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Chairman's Message Growing opportunities in GA

By George Done



In November 2016 the Rt. Hon. Chris Grayling MP, Secretary of State for Transport, addressed the Airport Operators Association Conference, "Growing opportunities for UK aviation." A full transcript of the speech may be found under 'Aviation and Airports' on the Department of Transport's website

The DfT is, of course, the CAA's "boss", and the sentiments expressed by the top man are of considerable interest, not only to regulators, airport operators and airlines, but to everyone in GA. Although there is a small number of GA aerodromes that are members of the AoA, the speech centred on the support of airports that are bases for commercial air transport, and there was little mention of the needs of GA.

Nevertheless this sector, as a form of transport, remains a significant part of the DfT's remit and, in thinking about the future viability of GA, it is worth highlighting the more generally applicable remarks and observations. The Secretary of State had the EU referendum result in mind when declaring phrases such as "...opening a world of new opportunities for aviation..." and "...a momentous opportunity for aviation...", implying a government department that is going to be much more receptive to ideas and initiatives intended to make the industry more competitive. One of these that has, in the past, fallen on stony ground is the removal of VAT on professional flight training, which would lead to schools being better able to compete in the global market. The quality of flight training offered by schools in the UK is recognised worldwide and this was an enabling factor in the recent Government announcement regarding more accessible visas for foreign students seeking professional flight training (as reported in the December 2016 *AO&P*, AOPA being instrumental in its achievement.

Mr Grayling also referred to the diversification of airports into business aviation as part of the strategy to take advantage of the predicted growth in global aviation over the next two decades. The joint AOPA UK/Helios project for the development and introduction of GPS based LPV approaches, initially into three GA aerodromes (see p7) forms a significant contribution.

These approaches will help underpin the overall commercial viability of the respective aerodromes by increasing accessibility and aspects of flight training. The sustainability of any aerodrome is dependent on the successful management of many contributing operations, such as flying schools, maintenance, hangarage and parking for privately owned aircraft, etc., as well as the club bar and restaurant facilities.

Another subject mentioned was the Future Airspace Strategy, designed to renew our airspace and air traffic management systems by exploiting the full potential of new technologies. AOPA has been contributing to the latter through its support of the SESAR-funded electronic conspicuity EVA project, as reported by Bob Darby, AOPA project coordinator for EVA, in the October 2016 *AO&P*. See also the article 'Now you see me' in the CAA's *Clued Up* for Autumn/Winter 2016.

The Government must use every opportunity to achieve the strategic objective of making the UK the best place in the world for GA. This is a unique moment to rethink the way ahead and ensure we have the right policies for delivering the goal.

The above examples show that AOPA is playing its part in promoting the future viability of UK GA. Without the support of our members, this would not be possible. If you fly with a non-member, please mention that by joining they will be assisting in keeping us all flying safely for years to come!



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Editorial

By Ian Sheppard

Future Flying

That viable flying cars lie somewhere in our future can't really be doubted. They may even be driverless and we may not need licences. However, even then (2050 and beyond, say) we will have a mix of other craft and airspace types. We in our GA aircraft will have to steer clear of "Highways in the Sky" or perhaps have the necessary equipment to use them - just as we can use airways with the correct equipment and qualifications.

But for now we mustn't lose sight of the need for a network of airfields. As we lose them one by one, an industry that is already under stress (fewer youngsters flying, for example) it becomes less and less viable. It is an industry with economic value in its own right, not only for leisure flying and training but also these airfields are becoming increasingly valuable future infrastructure for business flying, as the technology and regulations develop. Commercial single-engined turboprops and GPS approaches are examples. If more businesses use light aircraft, everybody wins - as long as we maintain high safety standards.

I hope to enjoy this new era, as a pilot and instructor. To make time for the latter - now I have an FI(R) rating (see page 36) - I have decided this is my last *AO&P*. I have had a very rewarding and enjoyable time working with AOPA, and trust the new editor will do a great job!

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Hands off our airfields!

Martin Robinson CEO, AOPA UK



Since the last (i.e. December) issue of *Aircraft Owner & Pilot*, a number of changes have taken place. Every four years IAOPA elects regional vice presidents. A number of European AOPAs, following the Brexit outcome, decided that it would be inappropriate for the CEO of AOPA UK (i.e. me) to continue to lead the region and, following a discussion at the Regional Meeting in Romania, I decided not to seek re-election to the role of senior vice president. We will continue to support IAOPA Europe, and will report on the issues as we have always done.

On **21st November** I met with Philip Church to discuss the AOPA-led project GAGA (GNSS Approaches for General Aviation), to make sure our application for funding was underway. The three aerodromes that are taking part in the project include Gloucester Airport (Staverton), Haverfordwest and Stapleford. Over the next 2-2½ years the objective is to establish LPV approaches at these airfields (LPV means Localiser Performance with Vertical Guidance – similar to an ILS approach to Cat 1 minima). This project is benefitting from European funding up to 60% of the total cost. We will be reporting back regularly on this work through the magazine and website.

Two days later, on **23rd November**, the AOPA Corporate Members Committee meeting took place at White Waltham and was chaired by Pauline Vahey. The aim of this group is to consider issues that affect general aviation businesses (mainly flight training) from an aviation and non-aviation perspective, such as business rates.

One issue that is being reported to us is the difficulty in dealing with the CAA's Shared Services Centre. This was raised

with the CAA, which explained that improvements are on the way. (If you have problems as well please do let us know).

On **24th November** I had a final meeting with Jim Gilhooly, who had been working for the Department for International Trade as an aerospace specialist. He was helping us to develop our aviation interests in China, but sadly he is moving on.

"The APPG [All Party Parliamentary Group] is a very positive development for GA and builds on the work done under the Red Tape Challenge."

On **25th November** I paid a visit to Stapleford to talk with John Chicken about some of the items we are engaged with.

On **29th November** I had my second one-to-one meeting with Andrew Haines, the CEO of the CAA. We spoke about a number of issues around changes going on inside the CAA – and he has promised to resolve them.

Flying training organisations have been reporting that newly qualified PPLs are waiting up to 50 days to get their licences. This is unacceptable! Andrew knows this and has made changes which need a bit of time to filter through to the end user.

Project GAGA

At the **end of November** I attended a two-day conference in Prague in connection with the aforementioned GAGA project. The event took place at the European Global Navigation Satellite Systems Agency (GSA) headquarters. The project is looking at using SBAS (Space Based Augmentation System) to deliver greater accuracy when using GPS signals that allow aircraft to fly ILS-lookalike approaches with vertical guidance, and with very high levels of accuracy. SBAS is the European version of the USA's WAAS (Wide Area Augmentation System).

On **5th December** a CAA investigator interviewed an AOPA member in respect of an allegation, and I was asked to be present. The point this raised is the importance when landing somewhere that is not a licensed aerodrome of making sure you have permission from the landowner. Furthermore, if you get permission, make sure that the person who gives you permission is the actual owner of the land!

On **7th December** Farnborough airspace discussions were held at the CAA, Gatwick. It was an interesting discussion but I do not feel it achieved much. AOPA does not support the current Farnborough proposal. The amount of airspace the airport is seeking is, in our view, unnecessary.

The problem with Class D airspace is that it requires permission to enter it and there is always the fear for the GA community that permission will not be given, resulting in expensive diversions for GA pilots. The reason why an ANSP (Air Navigation Services Provider) wants more controlled airspace is so they can control the operations inside it. Class D permits VFR operations and when you

Chief Executive's Diary...cont.

seek a clearance, you are asking for entry into a known traffic/known intent environment. But we can do known traffic/known intent without the need for more controlled airspace.

It is probably time for a radical rethink as to how we access airspace with a good look at how low-cost, portable avionics can help to deliver greater safety and improved the use of the airspace for all operators of aircraft.

On **8th December** I paid a visit to Airways Aviation at Oxford Airport. I met with the chief executive Ian Cooper and business development manager Naveed Kapadia.

On **12th/13th December** I was in Brussels for the Industry Consultation Body (ICB) meeting where a lot of work is being done with respect to the Single European Sky. This group supports the Commission in developing policies and airspace improvements. I also had discussions on 8.33kHz funding. As you know, the CAA secured 20% funding for 8.33 in the UK. This has been made possible because of European airspace rules and it is European taxpayers' funds that have been made available. Hopefully, by the time you read this, the CAA will have published how you apply for the rebate. Meanwhile on 8.33, do not delay – equip today – and keep your receipts so you can obtain your 20% rebate. I say this because the demand may be too much for avionics engineers to meet if we all leave it until the last minute.

On **20th December** I attended a final meeting in respect of the GAGA project before we closed for Christmas.

2017...

The first meeting in January was the General Business Aviation Strategic Forum (GBASF) meeting at the CAA in Kingsway, London. The main purpose of the meeting was to prepare for another meeting that will take place on 24th January with the new aviation minister, Lord Ahmed. We are seeking for the government to reaffirm that it is still their objective for the UK to become the best place in the world for general aviation; and to underline to the minister that following Brexit it is important that UK GA remains competitive in a global marketplace, as well as at the national level.

On **10th January** I had a meeting with Philip Church again in order to look at future technology projects that may be of interest to general aviation.

On **11th January** I had a meeting with Tony Rapson following up on work that the GA unit is doing. We give our full support to Tony – his level of engagement with us is excellent. We do not always agree on everything but that's life!

We spoke about GA safety matters and how we might work on reducing the number of fatal accidents. I personally feel very passionate about fatal accidents. Statistics never show the impact on the families that have to deal with the loss of a loved one, and on friends and others.

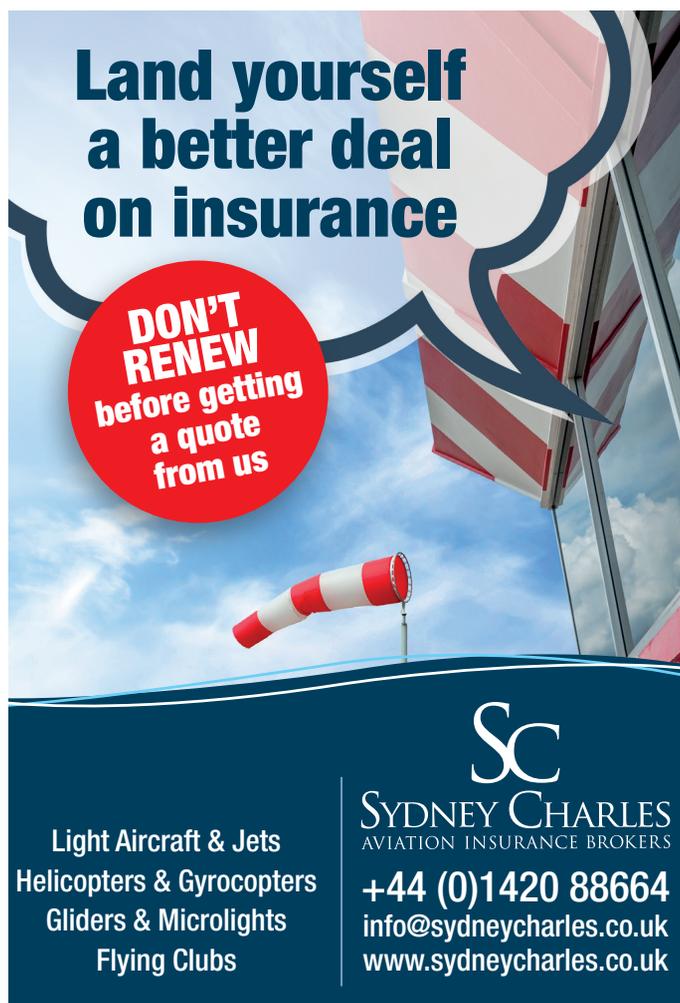
The CAA and EASA formulate regulations with a view to protecting uninvolved third parties. This is right as long as regulations are proportionate to the risks.

So how can we make sure fatal accidents are the lowest possible number they can be, without more regulation? I think we all need to think about our individual decision-making processes, and also check our individual attitude to risk.

Studies conducted in the USA and New Zealand found that in 75% of all fatal accidents, it was the individual's attitude to risk-taking that resulted in a fatality. So make sure before you fly you have done all you can to make sure the flight will be safe, successful and enjoyable.

On **17th January** I attended the All Party Parliamentary Group (APPG), which had its inaugural meeting in the House of Commons under the chairmanship of Byron Davis MP, who will also chair it going forward. A number of MPs, including Sir Gerald Howarth and Grant Shapps, were also present.

The hearing was well attended by the GA community, which heard how the APPG plans to work on protecting airfields from closure by making sure they are not considered as 'brownfield' sites. This APPG is a very positive development for GA and builds on the work done under the Red Tape Challenge. AOPA is fully supportive of the work of Byron Davis MP, who as a pilot himself is very aware of many of the issues facing UK general aviation.



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The 2017 AOPA Awards

As we reflect on last year, AOPA asks you to nominate those in the general aviation world who deserve recognition.

AOPA invites and urges members to submit for consideration the names of worthy candidates for its prestigious achievement and endeavour awards, which recognise the special contributions of individuals and organisations to private aviation.

The AOPA Awards are presented every two years and cover almost every facet of GA, seeking to reward the contributions of pilots, instructors, air traffic controllers, engineers, flying schools and aerodromes – in fact anyone or any organisation who has improved the lot of aviators anywhere.

Please submit nominations preferably by email to AOPA at info@aopa.co.uk with enough supporting evidence to help a panel of judges form a decision. About 200 words is ideal, but any proposal, short or long, is welcome, and the sooner the better.

The awards will be presented at the 2017 AeroExpo at Wycombe Air Park, 1st to 3rd June.

The Achievement and Endeavour Awards are as follows:

Lennox-Boyd Trophy

Awarded to a person, club, group or organisation who has contributed significantly to the furtherance of flight training, club flying or piloting standards. The trophy is a cup in a special presentation box that was originally given to the Association of British Aero Clubs by the late Rt Hon Alan Lennox-Boyd PC CH MP (subsequently Viscount Boyd of Merton) in 1953. In 2015 the trophy was awarded to Rt. Hon. Grant Shapps MP for his initiation of the Red Tape Challenge which led to a substantial beneficial change programme for GA within the CAA.

AOPA Special Award

Awarded to a pilot, controller or engineer, or other person who has made a special contribution to safety, or other areas of general aviation. The trophy is a cup originally presented by the British Precision Pilots Association in 1987. The trophy was awarded in 2015 to Cliff Whittaker for his dedication to the task of easing the transition into EASA rules, and in particular Part FCL.

Best Aerodrome

Awarded to the aerodrome that has been an outstanding place to visit, offering value for money and helpful service. The trophy is a sword donated to AOPA by Airtour International Ltd (now Pooley's Flight Equipment Ltd) in 1982. The sword was presented to Wellesbourne Mountford in 2015 for its popularity as an aerodrome to visit for both the flying and local community.

Contribution to the Community

Awarded to a person or organisation who has made an outstanding contribution to the aviation community. The trophy is a cup donated in 1997 by *Flyer* magazine. In 2015 it was awarded to Tim Dawson of SkyDemon, the universally well known VFR flight planning and navigation software provider.

Individual Merit

Awarded to a pilot or individual who has made an outstanding aviation achievement. The trophy is a cup on a granite plinth. It was awarded in 2015 to Steven Slater for his invaluable work on behalf of the GAAC with regard to the protection and news updates of aerodromes and landing sites.

Instructor of the Year

Awarded to an instructor who has made a special contribution to the training of student pilots for the PPL or NPPL, or to private pilots for added qualifications. The trophy is an art deco cup donated in 2004 by Virgin Experience Days. It was awarded in 2015 to Roy Murray, CFI of the Frank Morgan School of Flying, for his achievement in talking down a passenger in a C172 whose pilot had been taken ill to a safe landing at Doncaster Airport.

Friend of AOPA

Awarded to a person or persons who has or have made a special contribution towards the work of AOPA. The award is normally a tankard for the recipient to keep. In 2015 it was presented to Anthony Davis for his generosity in providing the popular flight simulator in the AOPA headquarters building.

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General Aviation Awareness Council

After seeing comments in respect of various airfield petitions, GAAC thought it would be useful to give AOPA members an insight into its work relating to general aviation airfields at a national level, and the role of the GAAC as the organisation representing our mutual interests to the Government.

The GAAC is an 'umbrella' organisation representing the spectrum of active GA organisations in discussions with Government. Our members include the LAA, AOPA, BGA (gliders), BBGA (business aviation), AOA (airfield owners), balloonists, microlighters, farmers, aeromodellers and many others. Our board meets quarterly (our next meeting is at the end of February).

Together with my GAAC colleagues, Steve Slater (LAA) and John Walker (AOPA), we are monitoring the situation with almost every airfield currently or imminently under threat. Meanwhile our chairman, Charles Henry, and I are progressing discussions with the Department for Communities & Local Government (DCLG) to address the "brownfield" issue, among others. We met the DCLG on December 6th and a follow up is scheduled for late February, so this is very much a live situation, and they *are* listening.

The DCLG response on the issue of airfields being deemed "brownfield" merits a special mention as a few key points have already emerged:

1. The land must be redundant (i.e. unused) for inclusion in Local Authority lists of 'Land suitable for development'; by definition active airfields are therefore not subject to the presumption that development should be allowed.
2. The Minister, Gavin Barwell, responded to an enquiry by Nick Hurd MP explaining that airfields are not 'designated' as brownfield, they are 'described' - which appears to mark a change in DCLG thinking.
3. The DCLG restated that any application relating to an existing airfield should be treated the same as any other application and all relevant evidence should be considered. This means amenity value, community use, and wildlife habitat can be included - airfields are not in a lesser situation than any other user.
4. A concern was raised with the DCLG that Local Authority planners do not always consider the requirements of 'the third dimension' when reviewing planning applications. Airfields need space beyond the boundary for emergencies, and tall obstructions close to airfields can be a hazard. This was noted and will be discussed again at our next meeting.

A specific example could be Sibson, the proposal has met with strong local

objections and the current application is expected to fail. However, it's only the start as the landowner is behind the application and has both the resources and incentive to keep pressing. The plan is for a self contained community scheme (cf Wellesbourne), which are not now generally favoured by LAs, who see them as socially divisive traffic generators that leave the LA with the cost of provision, and continuation, of services. Although the government has announced a number of 'Garden Villages,' it is worth noting that most of these are adjacent to existing settlements, not isolated locations. The GAAC will support the LA at Sibson when the time comes, just as we have at Panshanger.

"Our chairman, Charles Henry, and I are progressing discussions with the Department for Communities & Local Government (DCLG) to address the 'brownfield' issue, among others."

Among others being monitored, Halton is a very big site. Our focus is the airfield, which is largely separate from the main buildings. These are easier for house builders as the site services already exist and the area is substantially developed. We are not aware of any applications on the airfield at present but are monitoring the situation closely, and we are aware of interest from airfield operators who believe it could be commercially viable for general aviation.

The timings of recent announcements apparently took the RAF by surprise and it seems that even those on a short timetable (Henlow, Colerne and Chalgrove) may struggle to close by 2020, as the relocation sites are unlikely to be ready. Henlow is of particular interest to GA and positive initial discussions have been held with several

interest groups, including Sport England and The Shuttleworth Collection. The Local Authority has the site allocated for airfield use in its current plan. We intend to meet with both the flying club and LA early this year to discuss options.

Manston is also a very current situation with an American-led challenge creating a tricky issue for the LA. We are pleased to see that RiverOak has won the right to access and survey the site and, again, we are due to meet the local supporters group this month (February).

One final note: we are still seeing applications for wind farms or single turbines and one of the supporting arguments is that they are a 'green' solution. This is not necessarily true; the largest windfarmer in the UK stated several years ago that all the viable sites had already been developed. In some instances the cost of removing the turbines has not been factored in to the 'green' calculations and, more recently, we have heard that turbines in Scotland are gradually shaking loose from their plinths necessitating replacement far more quickly than anticipated and effectively negating the 'green' argument offered in their planning application.

This year is likely to be a busy one, we are making progress with the DCLG who now understand that the uncertainty caused by the "Brownfield" confusion is deterring investment in aviation facilities and encouraging speculation by voracious developers. They have also reaffirmed the policy that GA is the critically important starting point for those aspiring to the larger commercial aviation sector, which, according to the BBC, handled 251 million passengers in 2016, and needs to be protected.

If anyone wishes to raise any aspect of this, or of any other airfield situation, with me or my colleagues please feel free to either e-mail direct or to:

planning@gaac.org.uk.

John Gilder,
vice-chairman, GAAC.



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Airfields Update...



JOHN WALKER provides the latest information relating to UK airfields (as of 11th January).

Andrewsfield

Braintree, Colchester and Tendring Councils are co-operating in developing a Local Plan for north-east Essex and have identified Andrewsfield airfield as one of three sites for potential housing in a new garden city with 10,000 homes. Public consultation on proposals completed in August 2016 with definitive Local Plan to be issued for further consultation in Spring 2017.

Blackpool

Balfour-Beatty initiated sale of their 95% interest in the airport on 3 October 2016. Enterprise Zone status granted for the land on the north side of the airport which area encompasses the domestic facilities of the old airport. Recent statements from the Zone proprietors indicate that they are relying on the airport to attract businesses. The emerging Local Plan for the area retains the airport's existing aviation facilities as they currently are.

Bourn

Site earmarked for 3,200 homes in current draft Local Plan by South Cambridgeshire District Council. The draft Plan is the subject of examination by a Planning Inspector with specific hearings on the proposals for Bourn airfield fixed for March 2017.

Deenethorpe

The latest Joint Core Strategy for north Northamptonshire has identified Deenethorpe Airfield as a potential exceptional opportunity for development as an exemplar garden village with around 1,250 homes which development is supported by the Brudenell Estate, the site owner. Site accepted under the Government's Garden Village

scheme and initial document issued for consultation to support a site masterplan leading to a planning application.

Dunsfold

Site owner applied to Waverley Borough Council for mixed use development with 1,800 homes on site which area is in planning Core Strategy for employment purposes. After an extended consultation, the Council approved the planning application on 14 December 2016.

Elvington

York City Council Local Plan Preferred Sites Consultation document issued in July 2016 includes a development of up to 3,330 dwellings partly occupying the middle section of the Elvington airfield runway. Consultation period ended in September and draft Local Plan was due to be released in December 2016 for further consultation but has been delayed whilst the Council consider the planning implications of the recently announced closure of MoD barracks within the Council area.

Fairoaks

Tenants advised by site owners that discussions being held with Surrey Heath Council on establishing a garden village with 1,500 homes on site resulting in closure of the aerodrome in mid-2018. Full consultation on proposal due to commence early in 2017 prior to submission of planning application.

Halfpenny Green

(Wolverhampton Business Airport) Aerodrome sold to MCR Property Group an investment and development company focused on commercial and

residential real estate resulting in much speculation about the future of the site. MCR is in the early stages of planning for the future of the airport.

Kemble

Commercial Estates Group (CEG) proposal to build a 2,000 home sustainable village on this 'brownfield' site as an alternative to the draft Cotswold District Local Plan proposal for a greenfield site near Cirencester. Public consultation on the draft Local Plan has been completed and definitive Plan due to be submitted to Planning Inspector in Autumn 2016 but has been delayed to allow further consultation on proposed, unrelated changes to the draft Plan.

Long Marston

Planning permission for 400 homes on site granted in November 2015. Airfield is in Stratford-on-Avon adopted planning Core Strategy for housing with up to 2,100 homes by 2031 and has Garden Village approval. Developer is Cala Homes in conjunction with site owner. Refer to entry for Wellesbourne below.

Manston

River Oak has given notice of intent to apply for a Development Consent Order for the aerodrome as a Nationally Significant Infrastructure Project. The current site owners have submitted a planning application to Thanet District Council for a mixed use development with land earmarked as a park allowing occasional landings by Spitfire aircraft in conjunction with existing museums. A different application by another party for change of use of airport buildings will be the subject of a full Planning Inquiry. The Council commissioned a

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recent study into the future of the site as an airport in support of their Local Plan submission and this study concluded that an airport was not commercially viable.

Nottingham City (Tollerton)

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

Old Sarum

Site owner's proposal for housing development and 10 additional hangars amongst other work, objected to by various parties as detrimental to the sites heritage and potentially limiting use of the airfield. After prolonged discussion with Wiltshire Council, the proposal has been amended to delete the on-airfield accommodation and the Council is waiting for a viability study on the amended proposal before deciding the application.

Panshanger

Site originally earmarked for housing by Welwyn Hatfield Borough Council but final draft Local Plan reduces housing element and allows the opportunity for a realigned grass runway on land to north of previous runway 11/29. Definitive Local Plan to be submitted in Spring 2017 to Planning Inspector for Public Examination.

Peterborough/Sibson

Expression of Interest submitted to HCA by Huntingdonshire District Council in conjunction with Larkfleet Homes and landowner for a 2,500 home garden village on site. Bid was unsuccessful but Government may call for further Expressions of Interest for Garden Villages in 2017.

Plymouth

Central Government study issued on 16 December 2016 into consultancy reports conclusions on reopening the airport for commercial passenger services states that this is not a viable commercial option. FlyPlymouth, a local social enterprise aerodrome support group, plans to reopen the airfield and start regional airliner services. Sutton Harbour Holdings, the site lease holder, have proposed a mixed use development

MoD Sites

MOD document A Better Defence Estate issued on 7 November 2016 lists the following aerodrome sites for disposal in the years indicated: Abingdon 2029; Alconbury 2023; Arbroath, RMB Condor airfield 2020; Brawdy, Cawdor Barracks 2024;

Chalgrove airfield occupied and operated by Martin-Baker Aircraft has been transferred from the MoD to the Homes and Communities Agency (HCA). Site is one of seven being considered for a 3,500 home development in South Oxfordshire District draft Local Plan with a second Preferred Site Options consultation planned for the first quarter of 2017.

RMB Chivenor 2027; Colerne 2018; Dishforth airfield 2031; RAF Halton airfield 2022; RAF Henlow 2020; Hullavington airfield 2016; Mildenhall 2022; Molesworth 2023; North Luffenham 2021;

Former RAF Wethersfield airfield is being transferred to the HCA in 2020.

In addition to the above, RAF Wyton airfield is being sold off - Defence Infrastructure Organisation and local property developer Crest Nicholson proposal for up to 4,500 homes on site with planning application expected to be lodged in early 2017. Site earmarked in draft Huntingdonshire District Council Local Plan for mixed use development including housing.

of the site although the current draft Local Plan retains the site for aviation. The final draft Plymouth City / South West Devon Joint Local Plan will be submitted in April 2017 to a Planning Inspector for Public Examination.

Redhill

Site land owner and Thakeham Homes, a local housing developer are discussing with local planning authorities (Tandridge and Reigate & Banstead Councils) a proposal for a 4,500 home garden community on the site. Tandridge draft Local Plan earmarks site for employment purposes and notes that it is in the Green Belt with a high risk of surface water flooding.

Rochester

Judicial Review into Medway Council approval of hard runway, new hangars and new control tower postponed from November 2015 as Consent Order issued for Council to review decision. Amended planning application made in December 2016 deleting hard runway and new control tower. Enterprise Zone status granted for commercial part of the proposed site development.

Wellesbourne Mountford

Gladman Developments in conjunction with the owner have proposed a housing

development with 1,600 homes on the site although the Stratford-on-Avon Local Plan Core Strategy has earmarked Long Marston airfield as a preferred housing development site.

The Core Strategy after approval by a Planning Inspector has been adopted by the Council and states that "The aviation related functions at Wellesbourne Airfield will have been retained and enhanced".

The tenants were previously notified by the owner that flying activities would cease in December 2016 but the airfield will now remain open pending the result of court action by the tenants to obtain new leases. The District Council has formally rescinded the owners' permitted development rights for the airfield and is seeking to negotiate a possible purchase of the site.

Wycombe Air Park

Site lease holder (Helicopter Aircraft Holdings Ltd), after prolonged discussions with land owner Wycombe District Council, has agreed a new lease. The Draft Local Plan provides for an industrial / warehousing complex on south-eastern part of the site, resulting in loss of a runway and relocation of gliding activities. The Council expects to submit a final draft plan for public consultation in April / May 2017.

AOPA: Working for You

Licensing Update

By Nick Wilcock

Finish your LAPL if you want to claim PPL credit

A little over three years ago, at an EASA FCL meeting in Köln, I asked on behalf of IAOPA (Europe) for clarification concerning the situation facing a student pilot who starts a LAPL course, but subsequently wishes to change to a PPL course. My proposal was that any previous LAPL training could be credited, whether or not delivered by a PPL/FI restricted to LAPL(A) instruction, provided that all remaining instructional elements of the PPL course were completed with an FI who is qualified to deliver PPL training. As many will be aware, even though a PPL(A) holder wishing to obtain an FI(A) certificate completes exactly the same FI course whether intending to teach for the LAPL(A) or the PPL(A), under FCL.915(b)(2)(i) he/she may not provide PPL(A) instruction without having met the requirements for CPL theoretical knowledge.

The meeting delegates agreed with my proposal, so the outcome was that 'The Agency will include this issue in the future Rule Making Task 'updating Part-FCL', so that all seemed fine. But over the following three years, EASA didn't actually manage to make any further progress on this. When we were asked about the situation recently, I wrote to the CAA and it agreed with my view; however, quite reasonably, they first needed to seek confirmation from EASA before committing to a formal policy.

Unfortunately, despite the previous agreement, after three years of doing nothing, EASA has now decided that the 2013 agreement will not be honoured and only pilots who actually hold a LAPL may claim a credit towards the PPL. There is no sense to this and of course we will be objecting to this *volte face*; meanwhile, any student who starts training towards a LAPL(A) should remember the words, "I've started, so I'll finish". Complete LAPL(A) training, obtain the licence, then meet the PPL(A) conversion criteria of FCL.210.A(b) and apply for the PPL(A).

However, there is a glimmer of hope on the horizon. The group working on EASA Rule Making Task RMT.0596 Review of provisions for examiners and instructors (Subparts J and K of Part-FCL) are acutely aware of the shortage of flight instructors faced in many EASA Member States, largely due to the deterrent effect of the CPL knowledge requirement for any FI providing PPL instruction, so perhaps change might be forthcoming. As to when that will be, your guess is as good as mine.

Low Level VFR



A query recently came my way concerning low level VFR minima. Historically, if flying an aeroplane by day under VFR in Class G below FL100, the metricated VMC minima were 5km visibility / 1500m horizontal and 1000ft vertical separation from cloud. But if below 3000 ft a.m.s.l. and 140KIAS and if in sight of the surface, the minima could be reduced to 1500m vis. and 'clear of cloud'.

However, as written under SERA.5001 (and in the UK AIP ENR1.2 para 1.1), this has apparently changed so that flying in sight of the surface is now mandatory when flying under VFR if at and below 3000 ft a.m.s.l. (or 1000 ft above terrain, whichever the higher), no matter how good the visibility might be, or how clear you might be from cloud.

Under such circumstances, you must always be clear of cloud and in sight of the surface. In-flight visibility may be reduced from 5km to 1500m if you are also flying at or below 140KIAS, or 'in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.'

Imagine you are happily flying along minding your own business at 2000 ft in gin-clear visibility above low-lying terrain, well clear of any cloud, what are your options if the low-lying terrain ahead look like it'll be obscured by a bank of fog or low stratus? There are but 3 options:

- Continue under IFR. That would be fine, except that FCL.600 now requires any aeroplane pilot with a Part-FCL licence flying under IFR to hold an instrument qualification. In addition, those who still hold an 'old-style' UK PPL might not be aware of it, but the ANO revision of late 2006 now means that they may no longer fly under IFR without at least an IMC Rating. So no matter which flavour of licence you hold, if it doesn't include an instrument qualification, you may not fly under IFR.
- Climb to above 3000 ft (or 1000 ft above terrain, whichever the higher), maintaining the 5km/1500m/1000ft VMC criteria. But if that would put you into Controlled Airspace, remember that you may not enter Class D airspace without an ATC clearance, even under VFR. Those who don't believe me should refer to SERA Appendix 4 ATS airspace classes — services provided and flight requirements, to which SERA.6001 and SERA.5025(b) refer.

...or not!



- Apply a Gallic shrug and if anyone asks, claim that of course you are 'able to see sufficient surface features or surface illumination to enable you to maintain the aircraft in a desired attitude without reference to any flight instrument' - which is the somewhat perplexing ANO definition of 'With the surface in sight'. Does the distant horizon count for this purpose?

I'm not suggesting for a moment that you take the third option, so I've written to the CAA to ask whether the EASA's change to historic UK Class G VMC criteria was really what was intended, or whether there was an error when SERA.5001 was promulgated.

Hopefully I'll receive a reply before the next edition.



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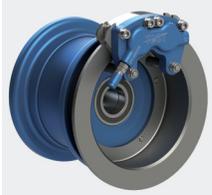
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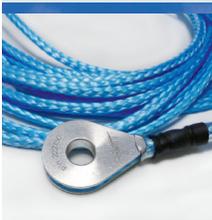


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AOPA: Working for You

Members Working Group

Saturday 21st January 2017,

AOPA, 50A Cambridge Street, London.

Mick Elborn submitted a report regarding the AOPA Wings Scheme and Mentoring Scheme. Committee chair Pauline Vahey reported that she had a conversation with Graham Nunn (White Waltham Airfield) regarding carrying out the administration of the Wings Scheme.

AOPA CEO Martin Robinson reported that corporate members need to be encouraged to endorse the AOPA Wings scheme and recommend their pilot members to register on the scheme - the corporate members can forward registration documents to AOPA. He added that the whole point of issuing bronze wings to PPL holders is to ensure they commit to following the scheme to improve their flying experience.

Martin mentioned that Andy Torkington, an AOPA member, tweeted recently that he had achieved his Silver Wings. Martin noticed that as well as congratulations there were many people interested in finding out about the scheme.

Martin also said that Haywards had mentioned the possibility of offering a discount on insurance premiums for those members who held silver, gold or platinum wings. Therefore Martin said he would seek to firm this up with Haywards and ask them to put something in writing to be published in magazine.

On regional meetings, it was suggested that after the success of the meeting in Birmingham last year, more meetings should be held in the regions [This is now Wellesbourne Mountford in June followed by Gloucester in September to get a Midlands Group started].

One member voiced concerns that northern pilots and AOPA members are not engaged on a more regular basis. Martin said this was the reason for developing the "Regional Rep" initiative, which was not as successful as hoped. He suggested that AOPA Roadshows should be held around the country; with him giving a presentation on the Friday and members being invited to the main AMWG meeting the following day, so local pilots can meet other members and also engage in promoting GA. One member suggested AOPA hold a dinner that pilots could "buy into," where Martin would be the guest speaker giving an after dinner speech promoting GA and AOPA. Martin stated that AOPA is the only independent association and that this should be emphasised more to members/potential members.

On Infringements Martin reported that the CAA sent an email inviting certain associations to attend a meeting at NATS regarding an Infringement Awareness course run by Irv Lee. Martin suggested others should run such courses. NATS decided on re-educating pilots who infringe a few years ago but the number of infringements has not come down, so they are now taking a harder line when it comes to punishing those pilots who recklessly infringe.

Martin asked that the AMWG formulate a recommendation that can be put forward to the CAA on issues affecting GA.

Airfields Under Pressure

John Walker presented his report on airfields under threat/closures (see pages 13-14 of this issue). Martin reported that the recent Parliamentary aviation meeting discussed that the focus should be on the loss of aerodromes. He said that a briefing paper should be produced by AOPA as he felt MPs were not aware of (or did not have the correct information regarding) the closure of aerodromes. He suggested that until the Government sees general aviation as part of the transportation system, the GA industry would decline. He added that "Brexit" should provide an opportunity to kick-start the GA industry.

He concluded by noting that the good thing is there is a strategy which the government and CAA have signed up to which will enable him to address this issue when he meets Lord Ahmed (to discuss that the government are still on board with regard to the UK being the best place for GA).

Nick Wilcock presented his EASA Update report (see also page 16). Someone pointed out that the website 833radio.eu stated that TWO 8.33 radios are required; Martin agreed to contact Bogdan Petrocil to clarify this statement.

Martin gave his AOPA CEO update, noting that the Home Office is making amendments to the GAR (General Aviation Report forms) in that they will be available to complete on the Home Office website in future. The existing methods are still OK to use, that is via the AOPA website and through flight plan providers such as Sky Demon.

Martin said he had raised the issue that when Schengen is temporarily suspended in some EU states, this information is not readily available to pilots. He suggests that pilots check with the country they're visiting that Schengen has not been suspended.

Moving on, he reiterated that AOPA had obtained funding from the European Commission to implement GNSS approaches. This will enable smaller regional airports to have CAT 1 look-alike approaches. One member asked if this could be offered to other AOPA corporates members/airfields. Martin responded that a template would be developed that other airfields could use.

In Any Other Business it was noted that this year's Duxford Safety Day will

be held on 8th April. Nick Wilcock, Chris Royle, Mick Elborn and George Done will be attending to promote AOPA and the Wings scheme.

One member reported that the number of hours required for the CPL course was excessive, and that for an IRI you now need 800 hours IFR, whereas previously it was 200 hours. Nick said it should be 'suitable knowledge' rather than 'required knowledge' and he will be raising this issue again.

Pauline suggested that the paper produced on this be used if needed. It was also reported that the Comment Response Document (CRD) for this regulation is at least a year overdue.

ME reported that the AIP for the carriage of PLBs in the Netherland is at odds with the EASA rule.

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GA News Roundup

Global ADS-B Moves Closer

Aireon announced recently the successful launch and deployment of the first ten satellites hosting its space-based automatic dependent surveillance broadcast (ADS-B) system. Part of the Iridium NEXT satellite constellation, Aireon's space-based ADS-B network will transform air traffic management capabilities, providing real-time air traffic surveillance and flight tracking across 100 percent of the planet.

Iridium has partnered with SpaceX for a series of seven launches over the course of 18 months out of Vandenberg Air Force Base in California. All 81 Iridium NEXT satellites are equipped with the Aireon payload.

As part of this testing and validation process, Aireon's ADS-B receivers, which were manufactured by Harris Corporation, will provide air traffic surveillance data through the Aireon network to the Service Delivery Points (SDPs) at partners NAV CANADA, NATS, ENAV, the Irish Aviation Authority (IAA), as well as the Federal Aviation Administration (FAA) William J. Hughes Technical Center in Atlantic City, New Jersey.

The advent of space-based ADS-B is expected to show a remarkable ability to increase safety and efficiency while simultaneously reducing greenhouse gas emissions, as noted in studies conducted by the Flight Safety Foundation and Purdue University, in addition to signed agreements with many of the world's leading ANSPs.

The network will also provide a new service known as Aireon ALERTSM, a free global emergency-aircraft tracking service that will be hosted and operated by the IAA. Earlier this year, Aireon also announced a partnership with FlightAware, and together launched the GlobalBeaconSM flight tracking service. GlobalBeacon is designed to help airlines comply with the International Civil Aviation Organization (ICAO) Global Aeronautical Distress Safety System (GADSS) requirements, and will provide airlines with minute-by-minute flight tracking data.

British-born pilot and environmentalist Jeremy Rowsell made history last month by flying his Vans RV9a across Australia using a conventional fuel blended with fuel derived from plastic waste. The 'On Wings of Waste' flight travelled 500 miles from Sydney to Melbourne using a unique fuel blend made up from 10% end-of-life plastic normally found in the ocean and landfill sites which has been reprocessed by London-based Plastic Energy.



IAOPA Officers Elected

AOPA US and IAOPA president Mark Baker in December announced the election of officers for the January 1, 2017 through December 31, 2020 term. The following officers were elected:

President:	Mark Baker, US
Senior Vice President:	Dr. Michael Erb, Germany, <i>European Region</i>
Vice President:	Bernard Gervais, COPA, <i>North American Region</i>
Vice President:	Hao Jianhua, China, <i>Asian Region</i>
Vice President:	Chris Martinus, South Africa <i>Africa/Middle East Region</i>
Vice President:	Jaime Fabrega, Panama <i>South American Region</i>
Vice President:	Phillip Reiss, Australia <i>Pacific Region</i>

Ken Mead has been reappointed to IAOPA chief counsel, Erica Saccoia has been reappointed as treasurer, and Craig Spence has been reappointed as secretary general of IAOPA.

Night & IFR for Permit Aircraft

The UK Civil Aviation Authority (CAA) has announced that aircraft operating under a Permit to Fly airworthiness approval, and overseen by the Light Aircraft Association (LAA), can be authorised to fly at night or under Instrument Flight Rules (IFR). Such aircraft have previously been restricted to daytime flights under Visual Flight Rules (VFR).

The change of policy will allow owners of LAA 'Permit' aircraft to apply to the organisation for permission for night and/or IFR operations. The CAA said it should also result in more pilots undertaking training to obtain instrument ratings.

CS-STAN Moves Forward

The NPA for CS-STAN issue 2 was published on the EASA website in December – the public consultation is due to end on 7 Feb 2017. The related Decision is due to be published to coincide with the Aero Friedrichshafen show in early April.

Pilot Mental Fitness Rules

EASA has published a proposal to the European Commission on new operational rules to better support pilot mental fitness. EASA's proposal is part of its Action Plan following the Germanwings Flight 9525 accident. It was released in a document known as an Opinion (Opinion 14/2016). The proposals address relevant safety recommendations made after the Flight 9525 accident by the EASA-led Task Force, as well as by the French Bureau d'Enquêtes et d'Analyses (BEA).

The EASA Opinion will serve as the basis for a legislative



Launch of APPG Boosts GA



At a time when UK airfields are under greater threat than ever (despite aviation being increasingly important to national economies), the launch on 14th January of the All Party Parliamentary Group (APPG) for aviation was a promising way to start the year. The group is chaired by Byron Davies MP (Pictured left with Carol Vorderman and AOPA UK director Pauline Vahey) and includes Grant Shapps MP (below). AOPA will be sure to follow APPG activities closely.



proposal by the European Commission in the course of 2017. To support the implementation of the new rules, EASA has prepared draft guidance material (so-called Acceptable Means of Compliance and Guidance Material - AMC/GM), annexed to the Opinion. The final AMC/GM will be published when the new rules have been adopted by the Commission. You can access the full text of the Opinion on the EASA website.

China's Wanfeng Acquires Diamond Canada

Wanfeng Aviation, the Canada-based division of a Chinese conglomerate, has confirmed that it recently acquired a controlling, 60 percent stake in Diamond Aircraft Industries, Inc. (aka Diamond Canada). As part of the deal announced on 20th December, Diamond Canada has acquired all rights to the seven-seat DA62 twin and four-seat DA40 single programmes from its Austrian parent company, Diamond Aircraft Industries GmbH (Diamond Austria), and production and type design responsibility for these models will transfer from Austria to Diamond's London, Ontario site by the end of 2017.

Wanfeng's investment may ultimately help to rekindle plans for the single-engine D-Jet program, which was put on hold in 2013 due to lack of funds. In a press statement, Diamond commented: "The scope of the investment in the Canadian Diamond companies also includes D-Jet Corp. The future of the D-Jet and/or possible derivative aircraft is subject to ongoing review."

Diamond Austria will remain independent of Diamond Canada, but will support the new owners with production and development activities. It will retain type design and production responsibility for the DV20 and DA42 models. Existing licensed production arrangements for the Chinese market are not related to the Wanfeng investment. Diamond Austria also will continue to develop the Dart turboprop aerobatic trainer and the DA50 models.

AOPA UK China Ties

AOPA UK (through CEO Martin Robinson) is playing a central role in engaging with China to help develop its GA industry. *Flyer* magazine recently reported, "The British Aircraft Owners and Pilots Association (AOPA) has been instrumental in arranging a self-flown trip to the Zhengzhou Airshow being

staged in April 2017.

"AOPA is working with Rate One Aviation, an Air Training Organisation specialising in instrument ratings and based at Gloucestershire Airport, to finalise arrangements."

The route will take go via Croatia, Greece, Egypt, Saudi Arabia, India, Thailand and Vietnam. The crossing into China will be from Hanoi, Vietnam to Nanning, south China, with a stop at Changde before arriving at the destination, Zhengzhou.

"Participants will be supported by the Chinese authorities and the organisers of the Zhengzhou Airshow (28 April – 2 May 2017)," said Jim Thorpe of Rate One Aviation. "As well as providing unprecedented access to Chinese airspace, they are offering a significant contribution to participants' costs while in China."

Several British display teams will be at the airshow in China, including the Breitling Wingwalkers, above.

The AOPA/Rate One trip is scheduled to depart on 15 April and will take about 10 days to reach China. The return flight will start at the end of April.

"This is not a race but the outbound trip involves fairly hard flying with 6-8 hours flying most days, three rest days and around 50 flight hours in total," said Thorpe.

BCAL Archer Unveiled at Biggin



Above: Alastair Pugh CBE, former managing director of BCAL, unveils the newly painted 1988 Archer, in BCAL colours and named after Julie Washington, who sadly died of cancer last year. Representatives of the Phyllis Tuckwell Hospice in Farnham, who cared for Julie, are pictured below. Attendees could purchase Biggles the Biggin Bear with all proceeds going to the hospice and the Golden Lion Childrens Trust, which was formed by BCAL staff members in the early 1970s.



A fund-raising initiative was launched at Biggin Hill Airport last month with the unveiling of a Piper Archer that will be based at Blackbushe Airport with AOPA corporate member Air First, where some of the proceeds from its rental will go to two charities (see caption, below left). The aircraft was purchased by Robin Washington in memory of his late wife Julie, a former British Caledonian member of ground staff (transfer desk) who died of cancer last year. She later worked for British Airways as well, through the BCAL merger in 1987.

Laurie Price, ex-BCAL and now a well-known aviation consultant, said the aircraft (registration G-RECW) would do a fly-by at Gatwick after the event, en route to Blackbushe. He said as well as doing trial flights with Air First to raise money the aircraft would sometimes go to airshows too.

Caledonian Girls

Price joked that it was still impossible to hear the Beach Boys song Californian Girls without thinking of the 'Caledonian Girls' advert!

10 Former Caledonian Girls were present in the Scottish airline's original bright tartan uniform at the event.

Price pointed out that BCAL's support for the Airbus A320 as launch customer was critical to the its success.

Christabelle Munford, owner of Air First, told *AO&P* that Robin Washington was presently learning to fly and was looking forward to flying his aircraft when he obtained his PPL.

Andy Patsalides, London Biggin Hill's marketing manager, said that it was at the airport because it had been in engineering with Falcon Flying Services and RAS Completions, another Biggin resident company, had done the new paint scheme.

If you are interested in donating to either of the charities mentioned in this article please visit www.glct.org.uk and www.pth.org.uk. Also, to purchase Biggles Bear for £10.00 please e-mail marketing@bigginhillairport.com!

Eva Up For Award

AOPA UK and its partners in Project Eva (Electronic Visibility via ADS-B) have been nominated for the IHS Jane's Air Traffic Control (ATC) Enabling Technology Award. The winner and shortlisted candidates for the award will be announced at a ceremony on 7 March during the World ATM Congress in Madrid, Spain.

More Pipers for China

Piper announced in January that it had received an order for 50 Piper Archers from Beijing-based China Air Shuttle, which will distribute them to various training schools. The aircraft will be delivered starting in Q2 2017.

More French Closures

In 2012, the French government removed many airfields from its list of designated points of entry from non-Schengen countries.

Recently another 13 French airfields have lost customs status: Abbeville, Agen la Garenne, Amiens-Glisy, Annemasse, Besançon la Vèze, La Môle Saint-Tropez, Lannion, Le Castellet, La Roche sur Yon, Lognes Emerainville, Montbéliard Courcelles, Nevers Fouchambault, Vichy Charmeil. A petition regarding the latest cuts has been started in France by the Fédération Française Aéronautique and can be accessed at <https://lc.cx/J4Ye>.

Closing your flight plan when arriving at a non-ATC airfield in France is important in order to save the unnecessary implementation of SAR

8.33 Claim Criteria

The criteria have been published for claiming 20% rebates for 8.33 radios: see www.caa.co.uk/CAP1501.

Also see <http://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/8-33-kHz-radios/>

At the end of January the CAA was working to open the online application process. Please refer to the AOPA website, www.aopa.co.uk.

action by the French authorities. If you've previously used the 0810 IFR VFR number (0810 437 837), please make a note that was changed on the 10th November to +33 (0)1 56 301 301.

AOPA FLYING INSTRUCTOR REFRESHER SEMINARS



See also
article on
page 38.

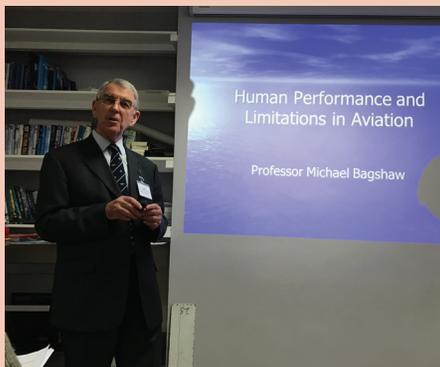
For revalidation of an FI certificate the holder shall fulfil two of the following three requirements:

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 Seminar and pass an assessment of competence.

Following the success of the Seminar run at its offices in London on 8-9 November, AOPA has decided to hold Seminars in London on **10-11 May and 7-8 November 2017**. The venue will be 50a Cambridge Street, SW1V 4QQ, only 5 minutes' walk from Victoria Station. The Seminar on **20-21 September 2017** will take place in Abingdon at Edward Brooks Barracks.

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 Seminars start at 1100 and end at 1800 each day to facilitate travel.





IAN SHEPPARD and aviation photographer MARK WAGNER visited the altiport at Megève, in eastern France, in the depths of winter!



According to Aéroclub de Megève chief pilot Bruno Muller, Megève Altiport was the third of France's famous mountain airports to be established (this was in 1967), after Meribel and Courcheval. And despite the latter being the most famous, Megève has a lot to offer too - scenic flights over Mont Blanc, mountain flying training including landing on glaciers on skis (if you want to tack an extra week on) and ski slopes just up the hill, even if not as proximate as Courcheval.

Having landed with a well known orange airline in Geneva we drove to Megève, which took just over an hour.





Megève is also a base for rescue helicopters while the heliport provides for heli-transfers from airports such as Geneva, and for heli-skiing.



It would have been nice to fly, but you need the training to fly in, and when we arrived there was evidently no flying going on - because there was a low bank of cloud coming in from the North.

With the snow we missed the airfield at first, and suddenly realised it was on our right as we drove up a road beside it, three short miles out of Megève town. The little tower sits at the top of the slope with the spectacular mountains in the background - looking down the runway (33) which is (under the snow!) asphalt. The strip is 1424x59 feet and is situated at 4,830ft AMSL .

Courcheval is higher at 6,588ft and longer at 1,762ft, and also has a higher gradient at 18.6 degrees compared to 10 degrees at Megève. But both are "dead end" airports - with Megève you have to land on runway 15 and take off on 33. Thus there are no go-arounds! As Bruno says, once you are committed, that's it!

As is common in France the aéroclub is owned by its members, of which there are around 300. We met Bruno in the clubhouse, which also houses the Coucou Café. He said the Cub only has six employees, three pilots (including himself), two engineers and a receptionist. The club fleet consists six Jodel D-140 Mousquetaire IIs and there are two further aircraft in the livery of Aerocime, which do sightseeing flights around the mountains (Mont Blanc etc).



Looking down Runway 33. The skis can't be used in all snow conditions - it must be a good thickness.

Bruno told us that the "Musketeer" is by far the best aircraft for mountain flying and use at altiports and on glaciers. For the latter skis are fitted, to a design created by an engineer in the valley. It is all manual, which Bruno said made it more reliable as water from snow could so easily cause electric ones to fail. Sitting in the cockpit, once we'd wheeled it out of the hangar, I pumped the handle between the seats to lower the skis down.

The club also has a pair of Robins for flight training; according to Bruno it is the most active mountain flying school

LFHM in the summer, looking down runway 15.

in Europe - flight training goes on year-round. The initial mountain rating (wheels) takes 30 hours of flying and adding the ski rating takes another 20 hours or so, said Bruno. On an intense course this could be done in as little as two weeks full-time, he added.

Bruno was kind enough to give us two books, as reference material, one about the mountain rating and one with various spectacular images of the club's operations around the mountains, landing on skis in remote areas and on glaciers.



Megève Tourisme



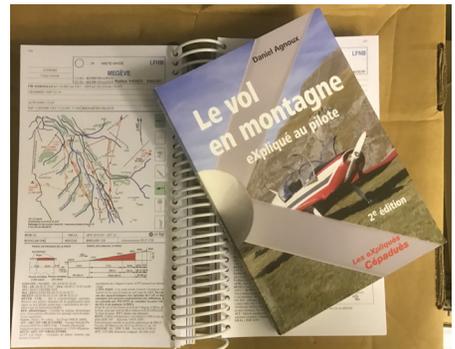
Engineering Expertise

On the engineering side the aeroclub is very organised and its workshop, at the back of the main hangar, is clearly very busy. One project it has at present is building a new Mousquetaire (below) and some of the parts that are usually metal it is replacing with composites, having gained a considerable amount of experience in this area.

In recent years one particular accident at Megève, a gear-up landing in a TB20, has so far attracted 594,000 views on YouTube as the pilot in the back seat filmed it. He made some comments with the YouTube video: “We did not know what will happen in the next four minutes. I was filming the approach for my

“...the Jodel 'Musketeer' is by far the best aircraft for mountain flying and use at altiports and on glaciers.”

personal video files, than it happened. The crash. Right after the crash, we didn't know what was happening. We all survived. This video shows the approach to the altiport, Megève. Both the pilot and the mountain rating teacher have several thousands of flight hours and a huge experience, but it happens, that the gear was forgotten. On the video you can hear the warning signal of the plane, that indicates, that the gear was not pulled out. No one was harmed by the crash.



Le Vol en Montagne is the standard training text for the mountain wheel and ski ratings in France. Here it is with the Megève page in the Delage, the invaluable French guide to airports/airfields.

After the crash, we tried to move the plane, but we had to get a tractor, to pull the crashed plane from the runway. You can see this in the further video.

So I can give you the following advice: Check your gear twice or use a plane with a fixed gear.”

This 'hard lesson' is comes up in training far and wide within the GA community!

For an account of an exciting flying trip to a glacier from Megève see the account of *Flying* magazine's Lane Wallace at <http://www.flyingmag.com/where-eagles-dare>



The handle shown above is pumped until the skis are on the snow. You know they are as it's too hard to pump any more!



FAA IR

What's involved?

Last October IAN SHEPPARD headed to the US to do an instrument rating (IR) to add to his FAA PPL. Flying in the wake of Hurricane Matthew (the first big one for a decade), it was windy and turbulent across Florida and not ideal for shooting approaches. But it was very enjoyable.

As you might expect, doing the US FAA instrument rating (IR) is challenging but it is also a very rewarding experience. But is it worth a UK pilot doing it given the \$ exchange rate, and the fact EASA and the CAA have introduced the Competency Based Modular IR, and are looking at a Basic IR.

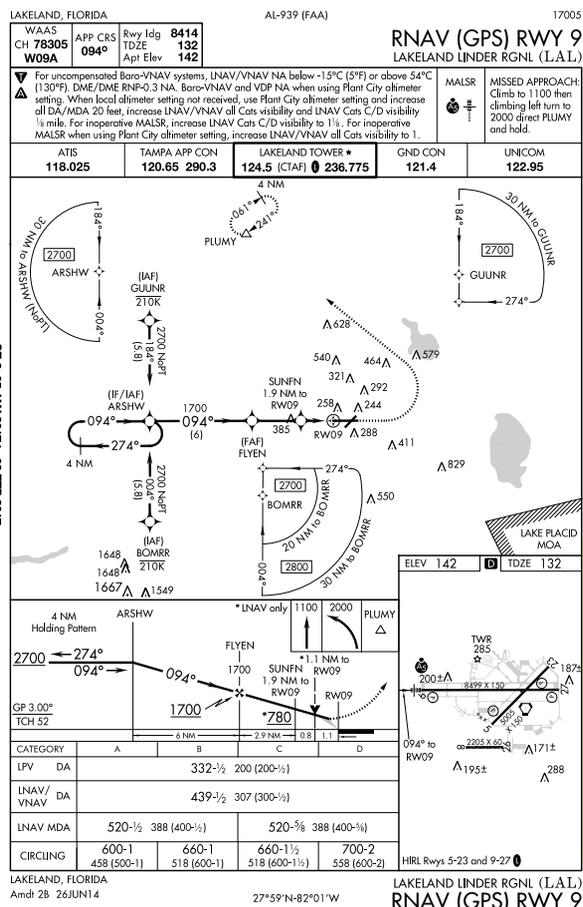
The answer to this may depend (as with PPL training) on where you want to fly. If you want to fly in various parts of the world the FAA IR would be great to add to your PPL, and is recognized everywhere. And if you want to fly in the US, it's a "no-brainer". If £1 would buy \$2 then a PPL may be worth getting in the US anyway, and converting back - although even then I'd question if the hassle and cost of getting TSA approval and a student M visa is really worth it.

It may be worth that hassle if you're doing a whole ATPL, and you can do the EASA ATPL at a few schools in the US, and you probably would save quite a bit still. Either way for the EASA ATPL you'd have to do the 14 EASA ATPL theory exams, and you can do them in the US or as a standalone groundschool course before you go, either full or part time. Try Bristol Groundschool, CATS or Padpilot.

So what of the PPL wanting an IR, and not dreaming of commercial flying? Once you have the FAA IR you can get an IR(R) - the old IMC - rating on your EASA/CAA licence straight away, and the hours will count towards getting a full EASA IR/CBM IR, although you'll need those 10 hours at an ATO whatever happens, and the exams (for IR it's 7 as for the CBM IR, which gives you the same privileges in private aircraft but the theory represents about 60 percent of the 'commercial' IR theory).

The first question is do you have an FAA PPL - which makes things slightly simpler. Your UK PPL will be an ICAO licence but you need to do some paperwork to be issued with an FAA PPL, but at least you can do this with no exams. But there is extra paperwork later as this PPL is not treated like an "original" FAA PPL. As I did my PPL in Florida in 1991 it is a full FAA "Private" - I only converted to an EASA PPL in 2014 when the writing was on the wall for wanting to fly G-reg aircraft with it. In fact, you still can, but without the EASA PPL I would not have been able to get the EASA CPL in 2014 and instructor rating in 2016.

So how did this trip to Florida in late 2016 come about? It all started on a visit to Sywell Aerodrome, when we flew up for AeroExpo from Thurrock in a C172. One of the stands looked intriguing - Pilots' Paradise, in Sebastian, on the east



An appropriate approach plate for Lakeland, Florida; those sharp-eyed enough will notice the fixes are named ARSHW, FLYEN and SUNFN, paying homage to the famous Sun 'n' Fun show held there in spring. This year's event will take place 4-9 April (see www.flysnf.com). Probably the most amazing thing about the IR in Florida was that almost every airfield now has at least one GPS (LPV) approach. This includes those with no tower and almost no traffic, making them ideal for training - and there are no approach fees or landing fees in the USA.

coast of Florida just north of Vero Beach (home of Piper) and south of Kennedy Space Center. Founder Oli Fisher, a former RAF VC-10 pilot and Grob Tutor instructor who was embarking on a new job as a pilot with British Airways, told me how he rented aircraft to pilots coming to Florida and wanting to fly while staying in nice accommodation, doing various trips - to the Florida Keys, The Bahamas, etc. He also said they were starting to offer FAA IRs to UK and other non-US pilots. At first I was not interested personally as I'd been looking at schools that also offered CPL training, and often ATPL. Although I had ATPL theory it had lapsed and I'd not taken the IR skill test in Europe before my exams lapsed (36 months), so it suddenly seemed the right thing

It's surprising how much kit you end up with - including things I arrived with. There were also new charts, Terminal Procedures Publication (TPP), VFR Sectional Charts, IFR En Route Charts, Chart Supplement (formerly Airports and Facility Directory) for Florida, FAR AIM, and the all important AFE Timer - DO get one of these before you start an IR, it's the best.





When I arrived at Sebastian Municipal Airport the area had not been hit as badly by the hurricane as had been expected. The Pilots' Paradise sign was damaged, but little else fortunately. Only one runway was available as there were hundreds of electricity repair vehicles parked on the airfield - it being used as part of the expertly-executed Florida emergency response plan.

to do - what Pilots' Paradise offers is an environment is where an older, more experienced PPL could not only go to fly with friends or family, for fun, away from the typical flight school environment, but could also get an IR. Oli said that for Part 61 (not Part the more structured Part 141) training, if your IR training was incidental to another trip there is nothing requiring you to get an M visa - with the cost and the interview at the US embassy in London. That was designed for full-time career-pilot type students, rather than private pilots on holiday (and/or business) in the US wanting to improve their flying skills.

However he said you do need TSA security clearance - something that was brought in post-9/11. So I planned the trip, and decided to combine it with working at the NBAA convention in Orlando afterwards, helping with the *Aviation International News* show dailies. Given I'd have three weeks for the IR I'd have to work hard, especially to get the theory within two weeks - unlike in Europe it is all in one exam.

I booked an appointment to have my fingerprints taken in London, with a TSA-designated rep who came over from Paris. She has a few set days a year in London and so I met her in a hotel lobby where she proceeded to take a comprehensive set of prints. I must have looked like a criminal to hotel guests. I was just there for a conference. Anyway, that meant despite being expensive (about \$250 including her fee and online application fee), it was done and Pilots' Paradise was happy with that too.

I was starting to think, having paid Oli a deposit and with Brexit having sent the pound into freefall against the dollar, that it would not be worth it financially. But at the same time I was aware that

those flying schools that actually do the full IR in the UK charge around £11,000 (single engine) and then you have to add examiner fees and approach fees. Although I could save some as I had a CPL, and thus the 10-hour credit from the Basic Instrument Flying Module, I could also use this in the US to reduce the hours for the FAA IR from 40 to 30 hours. So it was looking like being about \$6,000 plus examiner fee and aircraft hire, then add other costs, such as flights, car hire and accommodation, and I was looking at \$8,000 approximately (around £6,700).

So I headed out in early October to Orlando and drove to Sebastian, and met chief instructor Tony Pool at Pilot's Paradise new base at Sebastian Airport. It was not surprisingly chaotic as Hurricane Matthew had whipped up the coast only two days beforehand, and Tony was very stressed - they'd only just flown the aircraft back from the western side of Florida where they'd been taken to avoid Matthew.

The student before me had been delayed and had helped fly these aircraft out and back, but it became increasingly evident that the hurricane had had a major impact on his course. A pilot and Piper PA28 Warrior owner from White Waltham, he missed the theory test pass by one question up at Florida Institute of Technology in Melbourne, but by then he had already decided he couldn't get up to speed for a check ride in time, and didn't want to extend either.

Pilots' Paradise has a lovely bungalow in a private estate near the airfield, and I shared that with the aforementioned - and rather disappointed - student having spent my first night at a large, self-catering cabin next to a house owned by Oil Fisher's father, on Indian River

Airpark near Vero Beach. It was lovely there being on the airfield, but it was still part boarded up after the hurricane.

Being at the house was ideal but I agreed to go back to the Airpark for the last week so they could let the house for a young man who was coming to hour build for eight weeks, and his girlfriend.

Flying with Tony was very enjoyable and despite it being windy and turbulent I gradually got the hang of the approach procedures, and doing holds. We did the long cross country with two approaches into St Petersburg Clearwater International and Orlando Executive Airport. I was struggling with the R/T (radio) as the controllers spoke so fast, especially clearance to intercept the localizer and continue the approach.

I passed the theory at FIT after about ten days of studying - having done the EASA ATPL theory helped a bit but the emphasis is different so the best prep was practice questions on Dauntless Software's app (well worth \$48.99).

Unfortunately, although I was ready for test after three weeks and had a couple of days in hand, examiners had been in high demand after the hurricane and we couldn't get one before I headed to the NBAA show. So as I write this I am back in Florida about the embark on some refresher training and a checkride in early February. Wish me luck!

Tony Pool and his wife Carole (pictured on reception) are English. Tony was an instructor at Blackbushe with Jill Develin (see pages 36-37).



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In this issue of PPL Corner we focus on trimming, one of the most important skills for a new pilot to learn. First they need to understand the concept, and then explore how to stabilise the aircraft *then* trim.

A few years ago a colleague of mine, a very experienced instructor/examiner asked me to fly with a friend of his with whom he shared a Cessna 210. His friend had been making awful landings, either coming down hard or touching down and bouncing. It was worse in a crosswind where he was making no rudder corrections to speak of. My colleague asked me to fly with him. I let him do the first circuit and landing. On runway 26 there was a slight crosswind from the right. We touched down to the left of the centre line, bounced and went around. On the second approach I asked for control on final at about 250 feet. Straight away I realised the aircraft was not trimmed. I trimmed it and handed control back to him (which took all of 5 seconds). There followed a textbook landing, followed by two or three more, now with good trimming, and the problem was solved. Because the aircraft was not trimmed, he was concentrating too much on keeping the correct trajectory, having to use large inputs and didn't have any capacity remaining for the finer touches. Once the airplane was trimmed however, the inputs he needed were smaller, lighter to the touch and didn't require as much concentration.

All light aircraft I can think of have at least an elevator trim tab of some sort, and that is what I want to look at in this issue. It might be a servo tab on the elevator of a Cessna, or an anti-servo on the stabilator of a PA28. Whatever type of tab it is, it does the same thing. It sets the aircraft on a certain course and by staying on that course allows for a less tiring and probably more enjoyable flight.

"Being trimmed means that you can take your hands away from the control column and on a stable day the nose will stay where it is for a long time."

I can drive a student mad with incessant "are you trimmed?" questioning. Every time they change power setting or configuration, they learn that I am about to ask "are you trimmed?" I then take control and if the nose goes up or down, I ask "then why's the nose gone up? or down?". I'm not actually that annoying and it is done with humour, but it gets the point across.

If you are at an early stage in your PPL, you should have started practicing trimming the aircraft. I start showing the

use of trim on the very first lesson, if only to introduce the student to the idea of setting the aircraft on a stable course without having a constant input. I like to put the plane out of trim and challenge them to maintain a stable nose attitude for a while. Then let them try the same thing with a well trimmed plane. Recognising small changes in nose attitude can also be a challenge, but once these can be recognised, putting the nose back where it was is also a good exercise to start right from the beginning, as well as being fun.

The first thing that has to be done before attempting to trim the plane is to understand that you are trimming for a **stable** configuration. It can be straight and level, climbing or descending, base leg or final. When I say stable I mean that the aircraft is neither **accelerating or decelerating** while being trimmed. Being trimmed means that you can take your hands away from the control column and on a stable day the nose will stay where it is for a long time. On a turbulent day the trend is that the nose stays put.

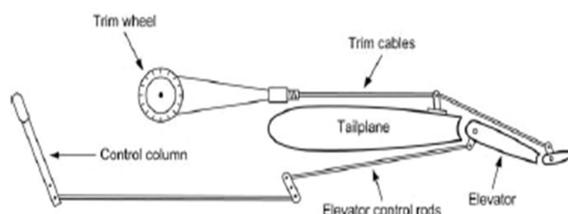
Trimming for straight and level consists of making sure you have a stable nose **attitude**; if you are levelling off from a climb, choose your nose attitude, allow the airplane to accelerate then set the **power** you want. Flying with a light touch (try three fingers), release the control column and watch the nose attitude. If the nose goes up (which it will in this situation), put it back where it was as soon as **as you notice the change**. Don't look vacantly out the window while the nose attitude changes to the point the aircraft slows down and climbs. Trim the aircraft so that when you release the control column again, there is no change in nose attitude. In this example the nose went up when the control column was released. In order to maintain straight and level a forward pressure was needed. Forward trim of the wheel is needed until the nose stays where it is on its own. The same principle applies to trimming for any configuration of power or flap. Once you have the **power** setting required, a stable nose **attitude** and speed, then you can **trim**.

Let's say you are going to start a climb at 80kts from straight and level at 95kts. In this instance you should apply full **power** first, then choose a sensible nose **attitude** for the climb, hold it and then **trim**. Until you are more experienced it is a good idea to do this without looking at the ASI. Once you feel trimmed, if you then look at the speed and find you are

doing 85kts, simply raise the nose a touch more and re-trim. Or if you are too slow, lower the nose a touch and re-trim. In this way you should find the correct trim within two attempts.

A common error is trimming too soon or too late which leads to **chasing the trim**. Let me illustrate this by exaggerating what happens. Going back to levelling at 2,000 feet from a climb. The first thing you do is to lower the nose for the straight and level attitude, then almost immediately reduce the power and trim. You feel the control column and you think "Job done!" But you didn't give the plane enough time to accelerate, so what is happening now is the plane continues accelerating and the RPM will also increase. You have trimmed at about 85-90kts, and that is the speed the plane wants to now fly at. So the nose attitude starts to rise, and you only notice this after maybe 100/200 feet. So you have to descend. During the descent you accelerate to say 105kts. You get to your 2,000ft, raise the nose, power seems fine and you trim. Job done! But now plane is going too fast, and as you trimmed at around 100kts, that is the speed it wants to do, so down goes the nose. It might be another 100/200 feet of descent before you notice it (don't worry you WILL do this a couple of times until it 'clicks'). Dohhhhh! So you need to climb again; up goes the nose, she slows down (unless you add a bit of power), you get to the correct height, nose to straight and level, power okay, trim. But the plane is still accelerating so... Okay, I have tortured you enough. I would not let a student get into this never-ending loop. It is interesting how it can happen to PPL holders after not flying with an instructor for a while. It is one of the 'habits' people tend towards and I have watched it happening for a good 10 to 15 minutes before pointing it out.

Another erroneous use of the trim wheel is to use it not for relieving control pressure but for applying it.



Trim should only be used following a change of pitch, power or configuration (gear or flap changes).

So learn to trim properly, understand what you are doing and why, and keep mindful of what you are doing, especially once you are out there on your own. Not trimming is like having a car that pulls to the left or right the whole time trimming is like a good cruise control. It relieves control column pressure and allows you to fly with a light touch. In turbulence a well trimmed plane means it is easier to notice updrafts and downdrafts. Trimming in turbulence is a matter of practice, and you will get there as long as you understand and can trim correctly on a smooth day.

Finally a word on electric trim. Personally I don't like it. I have flown medium sized twins with all the trimmings (ha-ha), including electric trim and found I felt a lot better disconnecting it and using the trim wheel. If you do like the electric trimmer and use it regularly, make sure you know how to pull the circuit breaker in a hurry. Also, try to use it only for large adjustments in trim, and then use the wheel for finer changes. This is because unless you use the electric trim a lot and are very used to it, you really don't know how fast it is trimming for you, and it is easy to over-trim, and end up chasing it again. So happy flying, happy trimming and a Happy New Year!

Contact: 07985 969018, e-mail Adam.Winter@aopa.com

Take Your PPL Theory in London!



Following the popularity of the first series of courses, AOPA is pleased to advise that it is running more evening Ground School courses for ab-initio pilots. The PPL Ground School takes place at the AOPA offices at [50A Cambridge Street](https://www.aopa.org/locations/50a-cambridge-street) each Tuesday and Thursday evening, 7-9pm, on the dates shown below. The AOPA office is only five minutes' walk from Victoria Station. All nine subjects required for the PPL (Aeroplanes) taught over a period of approximately 70 hours. The lecturer is Adam Winter, a highly qualified and experienced flying instructor who works for the Flyers Flying School at Elstree. You can read more about the training and subject matter at www.flightgroundschool.co.uk

Course Dates 2017

Air Law	March 9,14, 16, 21	Aircraft General Knowledge	May 30, June 1, 6, 8
Operations and Procedures	March 23, 28	Principles of Flight	June 13, 15, 20
Human Performance and Limitations	March 30, April 4	Revision	June 22
Revision	April 6	Exams	June 27
Exams	April 11		
Navigation	April 13, 18, 20,25, 27, May 2	Performance and Planning	June 29, July 4,6
Meteorology	May 4, 9, 11, 16,18	Communications	July 11, 13
Revision	May 23	Revision	July 18
Exams	May 25	Exams	July 20

It is not necessary to attend the full course and candidates can select the individual subjects they wish to study from the published dates. You do not have to be a member of AOPA to participate. Further details can be obtained from Mandy at the AOPA office on 0207 8345631 or mandy@aopa.co.uk

Flight Training in Sunny Cyprus

Julius Themistocleous visited Aviator Flight Center, a growing training provider.

Located at Larnaca on the south eastern coast of the island (also known by a recently added moniker of Glafcos Clerides International, in honour of the former President of the Republic of Cyprus), Aviator Flight Center (AFC) operates under EASA Part FCL ATO and is approved by the Cyprus Department of Civil Aviation.

Founded in April 2000 by AFC director and head of training Nicos Kountouris, The school offers training programmes including Commercial Pilot Licence, Flight Instructor, Night Rating, Instrument Rating, Light Aircraft Pilot Licence and Private Pilot Licence.

The school also provides ICAO to EASA Part-FCL licence conversion and Multi Engine Piston Class Rating (MEP). In addition to these courses AFC offers scope for structured hour building with packages tailored to the individual's requirements.

AFC currently cooperates with Buckinghamshire New University through CTC Aviation, said Kountouris, who added, "CTC provides the training for the students from Buckinghamshire New University, trainees that are working on their aviation degrees – they come to AFC in Cyprus for their hour building and night ratings."

AFC completed 2,460 hours of flight training in 2016, compared to 2,191 in 2015.

Additional aviation services are provided by AFC, including airline interview preparation, and the company will soon apply for an air taxi operator AOC (Air Operator Certificate).

Kountouris, who has 10,800 hours and over 26 years in the aviation business, has large commercial jet experience including flying the Boeing 737NG with Eurocypria, and the A320 and A319ACJ (Airbus Corporate Jet) for Strategic Airlines and Luxembourg-based VVIP operator Global Jet, respectively.

Aliki Georgiou holds the positions of both chief flight instructor and safety manager and has more than 5,000 hours flying experience over 11 years, including seven years as a senior first officer flying A320s for Cyprus Airways. Now she is flying in a captaincy position on a business jet, the Hawker 900XP.

Paolo Patitucci is AFC's compliance monitoring manager as well as being a flight instructor, and has been at the company since 2011. He previously had roles as a senior cabin crew member and crew trainer at Cyprus Airways.

Equipped with a modern fleet of training aircraft comprising two Aquila

AT01s, a Diamond Star DA40D and a Diamond Twinstar DA42, AFC took delivery on 16th March 2016 of an ALSIM ALX simulator for its MCC (Multi Crew Cooperation) course, JOC (Jet Orientation Course) and FMS training.

The school replaced its ALSIM AL50 with the ALX FNPT II, a state-of-the-art tool that can be used throughout *ab initio* training and which is considered to be the leading simulator in its field. This new addition is housed at the school's base adjacent to the light aircraft parking area at the airport.

Speaking following the delivery last year of the new training aid, Kountouris said, "Our EASA qualified simulator is different in its conception [from previous training simulators]: it supplies a complete training cycle where *ab initio* students with zero hours experience will be trained to the level of airline type-rating standards. Our high-tech and user-friendly simulator ensures easy immersion for both trainee and instructor and offers a high level of training."

The school consists of large air-conditioned and well-lit, noise-proof lecture rooms, as well as briefing and meeting offices with computing, printing and conference facilities. Additional facilities include showers, lockers, a kitchen, a recreation/rest area and an outdoor garden patio.

Speaking to *AO&P* at Aviator's Larnaca base in relation to the advantageous and favourable weather that Cyprus affords an aspiring student pilot, and for flying in general, he cited a recent source quoting "Cyprus is considered second to Costa Rica" in terms of year-round flying conditions.



Aviator Flight Center at Larnaca Airport is conducting commercial flight training in support of pilot degree programmes in the UK.

Cyprus is characterized by a typical Mediterranean climate with hot and dry summers and mild winters. The temperature in the Eastern Mediterranean area sees the summer season run from mid-May until mid-October, while the relatively cold winter months of January and February see an average temperature of 17-18 degrees C, (63-64 degrees F). Cyprus is an attractive alternative to fellow EU states Spain and Portugal as a destination for good year-round flying weather.

Larnaca (LCLK) has a 3,000 metre (9,800ft) runway. The island's other international airport serves Paphos, in the southwest of the island. Paphos (LCPH) shares a 2,700m (8,860ft) runway with Papandreou Airbase, home to the Cyprus Air Command, the National Guard's armed air wing which mainly consists of a fleet of helicopters, including Mil Mi-35P Hind gunships.

There are various restricted military areas on the island including Cypriot forces bases and firing ranges, British SBAs. The Turkish-occupied section in the north is also out of bounds to Cypriot registered light aircraft, as is crossing to mainland Turkey.

VFR cross-country flights are possible between Larnaca and Paphos with the opportunity to share the circuit with large airliners.

The Cyprus Air Force has a reserve air base at Lakatamia, just south of Nicosia, which is used mainly for helicopter operations.

The former international airport at Nicosia, located 8km west of the capital, is not been open to civilian traffic



Aviator has two Aquila A-210 AT01s. Aquila is a German manufacturer, based near Berlin.

since the Turkish invasion of July 1974, although the UN peacekeeping mission has a helicopter base at the site.

Abandoned following the invasion, Nicosia became part of the UN-controlled Buffer Zone separating the Republic of Cyprus from the Turkish Republic of Northern Cyprus (TRNC).

The large, operationally active Royal Air Force base at Akrotiri (LCRA) is situated close to the coastal city of Limassol and is classed as a British Overseas Territory.

It is administered as a Sovereign Base Area (SBA), one of two such areas on the island – the other being Dhekelia, which is part of the Eastern Sovereign Base Area (ESBA). Both were ceded to Britain in 1960 as one of conditions for Cypriot independence following 80 years of colonial rule.

Akrotiri forms part of the Western SBA along with nearby Episkopi. Kingsfield (LCRE) in the Eastern SBA near Dhekelia has a 1,250m runway and serves as a helicopter base for British forces on the island, and for skydiving.

The proximity of Greece and its many islands including neighbouring Rhodes, Kastellorizo, Karpathos and Kos, which form part of the Dodecanese chain of islands, allow the private or trainee pilot the chance for trips, especially in the summer months. Rhodes has a small airfield suitable for GA traffic as an alternative to the larger Diagoras International (LGRP), which is situated near the village of Paradisi.

Close to Rhodes town is the military-operated Maritsa (LGRD), with a 2400m runway which hosts a Hellenic Air Force Super Puma base for SAR (Search & Rescue). Maritsa previously served as the island's airport until replaced by Paradisi in 1980.

Kastellorizo, or Megisti, which is home to Greece's eastern-most airfield, lies approximately 280km west of Cyprus. The fixed population of this South Aegean island, 2.5km from the Turkish coast, is under six hundred. The island featured in the 1991 Oscar-winning Italian film *Mediterraneo*.

Cyprus joined the EU in May 2004 and in January 2008 it became part of the Eurozone.



Twin CPL/IR training is conducted in the school's Diamond DA42 Twinstar.



Biggin Hill Heritage Hangar



Greg Norris photograph.



Below and top: The Heritage Hangar has created factsheets for each aircraft, which are also available on its website (bigginhillheritagehangar.co.uk).

1945 SPITFIRE LF Mk XVIe RW382



- Built in 1945 and delivered from Castle Bromwich to No. 6 MU at Brize Norton on 20th July
- No. 604 squadron RAuxAF on 1st April 1947, serving until 14th April 1950, when it was retired to No. 23 MU Lyndham
- Joined No. 3 Civilian Anti-Aircraft Cooperation Unit at Exeter (coded 'X') on 11th June, transferring to the Control and Reporting School at Middle Wallop on 17th October
- Retired 14th July 1950, when it flew to No. 45 MU at Kirkcaldy, moving on to No. 29 MU at High Ercall two weeks later: SOC on 14th December 1954.
- Allocated to No. 609 squadron at Church Fenton as instructional airframe 7245M 28th November 1955
- RAF Leconfield, 1957-1973.
- Gate guard as RW729DWW-X.
- RAF Henlow, 1967-1968.
- Used in movie 'Battle Of Britain' for static scenes, 1968.
- RAF Uxbridge, Apr. 4, 1973-1988. Displayed on pole.
- Tim Routs/Historic Flying Ltd, Cambridge, Aug. 1988-1989.
- David Talliches/MARC, Chino, CA, 1989-1991.
- Tim Routs/Historic Flying Ltd, Audley End, July 2, 1991.
- Registered as G-XVA.
- First flight July 3, 1991 at Audley End as RW382NG-C.
- Military Aircraft Restoration Corp, Chino, CA, 1991-1994.
- Bernie F. Jackson, Manitoba, Canada, 1994-1995.
- Based in UK, 1991-1995.
- Arrived at Audley End to be dismantled for shipment to USA, Feb. 13, 1995.
- Thomas F. & Bernie Jackson, Glenbrook, NV, Aug. 21, 1995-1998.
- Registered as N582RW.
- Crashed in, Blue Canyon, CA, June 3, 1998.
- Restored as G-PBIX Pemberton-Billing LLP
- Restoration to fly at the Spitfire Company (Biggin Hill) Ltd. 2011
- 1st flight 18/09/13 at Biggin Hill, Pilot Clive Denney

On 17-1-17, *Aircraft Owner & Pilot* was privileged to have a guided tour of the increasingly fascinating Biggin Hill Heritage Hangar - now in a new double hangar home on the east side of Biggin's main 03-21 runway. The guide was a certain Paul "Le Mans" Campbell (so called due to his annual pilgrimage to France's premier motorsport event in his VW Camper Van). Paul is the sole employee of the Heritage Hangar, with the rest of the growing staff of engineers etc employed by The Spitfire Company (Biggin Hill) Limited, whose main business is the restoration of "Spits".

Paul, who is in charge of hangar/aircraft tours and bookings for flights in the two seater Spitfire along with fly-bys for weddings and aircraft paraded at shows, has been tasked by Spitfire Company founder Peter Monk (interviewed in 2015 by *AO&P*) to engage with esteemed members of the press to create wider awareness of the Heritage Hangar (tours are £39 pp, and it's an additional £30 to sit in a Spitfire).

The main attraction for this hack had been lunch at The Old Jail pub, that famous haunt of Biggin pilots over the decades, but I was glad to say there was quite a story to tell about the



The Biggin Hill Heritage Hangar now has the world's largest concentration of Spitfires.

hangar's progress - not least the fact that it now has some 13 Mitchell Marvels, plus Peter's Hurricane. This led Paul to suggest that Biggin has a Squadron again for the first time since WW2 ended.

In passing, Paul mentioned that a "White Cliffs" [of Dover] flight in a Spitfire is now £4,800, but he wasn't overemphasising this, as he said they were always in demand and always busy - which illustrates the enormous cost of running and maintaining these aircraft, let alone restoring them. With the latter, customers usually continue to own the aircraft throughout the process.

Paul ran through the histories of various aircraft - all fascinating tales; it's well worth a tour. The Me109, for example (left page, bottom picture), was in Russia in a swamp for 50 years - it had been shot down in the Battle of Britain after shooting down 3 RAF aircraft, "then got shot down three times itself in Russia," said Paul. The swamp preserved it so it's "almost entirely original." It was discovered in 1992, flew again in 1998, lived in Canada (Niagara) for 15 years and then was restored and lives in the Heritage Hangar, which really has a fascinating collection now.



"You Have Control!"

"I Have Control..."

Between July and September 2016 IAN SHEPPARD completed an EASA flying instructor rating at Redhill Aviation. This brief report was published on the website of the Honourable Company of Air Pilots, which awarded Ian the Norman Motley Scholarship in 2016.

Undertaking an instructor rating when you're also working is no easy task – so I was lucky that Redhill Aviation could offer the course as it is 100 yards from my office at the aerodrome! Air Pilots' agreeing to pay meant I could finally do something I had wanted to do since getting back into flying at Fairoaks in 2009, and certainly since passing the ATPL theory in 2011.

My instructor, Jill Develin, had just retired from British Airways where she was a captain on the Boeing 747-400. Thus you probably would do well to find someone better qualified as she is an experienced examiner and ran Redair flight schools for around 30 years with her husband Islam, who is Redhill Aviation's CFI.

After a couple of flights with Jill, Redhill Aviation had to move offices into a portacabin, because a fire a year or two ago had destroyed most of the building including the cafe, where it started. The portacabin is actually very functional and right next to the aircraft, although it did get rather hot on a couple of those really hot days last August!

I started in mid-July and we juggled the timetable around holidays and airshows – I write for aviation magazines, including editing the AOPA magazine *Aircraft Owner & Pilot*, so had to fit all that in as well, not to mention the occasional bad weather day.

However, with 125 hours of groundschool to complete there was plenty to do when the weather was

unsuitable. Redhill Aviation's philosophy was not to rush this and to give it the time it deserved – and I found this paid off in the air as lessons and the background was well understood.

The photographer I often work with at airshows around the world, and on visits to GA airfields for AOPA, had completed his instructor rating at Andrewsfield and found the early stages very tough so I was well warned that 'Effects of Controls' (and all the building blocks that would be later applied in the circuit) were not that easy to grasp – in

"People will only learn if they get a chance to try and see their mistakes. So everything must be clear-cut; [But] if it's a safety issue then quickly say 'I have control' and take control."

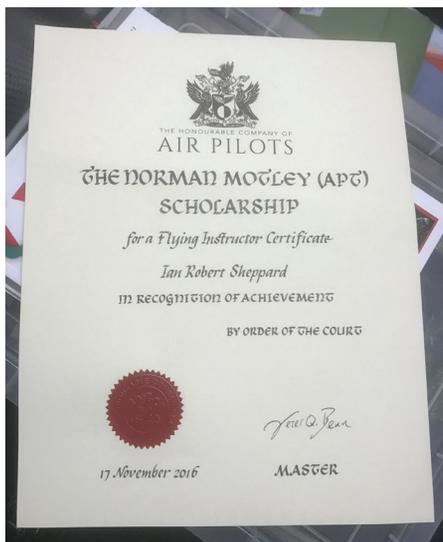
that you had to sit in the right hand seat, demonstrate and then allow the student to practice. Another fortunate thing for me was that I had been doing a lot of flying as P1 from the right hand seat, as the 172 I was using from Thurrock Airfield with the photographer only had a window that opened on the left!

What was harder to get used to was allowing the 'student' (which the instructor pretended to be of course) to

try what you'd demonstrated to them without interfering unduly. People will only learn if they get a chance to try and see their mistakes. So everything must be clear-cut; if it's a safety issue then quickly say "I have control" and take control (i.e. do the handover taught at the start of the Effects of Controls lesson). But otherwise, see how the student does, take control afterwards and then (and only then) give feedback.

I have already attended the AOPA Instructor Refresher Seminar, in November, as I was covering it for their magazine [*see page 38-39 for Part II of the report*]. You have to do this in every three-year period but I found it useful doing it so early and hearing what highly experienced instructors (many of whom were also airline or business jet pilots) had to say. One said that it was still good to input the odd word while the student had control as a reminder but this has to be judged very carefully – give them a good chance first and above all don't create dependence – because what you're aiming to do is allow the student to go solo and fly a circuit, and progress from there. Self-sufficiency is the key for them and the instructor can do a lot of damage or waste a lot of the student's time and money if they're not really learning.

I found presenting fine but Jill had a lot of good tips on how to write on the whiteboard, how to use the model aircraft as a prop, how to use colour pens, and how to allow questions and ask questions to make sure the student was



Without the generous support of the Honourable Company of Air Pilots it would not have been financially possible to find the funds for the course (approximately £8,000 for 30 hours flying, 125 hours of groundschool plus examiner fee and aircraft hire for the test).

awake! And, above all, how not to ramble on and go over time; 15 minutes is fine for a pre-flight briefing and 45 minutes for a long brief.

But it has to be remembered, stressed Islam, that you should not natter on – especially in the aircraft, where he recommended “Pigeon English.”

Gradually I moved through the lesson sheets, moving on to circuits, stalling, spinning – all very enjoyable and in all cases I was learning an awful lot from Jill, remembering things I did in my PPL and polishing up both my flying and my understanding. I also enjoyed practice forced landings, as again you have to think for two having to teach and then allow the student to try. Also keeping up with radio and navigation and situational awareness in general is essential, from it being entirely your responsibility to gradually sharing more and more of the task with the student – until you are able to sit back and do less and less!

There was one other student instructor but he was busy flying for EasyJet as a young captain, and doing another course at CTC in order to teach groundschool there, so I moved ahead and we only had one chance to do ‘mutual flying’ – he taught me Effects of Controls. It was useful to see how he coped, how he was organized and how I felt being a student in that situation – all very worthwhile, and he did very well indeed (not a surprise, perhaps, but being an airline pilot doesn’t necessarily translate to being a good instructor).

Moving on there was some pressure to complete the test as we were now into September, Air Pilots required us to be completed by 1st October and in any case we all had trips or holidays looming – but luckily I was deemed ready and took the test with Islam.

He is an excellent instructor and examiner known by many in the industry and it was a learning experience in a huge way just to do a test with him – I was nervous and a bit under the weather meaning my thinking wasn’t as clear, but we went out and I taught him everything he wanted me to demonstrate teaching. It wasn’t the greatest flight I’d ever done by a long shot but I got through, and the briefing and long brief went well.

In such situations you are bound to feel that you’re not doing that well but it’s a lot to bring together and the test is somewhat artificial, testing bits and pieces of the course. I comforted myself by thinking at least in lessons they are clear-cut and hopefully straightforward, as long as you brief properly, plan and follow the usual procedures.



Below: Ian Sheppard after completing his instructor skills test successfully on 26th September 2016, just a week short of it being 25 years since he completed his PPL (2nd October 1991)! He has now decided to give up editing *Aircraft Owner & Pilot* after two very enjoyable years to focus on instructing alongside working as a reporter for Aviation International News.



Ron Campbell's tome is still the FI Bible, it seems, and most UK FIs will have a copy on their bookshelves.

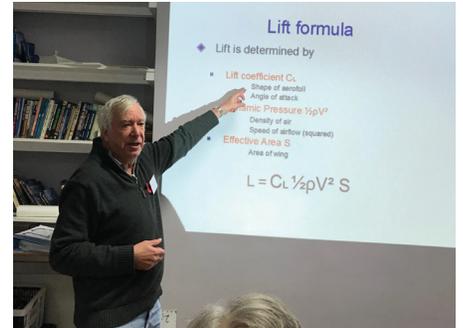
Thankfully Redhill Aviation has good procedures and we spent a fair amount of time going through paperwork, regulations etc as the instructor has considerable responsibility, not least of which is advising students on the training they need in the first place. Not knowing the latest regulations could be costly, both to the student and to the business.

Once I passed I actually only did one flight, checking out someone on a Cessna 150, before heading off on work trips and travelling, with some flying in the USA. So 2017 is when I am starting to instruct and it will be all thanks to the Honourable Company of Air Pilots.

Long-term I would like to be able to instruct CPL, instrument and multi but first I will need to do the 50 student flight sign-offs under supervision to be a full FI rather than an FI Restricted – FI(R), and the gradually build experience and other ratings. One step at a time!

AOPA FI Refresher Seminar (Part 2)

The second part of our report on the Flying Instructor Refresher Seminar held at AOPA's HQ in London in November 2016.



Picking up from where this report left off in the last (i.e. December) issue, Charlie Brown was covering navigation. His next topic was situational awareness, and he endorsed the use of tools such as SkyDemon on iPad, which is also good for filing flight plans, checking Notams and checking weather. However he noted that he used it "More for planning than for flying - I put it on paper then so I can use the stopwatch; I'm afraid I will lose the skills otherwise. But it's good to use SkyDemon as a back-up [even then]."

He said it was important to teach good navigational techniques including checks (e.g. HAAT for turning - heading, altitude, airspeed, time). And at the turning point, pre-turn from plan to aircraft, and post turn from aircraft to plan.

"We don't want to see track crawling - we only need to know roughly where we are; we don't have to find that roundabout on the edge of town," said Brown. "Just the edge of the built up areas will do - don't get worked up about it." He continued: "Every time I fly a light aircraft, I use BIG to SMALL to find small features/towns. And the first rule of a good navex is the less time spent navigating, the better the navex. Chart down, LOOKOUT and FLY ACCURATELY. Then you can show the student that flying the plan *works*."

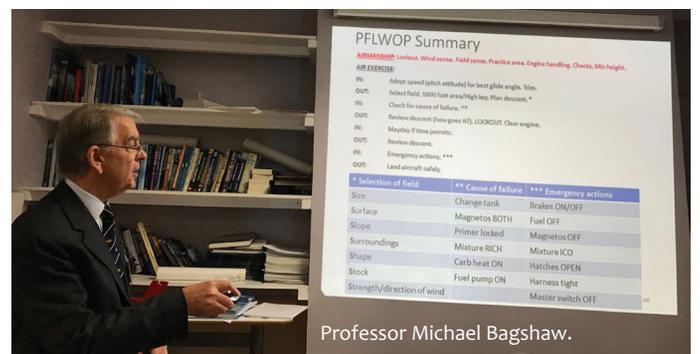
Brown then described the importance of being ready for dead reckoning, as it "means you are flexible and have gross error awareness." I know that on a half-mil chart two fingers is 21nm. That distance hasn't changed in 36 years!

Moving on to stalling and spinning, instructors were advised to "be current with spinning" even if the most you do is wingovers. "I've had to intervene 9 out of 10 times with pilots that think they know how to recover!"

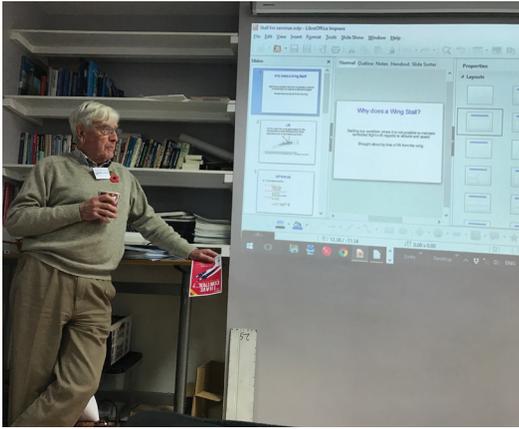
With stalling he said to focus on teaching students to recognise the symptoms of a stall - and to understand no matter what the airspeed, it's all about the angle of attack. "You can stall at any altitude, attitude, weight, configuration or manoeuvre."

He said instructors should keep things simple. "It's not complicated - our job as instructors should be to provide clarity where there's been confusion."

Brown said it was advisable to "clinically prepare for training - as there's always a gotcha out there."



Professor Michael Bagshaw.



Above: Back to basics with David Scouler. Instructors have to return to basic principles on a regular basis, to ensure they are still communicating the correct information to students. And the next generation of instructors!



Above Centre: Each participant was given a completion certificate to help them meet the requirements for their FI rating revalidation or renewal. The course tutors also fill in the relevant parts of CAA Form SRG 1135: Application for the Revalidation or Renewal of an Instructor Certificate in Accordance with [EASA] Part-FCL.



Above: Course lecturer Charlie Brown, who has flown Tornados in the RAF, was awarded last year's Hanna Trophy by the Honourable Company of Air Pilots, for his display flying since 1991 - including the Spitfire, Messerschmidt Me109 and Hurricane. He usually flies such historic aircraft from Duxford.

To conclude the discussion on stall recoveries Brown described the Standard Stall Recovery (control column forward, full power, rudder to prevent further yaw) and then added that power is not just for the sake of power - it is also to increase the airflow to make the elevator more effective. Then a key message for those training future airline pilots - and that is following Air France AF447 and other accidents, Airbus changed its training and now advises that power should be fed back in, admitting that if it is added back all at once in an airliner at 32 degrees angle of attack won't recover even with full forward stick.

At the other end of the spectrum, he observed: "There are people out there doing aerobatics in Harvards etc who are afraid of doing a stall."

On the second day of the seminar Professor Michael Bagshaw got things underway with human factors - picking up the theme from stalling. He said 73 percent of accidents were due to HF, although in a way this may be closer to 100 percent. "I believe human factors goes through everything," he said.

He then moved through various elements of HF - saying the oxygen-haemoglobin dissociation curve means we can go to 10,000ft ("So this proves God is a pilot!") - but he noted that with the eye, the focal vision is good but only provided you're looking! Saccade is the repeated moving of the eye and looking.

The danger of collision is out there... "I bet everyone in the room has had this - there is nothing and then suddenly the windscreen is full..."

"So you have a duty to teach your

students to move their head and eyes... to do the saccade [which is the name of this motion when you stop and look repeatedly in different places]." He suggested this could be the bad side of tools such as SkyDemon. "It's great to show where you've been but bad as you're pressing buttons, looking down. I love it though - and I'm an examiner - but you still have to look out the window."

Prof. Bagshaw said the HF syllabus is "probably about right" but it's just not being taught, and students tend to "do the exam, pass and forget it!"

He went through wellbeing (made up of psychological, physical and emotional factors), and the arousal curve (optimum in the mid-range), and said: "Your job [as an instructor] is not to be an amateur psychologist, but you do need to understand your students."

Then he reiterated that people are like buckets - and what's in the bucket is "what's going on in your life." Sometimes, "it doesn't take much to make it overflow. You as an instructor need to put a tap in that bucket." And he added: "Be careful not to mix up capacity with aptitude - the latter is so much more difficult."

When pilots become overloaded, Bagshaw said the first thing that goes is the hearing - "that's filtering - and the coning of attention [see also TB20 accident referred to on page 26].

Among other topics, he also touched on the difference between fatigue and tiredness - fatigue builds up and can't be reversed by sleep."

Moving on, David Scouler took the baton to run through performance,

takeoff and landing factors, and urged instructors to "find out as much as you can" about any aircraft you're about to fly - with some aircraft there is very little information to help with performance calculations. He said this was often the case with private light aircraft.

After lunch a couple of the instructors gave presentations, having been selected (there not being time for everyone to have a go!) Edwin Manser, a part-time instructor at Booker, explained the lift formula in relation to why a wing stalls. Then the second presentation was by Lavinia Hobbs, an instructor with Bristol & Wessex Aeroplane Club, delivered the preflight briefing for the lesson 'Straight & Level Part 2'. Lavinia did an excellent job and the main feedback was to say why you lower the nose when power is increased - i.e. what happens if the nose isn't lowered.

Airbus pilot and light aircraft instructor Tony Cooper did the Effects of Controls briefing very well, then Mike Bagshaw went through Forced Landings with Power (there is not space to do that justice here).

Last but not least David Scouler covered airspace infringements, "a hot topic with the CAA." He went through some interesting statistics and noted David Wood's article (AO&P, August 2016) where he suggested categories.

Scouler said that as soon as an infringement happens the controller is taken off duty. So it's stressful for them.

He then closed the seminar and completed forms and certificates for the instructors.

Letters

“Act in haste; repent at leisure”

Sir,

There are those who on opening their copy of *The Times* go immediately to the obituary page to see who has died. It is becoming a bit like that at page 12 of the latest edition of the AOPA magazine.

We are witnessing the demise of general aviation. Not because people do not wish to fly or who cannot afford to fly, it is because there will be no airfields to base their aircraft nor places to fly from or to. There is more to general aviation than a few well-heeled individuals in private aircraft. There are many business people who need to get around the country quickly and easily to conduct and improve the UK's productivity. We also need to train the next generation of pilots for the airline industry since the traditional pool of ex-service pilots gets smaller by the month. The UK's departure from the EU is likely to make this even more important.

This Government like the last, and the one before and the one before that, has no strategic vision for the infrastructure of the country. They deal in tactics not strategy. We have been here before, the last axeman we saw was the infamous Dr Beeching. He, under direction from another short-sighted government, destroyed a wonderful railway network

and how we are missing those vital links. The Victorians did do strategy – whether intended or not.

The “current crisis” is housing. Where can we build quickly and to hell with the consequences seems to be their mantra. The airfields we have need to be saved. A strategic plan needs to be developed which preserves a network of airfields throughout the country. Some of the existing “middle order” airfields (such as Bristol, Southampton, Bournemouth) are so expensive as to make them unusable to most GA traffic.

Those airfields, in ever growing numbers, under threat of closure, will never be replaced. These runways were not paid for by current owners but by the taxpayer during and after the last war. Even we paid as the current generation since last tranche of the war loan has only recently been paid off. And yes I was a UK taxpayer for 34 years.

So selling them off at a vast profit to current owners is an offence we should all object to.

I am aware that the Members Working Group are saying much the same thing. But unless AOPA members individually lobby their MPs not much is going to change. As a resident of the British Isles but not the UK, I do not have an MP to lobby. I feel powerless.

So my question is: will AOPA prod all members to contact their MPs to stop these acts of vandalism before it's too late?

Mike Perry

**Commander, High Performance School,
Guernsey.**

Downwind Turns...

Sir,

In December's issue, in support of his arguments that there is a loss of speed in a downwind turn, Roger Bunbury cites the example of the glider slope soaring at 30 knots in a 30 knot wind turning downwind.

Although I have not experienced the hazardous condition described, I have considerable experience of flying gliders in mountain wave at altitudes where it would not be uncommon to fly at 40 knots in a 40 knot wind up to perhaps 70 knots in a 70 knot wind. This is done deliberately to remain stationary over the ground in order to hold position in lift. The GPS might read zero but the ASI reads airspeed. Strictly IAS rather than TAS but that's not relevant to this discussion. Although the glider may be at 10,000 or 15,000 feet above the ground rather than perhaps the 200 feet when hill soaring, the glider is unaware of its height and the situation when turning is no different from that when slope soaring.

I can assure Mr Bunbury that when making a turn, whether a 180 degree turn downwind, or a series of circles in order to drift back perhaps to check for better lift, the airspeed remains constant during the turn assuming the glider is being flown competently. The glider, which at 40 knots is flying only a little above the stall, does not stall and fall out of the sky as a result of Mr Bunbury's hypothetical loss of airspeed, despite the increase in stalling speed resulting from the turn!

As with any aircraft, the angle of attack needs to be increased in the turn with a slight back pressure on the stick to compensate for the component of lift which is being used to turn the glider rather than to support it. The glider does not accelerate downwind – relative to the air, it's speed is constant! The ‘push’ from the wind is no different irrespective of the direction of flight. It's what pilots usually call drag rather than ‘push’! In the case of the 70 knot wind, the groundspeed indicated on the GPS will change from zero to 140 knots during a 180 degree turn in perhaps 10 seconds or less. However, the pilot does not feel a surge of acceleration – just the normal increase in G for the angle of bank.

The problem with Roger's argument

Boeing Business Jet at Bristol Airport. Although Bristol Flying School opened new modern premises in 2014, and conducts a wide range of courses, Bristol in general is expensive for GA aircraft to use.



is that he is using the ground as a point of reference when considering changes in inertia whether talking about gliders, aircraft or fish. The ground is irrelevant. The medium in which the glider or aircraft is flying is air, or in the case of the fish, water. It is with respect to this medium that its inertia must be measured and with respect to the medium, there is no change in speed when turning.

Andrew Reid

Back to Basics

Sir,

I'm not suggesting you publish this letter (unless you feel it will provide any useful addition to the debate - if so it might be wise to run it past some of your hugely experienced instructors before you do!), but would certainly welcome an article in the magazine by one of your instructors finally putting this matter to rest.

I've just been enjoying the last year's worth of letters about the perils of downwind turns, as it has made me go back to basics and try to understand how all this works again (I found nothing in the Trevor Thom books warning that steep turns are dangerous in wind).

In his December letter, Roger Bunbury provided an explanation of why he thought turning downwind causes a loss of airspeed. In trying to understand his explanation, I realised his footnote was arguing that the phenomenon is in fact false! As he points out, circling in a steady wind, effectively around a point that is moving, is no different from circling in no wind. And what is a turn downwind other than an incomplete circle? Any inertia that an aircraft has to overcome during a turn will be having to be overcome at every point of the turn, for each minute change of direction. Even then would this effect not be completely swamped by the significant extra drag generated in a steep turn?

I'm a mere PPL, so I'm always learning stuff that I didn't know (but thought I did) in aviation. However, I do have a reasonable grasp of mathematics. If a 1000kg aircraft is travelling at 50m/s into a headwind of 25m/s, then it will have a groundspeed of 25m/s, and a

momentum of 25,000kg m/s relative to the ground. Flying in the opposite direction, it will have an airspeed of 75m/s, and a momentum of -75,000kg m/s relative to the ground. The transition from one direction to the other involves a momentum change of 100,000kg m/s (10,000N of force over ten seconds). Remove the wind, and the momentums will be 50,000kg m/s and -50,000kg m/s relative to the ground respectively, again a difference of 100,000kg m/s.

Clearly the momentum of the aircraft relative to the ground, or anything else, is only of importance if you're about to hit it! This is because the equations $F=ma$ (force is mass times acceleration) and $F=(p_1-p_2)/\text{time}$ (force is change in momentum divided by time), make no reference to the speed: changing your frame of reference doesn't alter the forces involved.

If this isn't convincing enough, think of wind simply as air movement relative to the ground. If you change the reference point to space, then even in no wind, an air mass is moving at 900 knots eastwards due to the Earth's rotation: nobody would suggest that an aircraft flying west is moving in a wind of 900 knots relative to space, and therefore must be in some kind of peril if it tries to turn east. Furthermore, the Earth (and any air mass on it) is orbiting at roughly 58,000 knots around the sun, and the sun is moving at roughly 420,000 knots* in an orbit around the Milky Way, so it's a good job that it doesn't matter what the reference point is when you're talking about turning an aircraft in a mass of air clinging to a tiny piece of rock moving rapidly through the vastness of space!

Of course, turning (or landing) in windshear is an entirely different situation: here the aircraft flies into some air that is moving in a different direction or at a different speed from the one it has just left, resulting in change in airspeed due to the momentum relative to the original air mass staying the same initially (inertia). But the discussion isn't about windshear: it's about moving around in a mass of air that has a constant velocity.

*These figures aren't entirely accurate, but they're good enough to give you the picture.

Yours sincerely,

Nicholas Lee

Aircraft Owner & Pilot

Flying in France

Sir,

Anyone who flies to France, novice or experienced, may like to look at the website francoflyers.org. It's full of useful information and an excellent section on french flying phrases. ATC facilities are being downgraded or removed from many airfields so understanding of French phraseology is essential. There's a useful facility whereby clicking on the French phrase triggers it in audio so you can hear how it actually sounds.

Robert Hill

EGSR AOPA Rep

Aberdeen Blue

[Addressed to the AOPA office]

Sadly, Cabro will not be renewing [our corporate membership] this year. In June 2016 we ran into difficulties at Aberdeen Airport with the ground handling company being rude, insulting and unprofessional towards Cabro pilots.

As there was no management interest in what the Aberdeen operation of the GH company did or how it treated us, we had to close down. We had nowhere else to operate flight training/hire from, so around 300 GA pilots (a good few we had trained from scratch) now have a 3-4 hour round trip to get to a location that can support them. Sadly, most of them have since given up flying as the travel distance to get an hour's flying means a day of mostly travel.

At a time when Aberdeen is suffering due to low oil prices, we had been awarded an Air BP scholarship pilot and a good number of helicopter pilots were looking to get help converting to fixed wing flying. Sadly, because we had nowhere to operate from, we had to let them all down too!

We had been working at another location on the airport but the airport's commercial team wanted to increase the host's rent for them to do this, which basically resulted in them being unable to help us through the increased rent.

The aircraft are all but sold, so flight training at Aberdeen is now a thing of the past.

Regards,

Alan Stewart

February 2017

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DHC-1 Chipmunk. G-BBMN. One owner since 'Demob' from Royal Air Force in 1977, in original colours. Military no: WD.359. Always hangared and CAA schedule maintained till 2016. Now completed under LAA schedule and all mods incorporated. Ready to fly away. Wings, ailerons & flaps re covered in Ceconite 1996. All engine hoses replaced, New batteries fitted 2016. AF 8449 hrs, TTE 1462 hrs as at April 2016. Situated Essex. UK. mail: gipsymajor10@gmail.com
Contact for further details: 0208 954 5080.

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1987 Beech Bonanza F33A

British Reg. Beautiful example maintained regardless of cost. TT since New: 1840, ET: 890 (October 2000), PROP: since Overhaul: 185 Jun 12, Annual/Arc due: New, Full logbook history from import-present day, Avionics installed. KMA24 Audio-Panel, GNS430Nav/Com/GPS, KX155A Nav/Com, KR87ADF, KMD540 Moving Map, TT31 Transponder, SPA400 Intercom, WX10A Stormscope, KN63 DME, KFC150 Autopilot + flight director KFC55 Compass System + HSI.
Offers around £115,000 no VAT, private sale but PX considered. Contact : Tel: 07711196070. email: aircraft48@yahoo.co.uk

FOR SALE

G-JAKI, 1995 Mooney M20R



1468h TT, 154h SMOH, 12h PROP, 18okts, 280hp TCM IO-550-G, speed brakes, full IFR panel with Garmin 530 and Sandel 3308 EFIS, KFC-150 flight director, KX-165, KN-62A DME, KR-87 ADF, KT-73 mode S transponder. Shadin fuel computer, Insight GEM-602 engine monitor and SF-2000 Strikefinder. Wingtip recognition lights and electric standby vacuum pump. Fresh annual August/16. VAT paid. Further details available from David Abrahamson, email david@cs.tcd.ie or telephone +353 1 896 1716.



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