

AOPA UK

FREE!
2021 AOPA
FLIGHT GUIDE
INSIDE THIS
ISSUE



Californian Clipper

Charlotte Bailey recalls a memorable day **flying over California's Wine Country** in a rare Piper PA-16 Clipper

BACK TO THE SKIES
As GA restrictions relax we ask: "Are you ready to return to flying?"

WARRIOR AT SIXTY
As Piper's PA-28 turns 60 we ask Kev Arblaster why it's "just his type"

ERIC THURSTON OBE
Remembering the founder AOPA member, who has passed away aged 101

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SORRY TO 'DRONE' ON

I notice from the press at the weekend that Tom Cruise is to reprise his role as 'Maverick' in a sequel to *Top Gun*, the eagerly anticipated *Top Gun: Maverick*.

When the original film was released, I was a keen glider pilot and had just started training to enable me to convert my gliding qualifications to a PPL. This time around, I gather Mr Cruise will be flying an F/A-18E Super Hornet which costs \$60m; and if he goes on to make it a trilogy, the next aircraft could be the F-35C Lightning II costing in excess of \$90m.

The point I am coming to is that once upon a time, unmanned aerial vehicles/drones were thought to be the answer to these rising costs. Pilotless drones would be lighter and smaller, hence cheaper. I was also told that, taking into account all the costs of training the pilot, he was actually worth more than the aircraft.

A recent report from the Center for Strategic and International Studies, a think tank in Washington D.C., has concluded that it is not that simple to disconnect the man from the machine. The report goes on to evidence how, whilst the hardware costs less, the drones are being used more to satisfy the growing – indeed 'insatiable' (their words) – demand for surveillance. This has also generated huge amounts of intelligence that, in turn, requires more humans to analyse it. The conclusion: doing away with humans is hard.

I mention this because AOPA has recently become involved in a European project that is developing the concept of operations for the U-Space Service. The EU has passed this into law with effect from 2023 and it already contains provision for manned aviation.

The UK government is investing millions in drone development and many of you will have noticed the growing number of NOTAMS reserving airspace for the R&D trials of these unmanned aircraft. Airspace Change Proposals (ACPs) for the Temporary Restricted Airspace use airspace segregation but AOPA does not support such measures. Rather, it is fully supportive of a safe, integrated approach to the matter.

It is expected that AOPA's involvement in the European project will help inform our lobbying of the Department for Transport and CAA because given the government's support and funding, blocking these applications is simply not an option. [Ed: see Martin Robinson's article on Urban Air Mobility on p8 for more information on this subject].

I hope we're all looking forward to getting airborne again: working out exactly what we need to do to get back currency and beat the 'skill fade' – both of which AOPA can help with. The website contains a handy tool to check what you need to do, with access to a remote briefing if it's still unclear. If you need an examiner or instructor to fly with, you can also use the website to find one, and you don't need to be a member to do so. Fly safely. ■



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Material for consideration for the June 2021 issue should be received no later than 1 May 2021.

CONTENTS

APRIL 2021

07

AOPA AFFAIRS Among other topics AOPA CEO Martin Robinson reflects on the fact that recreational flying is so much more than merely flying for pleasure.

08

URBAN AIR MOBILITY With autonomous air vehicles now no longer a science fiction fantasy, we will soon have to share the skies with these unmanned aircraft.

10

MAINTENANCE Powering our way out of lockdown. Before pressing the starter button, remember piston engines are highly prone to corrosion when not used regularly.

11

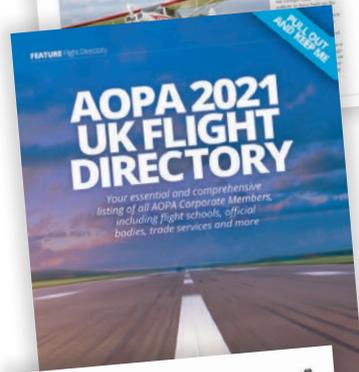
AIRFIELDS UPDATE John Walker provides updates on aerodromes under threat from developers, as well as a look at the future of various MoD airfield sites.

12

BACK TO FLYING AOPA Training and Education Committee stalwart David Cockburn offers thoughts on how to make a safe return to the skies after lockdown.

14

REGULATION ROUND-UP An editorial round-up of some of the most recent regulatory and legislative updates from the CAA, DfT, EASA, NATS and other groups.



17

WORKING FOR YOU Fifty members joined the March meeting of the Members Working Group for an enjoyable debate about a diverse range of issues.

18

NEWS The latest news from the GA world, including the threat to close Coventry Airport, Cirrus' limited edition SR and the 2020 General Aircraft sales figures.

23

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

35

COVER STORY - CALIFORNIA DREAMING Charlotte Bailey revisits a 2018 trip to Sonoma Skypark, California, where she took to the skies in a rare Piper Clipper.

40

JUST MY TYPE After six decades in service the PA-28 still appeals to flying schools, hirers and owners. We ask Kev Arblaster what makes the Piper Warrior 'just his type'.

48

REVIEWS We test Aircrew's Conspicuity Interface, review artwork of Halfpenny Green, and feature books by both an AOPA member and a talented 14-year-old.



35



18



40

EDITOR'S COMMENT

AS I WRITE these words the nation has just paused for a minute's silence, marking the first anniversary of the initial Covid-19 lockdown. Back then, few of us could have imagined that in a year's time, more than 126,000 British citizens would have lost their lives during the pandemic. Likewise, it would have seemed inconceivable that the world – with Britain at the forefront – could not only develop a series of successful vaccines but also roll them out on such an industrial scale. Yet on this first anniversary of the lockdown, somewhere near 28 million UK residents have had their first shot of a vaccine and it looks like we might be approaching a stage where life can return to some form of 'normal' (if it wasn't so difficult to type with my fingers crossed I can assure you they would've been firmly crossed as I wrote those words!). We have all sacrificed so much over the past year – be it socialising, attending the events and sports matches that we love, or the small things like hugging grandchildren or elderly relatives.

On a personal level, I was unable to hold my father's hand when he passed away in a care home last summer. Doubtless many of you will have lost friends and family to the virus and seen members of our much-undervalued key workers on their knees with exhaustion. So, in a way, it seems churlish to bemoan the lack of flying over recent months. But of course flying means so much to us all – it's either a way of life or an escape from other pressures in our lives. To many of us it is a hobby, to others it's a career, but to all of us it's a passion that runs deep in our veins. So the thought of returning to flying is a tantalising prospect. In this issue, AOPA's experts offer some advice on how best to prepare yourself and your aircraft for the post-lockdown return to flying. Further advice and guidance is available on our website and we wish you a happy and safe return to the skies.

I should probably emphasise (before my very Welsh wife accuses me of discrimination) that the dates we refer to in this issue regarding the easing of lockdown restrictions refer to England. The other devolved authorities were yet to issue similar information regarding GA when this edition of the magazine went to print.

Producing a magazine under lockdown (and with constantly changing guidelines) has been incredibly difficult, so I would like to thank my team and all those who have all gone above and beyond to ensure this issue hits your doormat on schedule.

I've really enjoyed 'meeting' many of you by email since the last issue and thank those who've taken their time to welcome me to the role and introduce themselves. Moving forward, it is my hope to include more member-led features and news in the magazine, but I need your help to achieve this. Whether you'd like to write for us or be interviewed by one of our team, we would love to include 'your' story. It might be a memorable flight, a news story about your club or home base, a review of a new bit of 'tech' or even your views on a subject you feel strongly about.

So let's hear what you've got to say for yourselves ...

Steve Bridgewater
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RECREATIONAL AVIATION IS SO MUCH MORE THAN FLYING FOR 'PLEASURE'

AS THESE words are written it has been nearly a year since the UK went into its first Coronavirus 'lockdown' and throughout that time AOPA has remained 'in the lobby', advocating on behalf of GA – particularly as we look at returning to flying activities.

The government, in an attempt to be even-handed, banned all recreational flying on the grounds of it being a 'non-essential activity'. AOPA has worked tirelessly to explain that 'recreation' is any activity that is undertaken for 'pleasure', whereas aerodromes, maintenance providers, flying clubs and schools, as well as instructors, all form part of the 'business' that enables private flying.

MORE THAN RECREATION

There is a huge similarity between training private pilots and commercial pilots: for example, they both use simple single-engined piston aircraft. In fact, the major problem seems to be that both the CAA and Department for Transport (DfT) clearly believe that the PPL is purely a recreational licence; but this is not necessarily the case.

In my honest opinion, the DfT should have considered the business that underpins GA and should only have restricted activities that take place after the PPL had been issued.

This would have been a benefit to the flight training organisations, fuel suppliers, instructors and I am sure many others. However, engaging at this level of discussion has been extremely difficult and frustrating. The rules have been blunt and the action taken has obviously been intended to slow the spread of the virus. However, I understand that there have been different approaches towards other leisure activities – particularly those that take place in open areas, which have therefore been permitted.

"The government intends for this country to become 'the best place in the world for General Aviation'"



Steve Bridgewater

All lined up and nowhere to go. Hopefully GA should have emerged from lockdown by the time you read these words.

GA ROADMAP

The Government intends to release a roadmap setting out its objectives for GA: I am sure you will have heard by now that the aim is for this country to be 'the best place in the world for General Aviation.'

This goal is to be supported through policy statements comprising risk-based, proportionate regulations related to the activity; however, the devil is always in the detail. The CAA will need to make sure that the guidance material used internally also reflects that proportionate risk-based approach, otherwise there will be gaps between the high-level policy objectives and what the CAA is able to deliver.

An example of this is based on the original CAP 1122, which aimed to support GNSS approaches into GA airfields. This was approved by the CAA board, only to be altered after a change in personnel – leading to a lack of support for CAP 1122. Soon afterwards we saw the introduction of CAP 1616

(which did not fit GA very well) and now there is another one on the horizon, CAP 1961.

After five years of trying to establish GNSS approaches for GA we are still some distance away from touchdown: in cloud and with the probable imminent demise of EGNOS, we will have to fly the missed approach.

KEEP YOUR HEAD

On another issue I would like to emphasise that there is never a need to be rude or abusive to somebody who is just doing their job. Unacceptable language and behaviour – whether it is directed at a member of AOPA or CAA staff – will not be tolerated; we must have zero tolerance on this issue. Thankfully, this matter relates to a small minority and whilst I can understand people's frustrations at times, it is always possible to get your point of view over in an acceptable manner. Rudyard Kipling's poem *If* comes to mind: "If you can keep your head when all about you are losing theirs and blaming you ... you'll be a Man my son".

Finally, I wish you all a safe return to flying activities, but a sensible approach is needed as well as a recognition that 'skill fade' is an issue – albeit one that can be remedied by contacting a flight instructor.

As the saying goes: "it is better to be down here wishing you were up there than up there wishing you were down here." Safe flying everybody. ■



M Robinson

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08



10



11



12



14



17

WORDS Martin Robinson **IMAGES** Various

URBAN AIR MOBILITY IN THE GA WORLD: IS IT A THREAT OR ACTUALLY AN OPPORTUNITY?

With autonomous air vehicles now no longer a science fiction fantasy, we will soon have to share the skies with these unmanned aircraft. However, far from being our foe, they may bring some unexpected opportunities

THERE HAS recently been a rapid growth in companies developing Urban Air Mobility (UAM) vehicles to – ultimately – fly passengers or cargo. Often of ‘quadcopter’ design, these are now being created by aircraft manufacturers such as

Airbus, Boeing and Bell, with some capable of carrying up to three passengers.

These developments may have a profound impact on GA but could also offer big opportunities for us. The innovation coming from UAM developments

"Drones will aim to operate below 500 ft and in our cities"

could reinvigorate flying, with GA needing to keep pace and take advantage of some of the new/future technologies. However, they have to be affordable; and given the projected size of the ‘drone’ market, this could well result in falling costs. According to Airbus: “By 2030, 60% of the world’s population will be urban. This significant population growth is expected to create a need for mobility options as ground infrastructure becomes increasingly congested.”

TRAFFIC MANAGEMENT

New traffic management systems are already being developed and, combined with new operational concepts, these will enable drone flights – in time – to integrate with manned aviation. Initially, these UAMs will be piloted and will operate in much the same way as today’s helicopters. Meanwhile, smaller cargo-carrying drones will aim to operate below 500 ft and in our cities.



Among the UAM creators in advanced stages of development is Joby Aviation. Its – so far unnamed – eVTOL has completed more than 1,000 test flights, and is expected to seat a pilot plus four passengers, while offering 150-mile range and 200 mph top speed.

Well, that is the plan at least: but the technology is still in development and needs to be tried and tested before it can be put into practice.

I think we are at least ten to 15 years away from the rollout of autonomous systems, but could there be an earlier deployment which might be procedurally based?

Our GA aerodromes could form part of the Vertiport Network and through proper government policy and investment in infrastructure (such as charging points and storage areas), these new businesses could be a new revenue source for airfields. With correct planning, aerodromes could serve the needs of both users. I think this offers an exciting opportunity to inject new life into developing the GA aerodrome network.

In my view, reports that Coventry Airport could close while an electric vertical take-off and landing (eVTOL) hub is constructed in the city of Coventry [Ed: see News] represent a missed opportunity. As we look to the future, AOPA is engaging in evolutionary work which is all about the next generation.

INVESTMENT

Millions of pounds, dollars and euros are being invested in new businesses that have entered this market and Governments around the globe look upon this as part of the 'Fourth Industrial Revolution.' They have instructed regulatory bodies to facilitate development by ensuring rules are in place: Europe recently voted unanimously on regulation supporting the introduction of U-Space. The UK is keeping pace with these developments through joint academic, industrial and government partnerships.

After being in the works for a couple of years, the U-Space regulatory package is scheduled to become law in 2023 and it has been reported



Coventry's Urban Air Port is a subsidiary of sustainable tech company SMALL (Six Miles Across London Limited) in partnership with Hyundai, Coventry City Council and the UK government.



NASA is using simulation facilities to test how eVTOL designs operate around airports and cities.

that the European drone sector is expected to directly employ more than 100,000 people within 20 years, with an economic boost of €10 billion per year.

I am sure you are aware of the number of Temporary Restricted Airspace applications being made to support the Beyond Visual Line of Sight Operations of drones. There is a huge challenge ahead for those who set national policy and those

"Integrating all airspace users will not be easy and Electronic Conspicuity (EC) is high on the CAA's agenda"

who regulate airspace safety. Safely integrating all airspace users will not be easy and it should not come as a surprise that Electronic Conspicuity (EC) is high on the agenda. As these plans take shape, we will need to continue to make the case for GA. Most of the operations will be happening in the lower airspace, which, currently has limited traffic management services – but I expect this to change in the years ahead. ■

WORDS George Done & Malcolm Bird **IMAGES** via Ian Sheppard

POWERING OUR WAY OUT OF LOCKDOWN

Before pressing the starter button, let's think ... aero piston engines are typically highly prone to corrosion when not used regularly

IT'S BEEN a long winter and a long lockdown, but with spring in the air and the government relaxing the lockdown restrictions, many of us will be champing at the bit to take to the skies again.

For owners of aircraft that have been flown within the past few months (for engine health or maintenance check flights), the route back to normality is relatively straightforward.

However, some aircraft may not have been able to be thus flown, possibly for a year or more now. In this case, the situation is more problematic – especially if there had been no time to inhibit the engine, or take precautions to minimise the onset of corrosion. Additionally, it is possible the aircraft may not have had its ARC renewal or annual check completed.

Two possibilities are apparent. The first is where the owner – by prior agreement – leaves everything to the maintainer. In this case, the maintainer will have to visit

"The release back to service will be something for us all to cheer about: let's take care and look forward to enjoying the freedom of the skies once again!"

the aircraft on-site, or make suitable arrangements, in order to inspect and perform the tasks necessary to enable a ferry flight back to their base. There, the annual – including any remedial work – and ARC renewal can then take place.

DOING IT YOURSELF

The second possibility is that the owner is capable, under their maintainer's oversight, of doing engineering tasks that may include 50-hour checks. AOPA contacted three engine overhaulers who largely deal with the ubiquitous Lycoming and Continental engines, as well as a Rotax specialist, for their recommendations on bringing an engine back to operational life following a long period of a year or more of zero operational use. These tasks are roughly summarised as follows:

- Remove and clean the engine's spark plugs
- If possible, use a borescope to inspect the cylinder bores
- If no signs of corrosion are apparent, spray WD 40 or similar into the cylinders
- Turn the engine over with the spark plugs removed, magnetos OFF: first by hand and then on the starter for, say, 10 seconds – long enough to get oil flowing within, but not so long as to overheat the starter motor.

Clearly communication with one's maintainer is key, especially if a borescope is used, as the owner may not know what to look for. Simple borescope devices that attach to a smart phone are available online, so images of the

innards can be forwarded. The maintainer will also be aware of engine manufacturer Service Instructions, which may be applicable, and could be the case if the engine has been recently overhauled.

Put the plugs back in, and, if all is well keep your fingers crossed for the engine springing rapidly into life on engaging the starter!

This is where the condition of the battery becomes apparent. If circumstances are such that a prior trickle charge of the battery has been impossible, and especially if – before lockdown – the engine starts were getting a bit feeble, be prepared to find the battery lacks the oomph required to get the engine going. In this case, it will need to be charged or replaced.

The comments above have concentrated on the engine, and of course the airframe will also need particularly careful inspection, bearing in mind the long period of inactivity.

Look out for animals and insects that have decided that your aircraft provides a nice home environment. Their nests might not be obvious on first sight. Once the aircraft is finally deemed to be airworthy, one's maintainer can arrange for a Temporary Permit to Fly to allow a ferry flight to their base, to complete the necessary work for the annual check and issue of the ARC.

The release back to service will certainly be something for us all to cheer about: let's take care and look forward to enjoying the freedom of the skies once again! ■



Chris Varley via Ian Sheppard

There is a possibility that the owner, under their maintainer's oversight, is able to undertake engineering tasks themselves.

WORDS John Walker

THE LATEST NEWS ON UK AIRFIELDS

ABINGDON Earmarked for development with 1,200 homes in Vale of White Horse District Council's 2031 Local Plan Part 2, which was adopted in 2019. Development restricted to the south of Runway 08/26.

BOURN Earmarked for 3,500 homes in the 2031 Local Plan adopted by South Cambs District Council in September 2018. The application was approved on February 19, 2021 subject to conditions.

BRAWDY Defence Infrastructure Organisation (DIO) has submitted the barracks for mixed use development as part of Pembrokeshire Council's 2033 Local Development Plan 2. However, this was not included in the draft plan issued for public consultation in 2020.

COLERNE The aerodrome was originally expected to be sold in 2018. There is local interest in keeping the site for aviation use.

COVENTRY Nominated by the West Midlands Combined Authority for use as a Gigafactory [Ed: see the News pages for more].

DISHFORTH Not included in the 2035 Harrogate Borough Council Local Plan that was adopted in 2020 but expected to be considered in any review.

HALTON The DIO future vision document and Bucks Council's definitive 2033 Local Plan exclude development of the

aerodrome. Further public hearings due in April 2021.

HENLOW Earmarked for mixed use/specialist employment development in Central Beds Council draft 2035 Local Plan. Public hearings ending on December 18. Flying currently suspended.

LINTON-ON-OUSE Closed on December 18, 2020 and AIP entry was withdrawn on February 25.

MANSTON On February 15 the High Court quashed the aerodrome's Development Consent Order. In 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the site's existing use.

NORTH LUFFENHAM Rutland County Council's 2036 Local Plan includes 2,215 homes on the site. Consultation that ended in November accepted the development.

SWANTON MORLEY No reference to its closure is made in the definitive Breckland Council 2036 Local Plan, adopted 2019.

TERN HILL Consultation on Shropshire Council's draft of the 2038 Local Plan ended on February 26. It includes a 750-home mixed use development of the barracks site leaving the airfield intact.

WETHERSFIELD Future development considerations include a prison and housing use. ■



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WORDS David Cockburn IMAGES Editor

IT'S BEEN A LONG WINTER. ARE YOU READY TO RETURN TO THE SKIES?

By the time this issue hits your doormat, the UK's lockdown restriction on private flying should have been lifted*. AOPA Training and Education Committee stalwart, **David Cockburn**, offers some thoughts on how to make a safe return to the skies

WE MUST all have cheered when we read the Department for Transport (DfT) communication on March 2 about how the government's 'Roadmap for Easing Out of Lockdown' affects GA.

However, there are likely to be lots of misunderstandings about that message and pilots are urged to check any news with a reputable source such as the AOPA office.

Apart from anything else, as the DfT has confirmed, the projected dates are "indicative and subject to change". As it stands, if all goes well, from March 29 the British government might allow us to

fly solo or with members of our own 'bubble' (for most of us, the people we live with). However, flights with others – including instructors – will not be possible until April 12* at the very earliest.

Of course, after such a prolonged period on the ground it is natural that we will want to take advantage of these relaxations, but it is vital that we stay safe in the process. Some of us may have been fortunate enough to retain our flying skills over the last year's various restrictions. However, a good many pilots will have been grounded or possibly without the ability to even discuss flying for a long

"Human factors suggest that the delay can encourage a desire to get back in the air which will try to subvert our common sense."

time, and as we all know too well, flying skills deteriorate when not used.

NOT A NORMAL BREAK

For many of us, especially those who fly from grass airfields that are susceptible to waterlogging, winter periods of grounding will be a well-known inconvenience. It might therefore be tempting to treat this enforced Covid break as any other seasonal break from flying and assume that our flying skills will not have deteriorated any more than they did after previous winters. We should be used to reading up on the manuals and planning carefully, taking it easy for the first few trips as well as avoiding challenging conditions and fully loaded take-offs. However, with the various lockdowns in 2020 I doubt whether any of us flew as much last year as usual, even if we were able to keep our ratings valid. We are unlikely to have built up the usual experience and skill level before the winter, which could well lead to us being at a much lower standard now than at the beginning of previous flying seasons.

Human factors also suggest that the delay can encourage a desire to get back in the air which will try to subvert our common sense. This spring we will need to take even more care than usual.



It's time to reach for the skies again ... but are you rusty or ready?

FLY WITH AN INSTRUCTOR

As a member of AOPA's Training and Education Committee, I strongly encourage you to consider taking advantage of the services of an instructor for at least your first flight after a long lay off. Of course, unless that instructor is within your 'bubble', this will mean waiting an extra 14 days before you return to the air. If you really don't want to miss out on a fortnight's solo flying consider carefully whether you really are fit to fly on your own, and if in doubt, give an instructor a call.

The lockdown guidelines have allowed most instructors to keep themselves current and any flying with an instructor can always be beneficial to a pilot, regardless of experience.

You might like to consider refreshing items such as stall revision, and practice some forced landings. What's more, the flight will quite probably count as training towards your rating revalidation. However, it's very much up to each individual pilot to assess their own needs.

I suggest you have a look at the up-to-date 'Returning to Flying in the Wake of COVID-19' part of the GASCO website at gasco.org.uk.

The lack of contact and discussions with other pilots has probably reduced your level of theoretical knowledge, so why not have a look at the Returning to Flying quiz on AOPA's website?

To close, I'm sure quite a few of us will have allowed our individual ratings to lapse as a result of the restrictions. Renewing a rating will need the services of an examiner, but it's probably also a good idea to carry out an initial training flight to get back into practise before attempting a GST or LPC. ■

**Dates and data correct at time of going to print and relate to England. Other parts of the UK may vary.*

TIPS FOR PLANNING YOUR RETURN

1 Read your handbooks: remind yourself of how the systems work, what speeds you plan to fly at different stages of flight, and how much runway you are likely to use in various situations.

2 Talk yourself through a flight, from preflight checks through engine start, taxi, run-up, take-off and climb, level off into cruise, descent, joining procedure, circuit, approach, go-around, another circuit and landing. Then do it again and consider what might go wrong at each stage and what to do about it.

3 Sit in the cockpit. Without actually selecting any switches, move your hands to the required places for that flight, including your response to the problems you considered. Practice the radio calls you make, think about the replies you expect and what you might have to say next.

4 Once you are able to go flying again, but only when conditions are all favourable, carry out a simple flight. Having levelled off, I suggest practicing a couple of circuits in the sky (keeping a good lookout), including approaches and go-arounds at a safe height. Try to avoid returning to the airfield when it's busy, and practise a couple of go-arounds. Always be ready to go-around for real if things aren't working out optimally.

AOPA INSTRUCTOR REFRESHER COURSES

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

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

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

NEXT DATES

The next dates for the course are

July 6-7, 2021

November 23-24, 2021

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

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

Further information can be obtained from Course Administrator, John Pett, on 07754 780335. Please book the course online at www.aopa.co.uk



To register for a place on any of the seminars please call the AOPA office on 020 7834 5631 or join online at WWW.AOPA.CO.UK.

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

WORDS Steve Bridgewater IMAGES Various

REGULATION ROUND-UP

An overview of some of the most recent regulatory and legislative updates from the CAA, DfT, EASA, NATS and other groups

SHORTLY BEFORE these words went to print in late March the CAA announced that it had received confirmation of funding from the Department for Transport (DfT) to support the airspace design change initiatives that are a core element of its Airspace Modernisation Strategy.

The CAA initially responded to the Airspace Change Organising Group's (ACOG) 'Remobilising the Airspace Change Programme' report last year and immediately accepted three of its recommendations.

The DfT and CAA committed to consider the remaining recommendations in further detail and one of these points was financial support for the future airspace strategy implementation (FASI) initiatives as part of the CAA's Airspace Modernisation Strategy (AMS). The DfT will now be providing funding to enable FASI airspace change sponsors through a grant administered by the CAA. This will enable sponsors to continue through stage 2 of the Airspace Change Process (ACP) – known as CAP 1616 – as part of the government's commitment to supporting the aviation sector and decarbonisation.

According to the regulator: "Despite the pandemic, airspace modernisation remains a critical part of the UK's national infrastructure development, and will provide a wide range of benefits, including carbon savings, noise benefits, increased resilience, time savings for passengers, and better access for all users of airspace.

"The pandemic has

understandably led to those airports looking to sponsor an airspace change as part of the FASI programme to pause their activities. To restart these activities, sponsors will require short-term funding. This will enable the administration of a grant to help the airspace change sponsors involved in the masterplan progress their airspace design changes." The CAA has now considered ACOG's remaining recommendations as follows:

RECOMMENDATION:

That ACOG and National Air Traffic Services (NATS) re-evaluate the programme deployment plan to ensure that the airport-led and network ACPs are aligned and can be incorporated into iteration 2 of the masterplan.

REPLY: The CAA agrees that it is fundamental for the programme for both airport sponsor and network ACPs to be aligned in order for them to be incorporated in the next iteration of the masterplan.

RECOMMENDATION: That ACOG examines options for external financial support for delivering the programme objectives and, if appropriate, the potential options for accessing and managing funds.

REPLY: The DfT has now announced a funding support package for the FASI programme that will support the airport airspace CAP 1616 process.

RECOMMENDATION:

That ACOG, the airport ACP sponsors and NATS assess how best to achieve the airspace emissions savings contribution set out in the Sustainable Aviation Decarbonisation Roadmap.

REPLY: The CAA welcomes

ACOG's commitment to sustainability, and encourages them to work with airport ACP sponsors and NATS to assess how they can achieve airspace emissions savings.

RECOMMENDATION:

That ACOG work with GA and unmanned aircraft system stakeholders to explore the options for the programme to ensure their needs and requirements are collectively coordinated with ACP sponsors, potentially leveraging additional funding support from UK Research and Innovation via the future flight challenge.

REPLY: The CAA agrees that it is important that the airspace modernisation masterplan process is used as an opportunity to open up airspace for all users, including general aviation and new types of aircraft such as drones.

RECOMMENDATION: That ACOG gathers stakeholder feedback in the form of a lessons-learned exercise to help inform any process improvements associated with the application of the CAP 1616 guidance.

REPLY: The CAA agrees with this recommendation and encourages stakeholders to engage with ACOG on this lessons-learned exercise.

RECOMMENDATION: That the CAA considers producing detailed guidance on the treatment of trade-off decisions for airspace design when one objective (for example, sustainability) has more weighting than others (such as noise mitigation or capacity).

REPLY: The CAA agrees that a number of trade-off decisions will potentially need to be made, and these will

be consulted on by ACOG in due course. However, the DfT, which is responsible for aviation-related policy, will not be able to provide detailed guidance that will cover all potential trade-off decisions. The CAA says each decision should fully take into account the individual circumstances and relevant policies at the time.

RECOMMENDATION: That ACOG ensures ACPs below 7,000 ft progress coherently with plans to remobilise operations and enhance network performance via NATS En Route Limited's (NERL) engagement with the EUROCONTROL Network Management Transition Plan and Operational Excellence Programme.

REPLY: The CAA agrees that alignment between airport ACPs, and plans to remobilise operations and enhance network performance, is important.

TRAVELLING ABROAD?

Yes, travelling might seem like a pipedream at the moment, but the time will (hopefully) come soon when we can think about flying across the Channel once again. The UK Border Force has therefore asked us to remind you of the importance of completing the new 'Declaration for International Travel' form.

PIPER SPAR INSPECTIONS

In January the FAA published an Airworthiness Directive (AD) 2020-26-16, covering a variety of single-engine Pipers that carry either a PA-28 or PA-32 model number. An incredible 5,440 airframes are affected in the USA alone.

The US AD was prompted



Steve Bridgewater

The new wing bolt Airworthiness Directive will affect 635 Piper PA-28s on the UK civil register.

by an NTSB investigation into a fatal accident in which the wing separated from a Piper PA-28R-201. The occurrence was deemed to have been caused by "fatigue cracking in a visually inaccessible area of the lower main wing spar cap."

Based on the outcome of the factored Time in Service (TIS) hours, the AD requires a one-time eddy-current (EC) inspection of the inner surface of the two lower outboard bolt holes on the lower main wing spar cap for cracks and, depending on findings, replacement of the main wing spar with a new main wing spar, or a used main wing spar that has passed (no cracks found) an EC inspection.

It initially required the installation of inspection panels close to the main wing spars to give technicians access to that area when searching for corrosion. Piper has revised its service information to add a minimum thickness dimension for the top inboard wing skin and to include procedures for reapplying corrosion-preventive compound if removed during the inspection. Also, the FAA replaced the proposal to install access

panels for the visual inspection with optional access methods. These include the use of existing access panels, installation of access panels, accessing the area during a concurrent inspection, or using a borescope through existing holes or openings.

CAA RULING

Here in Britain, 944 PA-28s are on the UK civil register and the AD applies to 635 of them. The CAA and EASA have decided to approach the AD slightly differently as the FAA uses a different way to factor the hours flown and when inspections are measured, compared with the UK and Europe.

The CAA and EASA have therefore worked with Piper to come up with an alternative factored-hours calculation and issued a Proposed Airworthiness Directive (PAD) on March 12.

The FAA AD is applicable to aeroplanes that have accumulated 5,000 hours TIS or more (or have a main wing spar replaced with a used example) and also applies to those airframes for which maintenance records are missing or incomplete. The

"If you're flying overseas it's important that you complete the new 'Declaration of International Travel' form"

US directive also requires calculation of 'factored service hours' (FSH), determined by the number of 100-hour inspections or annual inspections that have been accomplished on a main wing spar since new.

Following the joint CAA/EASA review of the FAA AD, it was determined that, since in Europe there is no legal distinction and documentation requirement between the accomplishment of 100-hour inspections and annual inspections, depending on the operation of the aeroplane, the FAA calculation method for FSH is inappropriate.

SERVICE CALCULATIONS

The CAA/EASA PAD requires repetitive calculations of average annual utilisation (AAU) and EASA FSH (EFSH). Owners of CAA or EASA registered machines are therefore required (within 30 days after the effective date of the AD, and thereafter during each 100-hour or annual inspection) to review the aeroplane maintenance records for completeness and determine whether a wing or wing spar has been replaced with a wing or wing spar that had more than zero hours TIS at the time of installation. If it is determined that the wing spar has accumulated or exceeded 5,000 hours TIS – or the hours TIS are unknown – owners should calculate the AAU. If this is 100 TIS/year or more, before further flight the EFSH should be calculated using the following formula: $EFSH = [TIS - (100 \times \text{Years})] + (100 \times \text{Years}) / 15$

If, as a result of the calculation, the EFSH are determined to be 5,000 or more, owners need to accomplish an EC inspection of the inner surface of the two lower outboard bolt holes on the lower main wing spar cap for cracks within 100 hours after accumulating 5,000 EFSH, or within 100 hours after the effective date of the AD,

whichever occurs later.

If the maintenance records are found to be incomplete, or the spar/aeroplane TIS or FH are unknown, the EC inspection needs to be conducted within 100 hours of the AD being issued.

Should the EC inspection detect a crack that exceeds the acceptance criteria of the Service Bulletin, the main wing spar needs to be replaced with a new or serviceable unit before the next flight.

Before the next flight after the EC inspection new wing bolts will also have to be installed, so it is a fair assumption that these will become difficult to obtain. Owners are also required to report the inspection results to the CAA, FAA and Piper Aircraft within 30 days after the EC inspection. Being a PAD, the CAA's AD is currently out for comment, so the regulation won't come out until after the end of the consultation period on April 9.

SKILLS RETENTION

In February AOPA signed up to the DfT's Aviation Skills Retention Platform (ASRP). This has been created to support skills retention within the UK aviation industry and is designed to help talented individuals showcase their experience and expertise while helping businesses find the skills they need.

ASRP provides direct support for both redeployment and recruitment activities, together with a framework for wider skills retention and development programmes across the aviation sector.

The vision for this initiative is to support the retention of people and skills as well as providing a platform that aligns as a wider strategic solution for the recovery of the aviation industry and its development needs.

It is a not-for-profit programme supported by business associations, member companies, professional institutions, unions and other

stakeholder organisations such.

Companies interested in recruiting candidates can contact them directly through the platform, and also upload any job vacancies they wish to promote. For individuals, the ASRP provides a tailored portal through which candidates can register their personal profile and CV and search for vacancies in aviation and across other key sectors. Take a look at www.aviationtalent.co.uk for more information and how to become involved.

SKYWAY CODE

As you would imagine, the combined fall out of coronavirus and Brexit has been keeping the CAA busy in recent months but it still found time to publish the third edition of its Skyway Code in February. Designed to provide GA pilots with quick and easy access to key information relevant to their flying, version 3 brings the publication up to date with changes to reflect the UK's departure from the European Union, as well as the latest regulatory requirements.

Compared with earlier versions, the new Skyway Code includes updates to all aeronautical information, including radio frequencies and frequency monitoring codes. Radiotelephony exchanges have also been updated to reflect latest CAP 413 documentation and a section also includes guidance on the use of moving-map devices and avoiding airspace infringements. Introductions to Electronic Conspicuity and Unmanned Aerial Systems (UAS) have also been added along with a description of 'Just Culture' within GA.

On the subject of UAS, the CAA, the Home Office and the Police has begun Operation *Foreverwing* to clamp down on drone-related crimes. This comes after 336 drone-related incidents were recorded during the last five months in the UK and sees the organisations

"Introductions to Electronic Conspicuity and Unmanned Aerial Systems have been added to The Skyway Code along with a description of 'Just Culture' within GA"

working together in a bid to ensure drones are registered and to deter owners from breaking the rules. Those rules can be found in the Drone Code on the CAA website.

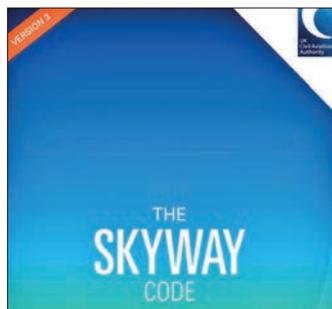
In other CAA news, the regulator's GA Comms Manager, Alex Blomley, tells AOPA UK that the RAF intends to trial a new low-level frequency (122.280) this year. Although the introduction date is yet to be confirmed it is thought that this scheme will help build a better air picture for all aviators.

CLASS 2 MEDICALS

Alex also confirmed that AMEs in England will be able to restart issuing and renewing Class 2 medicals from March 29. Cellma (the new medical IT system) is being introduced to replace an obsolete system (PIMS MARS) that has been in service for the last 19 years. According to Alex: "Downtime, data security and an inability to develop our existing system has forced a change upon us which has been in train for the last three and a half years."

Up until now, the CAA medical teams have been using systems which have been in place since the late 1990s. The technology is no longer supported, and maintaining it has become problematic. The CAA is therefore introducing Cellma to provide a secure method of processing self-declarations and medical certificates.

Before you attend your next medical you must now log in to your CAA Customer Portal Account and complete the medical application form. Information regarding charges can be found on the CAA website. Alex says: "The new system will include an ability for applicants to view their own medical records and to track progress of applications and referrals." It also features improved identity fraud security – ensuring that the candidate that turns up for the medical is the person they say they are. ■



Brexit, use of moving-maps, Electronic Conspicuity, drones and a 'Just Culture' are just some of the headline changes in the latest version of The Skyway Code.

WORDS David Chambers – AOPA UK Members Working Group Chair **IMAGES** Steve Bridgewater

MEMBERS WORKING GROUP

Fifty members joined the March meeting of the Members Working Group for an enjoyable debate about a diverse range of issues

THE LATEST meeting of the Members Working Group – held on March 20 – was the best attended to date with 50 participating via Zoom. The switch to online meetings has undoubtedly been a success, enabling those from around the country (and even abroad) to join in. Many have encouraged us to retain this mode of operation for future meetings and investigate running a hybrid format mixing those on-site with others attending remotely. If you have expertise in the best practice required, please get in touch.

Our January meeting had discussed the AOPA mentoring scheme and unanimously recommended that it be closed down, partly because Class Rating Instructors can now fulfil much of that role. This has been agreed by the Training and Education Committee and the scheme removed from the AOPA website.

AOPA WINGS

During this meeting we revisited the AOPA Wings scheme, launched in 2003 but no longer as successful as it might be. A group of volunteer members stepped forward to compare it with similar programmes, which all now sit under the umbrella of the CAA's PROUD initiative, and recommend how it might be refined and promoted more effectively. One suggestion was to review the relatively large number of hours required to be flown to achieve the highest Platinum award – many more than

the average PPL achieves in their lifetime. Another is the recency of courses/seminars, with a view that those taken many years previously might be discarded to encourage more continuous and ongoing education.

STREAMLINING

The other hot topic considered what might be possible in a post-Brexit regulatory environment. Whether or not you think leaving Europe (and therefore EASA) is a good idea, the deal is done and we should be looking at which of the regulations could be streamlined, improved or completely discarded. This requires vision of what we want – quite difficult when attempting to satisfy such a diverse membership and industry – and what is realistically achievable; an area where AOPA can draw on considerable expertise and background knowledge.

Martin Robinson presented a list for discussion which included aspects to simplify licencing (and encourage more of the administrative processes/documentation to move online); greater empowerment of DTOs (to include training for any PPL rating such as the IR and FIC); reduce unnecessary maintenance paperwork (e.g. recognising any FAA STC by default); and remove the requirement for mandatory handling at larger airports. No doubt this list will be refined and revised over coming months, and we would welcome your suggestions: david.



The March meeting was once again held via Zoom, but the next meeting may include an 'in person' element.

chambers@aopa.co.uk
It's easy to complain about the complexity of the different types of licence (FCL, PPL, NPPL) or medicals (Class 1, 2, LAPL, PMD) to determine which types of aircraft you might be allowed to fly (G-Reg, N-Reg, other Reg, Microlight, SMG, TMG, SSEA, < 2 tonnes, <5.7 tonnes). It's much harder to come up with a simple scheme that combines just one licence, a few levels of medical and aircraft classifications.

Other topics discussed in the meeting included AOPA experts commenting on:

- The CAA exemption allowing those with non-Part FCL licences to fly Part 21 aircraft.
- The consequences of our withdrawal from the EGNOS satellite system in June, which will reduce LPV instrument approaches to LNAV minima and affect the take-up of these approaches by GA airfields. AOPA continues to lobby for government action to

negotiate a settlement.

- The medium to longer term impact of drones for airspace. AOPA recently won a bid for funding to participate in Project CORUS, a research programme looking at how UAVs and other airspace users can co-exist. Airspace Modernisation in the UK remains a long term project.
- Airfield planning developments, which John Walker keeps a close eye on.
- AOPA's move to new premises and investment of the surplus funds.

The next meeting is on June 26. Although I suspect many of us hope to be making up for lost time and flying a lot by then, please consider joining us on that morning and making a contribution. It's hard to say if we will also meet in person, but I plan to enable Zoom participation. If you can't make it, please do continue to support AOPA's work – it's only made possible by our members although it benefits the entire GA community. ■

AOPA NEWS



Steve Bidwater

COULD 'GOING GREEN' SPELL THE END FOR COVENTRY?

After serving the community for 85 years Baginton could be turned into a factory to build electric vehicle batteries – is this the cost of 'Going Green'?

COVENTRY AIRPORT (CVT) – known as Baginton to many – is under threat following an application to use the site as a Gigafactory to build electric vehicle batteries.

Coventry City Council plans to enter into a Joint Venture partnership with Coventry Airport Ltd to develop the facility, which is at the heart of what remains of Britain's motor industry. The West Midlands Combined Authority has formally endorsed Coventry Airport as the preferred site for the 4.5 million sq ft Gigafactory, which could be

operational by 2025.

There has been an airfield at Baginton since 1936 and aircraft manufacturer Armstrong Whitworth built a factory on the airport site soon afterwards. Whitley bombers were among the types 'born' at Coventry.

Meanwhile, the government has pledged its backing for an innovative electric vertical take-off and landing (eVTOL) hub to be constructed close to Coventry city centre. If it goes ahead, Urban Air Port Air-One will be the world's first fully-operational hub for eVTOL

"West Midlands Combined Authority has endorsed the plan for the airfield"

ABOVE: Coventry Airport has been operational since the 1930s and has been a haven for historic aircraft as well as GA.

aircraft such as cargo drones and air taxis. The hub will be 60% smaller than a traditional heliport and emit net zero carbon emissions.

Coventry is the 2021 UK City of Culture and is set to play a role in the 2022 Commonwealth Games. Its university is also instrumental in the development of electric vehicles, and in December the city was named the best in the country for electric cars. However, it looks like that might come at the cost of a historic, valuable and much-loved airfield. ■

SPIRIT OF INNOVATION POISED FOR HISTORIC MAIDEN FLIGHT

ROLLS-ROYCE'S electric-powered Spirit of Innovation aircraft has begun taxi trials at Gloucestershire Airport as the cutting-edge machine approaches its maiden flight.

Based on the Nemesis NXT air racer, G-NXTE is powered by a 500 hp electric powertrain and the latest energy storage technology. It has been developed by

the company's Accelerating the Electrification of Flight (ACCEL) programme to set world speed records and enable a new generation of urban air mobility concepts.

It is hoped the aircraft will exceed 300 mph, setting a new world speed record for electric flight. The ACCEL project is part of Rolls-Royce's plans to inspire young people to consider careers in STEM (Science, Technology, Engineering and Mathematics). The engine manufacturer has also developed downloadable Spirit of Innovation materials linked to primary school curriculums; these can easily be downloaded from the company's website. ■



The 350 hp Nemesis NXT won the 2009 Reno Gold race at 407 mph. The basic design has been used by Rolls-Royce to form the basis for its electric-powered Spirit of Aviation.

FLYING CAR CERTIFICATION MOVES UP A GEAR

THE TERRAFUGIA

Transition flying car has obtained a Special Light-Sport Aircraft (LSA) airworthiness certificate from the FAA.

The 100 hp Rotax 912iS-powered "roadable aircraft" has been designed to meet safety standards from both the FAA and the US National Highway and Traffic Safety Administration (NHTSA). The company says it will now begin selling 'flight only' versions to owners with a view to the airframe being both sky and road legal by mid-2022.

The Transition has an airborne cruise speed of 100 mph and can use either Mogas or 100LL aviation fuel. Standard features include folding wings that



The Terrafugia Transition now has an airworthiness certificate but is yet to be approved for road use.

allow it to be stored in a single-car garage. A 400 statute mile range and 500 lb useful load is claimed.

Meanwhile, Dutch-based PAL-V has begun the EASA certification process for its Liberty "roadable gyroplane." The two-seater was approved for road use

in Europe last October.

Elsewhere in Europe, the Slovakian AeroMobil flying car completed a series of flight tests as part of its EASA certification programme in March and the company expects to have the flying car on sale sometime in 2023. ■

AOPA NEWS HIGHLIGHTS

The General Aviation

Safety Benchmark Group (GASBG) was launched in February as a no-cost group open to GA airports to share data and experiences with the aim of improving safety. Interested parties can contact Chairman, Harry Harrad, on hharrad@londonoxfordairport.com for further information.

The World Championship

Air Race (WCAR) has agreed a partnership with FAI and the World Air Sports Federation to stage an international series of air race festivals starting in 2022. Similar in format to the much-missed Red Bull Air Race, the FAI has granted UK-based WCAR exclusive staging rights on a range of piloted air races flown on air-gate courses.

Glasgow Airport is

becoming increasingly GA-friendly. Although handling is mandatory, private aircraft up to 2 tonnes MTOW can now use the resident Glasgow Flight Centre (GFC) as their handling agent at zero cost. The SEP landing fee is £39.95 and aircraft parking £19.95 a day. Avgas is available. Pilots need to obtain PPR online.

A survey of the world's

airline pilots revealed that only 43% were still doing the same job they had before the pandemic. A poll of 2,600 pilots found a further 30% were unemployed, 17% furloughed and the others moved on to other careers. Many of those still in work were also being paid less, with some accepting a 58% pay cut.

George Bye's eFlyer 2 is designed specifically for the flight training market and is projected to have a 3.5 hour duration. The company claims to have more than 700 purchase agreements in place.



Bye Aerospace

WATT'S NEW IN THE ELECTRIC WORLD?

Funding for green aviation projects, a plan to use 100 GA airfields as part of a sustainable aviation network, and maintenance courses for electric aircraft

IT SEEMS that most of the news in the GA world at the moment involves electric propulsion and 'watt'-ever you're looking for, 'joule' find it in these pages. (Sorry, that was 'shocking'... but hopefully it will 'spark' some debate)

In February, the UK government announced £84 million was being invested in three 'green aviation' projects. These consist of Blue Bear Systems Research's InCEPTion programme to develop a fully-electric propulsion system for a small, short range aircraft and GKN Aerospace's H2GEAR project. The latter will receive £27.2m to develop an innovative liquid hydrogen propulsion system for regional air travel, which could be scaled up for larger

aircraft and longer journeys. Additionally, ZeroAvia's 19-seat HyFlyer II (featured in the last issue of AOPA UK) will receive £12.3m in government grant money. Elsewhere in the UK, a group of companies and universities has launched Project HEART (Hydrogen-Electric & Automated Regional Transportation) as part of the Future Flight Challenge. The aim of the HEART programme is to create the foundation for a fully sustainable and scalable commercial aviation network that could connect the entire UK. It focuses on electrifying and automating the Britten-Norman Islander, and utilising up to 100 licensed GA airfields around the UK. The project's first milestone

will be to demonstrate single pilot operations with an autonomous co-pilot providing access to more information than human perception alone can provide.

Meanwhile, the Pipistrel Velis Electro – the world's first certified electric aircraft – has now been approved by the CAA for flights in the UK and NEBOair will soon be offering flights in the Slovenian-designed aircraft from Damyns Hall. Pipistrel also claims to be nearing the launch of a new hydrogen fuel-cell- and battery-powered 19-seat hybrid that it hopes will revolutionise commuter airliners. Pipistrel says the aircraft could have a range of 1,000 miles on a tank of liquid hydrogen.

Crucially, Pipistrel has also started running maintenance type-training courses for Part-66 licensed aircraft mechanics on its electric powered aircraft. The company hopes to run the five-day EASA-approved course monthly.

Elsewhere, Colorado-based Bye Aerospace is in the process of obtaining FAA Part-23 certification for its eFlyer 2 aircraft; French company Aura Aero has announced it is to develop an electric propulsion system for its two-seat aerobatic aircraft; and Embry-Riddle University's eSpirit electric aircraft has begun taxi trials. The eSpirit is based on the Diamond HK-36 and will be a testbed for students to develop new electric technologies. ■

CIRRUS LAUNCHES LIMITED EDITION SR SERIES

TO MARK the delivery of its 8,000th aircraft, Cirrus Aircraft has introduced the 8000 Limited Edition SR Series. Just eight will be manufactured, featuring a 'Volt' green paint scheme, and a series of gifts and exclusive events for the owners. The first Cirrus SR20 was delivered in 1999 and since then the type, along with spin-off SR22 and SR22T variants, has held the top-selling single-engine piston spot for 18 years running. According to Cirrus, the fleet has logged



The 8000 Limited Edition SR is certainly distinctive.

over 11 million flight hours in more than 60 countries. At least 140 lives have also

been saved by the Cirrus CAPS emergency parachute system. ■

PISTON SINGLES POWER THROUGH THE PANDEMIC

DESPITE THE economic uncertainty caused by the Covid Pandemic last year, sales of piston-powered aircraft fell by just 1% compared with 2019, according to figures published by the General Aviation Manufacturers Association. However,

sales of business jets and turboprops fell more significantly, leading a collective 10% decline in fixed-wing aircraft deliveries during the period. Helicopter deliveries fell by more than 16% and overall GA sales dropped to \$22.8 billion, a decrease from \$27.8 billion in

2019. Cirrus was once again the bestselling manufacturer, delivering 420 aircraft in 2020. Piper sold 244 aircraft, including 149 Archer IIIs; Cessna sold 241 Skyhawks; and Austria's Diamond Aircraft delivered 239 aircraft including 143 DA40s and 62 twin-engined DA42s. ■

NEW WINGS FOR THE NATIONAL FLYING LABORATORY

THE CRANFIELD-BASED College of Aeronautics has been at the forefront of aviation and aerospace research and education since 1946. It is the only university in Europe to have its own airport, pilots, air navigation service provider and its own aircraft. That aircraft acts as the National Flying Laboratory Centre (NFLC) Flying Classroom and until recently has been a Scottish

Aviation/BAe Jetstream 31. As reported in the October 2020 issue of the magazine, the time has come to replace that airframe, and an aircraft has now been selected.

The chosen Saab 340B is a larger aircraft than the Jetstream and will allow the university to fly more students as part of their engineering and aerospace courses. Following a two-year long campaign, the

university has already achieved over two-thirds of its ambitious £3 million fundraising target. With the aircraft scheduled to arrive at Cranfield this spring, the campaign now shifts to raising the remaining funds in order to complete the modifications to the aircraft.

To find out more about the NFLC and how you can help, visit www.cranfield.ac.uk/NFLCcampaign ■

AOPA NEWS HIGHLIGHTS

From May 20, 2021

the UK will revert to the previous rules on flight visibility and distance from cloud in Class D airspace (that existed up to March 26, 2020). According to the CAA: "This reflects the wave of feeling seen in the submission to the recent General Aviation Consultation on life after leaving EASA." The minima will apply to aircraft flying below 3,000 ft AMSL or 1,000 ft above terrain (whichever is the higher) and at an indicated airspeed of 140 kts or less.

The US Department

of Transport is making nearly \$2 billion in grants available to GA airports as part of the country's Covid Relief Bill. Most of the funds will go toward costs related to making the airfields 'Covid Secure' but the scheme also includes money for rent relief to airport concessions.

NetJets has signed an agreement with Aerion that includes options for 20 Aerion AS2 supersonic business jets. Aerion has also announced plans to collaborate with aviation training provider FlightSafety International to develop a flight training academy for its supersonic civil and commercial aircraft.

The British Women

Pilots' Association has launched its 2021 aviation scholarships provided by CATS Aviation, Bristol Groundschool, Easy PPL, 624squadron.com and Helicentre. Fifteen scholarships are available this year with details at www.bwpa.co.uk

CAA PART 21 EXEMPTION

UK National Pilots will be able to continue flying Part 21 SEP aeroplanes until June 2021, by which time it is intended that the regulations will have changed for good

THE CAA has confirmed that pilots holding UK national licences will be allowed to fly Part 21 SEP aeroplanes and touring motorgliders (TMGs) under an exemption until

June 2021. It is anticipated that legislation introducing a permanent change will come into place before that date.

Part 21 aircraft are what used to be known as 'EASA

aircraft' and include most popular type-certificated aircraft such as Cessnas, Diamonds and Pipers.

Conditions apply to the exemption, meaning that the

Part 21 aeroplane needs to be G-registered and that it can only be flown within the UK or a UK dependency. Day and night VFR flying is permitted but cost-sharing, commercial operations and flight training are prohibited (unless with a flight instructor). The CAA emphasises that: "A licence holder must not exceed a maximum accumulative total of 12 flying hours as PIC permitted by this exemption."

"The purpose of these flights must be to regain competence and familiarisation or to cover any specific differences associated with Part 21 SEP aeroplanes or TMGs."

"The first flight by a licence holder under this exemption must be a flight with a Flight or Class Rating Instructor of at least one hour's duration if the licence holder has not flown since April 8, 2020."

We at AOPA will continue to monitor the situation and will provide updates if required. ■



Steve Bridgwater

Pilots holding UK national licences can now fly Part 21 SEP aeroplanes such as the Cessna 172 under an exemption until new legislation comes into place this summer.

ERIC THURSTON OBE, 1920-2021

IT IS WITH great sadness that we share news of the passing of Eric Thurston OBE on January 24, at the grand age of 101.

Eric was a founding member of the British Light Aviation Centre (the forerunner of AOPA) and his contributions to aviation were considerable.

He became an aero engineer before the war and took part in D-Day during his National Service, receiving a mention in dispatches from Field Marshal Montgomery for his contribution to military transport.

Eric obtained his pilot's licence in 1953 and took over the engineering facility at Stapleford Airfield before going on to obtain his instructor and examiner ratings. In 1966 he became a member of the Professional Pilots Committee of the Ministry of Aviation and subsequently the Advisory Committee to the



Stapleford Flight Centre

This depiction of Eric was painted by Jane Thornhill in 2003 and hangs in Stapleford's clubhouse. It shows him with the Piper Seneca G-TEST in which he examined many a multi-engine and IR instructor.

newly created CAA.

At the age of 65 Eric became Chief Flying Instructor at Stapleford and held the post until October 2000. Even then, he continued to instruct in the simulator for a number of years, passing his skills to countless aviators.

Eric was also a pioneer in air taxi and charter work and his regular air ambulance flights around Europe earned him the Order of St John for his "commitment to making life-saving flights whenever he was asked to".

The famous students and passengers in his logbook included Prime Minister Harold Wilson and pop groups such as The Beatles and The Rolling Stones.

Eric's extensive contribution to aviation was recognised with an OBE and he was also awarded the Sword of Honour by the then Guild of Air Pilots and Air Navigators.

AOPA 2021 UK FLIGHT DIRECTORY

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



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 Tecnam P2010

ENGLAND

BEDFORDSHIRE



AZURE FLYING CLUB

Building 187, Rooms F03/04,
Cranfield Airport, Wharley
End, Cranfield, MK43 0JR
T: 01234 581580
E: secretary@azure.com
W: flyazure.com
Formerly the Britannia/
Thomson Airways Flying
Club. We have two bases
with a total of three aircraft;
Cranfield covers membership
north of London and
Wellesbourne Mountford
caters for members in the
Midlands. We have instructors
who can offer everything from
check-rides to training for
PPL, IMC and night ratings.

Types:

2 x Piper PA-28 (Cranfield)
1 x Piper PA-28(Wellesbourne)

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:

1 x Beechcraft B76 Duchess
1 x Cessna 150
2 x Cessna 182
1 x PA-18 Super Cub
9 x Piper PA-28 Warrior
1 x Piper PA-28-180R Arrow
1 x PA-32R-301

BUCKINGHAMSHIRE



BICKERTON'S AERODROMES LTD

Denham Aerodrome,
Tilehouse Lane,
Uxbridge, UB9 5DF
T: 01895 832161
E: operations@thepilot
centre.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
Ltd since the 1930s and was
licensed by the CAA in 1938.



LAPWING FLYING GROUP

Denham Aerodrome, Tilehouse
Lane, Uxbridge, UB9 5DF
T: 01895 833880
E: MartinBowley@hotmail.com
W: lapwingflyinggroup.co.uk
First formed in 1965, 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@thepilot
centre.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.

Types:

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

CAMBRIDGESHIRE



AEROLEASE LTD FLYING CLUB

Peterborough Business
Airfield/Conington, Holme,
Peterborough, PE7 3PX
T: 01487 834161
E: info@flying-club-conington.
co.uk
W: flying-club-conington.co.uk
We can offer you the full
range of private pilot
training, from PPL up to
additional ratings including
multi-engine, IMC, radio
navigation and more. There's
a comprehensive fleet
of aircraft, 987 m of fully
licensed hard runway and fuel
and maintenance available
on-site, we're sure you'll soon
be able to see the advantages
of flying with us. This is a club
where you can talk flying, hire
aircraft, take part in flying
activities or bring your family
for club events. We're open

to the public, so just walk
in and see us. You can also
have something to eat in our
conservatory with a view over
the airfield.

Types:

1 x Beechcraft B76 Duchess
3 x Cessna 152
2 x Piper PA-28-161
1 x Piper PA-28R-201



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 is
a CAA registered ATO. All
aspects of training, safety
management systems,
aircraft and instructors are
continually monitored and
audited. Our highly skilled
team of instructors have an
unrivalled level of experience
in everything from Flight
Experiences and PPL training
to advanced handling,
aerobatics, IR(R) and the CBIR.
Our new Pooleys, Bose and
Garmin outlet is open.

Types:

3 x Cessna 172 SP
1 x Extra EA200
1 x Piper PA-28



CAMBRIDGE FLYING GROUP

Cambridge City Airport,
Newmarket Road,
Cambridge, CB5 8RX
T: 01223 264262
E: info@cambridgeflying
group.co.uk
W: cambridgeflying
group.co.uk

Types:

2 x de Havilland Tiger Moth
1 x Fuji FA 200

CITY OF LONDON



UK FLYING CLUBS LTD

86-90 Paul Street, London, EC2A 4NE
 E: dan@eglk.co.uk
 W: eglk.co.uk
 UK Flying Clubs (Blackbushe Flying Group) was set up in 2014. The fleet of 22 aircraft now includes Cessna 150s, a Reims Cessna 172, a Cessna 182, PA-28 Archer III, a Piper Arrow III, a multi-engined Piper Seneca Turbo, Beech Duchess and Beech Baron. We currently operate from three UK bases (Blackbushe, Bournemouth and Nottingham), making us the largest non-equity aircraft hire club in the UK and we plan to continue growing for as long as there is demand. We intend to develop the group in a sensible manner so that members can benefit from flying a variety of aircraft within one monthly membership. That's what makes us unique and popular amongst our members. AOPA members get 10% off the monthly or annual membership fee.

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:
 2 x Cessna 152
 1 x Cessna 172



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 and aircraft hire. We also offer microlight training/hire.

Types:

Ikarus C42
 Piper PA-28 Archer
 P&M GT-450 flex-wing

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:

6 x Cessna 152
 3 x Cessna 172
 1 x Citabria
 1 x Piper PA-28 Arrow
 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
 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. We offer courses from trial lessons to Flight Instructor ratings and CPL training, as well as the Advanced PPL, Formation Flying, Aerobatics and Short Strip courses. Also on offer is a FEAR 2 FLIGHT seminar.

Types:

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



ANGLIAN FLIGHT CENTRES

Earls Colne Airfield, Colchester, CO6 2NS
 T: 01787 223676
 E: enquiries@flyafc.co.uk
 W: anglianflightcentres.co.uk
 Based on a licensed airfield, open seven days a week with both tarmac and grass runways, we have a large fleet of aircraft and offer NPPL, PPL, night, IR(R) and aerobatic training. We also run Formation Flying, Advanced PPL, Strip Flying, Taildragger and Infringement Awareness Training. All these courses help towards gaining your AOPA Wings Awards. Home of Anglian Warbirds.

Types:

1 x Cessna 172 (EFIS)
 1 x North American T-6 Texan
 1 x Robin Alpha A120 T
 4 x Robin HR200
 1 x Slingsby T-67M-260 Firefly



NORTH WEALD FLIGHT TRAINING LIMITED

The Squadron, North Weald Airfield, CM16 6HR
 E: enquiries@nwft.co.uk
 W: northwealdflighttraining.co.uk

Based at the legendary ex-RAF airfield that is famous not only as a Battle of Britain base but also as home to 111 Sqn's famous Black Arrows formation team of Hawker Hunters, North Weald Flight Training is a leading provider of flight training in the southeast of England and has an enviable reputation for its airfield facilities, aircraft fleet and experienced instructional staff that all go to help its many students realise their dream of flying an aircraft as a fully qualified pilot.

Types:

2 x Cessna 150
 5 x Cessna 152
 5 x Cessna 172
 2 x Piper PA-28



SEAWING FLYING CLUB LTD.

Southend Airport, Southend-on-Sea, SS2 6YF
 T: 01702 545420
 E: info@seawingfc.co.uk
 W: seawingfc.co.uk
 Seawing Flying Club has now been operating from London Southend Airport for in excess of 40 years. We are the only members-owned flying club at the airport which enables us to offer a fun, friendly and sociable environment in which we provide professional and effective flight training. Seawing Flying Club also has a history of training pilots who have gone on to fly for the Royal Air Force and various airlines worldwide.

Types:

2 x Cessna 152
 1 x Cessna 172R



STAPLEFORD FLIGHT CENTRE

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



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
Founded in 1957 with the aim of encouraging all aspects of sport flying, it offers opportunities to fly vintage aircraft and learn 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
Offers PPL, NPPL, complex, night, IR(R), ground examinations, aerobatics and formation flying. Restricted to military/government employees. Provides training to regular and reserve service personnel (and dependants) and MoD civilians.

Types:

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



STAVERTON FLYING SCHOOL

Hangar SE50, Gloucestershire (Staverton) Airport,
Cheltenham, GL51 6SP
T: 01452 712388
E: info@stavertonflying school.co.uk
W: stavertonflyingschool.co.uk
Training aspiring pilots to fly at Staverton. 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 152
4 x Cessna 172

HAMPSHIRE



EURO FLIGHT TRAINING LTD

Fareham Innovation Centre,
Merlin House, 4 Meteor Way,
Lee-on-Solent, PO13 9FU
T: 07836 650357
E: info@euroflight training.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



THE SPITFIRE FLYING CLUB

Popham Airfield, Micheldever,
Winchester, SO21 3BD
T: 01256 397733
E: pophamairfield@btconnect.com
W: popham-airfield.co.uk
Tie downs and overnight camping available, low landing fees, fuel available 24/7.

HERTFORDSHIRE



FLYERS FLYING SCHOOL

Elstree Aerodrome, Hoggs Lane, Elstree, WD6 3AL
T: 0207 267 9049/07810 597273
E: info@flyersflying school.co.uk
W: flyersflyingschool.co.uk
We welcome anyone who would like to learn to fly and gain a PPL Licence. In addition we support owners with our aircraft management package, and hirers who just want to enjoy the fruits of all their labours having gained licences and ratings. The school has aircraft available for hiring

and training purposes. Based at Elstree aerodrome, we are superbly placed to serve the north and west London area. We now offer Flight Instructor Courses.

Types:

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

KENT



ALOUETTE FLYING CLUB LTD

Building C700, Churchill Way,
Biggin Hill Airport, TN16 3BN
E: secretary@alouette.org.uk
W: alouette.org.uk

Alouette is first and foremost a club run by the members, for the members. We have no employees, but instead have a dedicated committee, elected by the members, who are responsible for the general running of the club. This reduces our overheads and 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 the cheapest in the southeast of England!

Types:

2 x Cessna 172



TG AVIATION LTD

Lydd Airport, Romney Marsh,
TN29 9QL
T: 01843 823656
E: info@tg-aviation.com
W: tg-aviation.com
Family-run, friendly flying school now based at Lydd Airport following the closure of Manston. We offer trial flights, introductory courses, 'get me down' courses and the PPL in our fleet of well-maintained aircraft. Packages and vouchers available.

Types:

1 x Boeing Stearman
2 x Cessna 152
2 x PA-28-161
2 x PA-28R-201

LANCASHIRE

**BAE SYSTEMS FLYING CLUB**

14 St David's Rd North,
St Annes, FY8 2BS
T: 07885 421869
E: secretary@baeflyingclub.co.uk
W: baeflyingclub.co.uk
Open to BAE employees only.

Types:

1 x Cessna 152
1 x Cessna 172

**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 is based at Liverpool
Airport and has flying
instructors who conduct PPL
refresher training and training
for the IR(R) 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
We have been operating in
Blackpool for over 70 years.
Courses offered include
CPL, PPL, LAPL, NPPL, FI (R),
IR(R), night and multi- and
we also offer renewals at an
affordable price with quality
instruction. We also provide
maintenance at Blackpool
and Barton.

Types:

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

LEICESTERSHIRE

**LEICESTERSHIRE AERO CLUB**

Leicester Airport,
Leicester, LE2 2FG
T: 0116 259 2360
E: info@leicesterairport.com
W: leicesterairport.com
Leicestershire Aero Club
offers training for a PPL
as well as a range of flying
experiences and a whole
lot more. The club operates
at Leicester Airport and
has been at the centre of
the Leicestershire flying
community for more than a
century (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

**FENLAND FLYING SCHOOL**

Fenland Airfield, Holbeach St
Johns, Spalding, PE12 8RQ
E: info@fenland-flying-
school.co.uk
W: fenland-flying-
school.co.uk
T: 01406 540461

Fenland Flying School – based
at Fenland Airfield – offers
friendly, relaxed and efficient
instruction, free of controlled
airspace and with outstanding
pass rates.

Types:

1 x Cessna 172
1 x Robin DR360
1 x Siai Marchetti 205R

North Coates Flying Club**NORTH COATES FLYING CLUB**

Hangar 4, North Coates
Airfield, Kenneth Campbell
Road, Grimsby, DN36 5XU
T: 01472 388850 or 01652
618808 (out of hours)
E: stevecharters@gmx.com
W: northcoatesflyingclub.co.uk

**THE POM FLYING CLUB LTD**

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

Types:

2 x PA-28-161 Warrior II

**WICKENBY AERODROME LLP**

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

NORFOLK

**OLD BUCKENHAM AERO CLUB**

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

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

Types:

1 x Cessna 172
1 x Extra 200
1 x Piper PA-28

NOTTINGHAMSHIRE

**SHEFFIELD AERO CLUB**

Netherthorpe Aerodrome,
Worksop, S80 3JQ
T: 01909 475233
E: info@sheffieldaeroclub.net
W: flydays.co.uk/airfields/
sheffield-aero-club/
The friendly, experienced

instructors and staff are on
hand to help you achieve
your dreams. We offer PPL
and IMC training, aircraft hire,
aerobatic training and more.

Types:

1 x Cessna 172 (use of)
6 x Cessna 152

OXFORDSHIRE

**RAF BENSON FLYING CLUB LTD**

RAF Benson, Wallingford,
Oxford, OX10 6AA
E: opsmgr@rafbfc.co.uk
W: rafbfc.co.uk

Exists to provide flying
training and low-cost flying to
members of the armed forces.
This includes the RAuxAF
and the Reserves, Volunteer
Reserves, Cadets and former
members of all three services.
Members of overseas forces
serving with the British in the
UK are also welcome. Courses
offered include PPL, NPPL
and IMC and we are ELCAS
registered for Enhanced
Learning Credits.

Types:

2 x Piper PA-28
3 x Slingsby T67 Firefly

**TAKE FLIGHT AVIATION LTD**

Enstone Airfield, OX7 4NS
T: 01608 695896
E: admin@takeflight
aviation.co.uk
W: takeflightaviation.co.uk
Aircraft hire without limits. An
exclusive private aviator's club
and training venue offering
one-to-one instruction. Quality
aircraft hire to members
without usual restrictions.
PPL, LAPL, IMC, night, Safety
Pilot and AOPA aerobatics.

Types:

Cessna 152
Cessna 172S
Piper PA-28-160
Piper PA-28-180
Piper PA-46 Malibu Matrix



TAKE FLIGHT AVIATION LTD

London Oxford Airport, Kidlington, OX5 1RA
T: 01865 236424
E: admin@takeflightaviation.co.uk
W: takeflightaviation.co.uk
Aircraft hire without limits. An exclusive private aviator's club and training venue offering one-to-one instruction. Quality aircraft hire to members without usual restrictions. PPL, LAPL, IMC, night, Safety Pilot and AOPA aerobatics.

Types:

1 x Beech B76 Duchess
3 x Cessna 152
1 x Cessna 152 Tailwheel
1 x Cessna 172S
1 x Piper PA-28 140
1 x Piper PA-28 160
2 x Piper PA-32 Saratoga 6X
1 x Piper PA-46 Malibu Matrix*
4 x Slingsby T67 Firefly
*fractional ownership required

SHROPSHIRE



SHROPSHIRE AERO CLUB

Sleap Aerodrome, Harmer Hill, Shrewsbury, SY4 3HE
T: 01939 232882
E: info@shropshireaeroclub.co.uk
W: shropshireaeroclub.co.uk

With two large runways, open airspace, a friendly and relaxed bustling atmosphere, Sleap Airfield is a superb destination for pilots and students alike. There's a bistro, museum and the UK's cheapest Avgas, always. Club aircraft all have touchscreen Garmin's, tidy interiors and some of the best hourly prices.

Types:

1 x Aviat Husky
4 x Cessna 152
1 x Cessna 172 SP
2 x Piper PA-28 Archer
1 x Tecnam 2002 JF

SOMERSET



AIRBORNE SERVICES LTD

Henstridge Airfield, The Marsh, Templecombe, BA8 0TN
T: 01963 365728
E: mail@yakovlevs.com
W: yakovlevs.com
Incorporating the Yakovlevs six-ship formation team. In addition to the display team, we offer PPL, aerobatics and formation training and supply aircraft parts, avionics, and GA consultancy services.

Types:

5 x Yakovlev Yak-50
3 x Yakovlev Yak-52



YEOVILTON FLYING CLUB

Kyte Green, Ditcheat, Shepton Mallet, BA4 6RA
Tel : 01749 860461
E: membership@flyyfc.com
W: flyyfc.com

Yeovilton Flying Club is a group comprising serving members of HM forces and ex-service personnel and other entitled members either working at or closely involved with RNAS Yeovilton. It is an accredited training provider and provides economical recreational flying.

Types:

1 x Robin DR 400
1 x Socata TB10
1 x Slingsby T67 Firefly

STAFFORDSHIRE



TATENHILL AVIATION LIMITED

Tatenhill Airfield, Newborough Rd, Needwood, Burton-on-Trent, DE13 9PD
T: 01283 575283
E: office@tatenhill.com
W: tatenhill.com
Founded in 1987 with the intention of serving aircraft owners/operators with an approved maintenance facility at a competitive cost, we have built up a reputation for quality and excellence,

offering many services on-site including pilot training, aircraft hire and maintenance as well as avionics design/installation.

Types:

1 x Bellanca Decathlon
4 x Cessna 152
1 x Cessna 152 Aerobat
1 x Cessna 172
1 x Piper PA-28 Archer
1 x Piper PA-28 Warrior

SURREY



BLACKBUSHE AVIATION LTD

Blackbushe Airport, Camberley, GU17 9LB
T: 01273 877727
E: info@blackbusheaviation.com
W: blackbusheaviation.com
A thriving flying school and club with an exciting growth plan. We have ATO status for PPL, CPL and FI courses and are approved to conduct IR and multi-engine training.

Types:

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



CUBAIR FLIGHT TRAINING LTD

The Old Squash Court, Redhill Aerodrome, RH1 5JY
T: 01737 822124
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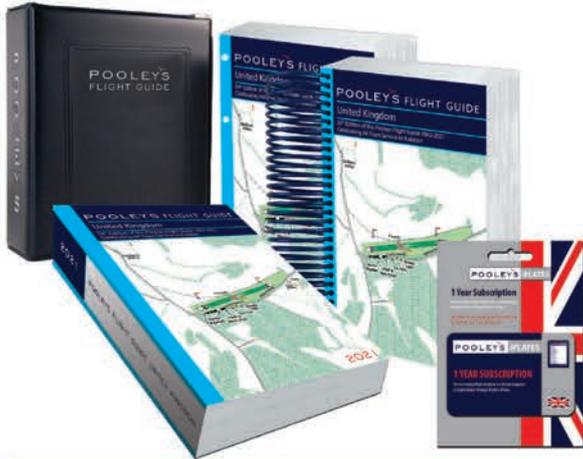
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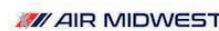
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SOME SALIENT ADVICE FROM THE AOPA TEC

The UK Airprox Board and the AOPA Training and Education Committee have issued some useful reminders for pilots to consider when returning to flight after the coronavirus restrictions are lifted

WE ALL hope that the spring weather allows us to return to the skies as soon as the restrictions are lifted, but it is worth remembering that it's not just fixed-wing and helicopter pilots itching to get back into the air.

Hang-glider, paraglider and glider pilots will also be eager to 'slip the surly bonds of earth' and embrace any favourable conditions. We all know to avoid the gliding and parachuting sites that are marked on our charts but UKAB – on which AOPA has representation for the GA community – and AOPA TEC are also urging pilots to avoid flying close to hills, whenever possible. Hills and cliffs are premium soaring locations for hang-gliders and paragliders and will also be a target for cross-country glider pilots looking for lift.

'T' IN A CIRCLE?

When was the last time you studied the legend on your aeronautical map? Sure, we all get a new chart when it's updated and use it to plan our trips, but have you noticed any changes lately? What about that circular symbol with the letter 'T' in the middle?

With the relatively recent rule change to allow training to take place at unlicensed airfields this new symbol is replacing some ATZ markings and informs pilots that there is likely to be a lot of training aircraft in the vicinity of the field. It would make sense to call

the relevant unit to advise them of your location and intentions and to learn what traffic is in the area.

SOFT OR HARD?

With spring in the air the grass is growing quickly and looking lush. However, there has been a lot of rain recently and the soil might not be as firm as it should be. Furthermore, the lockdown restrictions have drastically reduced the number of movements at most airfields, so areas that would normally be rutted by repeated use may not seem so bad at the moment. Just because they don't 'look' boggy does not necessarily mean they are safe to use though. You may be one of the first to taxi across that area in a long time and it could be your aircraft that gets bogged in. Conversely, some grass strips benefit from regular traffic flattening out undulations and keeping the ground compressed. AOPA TEC is therefore suggesting you consider using GASIL safety factors for wet or long grass when calculating your aircraft's take-off performance. It would be wise to have a mental 'marker' in the back of your mind about when you would abort the take-off if the aeroplane isn't accelerating as quickly as you remember it doing previously!

If you need to abort, do so in plenty of time to account for any slipping in the wet conditions.

SO MANY QUESTIONS ...

At risk of bombarding you with questions: Are your spare glasses with your headset? How about sanitiser and face mask? Try using your headset with a mask. Is your chart/electronic equipment up-to-date? Has the equipment in the club aircraft changed? Do you know how to use it?

Airspace changes have occurred in the last year – are you familiar with them? Have you checked (with the flying club if appropriate) that the aircraft's maintenance is still up to date and valid? When did the aircraft last fly? How old is the fuel? Check the fuel drains don't contain 100% water. Do you remember the smell? How about the colour? Is it appropriate to your aircraft? (Remember many refuellers have been on furlough too and mistakes can be made ... AVTUR may have been put in when it should have been AVGAS or vice versa). Have a good look at the aircraft. You might see the possible bird's nest but what about mice? is there any evidence of them?

KEEPING YOUR EYES OUT

When pilots have not flown for a while there is a tendency to keep your eyes in the cockpit, so it is imperative that you maintain a good look-out. This is especially relevant in the early post-lockdown days when it is likely that the skies will be very busy with others taking the opportunity to fly after the hiatus.

It is also worth considering that not all airfields will be opening immediately after the restrictions are lifted. Others have stated publicly that they will not be accepting visiting aircraft for the first couple of weeks, presumably to free up circuit slots for use by their based pilots to refresh their skills. With this in mind it is essential pilots thoroughly read NOTAMs and call ahead to confirm the status and operating hours of any airfields you plan to visit. Fly safe.

With thanks to George Capon



Steve Bridgewater

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California Dreaming

With the UK lockdown still lingering and 'flying for fun' still off the table (at least for a little while longer), **Charlotte Bailey** revisits a 2018 trip to **Sonoma, California**, and takes to the sky in a Piper Clipper

WORDS Charlotte Bailey
IMAGES Steve Bridgewater



LOOKING FOR a relaxing vacation filled with sun, sea or sky? With its reputation for glorious weather, happy-go-lucky attitudes and a relaxed outlook, California – the 'Golden State' – can certainly offer all of the above, whether it's

riding the surf on the Californian coast or soaking up sunshine on the beach.

However, if chasing clouds appeals more than catching waves, don't be disappointed. In late 2018, AOPA's editor and I took a trip to sample the sprawling vineyards of the Sonoma Valley – best viewed from a few thousand feet up.

ROAD TRIP

Our journey began by road: a journey of some 600 miles which started on the infamous Las Vegas Strip, easing out into busy traffic, the west coast set firmly in our sights. In all honesty, it had been a whirlwind week.

Attending the International Council of Air Shows (ICAS) conference in Las Vegas, I'd been overwhelmed by a multitude of neon lights and late nights – somehow managing to maintain productivity despite the distractions of a black-tie ball (well, somebody had to do it); not to mention the charming conversation of the US Navy Blue Angels, who much amused me with their address of “ma'am”.

Blinking in the daylight outside the casino's eternal evening, and with a few days to spare before we were due back in Blighty, I decided to do what any aviation enthusiast would do: swap exhibition hall for hangar and indulge my interest outside the confines of an indoor symposium. (After all, I even had the right outfit with me – one day of the conference had stipulated a dress code of ‘Wear Your Flying Suit’, which was certainly a surreal attire to wear whilst strolling through a casino.)

The plan involved an impromptu rented Dodge Charger and a brief stop in Oakland before calling in to see some friends at Sonoma Skypark, a small airfield in the heart of southeastern Sonoma County, in the northern region of the San Francisco Bay Area. Situated around 30 miles north of San Francisco itself, Sonoma enjoys a Mediterranean climate with hot summers and cool winters – and on the day

we visited, the weather couldn't have been clearer.

WINE COUNTRY

Sonoma County's main ‘claim to fame’ is arguably its wine-producing prowess. The most diverse wine-growing region in the USA, and three times the size of neighbouring Napa County, Sonoma encompasses thirteen distinct ‘areas’ (formally known as ‘appellations’). Expanses of rolling hills – from the Sonoma mountains to the Pacific shore – boast almost 60,000 acres of lush vineyards, tended by more than 425 wineries.

Yet tempting though it was to sit and savour a bottle of Sonoma's best-selling Chardonnay beneath a brilliant blue sky, our immediate attention was elsewhere: the local airfield.

SONOMA SKYPARK

Although not as varied as the region's wine list, Sonoma nevertheless offers a few options to get airborne. Sonoma County Airport is the largest, with 329 aircraft – including commercial carriers such as United and American – based there. For the private pilot, Sonoma Valley Airport is a privately-funded public-use aerodrome boasting 121 light aircraft. However, on the opposite side of the road sits Sonoma Skypark, which opened in 1946 and was our destination for the day. At the time of our visit, the Skypark

"The Clipper was beautifully painted in sky blue and cream and modified with a clear canopy in place of the usual cockpit roof"

was the permanent home of 61 light aircraft – almost exclusively single-engined – and one helicopter.

Sonoma Skypark is privately owned by 50 members of the local community, a group whose passion and pride is readily conveyed through a number of engaging and inspiring projects they participate in. Chartered in 1992, members of Chapter 1268 of the Experimental Aircraft Association (EAA) hold monthly meetings; over 60 participants also volunteer their time and skills to youth engagement projects such as the Air Explorers and Young Eagles. You can be sure of a warm welcome and an interesting conversation!

PRESTEN'S PIPER

Our host for the day was Eric Presten of Presten's Aero Photography, who took us ‘under his wing’. Eric is a pilot, author and photographer

whose expertise in air-to-air pictures is justifiably sought-after. His ‘cameraship’ of choice is his Piper Clipper, beautifully painted in sky-blue and cream, modified with a clear canopy in place of the cockpit roof so as to afford better visibility. Tucked in his treasure trove of a hangar, I also spotted a set of skis and floats – interchangeable footwear for the travelling photographer's aircraft. Eric even has a set of multi-wheel landing gear designed by Art Whitaker. Before the oversized, low-pressure ‘tundra’ tyres came along this was thought to be an answer for landing on rough, unimproved terrain.

Amongst the extensive family of aircraft that Piper has manufactured since 1930, one production model in particular stands out as a rarity. The Piper PA-16 Clipper is an unusual little aeroplane; following on from the success of the PA-15 Vagabond, it is a high-wing, fabric-covered, fixed-gear taildragger with a control column instead of a yoke.

Only 736 Clippers were ever built, and all of those in a single year: 1949. Legend has it that PanAm – whose seaplanes were also designated the ‘Clipper’ – took umbrage at the name and threatened to sue. As such, Piper's updated version became the PA-20 Pacer instead. Perhaps such relative rarity accounts for only two examples of the Clipper currently being on the UK civil register.



Sonoma Raceway – a road course and drag strip located at Sears Point in the southern Sonoma Mountains



California's Sonoma Skyport, seen during an overhead join after an enjoyable aerial tour of the surrounding vineyards



\$2,995 'new' in 1949
- with blue trim
as standard - the
Clipper remains
popular today.

Chasing our shadow
down the river. Does
life get any better?

The Clipper cockpit is about as spartan as they come; no frills, no fuss



CROCS AWAY

An invitation from Eric to see those rolling vineyards from the air was readily accepted. Allowing for a maximum take-off weight of 748 kg, the Clipper is a four-seat aeroplane, making it perfect for taking your editor along in the back.

In keeping with its authentic origins, this Clipper's avionics remain noticeable by their absence. Likewise the lack of electrics meant it was started by the 'arm-strong' method, plus there was no intercom and only a handheld radio. Given that this was the first time the editor had experienced my hand at the helm, perhaps this was fortuitous – any screams were soon silenced by a cacophony of cockpit noise from the Lycoming O-235.

Rolling down the Skyport's more than ample 756 m Runway 08, the Clipper's 480-mile range seemed superfluous. As the Sonoma Valley spread out below us, 'going somewhere' seemed secondary to just being in that unadulterated expanse of sky – especially after the glitz, glam and grime of Vegas.

As I handed back control, our maximum cruise speed of 102 kts was quite sufficient to allow us to 'intercept' and shadow a bright yellow Fairchild Argus, Eric's formation flying having been honed by years of photographic missions.

Then came the real treat; breaking away, we dived down to follow the course of a river,

"The Clipper's avionics remain noticeable by their absence and the lack of electrics meant it was started by the 'arm-strong' method"

our wheels barely a foot from the water – Eric explaining that were it not for the submerged crocodiles easily mistaken for logs, we'd be touching our tyres on the surface.

Yes, you read that right ... crocodiles in California. It is not an animal normally associated with the State but an ever growing population of feral 'crocs' are thought to have descended from escaped/ released pets.

MEETING 'JENNY'

Safely down on the ground, the warm welcome continued from the Skyport community. Every Saturday, a barbeque is organised in aid of the EAA Young Eagles programme, where owners and enthusiasts can share stories over a hot dog. We got chatting to one of them; Frank Schelling, who owns an original 1918 Curtiss JN-4 'Jenny' that Eric is also checked out on. Frank

bought the airframe in 1972 and has since restored it to original airworthy condition; it is a time machine of vintage controls with a control column resembling a broomstick. To be invited to sit in the cockpit, running my fingers over exactly one hundred years of history, brought a real sense of significance. Unfortunately, the Jenny's wings were undergoing maintenance, but I was assured she'd be airworthy again before long – surely a sight to see.

Sadly, another long-term resident of the airfield – the Douglas Sleeper Transport – won't be returning to airworthiness anytime soon. Resting in a quiet corner, the curtains in the upper row of windows – behind which bunk beds nestle – have been closed for the last time. (Far more luxurious than the Boeing 787 I'm due to board home the next day, I remind myself.) However, there are still plenty of other propellers swinging into life, as a Howard DGA taxis past us (much to the delight of the editor – who proceeded to give me chapter and verse about the virtues of Bennie Howard's so-called "Damn Good Airplane"...).

Whether pilot or passenger, there are plenty of options to get airborne. If you hold an FAA PPL, aircraft are available to rent; alternatively, rides are available in a 1926 Curtiss Wright Travelair biplane with Bob 'Captain California'

Berwick. Or if you're seeking a calmer way to see the skies, try an early morning ascent from the airfield with Sonoma Ballooning Adventures.

DOWNTOWN SONOMA

With the flying finished, the city of Sonoma itself – just a few miles from the airfield – boasts a myriad options to experience the region's famous wine, be it in many of the eateries or dedicated wine-tasting establishments. Most of these are centralised around 'the Plaza', the historical location of the 'Bear Flag Revolt' and the largest town square in the state. The numerous shops include a charming outlet entitled 'Tiddle-E-Winks: Vintage 5 & Dime', where I sampled my first authentic American 'candy' – an entire cherry dipped in chocolate. A vintage theatre, complete with original 1920s seating, completes the idyll of small-town charm. It was a shame to leave so soon, but a Dodge Charger, the Pacific Coast Highway US-1, San Francisco and the Golden Gate Bridge were beckoning.

Perhaps in the midst of the pandemic, grounded though we are, there's never been a better time to look back fondly on flying adventures with a view to future plans – and Sonoma would certainly be worth a second visit. But in the meantime I'll have to content myself with some more Californian dreaming. ■



"Running my fingers over exactly one hundred years of history brought a real sense of significance"



Eric also has a set of Whittaker multi-wheeled landing gear for the Clipper.

WORDS Steve Bridgewater IMAGES Various

A TRUE WARRIOR

More than 30,000 fixed gear PA-28s have been built and there must hardly be a pilot who doesn't have the type in his/her logbook. So, after six decades in service, why does this aviation stalwart still appeal to flying schools, hirers and owners? We ask **Kev Arblaster** what makes the Piper Warrior 'just his type'

I N FEBRUARY 2021, the world – had it not been in lockdown – would have marked the 60th anniversary of one of the

most important and iconic light aircraft ever produced.

The first example of the Piper PA-28 Cherokee was delivered in February 1961 and today this safe, stable

and sedate four-seater remains among the most numerous GA aircraft in Britain as well as the rest of the world. The earliest Cherokees – many of which

are still flying today – are easily identified by their constant chord wings, their almost rectangular profile leading to the 'Hershey Bar' nickname (a reference to the



similarly shaped American chocolate bar). However, in 1974 that characteristic wing was changed to a tapered profile and the Cherokee Warrior was born.

Actually, that's not strictly true as the first few examples to roll off the production line were referred to as PA-28 Cherokee Challengers.

However, this appellation was quickly dropped in favour of Warrior (to stay consistent with the rest of Piper's Native American-inspired nomenclature) and soon the Cherokee part of the name would also be dropped.

G-BSYY – the subject of this issue's 'Just My Type' segment

– is therefore a PA-28 Warrior and, fittingly, it is flown by one of life's warriors.

"CAPTAIN KEV"

Kevin Arblaster (Captain Kev to his friends) is approaching 50 and has cerebral palsy, which was caused by a lack of oxygen at birth; a critical two minutes that changed the course of his life. "One moment my life was going in one direction, and in the next it was going in a totally different direction," he explains.

"From the age of three and a half, I went to a special school and at 16 I went to a college for

"I guess you could call it the Ford Cortina of the skies"

students with a disability."

I've been privileged to know Kev for a few years

now and he is always very philosophical about the challenges that life has thrown at him. "In those days schools didn't train disabled people for a career; they prepared you for a day centre," he says. "When I was 16, my reading age

was nine and mathematics age was eight."

His parents were told 'the state' would look after him and that he 'needn't worry about working.' Yet Kev aspired to more and despite the naysayers, he attended technical college and later university, specialising in software development.

Fast-forward 30 years and along with the rest of us, Kev is suffering from ground-fever and itching to get back in the air. You see, since 2018, he has been a fully qualified private pilot and flies G-BSYY with the East Staffordshire Flying Club at Tatenhill Airfield near Burton-on-Trent in



From wheelchair to cockpit: G-BSYY and her brethren at Aerobility have been providing a new outlook on life for disabled people for the last 25 years.

Staffordshire. Typically, being a club member is not enough for Kev, so he also serves as the club's vice chairman.

AEROBILITY

Kev has been writing software since he was eleven but after leaving university he found it almost impossible to find employment in the IT industry. cerebral palsy can affect people in different ways and in Kev's case it causes problems with his coordination (fastening buttons etc), mobility and speech.

Therefore, when he answered a call in response to a job application, the line would go dead as the interviewer put the phone down upon hearing his voice.

He did eventually find an enlightened employer and spent 15 happy and successful years working in his chosen field. "I left in 2011 and since then I have mostly been lurking on airfields," he says

with the infectious smile that he has become famous for. "I've also been involved with the Aerobility charity for the last 14 years, it's a wonderful organisation that enables people with a disability to experience flight. It has also supported my flying career."

Aerobility was founded in 1993 to offer disabled people, without exception, the opportunity to fly an aeroplane. Today it has its headquarters at Blackbushe and maintains a fleet of four aircraft that operate from the Merseyside area, Tatenhill and at Blackbushe itself. Incredibly, nearly 1,000 disabled or terminally ill people take to the skies per year thanks to the charity.

For some, that first flight is enough to change their outlook on disability forever: "If I can fly an aeroplane, what else can I do?". Others, like Kev, realising that the fantasy of flight is truly within their

"This safe, stable and sedate four-seater remains among the most numerous GA aircraft in Britain"

grasp, decide to continue their training – many all the way to securing a PPL. The charity also provides subsidised flying days for other disability charities and at-cost flight training to disabled people.

Kev is now an ambassador for the charity, promoting both it and all opportunities for disabled pilots, and giving inspirational talks about flying and disability.

"We see people from all kinds of backgrounds and the crucial thing is that it opens up all manner of opportunities, not just in aviation. Aerobility has supported my flying since 2007

and via it I have also made many lifelong friendships from across the aviation fraternity, including GA, commercial and military aviators."

Like so many of us, Kev's passion for aviation began at an early age and his next door neighbour would regularly take him to Elmdon Airport in the 1970s to watch the airliners.

In 1998, Kev saw an advert for the Flying Scholarships for the Disabled charity and was invited for a trial lesson at Enstone. "Whereas most people have their trial lesson in a Cessna 152 or a PA-28 I was fortunate that my first flight was in a TB-20 Trinidad," he recalls. "The instructor was impressed that I could maintain level flight so well and put it down to my use of computer flight simulators."

Kev wasn't selected for a scholarship, but the aviation bug had bitten. "A few months later I started my flying training at Derby Airport and eventually



Via Kev Arbaster

Via Kev Arbaster

Aerobility

- 1: Perfectly aligned on the centreline, Kev returns to base after a solo sortie in Aerobility's Piper PA-28 Warrior G-BSYY.
- 2: In 2018 Aerobility honoured Kev with the Aviator of the Year Sword, which was presented to him by all nine Red Arrows.
- 3: The Aerobility Warriors are fitted with the Turner hand control system to allow a lower-limb disability pilot to control the rudder mechanism and work towards obtaining a licence. It is certified for use in most PA-28 variants via an STC.

'Captain Kev' lands G-BSYY at Tatenhill at the end of another sortie.



LANDING
 D - Down
 M - Mixture
 F - Fuel
 I - Instruments
 C - Climb
 H - Hold
 L - Landing Light

LANDOFF CHECKLIST
 BRAKES SET
 SEAT BELT/AFNESS
 TRIM TAB SET
 CONTROLS - FREE
 DOOR - PLACED
 AIR CONDITIONER OFF

LANDING CHECKLIST
 SEAT BELT/AFNESS
 FLAPS - SET
 FASTEN BELT/AFNESS
 AIR CONDITIONER OFF

Sixty years since the first delivery, the PA-28 remains the cornerstone of the world's GA scene.



FROM RAG (WINGS) TO RICHES – THE AIRCRAFT THAT KEPT THE PIPER NAME ALIVE

IN THE immediate post-war years, Piper Aircraft found itself in dire financial straits. It had assumed that aviators returning from the war would be happy flying around in the same J-3 Cub variants that had been in service before the conflict. This was far from the truth but with virtually no funds to develop a replacement, the resulting PA-15 Vagabond used much of the same tooling and components as the Cub – including the tail surfaces, landing gear and most of the wing parts. The Vagabond evolved into the PA-20 Pacer and the tricycle-geared PA-22 Tri-Pacer but by the mid 1950s it became obvious that these antiquated fabric-covered ('rag wing') machines needed to be replaced with something more modern.

Cessna had already introduced its metal-fuselaged Model 120 two-seater to the market and the all-metal four-seat Model 170A was selling fast.

Piper recruited Fred Weick to develop a brand-new, all-metal, easy to fly



The prototype PA-28 aloft on an early test flight.

aircraft. Inspired by the success of the PA-24 Comanche, Weick created a low-winged design, but with fixed tricycle landing gear in place of the Comanche's retractable undercarriage. It was to have a roomy 42in-wide cabin – 7in wider than the Pacer.

The prototype of the new PA-28 (N9135R) first took to the skies on January 10, 1960 and fulfilled the brief: it was simple to build, simple to maintain, and simple to fly. It also incorporated a number of innovative features including an extremely simple construction. By

using very few complex curves in the aluminium panels the airframe used less than half the number of parts and rivets as the contemporary Comanche. Using a single access door both reduced costs and improved the integrity of the airframe, while simple manually-operated flaps saved weight and cost.

The aircraft also had an all-flying stabilator to save weight, and beaded skins on the tail and control surfaces provided stiffness without internal stiffeners. The tricycle landing gear helped ground handling and used three identically sized wheels to reduce costs and help with soft field performance.

The PA-28 received its FAA type certificate in October 1960 and the first customer received their new aircraft on February 10, 1961. Since then, more than 30,000 have been produced in a multitude of variants and the type remains in production today. It is, without doubt, the aircraft that saved Piper from bankruptcy.

moved to Tatenhill where I have flown ever since."

Throughout his career he had saved money and paid for the occasional flying lesson but in 2018 he decided it was time to get his licence. "I've always been headstrong," he readily admits, "and if I want to do something, I will do it. At college, I was the first disabled person to go onto a mainstream course, and I was told I would never drive yet I passed my test first time. So why not learn to fly?"

"I decided to get my licence early in the year and with the help of Aerobility, I had it in my hand by September. Well, I'd been flying for 20 years with an instructor, I just had to join the dots and put it together!"

Although he has flown numerous types it is the humble Warrior that Kev returns to.

G-BSYY is a Warrior II, built at Piper's Vero Beach factory in Florida in 1986. This variant replaced the original Warrior in 1977 after 1,898 of the former

"Aviation is a great leveller – it's a place where we all stand shoulder to shoulder regardless of background, ability or disability"

had been delivered. By now the Cherokee nomenclature had long since been dropped and the new Warrior II had ten more horsepower than its predecessor. This, combined with improved aerodynamics and the use of wheel spats, increased the cruise speed by around 10 kts.

Yankee Yankee is powered by a Lycoming O-320-D3G engine which turns a Sensenich 74DM6-0-60 propeller. She is owned by Aerobility and – although it is not needed by Kev – is fitted with a specially

designed Turner hand control system to allow a lower-limb disability pilot to control the rudder mechanism. The development of the system was financed by Aerobility to EASA standards and is certified for use in most PA-28 variants via an STC. Crucially, the system is unique in that it can be left installed on the aircraft; the handle can be removed so as not to interfere with the operation of the aircraft by able-bodied pilots.

Aerobility has a fleet of aircraft at its disposal including the Tecnam P2002JF. This composite machine incorporates modifications for disabled fliers including strengthened, weightbearing wings (making access easier) and additional hand holds. The canopy has also been altered to open extra wide and, of course, it benefits from the innovative hand controls.

Conversely, the PA-28 Warriors (including G-BSSY) don't need any modifications other than the hand controls.

The aircraft was designed for flight training and is therefore built to take the rigours of ham-fisted students and belligerent instructors. A disabled aviator can sit, lean or even stand on the aircraft and the low wing means many wheelchair users are able to 'bum shuffle' their way onto the wing and into the pilot's seat. Perhaps its only disadvantage is the single door, which Kev says can make accessing the left-hand seat a little tricky for some pilots.

"For me, it's the cockpit layout that makes the Warrior so perfect for me," he explains. "From the flap lever to the throttle quadrant, the controls just fit my disability. For someone like me with cerebral palsy, the fuel selector can be a struggle, but with practice I've managed to come up with my own way of changing tanks every 30 minutes."

Kev admits that "when they were designing the aircraft in the 1950s I don't think they would have imagined

that a pilot with my condition would ever be flying it solo; but unbeknown to them, the designers did a good job in making a user-friendly cockpit”.

Even though Kev doesn't need the hand control system, his disability means he finds certain fine movements (such as changing frequencies) fiddly. “Again, it’s no fault of the manufacturers,” he admits, “and the workaround is to plan properly and practice. In my case I try to pre-set the radio frequencies I need before I fly and you can now connect planning tools like SkyDemon to certain comms equipment.”

GOING PLACES

Kev prides himself on being self-sufficient and a lot of that comes down to prior planning. “I like to think of all the ‘what ifs’, and that starts before I’ve even driven to the airfield. During the walkaround I give the aircraft a very thorough check and on a couple of occasions I’ve found a loose

“ATC tends to reply to my call with ‘Go Away Kev, we’re shut’... I think it must be my accent!”

fitting. What if it causes a short circuit? OK, it probably won’t, but as I’m a software developer and not an electrician, I always get an engineer involved if I see anything I’m unsure about. If the oil is below six quarts I’ll top it up and if I’m leaving the circuit, I like to have full tanks (weight permitting).”

Since gaining his licence Kev has grown in confidence and really enjoys taking friends and family flying, often landing away for a slice of cake. “With the power set at 75% and correctly trimmed, she normally cruises at about 103kts burning 9 gal/hr. She’s a very serviceable aircraft and the engineers say

parts are readily available. You could call the PA-28 the Ford Cortina of the skies.”

“Weather permitting I’ll always favour a cross-country to circuit bashing,” he says. “I’m a regular visitor to Wolverhampton/Halfpenny Green, Kemble and Turweston. The latter tends to reply to my inbound call with ‘Go away Kev, we’re shut’ ... I think it must be my accent!”

“Turweston has long been a supporter of Aerobility and I normally meet up with friends there who have flown up from Blackbushe. Wherever I fly it normally involves food of some kind and to be impartial, I will say all three airfields have good facilities in that regard.”

Having led a life where society has pre-judged his abilities and decided what he can and can’t do, how does Kev find life in the aviation world? “It is the one place in which I can honestly say I have never felt discriminated”, he concludes. “In fact, it has

been the exact opposite and Tatenhill Aviation has given me free range of the airfield for the past 20 years. Of course there have been instances where people don’t know me and are alarmed.

“But when you think about it, it’s quite surreal that I can go flying on my own. It’s such a buzz knowing you’re the captain, you’re legally responsible for the aeroplane and you can go anywhere.”

As we mark the sixtieth anniversary of this iconic aircraft it is reassuring that Fred Weick’s design is still changing lives.

“Aviation is a great leveller and is one of the few places where we all stand shoulder to shoulder regardless of background, ability or disability,” concludes Kev. “I have been in hotel bars with fast jet pilots at 3am more than once; they all like playing ‘last man standing’,” he says, with a laugh and that trademark smile. ■



Via Kev Archibster

Aerobility

Aerobility

- 1: “When you think about it, it’s quite surreal that I can go flying on my own. It’s such a buzz knowing you’re the captain, you’re legally responsible for the aeroplane and you can go anywhere.”
- 2: The Warrior is a sturdy aeroplane that is ideal for flight training and regular use by a private owner.
- 3: G-BSYY at rest at Blackbushe between flights.

Aerobility has spent the last 25 years removing barriers, making it possible for people to participate in a variety of aviation-related activities regardless of their disability. In 2018 Aerobility created a formation display team made up of people with disabilities – the first of its kind in the UK. Here, G-BSYY flies as part of that Bader's Bus Company team.



Steve Bridgewater

Subvariants

From the basic Cherokee of 1961 the design evolved into a mindboggling range of variants. These are summarised as follows:

VARIANT	SEATS	ENGINE	MAUW	YEAR
PA-28-150 Cherokee	4	150 hp O-320-A2B/E2A	2,150 lb (975 kg)	1961
PA-28-160 Cherokee	4	150 hp O-320-B2B/D2A	2,200 lb (998 kg)	1961
PA-28-180 Cherokee	4	180 hp O-360-A3A/ A4A	2,400 lb (1,089 kg)	1962
PA-28-235 Cherokee Pathfinder	4	235 hp O-540-B2B5/B1B5/B4B5	2,900 lb (1,315 kg)	1963
PA-28S-160 Cherokee (seaplane)	4	160 hp O-320-D2A	2,140 lb (971 kg)	1963
PA-28S-180 Cherokee (seaplane)	4	180 hp O-360-A3A/A4A	2,222 lb (1,008 kg)	1963
PA-28-140 Cherokee Cruiser	2	150 hp O-320-E2A/E3D	1,950 lb (885 kg)	1964
PA-28-140 Cherokee Cruiser	4	150 hp O-320-E2A/E3D	1,950 lb (885 kg)	1965
PA-28R-180 Arrow (RG)	4	180 hp IO-360-B1E	2,500 lb (1,134 kg)	1967
PA-28R-200 Arrow (RG)	4	200 hp IO-360-C1C	2,600 lb (1,179 kg)	1969
PA-28R-200 Arrow II (RG)	4	200 hp IO-360-C1C/ C1C6	2,650 lb (1,202 kg)	1971
PA-28-180 Archer	4	180 hp O-360-A4A/A4M	2,450 lb (1,111 kg)	1972
PA-28-235 Cherokee Pathfinder II	4	235 hp O-540-B4B5	3,000 lb (1,361 kg)	1972
PA-28-151 Cherokee Warrior	4	150 hp O-320-E3D	2,325 lb (1,055 kg)	1974
PA-28-181 Archer II	4	180 hp O-360/A4A	2,550 lb (1,157 kg)	1975
PA-28R-201 Arrow III (RG)	4	200 hp IO-360-C1C6	2,750 lb (1,247 kg)	1976
PA-28R-201T Turbo Arrow III (RG)	4	200 hp TSIO-360-F/360-FB	2,900 lb (1,315 kg)	1976
PA-28-161 Warrior II	4	160 hp O-320-D3G/D2A	2,325 lb (1,055 kg)	1977
PA-28RT-201 Arrow IV (RG)	4	200 hp IO-360-C1C6	2,750 lb (1,247 kg)	1978
PA-28RT-201T Turbo Arrow IV (RG)	4	200 hp TSIO-360-FB	2,900 lb (1,315 kg)	1978
PA-28-201T Turbo Dakota	4	200 hp TSIO-360-FB	2,900 lb (1,315 kg)	1978
PA-28-236 Dakota	4	235 hp O-540-J3A5D	3,000 lb (1,361 kg)	1978
PA-28-161 Warrior II	4	160 hp O-320-D3G/D2A	1,440 lb (1,107 kg)	1982
PA-28-161 Cadet	2	160 hp O-320-D2A/D3G	2,325 lb (1,055 kg)	1988
PA-28-161 Warrior III	4	160 hp O-320-D3G	2,440 lb (1,107 kg)	1994
PA-28-181 Archer III	4	180 hp O-360-A4M	2,550 lb (1,157 kg)	1994
PA-28 Archer DX	4	155 hp CD-155 (diesel)	2,550 lb (1,157 kg)	2014
PA-28 Pilot 100 and Pilot i100	2	180 hp Prime IO-370-D3A	2,550 lb (1,157 kg)	2020



AIRCREW CONSPICUITY INTERFACE

Helping you keep your eyes out of the cockpit ...

What Aircrew Device
From Aircrew/Rose Software Systems

THE 'SEE and avoid' principle is the foundation of VFR flying in the UK and all manner of electronic conspicuity (EC) devices are now on the market to help make you and your aircraft as visible as possible. Now, James Rose's British start-up company Aircrew has developed this nifty device to interface with and display the information from EC devices without the need to keep looking down at an iPad.

The device can sync to FLARM, PilotAware, SkyEcho II and Stratux and is currently the only device that can easily connect multiple traffic sources at once – something which is particularly useful for customers who have bought a second EC device using

the current rebate system (more of which in the News pages). Although it is primarily a traffic display, the device also has a backup horizon and DI which can be cycled through with a push of the button. There is also a speed tape on the left-hand side of the screen, which uses GPS to show ground speed (it does not currently have pitot-static input), and the right side of the screen displays an altitude tape. The latter uses the GPS or the internal barometer.

Aircrew obtains its GPS and traffic data from an external traffic receiver and in the case of PilotAware, connects via a USB port that provides the device with both power and traffic data over a single cable. Alternatively, it is possible to connect over WiFi and then power the Aircrew using either the 12v DC jack or a USB source. Power

consumption is just 2 watts and the unit weighs just 200 grams.

You can connect up to three different traffic sources – for example PilotAware over USB, SkyEcho over WiFi and FLARM over RJ45 – and the device will automatically merge and display traffic from multiple sources.

The company's external Aircrew GPS (£25) is only needed if you are not connecting the Aircrew device to a traffic receiver and still want to display GPS ground speed, GPS altitude and GPS track. Software updates are loaded using a phone app.

Anything that can provide easy-to-view data without the need to be 'heads down' in the cockpit has got to be a good thing. ■

Where aircrew.co.uk
Price £395 + P&P



HALFPENNY GREEN ARTWORK

What Cards & Posters
From HoneyBeaStudios

Elizabeth Keeling, daughter of well-known aviation meteorologist Simon Keeling, is a talented artist whose paintings encompass various subjects.

Selling under the HoneyBeaStudios moniker on Etsy (the go-to website for buying and selling artisan products), included in her portfolio is a series of travel posters of locations close to her heart. One of these is her local airfield and Elizabeth has created a retro-rendition of Wolverhampton Halfpenny Green Airport. Available as either a greetings card or a poster, the artwork is printed on quality 200gsm satin finish paper and depicts the control tower in the style of a vintage travel poster. A similar product features Heathrow Airport.

The poster is available in three sizes (A5, A4 or A3) and AOPA members receive a 10% discount when they enter 'AOPA10' at the online checkout on the Etsy website.

Where etsy.com
Price £2.99 (card), £8-£15 (poster) + P&P

FLYING HIGH IN THE SUNLIT SILENCE

AVIATION ART BY JACK BERRY

This charming book by an autistic boy has captured the hearts of the nation and is raising much-needed funds for three worthwhile military charities

Author Jack Berry/Sara Berry
From Mention the War Ltd

WE REALISE this book has little relevance to GA, but stick with us...

Fourteen-year-old Jack Berry is severely autistic but, inspired by centenarian Sir Tom Moore's charity work, has set about this delightful project to raise money for military charities. He and his mother Sara have appeared on national TV – including BBC Breakfast – promoting the book and highlighting issues affecting autistic youngsters. In doing so he has gained an enormous following and has already sold more than 4,000 copies of the book.

Jack, who is also selectively non-verbal, began drawing aeroplanes during lockdown and has used art as an emotional outlet during the pandemic. While the drawings have a sense of childhood naivety, Jack's eye for detail and perception of perspective is quite incredible.

A number of high profile aviation 'names' have come on board with the project to write captions for Jack's artwork. These include members of the Red Arrows and Battle of Britain Memorial Flight, as well as military and test pilots alongside famous authors, including Rowland White. Formula 1 motor racing

drivers David Coulthard and Lando Norris, and Red Bull racing car designer Adrian Newey, have also contributed to the book.

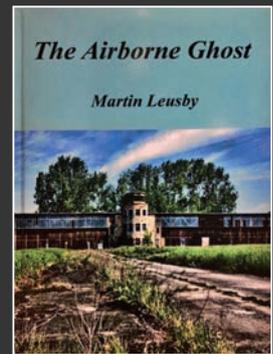
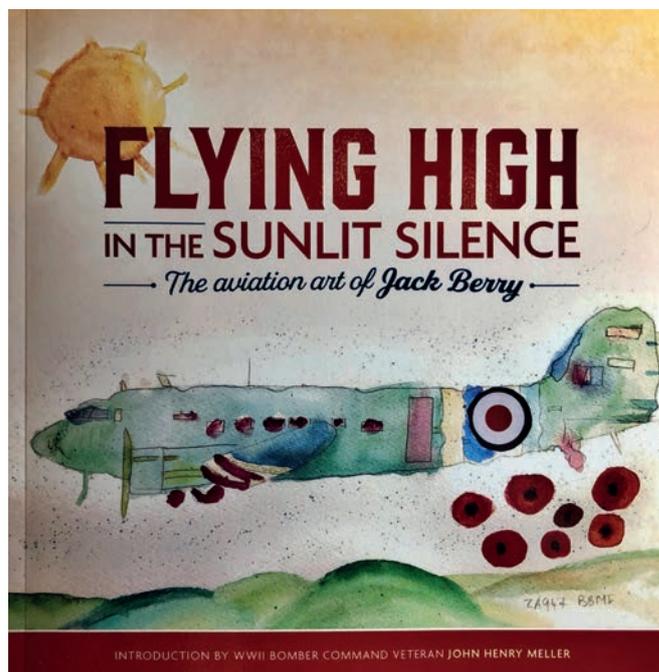
Jack's fascination with aviation was cemented by trips to airshows. "He has always drawn and will do it either to calm himself down or as a way of saying 'thank you' to someone," explains Sara Berry. "The RAF and the services have opened their arms and accepted Jack for who he is. He wants to know everything about their aircraft and wants to show his appreciation to all the pilots."

Flying High in the Sunlit Silence raises valuable funds for the Soldiers,

Sailors, Airmen and Families Association's Forces Additional Needs and Disability Forum, the International Bomber Command Centre and Lincolnshire's Lancaster Association.

This really is a charming book, produced by a very talented young man and his obviously (and justifiably) very proud mother. *Flying High in the Sunlit Silence* wouldn't look amiss on any aviator's bookshelf – but more to the point it would make a perfect gift for the children, grandchildren and future pilots in your life. ■

Where Amazon
Price £11.99



THE AIRBORNE GHOST

Author Martin Leusby
From Self Published

So what did you do in lockdown? AOPA member Martin Leusby spent his time writing a 19,000 word 'novella'.

Martin has owned a Cessna for 34 years and amassed more than 3,000 hours while landing at more than 400 different airfields. He won the AOPA Award for Individual Merit in 1987 and was awarded a very early set of AOPA Platinum Wings.

He has now used this extensive knowledge base to create a crime drama focused on the GA scene in the UK and Europe. *The Airborne Ghost* is entertainingly written in a very enjoyable style; setting the story in the immediate post-Covid era makes it both contemporary and relevant. Some of the characters may be familiar to many readers, which helps add an air of authenticity. I really enjoyed this book; it is easy to read, amusing in places and provided an opportunity to vicariously 'fly' during lockdown.

Where martinleusby@outlook.com
Price £5 (to recoup printing cost) + P&P (£1.50 in UK)



Next Issue

Coming up in the **June edition of AOPA UK Magazine***

JUST MY TYPE

Richie Piper has shares in many aeroplanes but among his favourite is his lovely Luscombe 8 Silvaire. Charlotte Bailey asks the Honourable Company of Air Pilots Warden what makes this classic taildragger "just his type".

GA ROADMAP

The Department for Transport is in the process of issuing what it refers to as its GA Roadmap, containing its vision for General Aviation. The DfT states: "We want the UK to be seen as the best place in the world for aviation and this starts at the grassroots General Aviation." We look at what this plan will mean for recreational flying in the UK.

ARE YOU PROPERLY INSURED?

Insurance is like a parachute: if you don't have it the first time you need it, there is no second chance. In the first part of a new series we ask a broker why premiums are rising.

GOOD SAFETY IS NO ACCIDENT

We speak to Harry Harrad and Ben Spiers, founders of the new General Aviation Safety Benchmark Group (GASBG). This is a no-cost group open to GA airfields and is aimed at harmonising the industry's approach to airport safety by enabling open discussion and information sharing about occurrences. Topics include damage to aircraft, wildlife strikes and hazard management, significant FOD events, runway and taxiway incursions and excursions, near misses on the apron, airspace and drone infringements, airproxes, laser strikes and ATC failures.

A CATALOGUE OF ERRORS

'Good judgment comes from experience; experience comes from bad judgment' – or so goes to the old adage. Using the power of hindsight, an anonymous pilot wants you to learn from their bad judgement in the hope that you don't make the same mistakes.



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