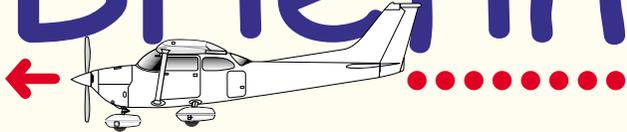


Briefings




The CAA has extended its trial of GPS approaches for general aviation aircraft at six UK airports. The trial will now end on December 31st.

The trials were originally due to finish on October 25th, but the level of pilot participation has been low. Ron Elder, head of the Safety Regulation Group's Licensing Standards Division, says: "Bearing in mind that this is something the GA community asked us to look at, we had hoped that more

people would take part in the trial. Over 1,700 pilots could fly the approaches but few completed forms have been submitted.

"Of the 100 pilots that have registered, 47 have flown the approaches but only 26 of these have completed the feedback information. We hope that the extra time will allow such pilots to submit the information, which will be vitally important."

The CAA says that several issues have been raised by pilots as a result of flying the

approaches. These include:

- Lack of familiarity with the equipment - one of the clearest early signals from the feedback received so far is lack of familiarity with the equipment and the need for some sort of training.
- Confusion over procedure representation and distance to runway during the final approach. Many pilots report difficulty with orientation from one track to the next and confusion over the display of distance to run to intermediate step-down fixes, as opposed to the runway threshold, during the final approach.

These comments, says the Authority, have significant implications for the development of human factors issues and training guidance. Further feedback and recommendations, particularly on these issues, is sought. Ron Elder added: "These comments highlight the importance of the trial and the need for more data."

While fully supporting the trials, AOPA expressed concern that they were restricted to busy and expensive regional airports where GA traffic could not always get slots for the asking. The airfields are Blackpool, Teesside, Exeter, Staverton, Inverness and Shoreham. N-reg aircraft are debarred, and stipulated weather minima reduce the opportunities to participate.

On the choice of aerodromes and restriction of the trial to UK registered aircraft, Ron Elder said: "The aerodromes participating in the trial were selected for their spread of geographical

Left: fly a GPS approach to Staverton

location and mix of traffic. The decision to allow only UK registered aircraft to fly the approaches was driven by the need to ensure pilots are properly licensed, that the approaches would be flown in VMC only, and to reduce liability issues for all parties."

Following the end of the trial the data will be analysed by researchers and the CAA hopes to be in a position to approve the use of GPS for non-precision approaches in the summer of 2007. ■



Martin Shaw: The Aviator

AOPA member Martin Shaw is the subject of a fascinating new series on aviation on the Discovery Real Time Channel starting on December 5th.

The six-part series, called 'Martin Shaw: The Aviator' centres around Martin's attempts to rebuild his beloved Stearman, which was all but destroyed at an air show at Old Buckenham in 2004. It covers Martin's search for a repair team, and an intense two-year rebuild by Black Barn Aviation in Norfolk.

Along the way he meets fellow aviators like comedian Joe Pasquale, who owns a Yak 52, footballer Les Ferdinand, who has a Robinson R44 helicopter, and Prince Michael of Kent, an accomplished fixed-wing and helicopter pilot. He also sees Ken Wallis demonstrate his autogyros and flies in a Spitfire, a Cub, a P51 Mustang and a DC-3.

Martin Shaw has been fascinated by aviation since childhood, and has flown Jaguars and Harriers courtesy of the RAF. In his day job he is an accomplished actor, famous for roles in 'The Professionals' and 'Judge John Deed'.

Martin Shaw: The Aviator, Discovery Real Time Channel, Tuesday December 5th and for five Tuesdays thereafter, 10pm

Air ambulance support

Keen aviators at a Wellesbourne flying school have raised more than £1,000 for the local air ambulance.

Peter Newbold, who took over the running of Wellesbourne Aviation Flying School in 1999, presented the money to Tony Bateson, managing director of the County Air Ambulance Trust at a special presentation at Wellesbourne Aerodrome.

Peter said: "As a flying school, we are in a special position to understand the importance of the work of the air ambulance.

"Each year they need around £3million in order to maintain their cover to all 11 of the Midlands' counties, and it is all raised through charitable donations and fundraising efforts such as ours."

The money was raised during the club's annual barbeque held during the summer, at which two Coventry-based de Havilland Dragon Rapides flew pleasure flights. The donation was rounded up thanks to a generous donation from the Land Rover Associates charity fund, secured by flying club member Trevor Wright, who works for the company.

Photo (top) shows: Peter Newbold (left) with air ambulance trust director Tony Bateson (centre) and Land Rover's business and strategy manager Trevor Wright ■



Aid for women pilots

The Amy Johnson Memorial Trust is again offering a £2,000 scholarship to help women pilots improve their qualifications. The scholarship is open to any British woman currently living in Britain, and the Trust says it may take age into account when making its decisions.

The scholarship is open to PPL holders who wish to obtain a CPL or ATPL, and for CPL or frozen ATPL holders who are working towards an instructor rating, multi-engine instrument rating, or CRM/MCC rating.

Full terms and conditions are available from the Hon. Sec. of the Amy Johnson Memorial Trust, Mrs M.E. Tucker, at 12, Church Lane, Merton Park, London SW19 3PD. The closing date for applications is February 28th, 2007, with interviews anticipated early in May. ■

CAA Safety Evenings

Here's a list of dates and venues for CAA Safety Evenings in the New Year. David Cockburn is still compiling dates and venues, but these are the confirmed ones so far. Get along to one if you can – even if you've been before. The information is regularly updated, and the Safety Evening stamp in your log book can help reduce your insurance premiums.

Date	Area/airfield	Location	Organiser, phone
December			
05	Goodwood	Goodwood Aero Club	01243 755066
12	Exeter	Stowey Arms, Exminster	07970 251386
13	Farnborough	Flight Safety International	01252 554 554 (please call beforehand)
January			
16	Panshangar	Airfield Café	07956434958
17	Crowfield	tba	01473 644027
18	Andrewsfield	Clubhouse	01371856744
23	Sandown	Fairview Holiday Park	01983 402402
February			
01	Shipdam	Clubhouse	01366 500194
06	Leeds	Multiflight	01332387130
26	Cranfield	Café Pacific	01234 752819
28	Biggin Hill	tba	07855 378661
March			
05	Bournemouth	Bournemouth Flying Club	01202 578558
06	Thrupton	Airfield restaurant	01264773900
07	Bodmin	Clubhouse	01208 821419
08	Bristol/Filton	BAe Welfare Association	01454618216
12	Carlisle	tba	01228 573490
13	Glenrothes	Tipsy Nipper Restaurant	01592 753792
14	Inverness	tba	01667462226
20	Liverpool	Police Sports Club,	0151 426 6320
21	Welshpool	Aerodrome	01938 555552

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Instructor Seminars

19/20 February 2007, Northampton
23/24 April 2007, Wellesbourne
1/2 October 2007, Wellesbourne

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GAPAN rewards achievement

The Guild of Air Pilots and Air Navigators – GAPAN – has presented its annual awards for meritorious achievement in aviation, with AOPA President Lord Stevens doing the honours at a dinner in London's Guildhall.

The Guild's Award of Honour went to two recipients – Neil Armstrong, in recognition of his lifetime contribution to the aerospace industry, which included of course his Giant Leap onto the Moon, and Captain Eric 'Winkle' Brown, to honour his services to test flying. Winkle Brown is in the Guinness Book of Records as the pilot who has flown more aircraft types than any other.

Among the other awards was the Prince Philip Helicopter Rescue Award, which went to the crew of 'Rescue 193' of 771 Naval Air Squadron, for outstanding courage and devotion to duty during a mission in bad weather to rescue a critically ill fisherman on a vessel 240 nautical miles from their base at



Above: the crew of 'Rescue 193' with the Prince Philip Award Photo: Gerald Sharp

RNAS Culdrose in Cornwall.

Not only pilots were recognised. Cabin directors Thierry Fautrel and Mari-Pascale Bulle were honoured for their exceptional

professionalism when an Air France A340 overran the runway after landing at Toronto Airport and was destroyed by fire in August 2005.

The Guild also gives awards for sustained excellence in particular fields, and many well-known names in aviation were honoured – Derek Jones and Andy Gutteridge for helicopter training, Ralph Kohn for careers guidance, and Michael Glover, who administers the Guild's excellent Aptitude Tests at Cranwell.

As to the future, the award for the outstanding candidate for the Guild's Private Pilot's Licence Scholarships during the year went to Laura Cunningham Elliott. ■



Arrow joins Blades

Flight Lieutenant Dave Slow, who has just left the Red Arrows as Red 8, has joined the Sywell-based Blades display team.

The Blades are led by former Red Arrows leader Andy Offer; Dave – the Harrier Display Pilot before he joined the Reds – joins two more former Reds, Andy Evans and Myles Garland.

Since their formation in May the Blades have flown their Extra 300 LPs at more than 50 events and displayed to over five million spectators.

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50 up for B-N and Cirrus

Britten Norman has delivered its 50th Cirrus aircraft, little more than a year after setting up a facility to assemble the aircraft on the Isle of Wight.

Aero Composites Ltd, the B-N subsidiary that handles the work, says it expects rapid growth to continue. B-N's Group Chief Executive William Hynett said: "To have reached our 50th aircraft after only 12 months in operation is an impressive achievement. We are now achieving an output of 100 aircraft a year and are looking to increase capacity to meet Cirrus demands for 2007."

The 50th aircraft was a top of the range SR22 with specialist graphics.

ACL assembles both SR-20s and SR-22s for the European market, a system which means owners get zero-timed aircraft. Prior to the B-N

deal, all Cirrus aircraft sold in Europe had to be ferried across the Atlantic.

Britten-Norman has also received full accreditation from Cirrus as an Authorised Service Centre and now offers a full maintenance service for all FAA and EASA registered aircraft. It also provides avionics systems design and installation. ■

Top cadet

A Scottish air cadet has who was awarded a flying scholarship by the Geoffrey de Havilland Flying Foundation has won the John Cunningham Trophy for the top cadet of 2006.

Thomas Hansford, 18, was one of a small group chosen from some 400 applicants for

the scholarship, and trained at Tayside Aviation in Dundee over the summer holidays, gaining his NPPL.

Thomas is now reading Physics at Christ's College, Oxford, and is a member of the University Air Squadron. He is destined for RAF Cranwell in 2008.

He received the John Cunningham Trophy from Air Marshal Ian Macfadyen (*below*), chairman of trustees of the de Havilland Foundation, at a ceremony at RAF Bentley Priory. "He is an outstanding young cadet," the Air Marshal said. "His all-round assessments were most impressive. We are delighted that our programme of sponsored scholarships is producing potential service pilots of this calibre."

For Thomas, aviation is the family business – his father John Hansford has accumulated some 12,000 rotary wing hours on the North Sea. ■



2006 General Aviation Safety Awards

'a truly remarkable piece of airmanship'

comment from nominee of 2006 GA Safety Awards winner

The General Aviation Safety Awards are presented to individuals and organisations in the UK to recognise their good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying. Anyone involved in UK general aviation may be nominated – pilots, instructors, engineers, aircraft operators and air traffic control staff. Nominees should be over 16 years of age and may be either individuals or organisations. Please note that only 'one-off' incidents will be considered. The selection committee regrets that it cannot consider awards for life-long service to aviation.

To nominate someone: contact the CAA's Corporate Communications Dept, CAA House, 45-59 Kingway, London WC2B 6TE, Tel 020 7453 8000 e-mail press.office@caa.co.uk. Alternatively go to the safety awards webpage at www.caa.co.uk/ga_award

New bird sanctuary

A new bird sanctuary has been established around the Hilbre Islands in the Dee Estuary off The Wirral. The growth of aviation in the area – mostly microlights and hang gliders – prompted the Borough of Wirral to request that the CAA ask pilots to remain clear of an important area for all manner of wildlife. After consultation with aviation bodies, all of whom supported the idea, the CAA's Directorate of Airspace Policy promulgated the avoid area, which is described as "contained within 1nm of N532239 W0031255 with an upper vertical limit of 500ft." The bird sanctuary will appear on the next quarter- and half-mile charts. Notification does not mandate that pilots must avoid the area, but requests that they remain clear in order to minimise disturbance where possible. With some 110,000 birds converging on the Dee Estuary at peak times, the risk of bird strike is extremely high at low levels.

Moth Club bursary

The de Havilland Moth Club has launched a new initiative to encourage pilots and engineers to become more familiar with the operation and maintenance of vintage aeroplanes.

The de Havilland Educational Trust will award annual bursaries for qualified pilots to convert onto the Tiger Moth as part of a programme devised in association with Bill Ison's Cambridge Flying Group. The award, to be known as The Fiona McKay Flying Bursary, will cover the cost of ten hours flying.

The Moth Club recognises that the

maintenance, repair and overhaul of vintage aeroplanes and their engines requires special skills and aptitudes which are in danger of being lost. The de Havilland Educational Trust will be seeking to award annual bursaries to young aircraft engineers in an effort to sustain and expand their practical and professional qualifications and to establish the necessary skills base for the future.

Announcing the Trust, Air Marshal Barry Thornton, CinC Personnel and Training Command, Royal Air Force, said: "Undoubtedly, the work undertaken by the Moth Club and its members over the last 31 years has preserved these magnificent aircraft for future generations, and I am delighted to be

able to announce this new club initiative."

To date, the club has raised over £10,000 which will enable it to award the first bursaries next year. ■

CAA Safety Awards

The CAA is again inviting nominations for its General Aviation Safety Awards.

The awards, now in their thirteenth year, recognise good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying.

Nominees for the awards may be drawn from any section of the general aviation community – pilots, instructors, engineers, aircraft operators or air traffic controllers.

Last year's winner was Neil France from Derbyshire. In June 2005 he averted a serious accident after the pilot of an aircraft in which he was flying as a passenger became medically incapacitated. Neil managed to take control, regain level flight, and after familiarising himself with the aircraft which he had not previously flown, landed safely at Derby airfield.

Nominees should be over 16 years of age and may be either individuals or an organisation. Only 'one-off' incidents that occurred during 2006 will be considered. Nominations can be submitted online via the CAA's website www.caa.co.uk/ga_award or you can get a printed version of the nomination form from the CAA's Corporate Communications Department – 020 7453 6030.

The closing date for nominations is Monday 15 January 2006. ■



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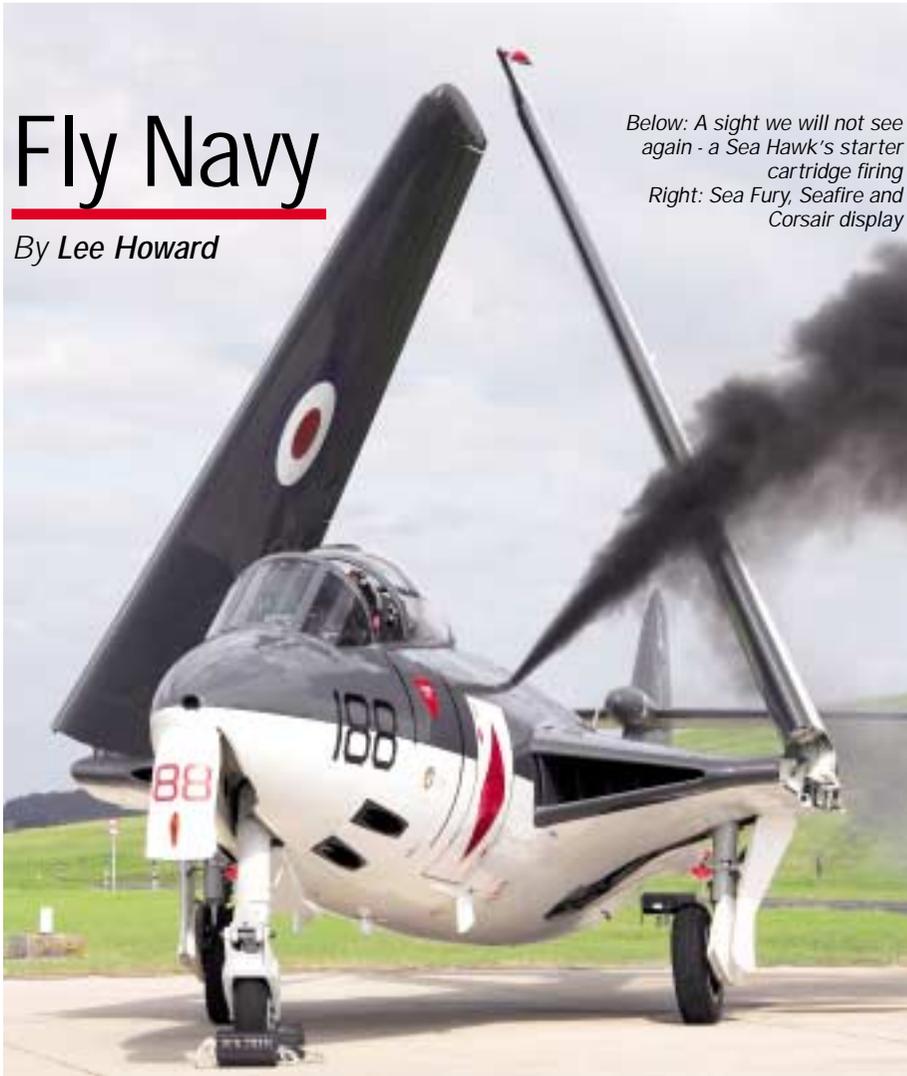
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Fly Navy

By Lee Howard



Below: A sight we will not see again - a Sea Hawk's starter cartridge firing
Right: Sea Fury, Seafire and Corsair display



saw service during the Suez conflict 50 years ago. The RNHF has pledged that the aircraft will fly again, and soon.

Even without the Sea Hawk the RNHF puts on a fabulous air display, as seen at RNAS Yeovilton in September when they put up a Sea Fury, a Seafire and a Corsair in formation. The aircraft may be said to represent the heyday of naval aviation, but current plans to build new-generation aircraft carriers equipped with Joint Strike Fighters will raise Navy flying to new heights. ■

The Royal Navy Historic Flight's Armstrong-Whitworth Sea Hawk FGA.6 – the world's sole surviving airworthy example of the type – has been grounded because its Rolls Royce Nene 103 engine can't be started.

Earlier this year the RNAS Yeovilton-based Royal Navy Historic Flight was informed that Mercury Fulminate, a form of initiating explosive, had been found in the percussion caps of its stock of 30 year old starter cartridges, production of which has long since ceased. Whilst the presence of the compound does not necessarily make the cartridges unsafe, it was a substance originally withdrawn in the 1970s as it was considered to become less stable with age.

The engine is fitted with a turbo starter, a small turbine driven at very high speed by gases generated by a slow burning cartridge and coupled to the engine through reduction gearing. No alternative has been found, so despite the fact that the aircraft – WV908 – is perfectly serviceable, it has lain idle all year.

The possibility of having new cartridges made both in the UK and USA was looked into, but there has been no positive outcome. Meanwhile the MoD has indicated that use of the existing stock may eventually be sanctioned once an in-depth study and test programme has been completed to their satisfaction by QinetiQ, though this may take some time.

In an attempt to find at least a temporary solution to allow the aircraft to fulfil its airshow commitments, adapted high- and low-pressure air start systems feeding through the existing Plessey Turbo starter were tried. Sadly, none of



RNHF's Seafires, Sea Furies and Sea Hawks at Yeovilton

them produced the desired effect.

The RNHF has also been looking at the Nene 10, as fitted in the recently-retired RCAF Canadair CT-133AN Silver Stars. Licence-built Lockheed T-33s, they had an electric start system, though initial investigation appears to suggest they may have utilised a different gearcase.

Ironically, early Sea Hawks were also initially fitted with electric starters which were later replaced by cartridge systems, presumably to negate the need for multiple ground supply units and therefore make the aircraft more self-sustainable on a busy flight deck.

While embodying the modification to enable electric starting means this most elegant of second-generation jet aircraft will at least be able to return to the skies, sadly the downside is that it will also rob WV908 of that iconic black plume of smoke on start-up, so characteristic of the Sea Hawk.

This is the only remaining airworthy representative of a Fleet Air Arm aircraft that

Avoiding confusion

TRAs are henceforth RA(T)s and TRAs will be something else entirely. Clear?

As a result of European airspace classification changes, Temporary Restricted Areas are to be renamed Restricted Areas (Temporary) from early next year.

On March 15th next year the base of Class C airspace in the UK will be lowered to FL195, and to bring the UK in line with Eurocontrol Flexible Use of Airspace definitions Temporary Reserved Areas (TRAs) will be established to cover parts of airspace between FL195 and FL245 to accommodate the VFR and military operational requirements of UK airspace users.

To avoid confusion between these new Temporary Reserved Areas and the existing Temporary Restricted Areas the latter will be referred to as Restricted Areas (Temporary) – RA(T)s. Therefore from 18 January 2007 pilots looking to check on restricted areas for events such as Red Arrows displays should look at RA(T) information.

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