■



M Robinson

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Welcome to the UP FRONT section of the magazine. Bringing you help, advice, and other insights from the world of AOPA, in an honest and 'up front' way to help you stay flying. Something to say? Please contact us at editor@aopa.co.uk

WORDS Nick Wilcock

CAA LICENSING & TRAINING SIMPLIFICATION PHASE 2

Nick Wilcock offers up AOPA's response to the CAA's latest simplification

PHASE 2 of the CAA's Licensing and Training Simplification project was formally launched in March 2024, with the release of CAP2974. This consists of licensing proposals across the whole spectrum of GA. Of these, probably of most interest to our members is CAP2974A which concerns aeroplanes and microlights.

AOPA has been heavily involved in the L&TS project throughout the meetings of the Aeroplanes and Microlight Group and has responded with position papers, as well as submitting a formal response to the Phase 1 consultation of CAP2335 in November 2022. An initial review of CAP2974A was presented to the Training & Education Working Group meeting in March 2024. Following the outcome of the meeting, the recommendations were reported both to the Policy and Strategy Committee and the BLAC Board and were subsequently submitted as our formal response to CAP2974A in March 2024. This may be viewed in full at the Members' Area of the AOPA UK website and we highly recommend you reading the full rundown there.

It should be noted that the whole aim of the project is for simplification. Where CAP2974A offers options, our general philosophy was to recommend the simpler option, rather than one which

would introduce complexity, particularly if the simpler option could introduce benefits to existing licence holders.

Some of the main points of our response are as follows:

ICAO PPL It was considered that the UK could strip away much of the EASA gold-plating which currently applies to PPL training. Although the existing solo flying requirements would still apply, by taking advantage of the fact that ICAO does not stipulate any minimum dual training time within the total time required, it should be possible to allow greater flexibility for previous flight training conducted elsewhere, provided that 'sufficient' dual training has been achieved to prepare the student for the Skill Test. The CAA considers that a 35 hour course could be delivered at an ATO, but that DTO could only deliver a 40 hour course. We disagree with this as we consider that there must be a level playing field. In general we support the CAP2974A proposals for the ICAO-compliant PPL.

Sub-ICAO pilot licence This is a term which applies to pilot licences which do not full comply with ICAO criteria, such as microlight licences, the NPPL and the LAPL. The CAA seems to have an almost evangelical zeal in wishing to develop a single sub-ICAO 'PPL(Light)'

licence for microlights, aeroplanes and TMGs under its 'Option 1' proposal, but this would introduce complexity in all areas of training. It would potentially introduce additional costs and could delay introduction of changes to sub-ICAO pilot licensing due to the scale of regulatory changes required. Hence we firmly oppose 'Option 1' and strongly support 'Option 2'. This would leave microlight licensing in its current form and introduce enhancements to the current LAPL, such as deletion of the '10 hr PIC since licence issue before carrying passengers' requirement. Both options propose that a PMD should be sufficient for solo flying during the LAPL course and for licence issue, which we support. We also agree that the IR(R) be available to LAPL holders. Regarding the licence title, we recommend that the sub-ICAO licence is titled 'LAPL', because existing law grants certain conditions under Part-FCL for LAPL holders and instructors without CPL knowledge.

Maintenance of licence privileges Currently a private pilot flying an aeroplane has three different requirements to meet, depending upon whether the pilot holds a PPL, NPPL or LAPL. This is clearly absurd, hence we support a single standard for revalidation by experience.

Theoretical Knowledge

Although we reject significant change to the LAPL/PPL e-Exam system, we strongly support an 18 month 'rolling validity' period for exams. This would mean that only exams that have fallen out of this period would need to be retaken. We support increasing the period which applies when all exams have been passed, from 24 to 36 months.

Instrument Ratings We support the opinion that the current IR(A) is geared towards commercial pilots rather than private pilots who wish to fly in IMC or under IFR beyond the privileges of the IR(R). Hence we propose that all elements of the IR(A), including a simpler subset of theoretical knowledge exams, should be available at DTOs. This would widen availability of the IR(A) and reduce cost.

Overall, while many proposals of this consultation are greatly to be welcomed, the Sub-ICAO 'Option 1' proposal would introduce considerable complexity rather than simplicity. Hence we strongly oppose it and firmly endorse Sub-ICAO Option 2 for the LAPL(A) for aeroplane and TMG licensing, with microlight licensing remaining in its current form. Action is only necessary for matters which should be changed, rather than for those which could be changed. ■

WORDS Michael Powell IMAGES Various

THINGS THE PILOT MAY AND MAY NOT DO

Part 12 of **Michael Powell's** series on maintaining your aircraft focuses on weight and balance

MOST, IF not all, pilot/owners, will know what weight and balance is and why it is an important subject associated with the operation of light aircraft. It is an essential consideration for commercial aircraft where weight and balance is calculated carefully before the aircraft leaves the ramp. I wonder how many private pilots are so careful?

Weight and balance is critically important for a number of reasons:

If the aircraft exceeds its certified maximum all-up weight it may not clear the airfield boundary at attempted take-off. Lift generated by the wings can only support so much weight which is why the manufacturer gives a maximum all-up weight figure

on the aircraft datasheet.

Fuel consumption will be greater than that assumed at route planning stage. The CAA do not like you to run out of fuel: to err is human, to forgive is not CAA policy!

If the aircraft is too heavy then, as speed reduces on approach elevator authority reduces and the chances of a heavy landing increase.

Excess weight (fore or aft) may be trimmed out to maintain level flight but this will increase drag and consequently fuel consumption. See above.

Excessive use of trim (nose up or down) will alter handling characteristics at approach and touch down. I can vouch for the significant amount of elevator effort needed to prevent a Cessna 172 from

“Excessive use of trim (nose up or down) will alter handling characteristics at approach and touch down”

ploughing into the ground on a slow approach even with plenty of nose-up trim.

It is recommended that the owner/pilot consults a Licensed Engineer for guidance before proceeding with this exercise.

OK so how is a weight and balance check done and what equipment is needed? I should add at this stage that it is one thing (acceptable) for the pilot/owner to check the weight and balance of their aircraft but any alterations (unacceptable) that alter the centre of gravity position should only be undertaken by a Licensed Eng. Most aircraft POH require a weight and balance check before every flight, but how many do this?

First of all locate the previous weight and balance report and the aircraft data sheet. Check that the last report is within the limits set out in the data sheet. If any of the aircraft data is outside the limits set in the data sheet then call in your friendly licensed engineer and ask their advice.

If the aircraft data appears to be within limits at this stage then proceed with the exercise.

Firstly, beg, borrow or steal a set (three) of calibrated platform (flat) calibrated scales. One for each main wheel and one for the nosewheel or tailwheel. Remove all fuel and baggage and any other loose items from the aircraft but leave the oil, seats and battery etc in the aircraft. These are



Make sure you don't overload your aircraft

all regarded as part of the aircraft.

You will find it useful to have a blank print-out of a weight and balance report sheet as this will help you calculate the position of the centre of gravity which is the main objective of the exercise. The Light Aircraft Association publish a useful weight and balance report form which you can find on Google at LAA Form LAA/WB (Imperial) or LAA/WB (Metric).

Next zero the scales and position the aircraft on the scales. You will find it useful to have a couple of small ramps to help get the aircraft onto the scales.

Next, using a spirit level or electronic level, level the aircraft using the door sill or levelling reference (the data sheet will tell you what levelling reference to use). You may have to bear down on the tailplane if you have a nosewheel or lift the tailplane if you have a tailwheel.

Now record the weights shown on the three scales. The sum of the three scales gives you the all-up weight of the aircraft. How does this compare with the weight recorded in the log-book or the aircraft datasheet and previous weight and balance report?

If the total weight is within limits then all is well and good and time for a tea. If the figures are outside limits then the tea is for your Licensed Engineer.

If all is well then the next step is to calculate various Moment-Arms and CofG. The Moment-Arm is the distance from the datum (the datum is given on the aircraft data sheet) to the centre of each of the three wheels multiplied by the weight shown on each

of the scales. The datum is usually either the fire-wall or the propeller hub. Moments (distances) forward of the datum are considered -ve and Moments aft of the datum are considered +ve.

You will also need to record figures for maximum fuel and pilot and passenger loads as well as minimum fuel and pilot/passenger loads.

How do these CofG figures compare with those given on the aircraft data sheet or previous balance report? If they are within limits

then all is well and it is 'cup of tea time'. If the figures are outside these figures then the cup of tea goes to the Licensed Engineer. Bear in mind that the earlier figures may be inaccurate.

There are several guides on how to carry out a weight and balance exercise found by accessing Google and it is suggested that the owner/pilot reads through one or two of these to supplement the procedure described in this article. You may be lucky and benefit from the practical assistance of your local Licensed Engineer.

A new weight and balance report should always be prepared if there is any substantial change in the aircraft's overall weight – an overall paint job, the installation of additional avionics, a new and lighter starter motor, the change to a new propeller of different material (metal to wood or vice versa), larger fuel tanks – you get the idea.

Remember – if as a result of this exercise it is found that the aircraft does not conform to the aircraft data sheet or POH then a Licensed Engineer should be consulted and their guidance respected. ■



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YOUR HERO

Thousands of pilots have trained in the **Cessna 150/152** and owning one is a no-brainer

HANDS UP if you trained in a Cessna 150 or 152? OK, that's more than half the pilot population then! You'll find these simple, tough two-seaters at schools all over the world even though it's been more than 25 years since production stopped.

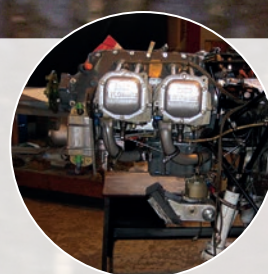
The 150/152 is a great trainer. The aircraft has safe, predictable handling and it's incredibly tough, taking the abuse student pilots deal out. This ruggedness combines with simple features – fixed prop, fixed gear, strong engine – to make it one of the least expensive aircraft to own. Just about the only downside is its cabin is a bit tight. You have to be careful with the fuel load if there are two onboard – payload is just 222kg. ■

Send Your Hero to editor@aopa.co.uk. It doesn't have to be your own aircraft... own it or admire it from afar, either way we want to know why it's Your Hero. Just send us around 100 words, and your top 5-7 'fast facts' and we'll do the rest.



CHECK LOGS

All 150/152s have been around a while so check logs to make sure maintenance has been regular and ADs complied with.



ENGINE TEST

A compression test will show up any issues. Starter motors and battery get a hard life on school aircraft.

IMAGES: Adobe Stock



CORROSION

150/152 are no worse than many but check for corrosion inside wings, corners of fuselage and exposed surfaces.



GREAT VALUE

If you find a good Cessna 150/152 with relatively low hours, one that's been privately-owned, then snap it up!



SAFE

They're so safe and inexpensive to operate.



TOUGH

Hard as nails. They're built to last and rumour is the undercarriage can survive a nuclear explosion.

AOPA NEWS

AIRFIELD UPDATES

PETITION TO RECLASS AIRFIELDS AS GREENFIELD SITES LAUNCHED

A petition to have airfields reclassified as Greenfield sites to protect them from being turned into housing developments has been submitted to Parliament

SARAH DEACON, a member of the Save Nottingham City (Tollerton) Airfield campaign, has set up a petition on the parliament website to have airfields reclassified from brownfield sites to greenfield sites in

an attempt to make it more difficult to change airfields into housing.

Deacon said: "Airfields are categorised as brownfield sites making them attractive for development of housing estates. However, airfields are often mostly grass land.

Reclassifying them as green belt could help protect our green countryside, protect local employment and protect General Aviation."

The petition has already received over 11,000 signatures (at the time of writing). The petition runs

"Airfields are categorised as brownfield sites making them attractive for development"

until 24th October.

Deacon went on to add: "GA airfields are home to wildflowers and grasses as well as many small animals and birds which are on the red list. We can protect GA airfields from being so vulnerable to closure by designating them as greenfield sites. This could help the government's strategy to achieve JetZero and NetZero – as well as help to cement the UK as a world leader in GA."

To sign the petition, visit petition.parliament.uk and search for 'airfields'. ■



Nottingham City (Tollerton) airport where petition creator Sarah Deacon is a member

ALL YOUR NEWS ON THE MOVE

CHANGED YOUR EMAIL or recently set one up? Let us know via the AOPA UK website (*Membership, Change of Details*), and keep up-to-date on all the latest news and more.

Update us now at membership@aopa.co.uk

RAF CELEBRATE D-DAY WITH NEW PAINT SCHEME FOR TYPHOON DISPLAY TEAM

THE RAF Typhoon Display Team has revealed a newly painted display aircraft for the 2024 Display Season at RAF Coningsby.

The paint scheme includes features that commemorate D-Day, with 2024 being the 80th Anniversary of the allies invading Europe.

The aircraft is painted in a 1944 era 'Day Fighter' scheme that remembers a Hawker Typhoon of 257 Squadron. On D-Day this aircraft was flown by Pilot Officer Denzel Jenkins.

Jenkins began was commissioned as an officer in Jan 1944. Later, he became Officer Commanding (OC) 257 and was decorated with the Distinguished Flying Cross.

Bold designs, including the RAF Tactical Recognition Flash and the D-Day invasion features, bring heaps of heritage to the display team this year. ■



The specially painted Typhoon for the D-Day celebrations

TECNAM'S P-MENTOR RECEIVES FAA CERTIFICATION

TECNAM ANNOUNCED that the Federal Aviation Administration (FAA) has awarded full Type Certificate to the P-Mentor with the number A000671B for Part 23 of the FAA Regulations.

Tecnam is now on track to begin deliveries to flight schools across the United States, starting with the first 20 to HCH Aviation in partnership with Stephen F. Austin State University.

The P-Mentor is a two-seat aircraft, powered by the Rotax 912iSC3, featuring the Garmin G3X IFR touch screen suite with PBN/RNAV/AFCS capabilities, compliant with the latest CS-23 EASA & FAA amendments. The Mentor is a turnkey



The P-Mentor trainer has received FAA certification

solution for flight schools to train students from their first flight up to their CPL-IR on a single platform. With a variable pitch propeller, a simulated retractable landing gear and an optional ballistic parachute, the P-Mentor has everything flight schools are looking for

in today's market. The P-Mentor is designed to offer the best human-machine interface, resulting in the effective and efficient VFR/IFR training. The fuel capacity will allow flight schools to fly all day without refueling, which improves operational value. ■

RIP Martyn Fiddler

Business aviation veteran Martyn Fiddler has died aged 85.

Mr Fiddler set up Martyn Fiddler Associates in 1984 as a corporate services provider. AOPA sends its condolences to Martyn's friends and family.

Wagstaff In Apple App

In keeping up with technology, the US's Sporty's Pilot Shop recently released its *Aerobatics with Patty Wagstaff* app optimised for the Apple Vision Pro virtual reality device.

IOM Aviation Stamp set

The Isle of Man is celebrating six aviation milestones with a new set of stamps. The collection is comprised of retro-style posters harking back to the golden age of aviation.



CERTIFICATION

P2012 STOL RECEIVES EASA CERTIFICATION

The Short Take Off and Landing variant of the P2012 Traveller designed to operate in the world's most demanding commercial airports has been awarded certification

TECNAM HAS announced that the European Aviation Safety Agency (EASA) has awarded full type certification to the P2012 Traveller in its STOL variant.

The P2012 STOL aircraft, specifically designed for Short Take Off and Landing operations, is engineered and tailored to operate from airports and airstrips characterised by extremely short runways and extreme operational constraints.

The 18 months extensive

certification campaign ensured impressive Take off and Landing performance, while still maintaining a 99% commonality of parts with the standard P2012 Traveller series aircraft in an effort to enhance the P2012 STOL supportability and to provide a "fleet" option.

Addressing the needs of a niche market that has been underdeveloped and unsupported for decades, with the P2012 STOL Tecnam once again provides a solution for operators

"The 18 months extensive certification campaign ensured impressive Takeoff and Landing performance"

seeking a modern, spacious, comfortable, safe yet stylish aircraft with outstanding STOL capabilities for their business.

With the production aircraft already in the final stage of the assembly line, the P2012 STOL is ready for the first deliveries to customers filling an uncovered gap of the commercial aviation.

The P2012 STOL is the only twin-piston aircraft with Short Take Off and Landing capabilities that complies with the latest certification amendments. It offers a maximum gross

weight of 3680 kg with a useful load of 1284 kg while maintaining a modern design, a wide and comfortable cabin and 11 seats.

From the performance perspective, the P2012 STOL can easily carry an equivalent payload of the most well-known other STOL aircraft on the market while also matching its take off and landing performances, moreover, the P2012 STOL can also outperform its useful load by 20% up to a remarkable value of 1284 kg while performing a STOL mission. ■



The new STOL version benefits from 11 seats





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E: **uk.genav@ajg.com**

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Company Number: 1193013. FP806-2022 Exp. 26.05.2023.

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Hayward
Aviation

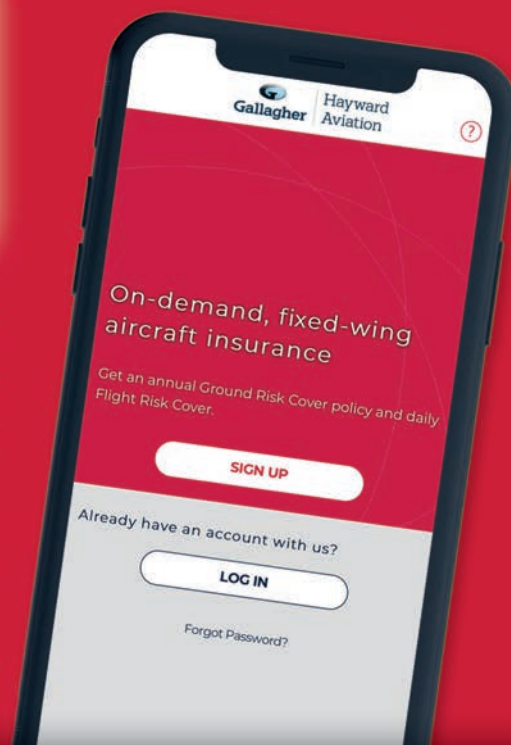
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Meeting Room Hire

Lakeside Pavilion is located on the Chaucer Business Park in Kemsing, a two minute walk from Kemsing Railway Station

CALL 020 7834 5631



AOPA offers a range of meeting rooms for members. The rooms include a seminar room which can accommodate up to 40 people, a boardroom for 12 people, plus two further meeting rooms, one with a lakeside view and sofa for more casual meetings.

FEATURE Flight Directory

**PULL OUT
AND KEEP ME**

AOPA 2024 UK FLIGHT DIRECTORY

*Your essential and comprehensive listing of all
AOPA Corporate Members, including flight schools,
official bodies, trade services and more*



June/July 2024 **AOPA Aircraft Owner and Pilot**

CORPORATE FLYING CLUB LIST

CHANNEL ISLANDS

JERSEY



JERSEY AERO CLUB

Jersey Airport,
L'Avenue de la Reine
Elizabeth II, St Peter, JE3 7BP
T: 01534 743990
E: info@jerseyaeroclub.com
W: jerseyaeroclub.com

Types:

1 x Tecnam P2008
1 x PA28
1 x C152

ENGLAND

BEDFORDSHIRE



CAMBRIDGE FLYING GROUP

At Shuttleworth Collection,
Old Warden Aerodrome,
Bedfordshire, SG18 9EP
T: 07787 427589
E: info@cambridgeflyinggroup.co.uk
W: cambridgeflyinggroup.co.uk
The Cambridge Flying Group offers a rare opportunity to anyone, whether experienced or just starting, to enjoy classic flying in a way that few can. It has built a remarkable hands-on approach that has grown from its roots as a voluntary organisation. For those interested in seeking out the real spirit of flying, and wanting to tackle the challenge of flying vintage aviation icons, joining the Cambridge Flying Group gives access to a unique community of aviators and aircraft.

Types:

2 x DH82A Tiger Moth

BERKSHIRE



WEST LONDON AERO CLUB

White Waltham Airfield,
Maidenhead, SL6 3NJ
T: 01628 823272

E: ops@wlac.co.uk

W: wlac.co.uk

White Waltham is home of the West London Aero Club (WLAC) and is one of the oldest airfields in the country, set on the edge of a picturesque estate in beautiful countryside. If you are interested in learning to fly this is the place. The club has plenty of parking and a wonderful atmosphere, with its friendly and historic clubhouse, a wide choice of aircraft and enthusiastic instructors.

Types:

11 x PA28-161
1 x PA28-181
2 x PA28R
2 X PA18-150

BUCKINGHAMSHIRE



Denham Aerodrome

BICKERTON'S AERODROMES LTD

Denham Aerodrome, Tilehouse Lane, Uxbridge, UB9 5DF
T: 01895 832161
E: operations@thepilotcentre.co.uk
W: thepilotcentre.co.uk
Flying has been taking place at the site of Denham Aerodrome since the early 1900s. It has been operated by Bickerton's Aerodromes since the 1930s and was CAA-licensed in 1938.



LAPWING FLYING GROUP

Denham Aerodrome, Tilehouse Lane, Uxbridge, UB9 5DF
T: 07977 985420
E: MartinBowley@hotmail.com
W: lapwingflyinggroup.co.uk
Lapwing is a small group of very friendly, informal, dedicated aviators who come from a wide range of backgrounds. Experience levels range from airline pilot to basic student, but we all love flying.

Types:

1 x Piper PA-28-151



THE PILOT CENTRE LIMITED

Denham Aerodrome,
Tilehouse Lane,
Uxbridge, UB9 5DF
T: 01895 833838
E: operations@thepilotcentre.co.uk

W: thepilotcentre.co.uk

A friendly flying club with an up-to-date fleet at reasonable prices. Courses: LAPL(A), PPL(A), Night rating, IR(R), FI(A), Night Derestriction, FI(A) Applied Instrument Instruction, Tailwheel, Flying Companions course, PPL Ground School. Discount on full membership for AOPA members. Instructors: FI x 7, LAPL x 4. PPL ground school.

Types:

9 x Cessna 152
2 x Cessna 172
1 x Cessna 182RG
1 x Citabria
5 x Piper PA-28

CAMBRIDGESHIRE



CAMBRIDGE AERO CLUB

Gate D, Cambridge Airport,
Newmarket Road,
Cambridge, CB5 8RX
T: 01223 373717
E: enquiries@cambridgeaeroclub.com
W: cambridgeaeroclub.com
Cambridge Aero Club has been training pilots since 1929 and our ethos hasn't changed - we believe in striving for excellence! Cambridge Aero Club is an approved training organisation, meaning all aspects of training and safety are continually monitored and audited by the industry regulator, the Civil Aviation Authority. Cambridge Aero Club now has a flight training base at historic Duxford airfield. Please contact us for

details or see our website.

Courses: PPL, LAPL, Night, IMC, CBIR, Differences training, Tailwheel, Aerobatic Rating.

Types:

3 x Cessna 152
3 x Cessna 172
1 x Cessna 182

CORNWALL



CORNWALL FLYING CLUB

Bodmin Airfield, Cardinham,
Bodmin, PL30 4BU
T: 01208 821419
E: bodminairfield@gmail.com
W: bodminairfield.com
We are open for experience flights, PPL and LAPL. Our mission is to promote the interests of GA throughout Devon and Cornwall, and to provide a safe, friendly and stimulating environment for members and visitors alike. Pop in and see us; you're guaranteed a warm reception.

Types:

1 x Cessna 152
1 x Cessna 172
1 x Gyroplane (Magni M16C)



PERRANPORTH FLYING CLUB LTD

Higher Trevellas, St Agnes, TR5 0XS
T: 01872 552266
E: perranporthflyingclub@live.co.uk
W: perranporthflyingclub.co.uk
We are a UK CAA DTO offering Part-FCL ICAO-compliant PPL, night- and IMC-rating training. We also offer microlight training/hire.

Types:

1 x Ikarus C42
1 x Piper PA-28 Archer
1 x P&M GT-450 flex-wing
1 x Piper PA28 Warrior II

CUMBRIA**CARLISLE FLIGHT TRAINING & CARLISLE AERO CLUB**

Hangar 30, Carlisle Airport,
CA6 4NW
T: 01228 573344
Mob: 07834 559560
E: info@carlisle-flight-training.com
W: carlisle-flight-training.com

Types:

1 x Piper PA-28 Archer
1 x Piper PA-28 Warrior
2 x Robin HR200-120B

DEVON**DEVON & SOMERSET FLIGHT TRAINING LTD**

Dunkeswell Aerodrome,
Honiton, EX14 4LG
T: 01404 891643
E: info@dsft.co.uk
W: dsft.co.uk
Courses offered include PPL, LAPL, IR(R), Night, FIC, Touring Motor Glider (TMG) Rating, Tailwheel, AOPA Aerobatic and Radio Navigation, Farm Strip Flying. ATO Approved.

Types:

4 x Cessna 152
2 x Cessna 172
1 x Pipistrel Velis Electro
1 x Piper PA-28 Warrior

ESSEX**ANDREWSFIELD AVIATION LTD**

Andrewsfield, Stebbing,
Dunmow, CM6 3TH
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 Twin 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
Situating 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.

Types:

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

**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, South Road,
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**

Stapleford Airfield,
Romford, RM4 1SJ
T: 01708 688380
E: reception@flysfc.com
W: flysfc.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 No
1 x Cessna 172
8 x PA28
3 x PA28R
2 x PA34
1 x DA42 Sim
3 x DA42 Sim
1 x DA40D
2 x DA42D



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@cotswoldaeroclub.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@lynehamaviation.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 training to all regular and reserve service personnel from all services, their dependants and MoD civilians.

Types:

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



STAVERTON FLYING SCHOOL

@Sky Park Ltd.
Hangar SE50, Gloucestershire Airport, Cheltenham, GL51 6SR
E: info@stavertonflyingschool.co.uk
W: stavertonflyingschool.co.uk
Training aspiring pilots to fly. Welcome to Staverton Flying School! If you're interested in learning to fly, extending your existing qualifications or you just want to get back into flying after a break then you've come to the right place.

Types:

3 x Cessna C172 Utility

HAMPSHIRE



EURO FLIGHT TRAINING LTD

Fareham Innovation Centre, 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



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



FLIGHT TRAINING LONDON

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T: 0203 0053 276 / 07787 445537
E: info@flighttraininglondon.co.uk
W: flighttraininglondon.co.uk
Vibrant, EASA approved, professional and flexible flight training school, with friendly, helpful staff, a convenient location in North London, well maintained, high quality aircraft, great members events and open 7 days a week.

Types:

7 x Cessna 152
4 x PA28 Warrior
5 x PA28 Archer
1 x PA28 R Arrow
1 x Type : DA40
2 x DA42 NG
1 x Alsim DA42 NG Simulator



STAPLEFORD FLIGHT CENTRE

Stapleford has been training pilots for more than 45 years



FLYERS FLYING SCHOOL

Elstree Aerodrome, Hogg Lane, Elstree, WD6 3AL

T: 0207 267 9049/07810

597273

E: info@flyersflying

school.co.uk

W: flyersflying.school.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

1 x C172

1 x G1000

ISLE OF WIGHT



SANDOWN AIRFIELD LTD

Isle Of Wight Airport Tower, Scotchells Brook Lane, Sandown, Isle Of Wight, PO36 0JP

T: 01983 716926

E: manager@eghn.org.uk

W: eghn.org.uk

EGHN Sandown is one of the most popular destination airfields in the UK.

KENT



MPFC LTD T/A FLYING CLUB

1 hangar 513 Biggin Hill Airport, Churchill Way, TN16,3 BN

T: 07720 809633

E: info@mpfc.org.uk

W: www.mpfc.org.uk

MP Flying club is a flying club set up to promote safe and

cost effective flying for its members. We offer Ab-initio training as well as Tail-wheel difference training and aircraft hire.

Types:

1 x Grumman AA5

1 x Piper Cub

1 x DHC1 Chipunk

LANCASHIRE



HIGH G FLIGHT TRAINING

Hangar 2, East Blackpool Airport, Squires Gate Lane, Blackpool, FY4 2QS

T: 07703 838680

E: ieddie@high-g.co.uk

W: .

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 Extra 200

1 x Citabria 7GCAA

1 x Christen Eagle II



NORTHWEST AEROBATICS LIMITED

Manchester Barton Aerodrome, Liverpool Road, Eccles, M30 7SA

T: 01617 102290

E: info@northwestaerobatics.co.uk

W: northwestaerobatics.co.uk

We are a friendly advanced flying school offering aerobatic instruction for the Aerobatic Rating and AOPA Certificates in our Extra 200 and Christen Eagle aircraft and tailwheel differences training in our Citabria 7GCAA. We also provide SEP revalidation/renewal, formation flying training,

farm strip courses, PPL stall/spin awareness training and aerobatic instructor courses. We can provide training in your own aircraft if required.

The Citabria and Extra are available for private hire to suitably qualified and experienced pilots.

We also provide AUPRT and AUPRT instructor courses in conjunction with our partner school Ravenair at Liverpool.

Types:

1 x Extra 200

1 x Citabria 7GCAA

1 x Christen Eagle II



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:

1 x Cessna 172S

1 x Cessna F172P

1 x Cessna FA152

1 x Piper PA28 Warrior II

1 x Piper PA28 Warrior II

1 x DA40

1 x DA50

1 x 737 Simulator

1 x Air Combat Simulator

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


WADDINGTON FLYING SCHOOL

c/o Station Central Registry
RAF Waddington, Lincoln, LN5 9NB

T: 07947 758852

E: wfsmanager99@gmail.com

W: waddingtonflyingclub.com


WICKENBY AERODROME LLP

The Old Control Tower,
Wickenby Airfield,
Lincoln, LN3 5AX
T: 01673 885000
E: info@wickenbyairfield.com
W: wickenbyairfield.com
Club House Facilities. Jet A1
Bowser. Avgas is available
during operating hours Wed-
Sun 10am til 4pm. 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:

2 x Cessna 152
1 x Extra 200

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 a historic airfield
regarded as one of the best
General Aviation airfields in the
UK. Sywell provides facilities
for flight training, corporate
charter, maintenance and
leisure flights.

The Aviator Hotel is on site with
bar, restaurant and conference
facilities.

NOTTINGHAMSHIRE

ALH SKYTRAIN

Gamston Airport, Dover
Bottom, Retford, DN22 0QL
T: 07802 221373
E: tony@skytrain.f9.co.uk
W: alhskytrainft.com

Types:

2 x C152/150


SHEFFIELD AERO CLUB

Netherthorpe Aerodrome,
Worksop, S80 3JQ
T: 01909 475233
E: info@sheffieldsaeroclub.net
W: sheffieldsaeroclub.net
SSheffield 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. We offer Flying
Experience Packages, Pilot
training and IMC training,
aircraft hire, aerobatic training
and experience flights.

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.
Our flying rates are still among
amongst the most competitive
in the Midlands.

Types:

2 x PA28 Warrior II
1 x PA28 Warrior III
1 x PA28 Archer

OXFORDSHIRE

RAF BENSON FLYING CLUB

RAF Benson, Wallingford, OX10
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Types:

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Types:

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WARWICKSHIRE



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Types:

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1 x Cessna 172

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1 x Cessna 208 Amphibian

1 x Diamond DA42 TDI

1 x Piper Cub

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1 x Slingsby T67

1 x Alsim AL42



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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.

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HONG KONG AVIATION CLUB

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T: (852)-2713- 5171
E: gm@aviationclub.hk
W: aviationclub.hk

Types:

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1 x Cessna 172N
1 x Cessna 182P
1 x Cessna 172R
1 x Cessna 172S
2 x Robinson R22
1 x Robinson R44

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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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For further details contact the AOPA office on **020 7834 5631** or email **mandy@aopa.co.uk**.
You can also register for the seminar online at **www.aopa.co.uk**

WORDS Jim Moore (Courtesy of AOPA US) IMAGES Various

'DICK RUTAN WAS, AND WILL FOREVER BE MISTY FOUR-ZERO'

A decorated war hero and aviation pioneer, Dick Rutan, who “played an aeroplane like someone plays a grand piano,” in the words of his younger brother, met death on his own terms on May 3, with his family by his side.



LIFE begun 85 years ago in Loma Linda, California, included setting

what his family called “the last great aviation record” with the nonstop flight around the world in the Rutan Model 76 Voyager, designed by younger brother Burt Rutan, in 1986. Dick Rutan’s life ended on May 3 in a hospital in Coeur d’Alene, Idaho, with his family and longtime friend Bill Whittle present.

Whittle told the Associated Press that Rutan opted not to endure a second night on oxygen being administered to treat a lung infection.

Rutan flew 325 combat missions in Vietnam, part of an elite group of fighter pilots

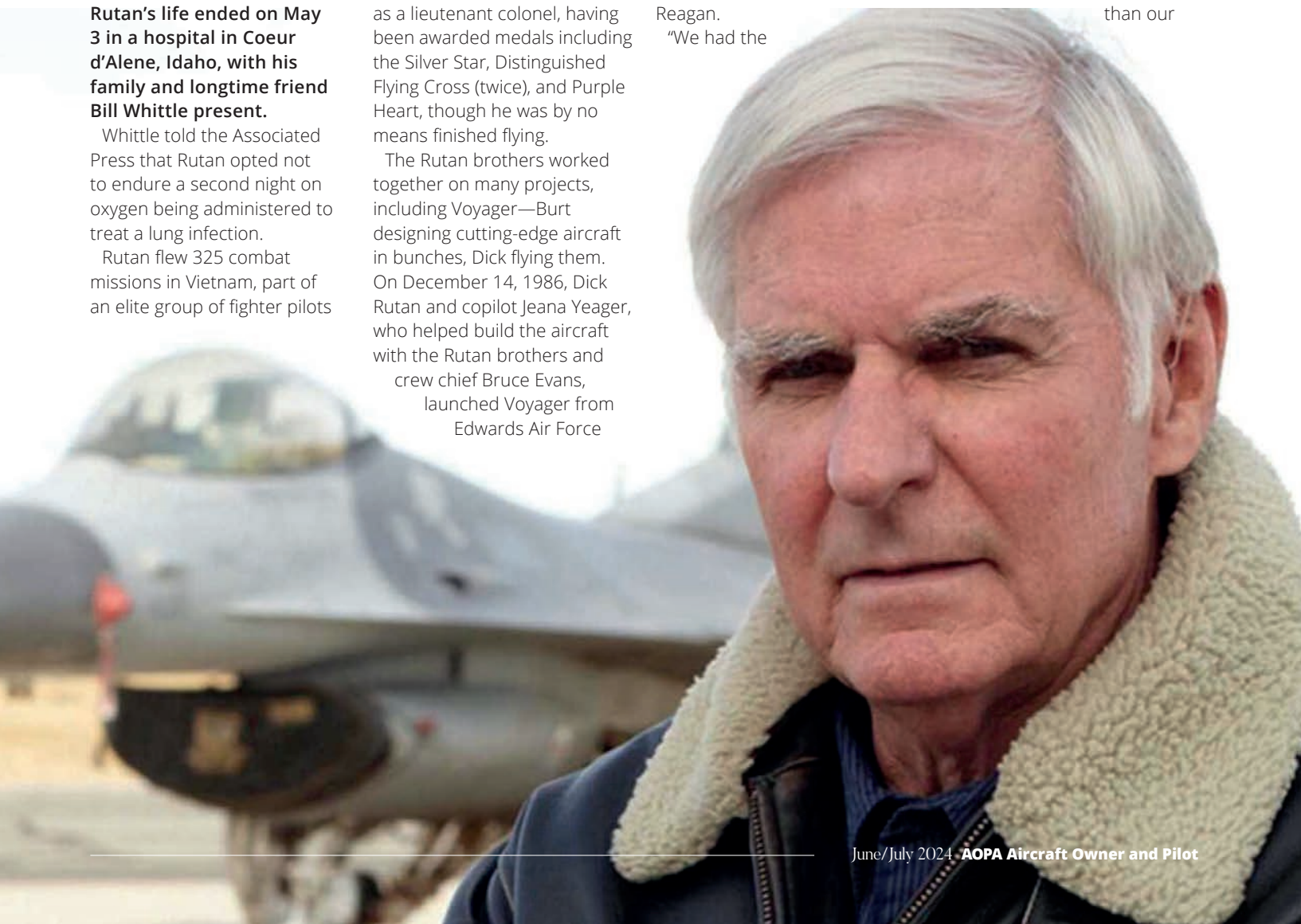
with the callsign “Misty” and the unenviable assignment of loitering for hours over enemy anti-aircraft units, and enemy fire on one occasion forced him to eject from his North American F-100 Super Sabre. A second successful ejection was necessitated by mechanical failure over England. Rutan retired from the U.S. Air Force as a lieutenant colonel, having been awarded medals including the Silver Star, Distinguished Flying Cross (twice), and Purple Heart, though he was by no means finished flying.

The Rutan brothers worked together on many projects, including Voyager—Burt designing cutting-edge aircraft in bunches, Dick flying them. On December 14, 1986, Dick Rutan and copilot Jeana Yeager, who helped build the aircraft with the Rutan brothers and crew chief Bruce Evans, launched Voyager from Edwards Air Force

Base in California at 8:01:44 a.m. Pacific time, and flew west, nonstop, for nine days, three minutes, and 44 seconds, returning to land at Edwards, shattering the record for unrefueled flight and earning a Presidential Citizens Medal, presented to the two pilots and the aircraft’s designer by President Ronald Reagan.

“We had the

freedom to pursue a dream, and that’s important,” Dick Rutan said at the ceremony, according to the AP. “And we should never forget, and those that guard our freedoms, that we should hang on to them very tenaciously and be very careful about some do-gooder that thinks that our safety is more important than our



freedom. Because freedom is awful difficult to obtain, and it's even more difficult to regain it once it's lost."

Now in the collection of the Smithsonian National Air and Space Museum, Voyager's historic flight nearly ended before it began. Fully loaded with fuel for the first time, the carbon fibre wings drooped and scraped the runway as the aircraft accelerated with painful slowness to flying speed, damaging the winglets.

Burt Rutan, aboard a chase aircraft with Mike Melvill (who would later fly another Rutan design, SpaceShipOne, into space and open the age of civilian space flight), observed the damage and advised his brother and Yeager that the aircraft remained within limits, and the flight could continue.

Aboard Voyager, Rutan had been unable to see the dragging wingtips from the cramped confines of the pilot's seat, and he used more than 14,000 feet of runway before rotating.

"And then, the velvet arm really came in," Burt Rutan said later, employing an oft-used description of his brother's masterfully smooth technique, according to the AP. "And he very slowly brought the stick back and the wings bent

way up, some 30 feet at the wingtips, and it lifted off very smoothly."

The Voyager won the 1986 Robert J. Collier Trophy, bestowed by the National Aeronautic Association "for the greatest achievement in aeronautics or astronautics."

Richard Glenn Rutan joined the Air Force as a teenager, and honed skills that served him well in his second act as a test pilot—frequently working with his brother on Scaled Composites projects, including a purpose-built race airplane designed by Rutan to take on the warbirds that dominated the National Championship Air Races in Reno, Nevada. The Pond Racer was a Burt Rutan design that Dick Rutan flew during testing ahead of the first trip to Reno in 1991, where AOPA Pilot caught up with the Rutan brothers and their team to report on the project commissioned by Bob Pond, also known as Rutan Model 158.

The twin-boom design was powered by automotive engines converted to run on methanol to reduce the cooling requirements. Rutan, who flew the first test flight on March 22, 1991, later reported that the cramped confines were uncomfortable, "but you don't

"I thought at first the landings would be tough, but then I realised that you can see the ground coming up to meet the mains. It's a sweetheart"

have to spend much time there, either." Rutan reported minimal adverse yaw and good lateral stability, though pitch stability was marginal – a characteristic the Voyager pilot was accustomed to, instability having been induced by design in both aircraft in the name of performance.

"I thought at first the landings would be tough, but then I realised that you can see the ground coming up to meet the mains. It's a sweetheart," Rutan told AOPA. "This is a long way from Voyager."

The Pond Racer flew to Reno and, flown by Rick Brickert, qualified for the Silver class at 400 mph, though mechanical problems prevented it from starting the race. In 1993, the team returned to Reno, and Brickert flew it during qualifying, when the engine began leaking oil and caught fire. Brickert was killed in the ensuing accident, which the NTSB determined was caused by oil starvation and a connecting rod failure that caused a fuel-fed fire.

Dick Rutan was not done testing unique aircraft. In 2005, he set another record in a 10-mile flight in a rocket-powered aircraft launched from Mojave, which held the distinction of being the first such aircraft to carry the U.S. mail, according to the AP. In 2014, Rutan took a more GA turn, piloting a Cirrus SR22 retrofitted with an eight-cylinder graphite block diesel engine, a mission that Engineered Propulsion Systems celebrated. (Melvill, flying a Rutan Long-EZ, was in the chase aircraft that day, also.)

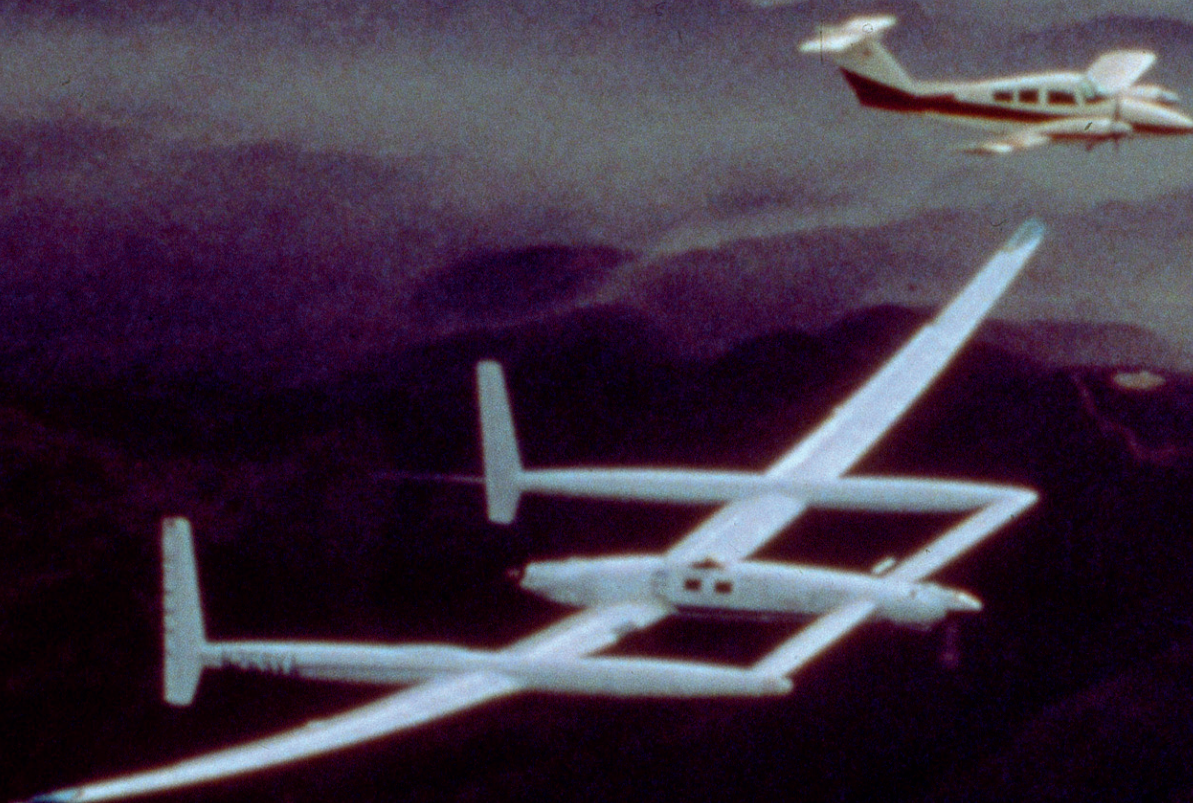
Scaled Composites President Greg Morris told the AP that Dick Rutan was: "bigger than life, in every sense of the word."

Morris noted of Rutan's achievements, from his service in Vietnam through Voyager, and the other aircraft he flew first, "any one of those contributions would make him a legend in aviation. All of them together, in one person, is just inconceivable." ■



Dick Rutan and Jeana Yeager in Voyager's cramped cockpit

The record-breaking Rutan Voyager was only part of the story of Dick Rutan's busy life



FROM THE FAMILY

Dick Rutan's family notified friends of his death in this email, shared with AOPA: Lt. Col. (Ret.) Richard Glenn Rutan flew west on Friday, May 3, 2024 at 7:08 PM PDT.

The last time Dick Rutan flew towards the western horizon was on December 14, 1986 when he and copilot Jeana Yeager set the last great aviation record by flying around the world, nonstop and unrefueled, in nine days, three minutes and 44 seconds in an aircraft called 'Voyager,' designed by his younger brother, legendary aircraft designer Burt Rutan.

A highly decorated Vietnam veteran, Dick Rutan flew 325 combat missions and was awarded the Silver Star, the Purple Heart, the Air Medal with three silver oak leaf clusters, the Collier Trophy and was also awarded the Distinguished Flying Cross—twice.

During his time in the skies over Vietnam, Dick was a member of an elite group of Fast Forward Air Controllers, often loitering over enemy

anti-aircraft positions for six hours or more in a single sortie. These extremely hazardous missions had the call sign 'Misty'; Dick Rutan was, and will forever be, Misty Four-Zero.

He spent his last day in the company of friends and family, including his brother, Burt, and passed away peacefully at Kootenai Health Hospital in Coeur d'Alene, Idaho, in the company of his loving wife of 25 years, Kris Rutan. He is survived by daughters Holly Hogan and Jill Hoffman, and his four grandchildren, Jack, Sean, Noelle, and Haley.

Rutan extended his first stint at the controls for three days before Yeager took over. The two battled fatigue, and threaded their damaged aircraft around weather that might have shattered the airframe, Rutan having used a slip to side-load the aircraft and deposit the dangling, damaged winglets in the California desert before continuing into history.

Report your level

Head of Training at Anglian Flight Centres & Easy
PPL AOPA TEWG contributing member **Nigel
Willson** explains how to be safe in the skies

WORDS Nigel Willson
IMAGES Various



I AM regularly involved in providing the required flight and theoretical knowledge refresher training prescribed by the CAA to pilots who have infringed. As such, I get to see many of the reasons why those pilots have found themselves in that predicament.

So here's a bit of a low-down on one topic that quite regularly crops up as a major contributing factor, namely the misunderstanding or mis-interpretation about how "high" an aircraft is and the multitude of references we have about its "level". After revisiting the details of this subject, let's also take a look at managing the threats and errors within this area.

Some of this might be construed as teaching grandparents to suck eggs. And for that, I make no apology because this subject really does need to go right back to basics. However, many of you may well find snippets of information that is either new or even contrary to your understanding – so read on.

What are we going to cover?

Height
Altitude
QFE
QNH
RPS
SPS
GNSS (GPS) Altitude
GAGL
Electronic Conspicuity Devices
Airspace Level Definitions
Threat and Error Management

Ensure you're
not flying too
high and entering
restricted airspace



So, where to start? How about at an airfield.

HEIGHT AND QFE

In the “good old days”, pilots were solely interested in avoiding an infringement with the ground. When operating around an airfield (for example doing circuits), the primary pressure setting reference set on the altimeter would mean the altimeter read zero feet when the aircraft was on the ground at that airfield. That pressure reference is called “QFE”, and the altimeter then indicates how high the aircraft is above the airfield. The correct Radio Telephony (RT) phraseology with the QFE set is to use the word “height” in transmissions, e.g. “G-ABCD is overhead at height 2,000 feet”.

ALTITUDE AND QNH

So now comes the problem of going from place to place when airborne. Things like terrain and obstacles have to be avoided when flying cross-country. Charts (you know, those paper things we used to carry) need to show the pilot how “high” any terrain or obstacles are. So now we need a new reference to measure from, and that reference is Mean Sea Level (MSL). Since sea level is (relatively) consistent, the height of terrain and obstacles for the whole country are able to be stated above that singular reference. If atmospheric pressure at sea level is used as the altimeter reference, it will show how high we are in relation to sea level (and hence allow us to see if we are high enough not to collide with terrain or obstacles). This pressure reference is called “QNH”. The correct RT phraseology with the QNH set is to use the word “altitude” in transmissions, e.g. “G-ABCD is overhead Ipswich at altitude 3,000 feet”.

The difficulty with QNH is that the atmospheric pressure at sea level will never be the same across a wide geographic area (let’s take the whole of the

UK as an example). Because of the various high and low pressure weather systems, the reference sea level pressure will change for different parts of the country. In other words, you can’t use the same QNH value for a flight from Lands End to John O’Groats. If you did, you’d be in for a surprise during your travel; your altimeter would not be telling you the “truth” about your altitude in relation to the chart-stated altitudes of terrain and obstacles when you fly into an area with a different atmospheric pressure!

To stop this from happening, it’s important to get the “Local QNH” for the area in which you are flying through, and this is usually obtained from a close-by Air Traffic Service Unit (ATSU).

But what about areas where there isn’t a close-by ATSU?

ALTIMETER SETTING REGIONS AND RPS

For this we need to refer to the UK Altimeter Setting Regions (ASR) contained in the UK AIP section ENR 1.7 and the ASR Chart in ENR 6-18. This shows that the UK is split into several geographic areas (regions) for which a reference (sea level) pressure setting is issued. This pressure setting is known as a Regional Pressure Setting (RPS). As a safety measure, the sea level reference pressure settings issued for each region is not an actual pressure setting, but the lowest forecast pressure setting due for the next two hours for any place within that region. This forecast pressure setting is updated every hour. Using the lowest forecast pressure setting means the aircraft will never be physically lower than the altitude indicated on the altimeter (but don’t forget the reverse is also true in that the aircraft will always be physically higher than the altitude shown on the altimeter).

It’s important to note here that some people call the RPS the “Regional QNH”. That term

“In other words, you can’t use the same QNH value for a flight from Lands End to John O’Groats. If you did, you’d be in for a surprise during your travel”

should be avoided because although the pressure setting is indeed related to sea level, it is a forecast pressure setting and not an actual pressure setting, so the term QNH should not be used.


The aforementioned ASRs really only apply to traffic in close proximity to terrain and ground obstacles; in other words the military or other national services that have a need to operate at those levels at relatively high speed with little time to obtain multiple local QNH settings.

TRANSITION AND SPS

Obviously, when we operate at higher levels, the proximity of terrain and obstacles becomes less important. It is more important for aircraft to be able to avoid each other by vertical separation – and for that, aircraft must operate on a common pressure reference. That common pressure reference is known as the Standard Pressure Setting (SPS).

In the UK the level where terrain and obstacles are generally not a threat is around 6,000 feet, and this level is known as the “Transition Altitude” (details are in the UK AIP section 1.7). When an aircraft climbs above the transition altitude, the SPS can be set (1013hPa). The correct RT phraseology with the SPS set is to use the phrase “Flight Level” in transmissions, e.g. “G-ABCD Flight Level 60”. Note that only the first two digits displayed on the altimeter is used, so 6,000 feet equates to Flight Level 60. An altimeter showing 6,500 feet would be transmitted as “Flight Level 65”.

(For completeness here, when descending, there has to be a point where the pilot changes from SPS back to QNH since terrain and obstacles once again become a factor. The Flight Level at which that transition of altimeter pressure setting takes place is determined by ATSUs and is called the “Transition Level”).



Different atmospheric pressures can cause a difference in the 'truth' about your altitude

It's important to realise that stand-alone GPS devices have no connection in any way to the aircraft's altimetry system



GNSS (GPS) ALTITUDE

Many pilots now use a moving map device of some kind. It's important to realise that these stand-alone devices have no connection in any way to the aircraft's altimetry system.

Where the device provides an "Altitude" indication, it is purely based on the altitude calculated by GNSS (GPS) triangulation. That calculation has inaccuracies due to the trigonometry (triangulation) used.

There is an additional complication though.

The reference used by GNSS (GPS) satellites for altitude is not exactly the same as the reference used by aviation which is Mean Sea Level (MSL).

MSL is based on a geoid model that represents the Earth's mean sea level, which is an equipotential surface of the Earth's gravity field and closely aligns with the actual shape of the Earth. This is the traditional, orthometric height or altitude that pilots and ATC use.

GNSS (GPS) satellites use an ellipsoidal model of the Earth as a reference which is a mathematical representation and differs from the geoid model that MSL is based on. The standard commonly used is called the WGS84 ellipsoid.

For practical purposes, especially in aviation, corrections are applied to GNSS (GPS) data (via Satellite Based Augmentation Systems (SBAS) Note 1 to convert the ellipsoidal height to a height above mean sea level, allowing for consistency and safety in flight operations.

SBAS also makes corrections for local variations in position errors obtained from the GNSS (GPS) system.

GAGL

This stands for GNSS (GPS) Above Ground Level and is a calculation of your GNSS (GPS) derived height above the ground beneath the aircraft. Once again, the caveats in the previous section apply

about accuracy and reliability. However, it's a useful aid in negotiating certain types of airspace (particularly in France) that follow ground terrain. These are typically military danger or restricted areas with their vertical extents (both lower and/or upper) defined as "above ground level".

ELECTRONIC CONSPICUITY DEVICES

Electronic Conspicuity (EC) devices come in many shapes, sizes and abilities. One benefit of these devices is that the information received from an aircraft transmitting ADSB data will provide positional information which usually includes the vertical position component of that aircraft based on the SPS (1013hPa).

Where the EC device is connected to a moving map display, the difference in vertical position between your own aircraft and the target aircraft is usually displayed (as well as its relative lateral position) on the screen.

For EC devices that are able to transmit ADSB information about your own aircraft, the altitude data (based on a pressure setting of 1013hPa) is derived from a stand-alone altitude encoder within the EC device itself.

AIRSPACE LEVEL DEFINITION

In the UK, the vertical commencement of airspace is always defined as either an ALTITUDE or a FLIGHT LEVEL.

Control Zones (CTRs) extend from ground level up to an ALTITUDE or a FLIGHT LEVEL.

Control Areas (CTAs) and Terminal Manoeuvring Areas (TMAs) extend from an ALTITUDE or FLIGHT LEVEL to a higher ALTITUDE or FLIGHT LEVEL.

THREAT AND ERROR MANAGEMENT

CHECK EQUIPMENT PRIOR TO GETTING AIRBORNE

There are some checks a pilot should perform prior to even

"Many pilots now use a moving map device of some kind. It's important to realise that these stand-alone devices have no connection in any way to the aircraft's altimetry system."

getting airborne. These are: Set the Local QNH on the altimeter. The altimeter should show the current (known) airfield elevation +/- 60ft (the tolerance for normal general aviation aircraft).

Set the altimeter to 1013hPa, then set the transponder to a mode that shows the reported Flight Level. The flight Level shown on the transponder must be within 200 feet of the value shown on the altimeter. If outside of these limits, the transponder is out of tolerance. Ensure you set the altimeter pressure setting back to the Local QNH prior to departure.

For aircraft with more than one altimeter, the same pressure reference should be set on both altimeters to cross-check they both indicate the same value (within the required tolerance)

• USE THE CORRECT PRESSURE SETTING

When airspace above your location is defined as an altitude, it's vital that the reference pressure you have on your altimeter is set to the Local QNH. This ensures your pressure reference is set to exactly the same as the reference that is used to determine the vertical limits of the airspace concerned. If you have set a lower reference pressure setting (e.g. QFE or RPS), then your altimeter will be under-reading. In other words, your actual vertical position will be higher than indicated on the altimeter, and you risk infringing the airspace above.

Specifically, a pilot must never use the RPS when flying below notified airspace.

The same situation occurs if a pilot has incorrectly set the SPS (1013hPa) instead of a higher QNH when flying beneath notified airspace defined as an altitude.

When inbound to an airfield that resides under notified airspace, you should not change from the QNH to QFE until you are visual with the airfield. If you are operating

from that airfield, the only time the QFE should be set (if you really must) is when you are remaining in the circuit pattern. It's recommended that pilots operate on the QNH at all times, even in the circuit pattern.

• **BE SITUATIONALLY AWARE**
When airspace above you is defined as a Flight Level, it may well be prudent to either have the second altimeter set to the SPS (1013hPa), or to do a quick calculation to work out the difference between your current altitude (based on the QNH), and the Flight Level that the airspace starts at. The danger lies when the QNH is lower than the SPS. 1hPa equates to approximately 30 feet of altitude, so, for example, if the QNH is 1003, there will be a difference of 10hPa between that and the SPS (1013hPa). When the pressure setting on the altimeter is increased, the indicated altitude will increase. In this case, if we were at an indicated altitude of 3,500 feet on 1003, if the pressure setting is changed to 1013, the altimeter will now read 3,800 feet (10hPa = 300 feet) with a possible infringement occurring! Consequently, when flying on the QNH below airspace defined as a Flight Level, you must be situationally aware of your vertical position in relation to that airspace!

• **MOVING MAP DISPLAYED ALTITUDES**
Contrary to popular belief, your moving map does not have access to an attached EC device altitude encoder. The altitude detected internally by an attached EC device has no bearing on the altitude displayed on the moving map display for your own aircraft. The altitude shown will always be the GNSS (GPS) derived altitude.

This understanding is incredibly important, especially when the moving map offers a "profile" view of the flight showing the aircraft in relation to notified airspace in the vertical plane. Pilots must never

use the profile view alone to determine the aircrafts separation from that airspace – the altimeter must be used!

• **TRAFFIC!**

When your moving map alerts you to conflicting traffic from the data received by an attached EC device, the moving map shows the difference in altitude between your aircraft and the target aircraft using the same pressure reference (SPS) thus enabling separation. Or so you would think.

Note that the altitude encoders within stand-alone EC devices that supply this source SPS data are un-certified. There is no guarantee that the difference in vertical position shown by the moving map display will be based on the same (accurate) pressure reference, and therefore the difference in vertical position may not be accurate. Be especially careful when vertical separation is only a couple of hundred feet; the inaccuracies as a result of un-certified equipment may mean the other aircraft is closer than that. Do not become complacent!

Just to reiterate, the moving map device only uses the SPS data from the EC device for the traffic vertical position calculation. Moving maps do not use that data for any other part of the display of altitude or height to the pilot.

• **BEWARE OF THE GROUND!**
Some moving maps also show the "accuracy" of the derived GNSS (GPS) altitude, but this figure is not an indication that should not be relied upon. Vertical position information may (in poor conditions) have errors of several hundred feet.

Again, this has implications in utilising moving map vertical position information with regards to airspace. You must not solely rely on the moving map vertical position information. Your primary reference must be the aircraft altimeter with the correct reference pressure set. All GNSS (GPS) derived vertical

“Contrary to popular belief, your moving map does not have access to an attached EC device altitude encoder”

positioning will be exacerbated by any loss of SBAS (which goes some way to correcting the vertical inaccuracies), so if your device is not SBAS capable, or SBAS becomes unavailable, errors will be much greater.

Where a moving map device shows GAGL, this should also be treated with caution due to the potential inaccuracy of vertical positioning. Even if your device is SBAS enabled you still need to ensure a good clearance margin.

TO SUMMARISE

Please don't feel that this article is saying moving maps and EC devices are a bad thing. Quite the contrary. Like the CAA, I'd strongly recommend all pilots make use of them. They are great for situational awareness. In particular though, pilots need to be fully aware of their vertical position, and to make use of the appropriate pressure setting for a given set of circumstances, especially when flying beneath notified airspace. It is essential that pilots understand the information being presented to them on moving maps and where that data is derived from. The primary reference for vertical position must be the aircraft altimeter with a correct pressure reference.

Finally, remember the "Take Two" initiative specified within the UK AIP ENR 1.4 should be undertaken. This states that a pilot should allow either a 2nm lateral separation or a 200 feet vertical buffer from notified airspace. In conditions of turbulence or convective activity, the figure "two" can be increased to three or four to be on the safe side! ■

NOTE: Satellite Based Augmentation System (SBAS) allows known inaccuracies in positioning information for the geographic area concerned to be re-transmitted via a geostationary satellite so that GNSS (GPS) receivers can apply the error correction to the normal GNSS (GPS) position data received.

Don't rely only on the moving map for your vertical position, you could be too high and entering restricted airspace





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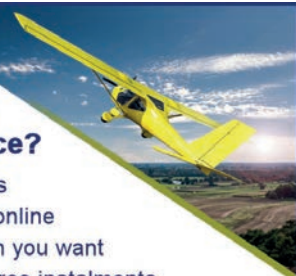


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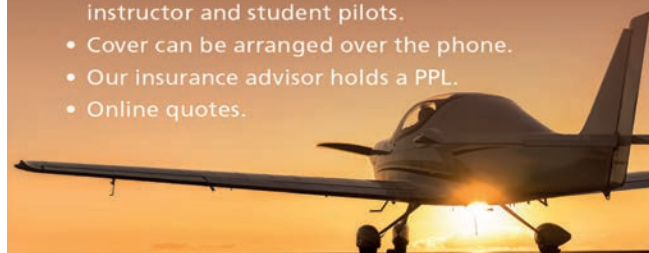


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