

The official magazine of the Aircraft Owner and Pilots Association

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# AOPA UK

## A Nynja in Nato

With a case of **Stockholm Syndrome** during a **Mexican stand-off** with **Turkish Customs**...what warriors!



### HE WHO FLIES THE PIPER

Pilot Lyle Weir completes his UK challenge for charity and prepares to board the commercial fleets

### SHARING OUR AIRSPACE

CAA launches large-scale trial with ground-based beacons to protect glider launch and model activities

### WITH HELP FROM ABOVE

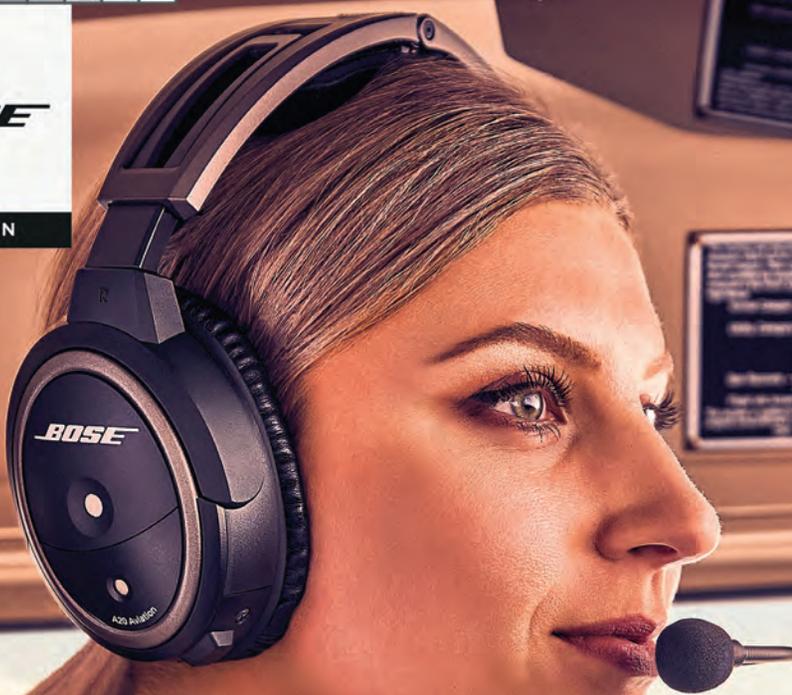
Air Search volunteers who give their aircraft, time and money to provide vital emergency support

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# WHAT'S NEW?

**T**HERE ARE several changes afoot at AOPA. Firstly, thank you to everyone who made the journey to the new offices for the 56th AGM. It was the largest attendance for some years and consequently there was some vigorous debate. This year saw the retirement from the Board of John Walker. Appointed in 2013, John has worked tirelessly to promote the retention of airfields for General Aviation in the UK and will continue to do so. The Board thanked him for his work.

Thanks were also due to Director Mick Elborn. As a result of his career in property management the new offices are looking better than we could have anticipated. They are modern, light, airy and the location, although a light industrial estate is very tranquil and green, reflected in the green colour scheme of the exterior and interior. There is an abundance of trees and grass and our lake is home to a heron, ducks, coots and several hundred fish. The space includes a number of different-sized meeting rooms and those who attended will have seen the large smart screen that was used for the videoconferencing.

The new offices will be the location for the next Flight Instructor Refresher course to be held 22nd to 23rd November. This will be run by the new AOPA Head of Training Brian Hamilton. We'd like to thank Simon Atkins for his time in the position, particularly during the Covid restrictions and wish him well in his new position as Head of Training at Woodgate Aviation in Belfast. We're delighted to have Brian take over. He has accumulated many thousands of hours experience on many different types, holding an ATPL and many instructor ratings and he's a CAA Airworthiness test pilot. He's also a ferry pilot and has crossed the North Atlantic ferry route several times. Finally, he completed a round the world flight in a TBM700. I'd like to think it is a testament to the high regard that AOPA is held in that we can attract such an outstanding individual as our new Head of Training.

Many of you will know that as part of AOPA's structure there was a body called the Executive Committee which had evolved over the decades such that no-one was entirely sure what purpose it served. It largely comprised of current, past and aspiring Board Directors who brought their area of expertise and experience to the inform the Board's decision making. As a result of the ongoing strategy review it has been decided to disband the Executive Committee and set up an Advisory Board in its place. The aim is to have a number of subject experts to enable Directors and the CEO to have access to their wisdom. It is intended this will be a position of significance and being a member will be held in high regard by the General Aviation industry and will be a recognisable accolade for the member. To this end we're welcoming John Walker, George Done and Martin Jones as its first members. Martin Jones is based at Derby Aero Club and is a qualified instructor. He will be lending his expertise in the area of strategy to support Martin and Philip as AOPA continues to develop its strategy.

Finally, we welcomed Leah Mansfield, as a guest, to the Board meeting and AGM. Leah is a qualified barrister who is learning to fly. She will be leading the review of the British Light Aviation Centre's Articles of Association which were last reviewed in 2011. The objective is to have them accurately reflect the current operation of the company and bring them up to date with company legislation.

We are always looking for new volunteers so if you think you have a skill set or experience that could benefit AOPA, please contact myself or any of the board and ask how to get involved. [pauline@aopa.co.uk](mailto:pauline@aopa.co.uk) ■



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AOPA is a member of the International  
Council of Aircraft Owners and  
Pilots Association. IAOPA



Articles, photographs and news items from AOPA members and other readers are welcome. Please send to the Editor. Inclusion of material in AOPA Magazine cannot be guaranteed, however, and remains at the discretion of the Editor.  
Material for consideration for the December issue should be received no later than October 2022.

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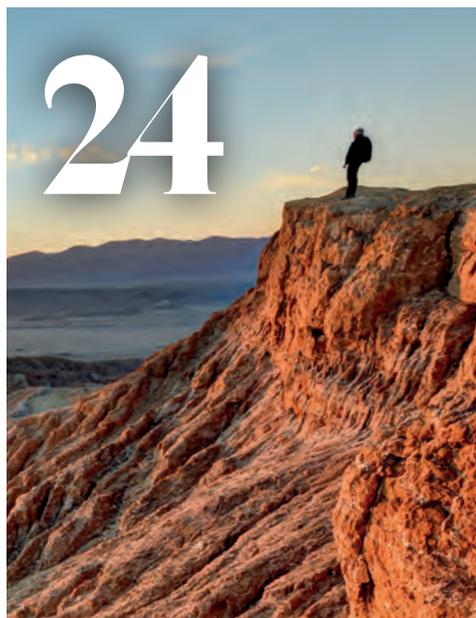
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## EDITOR'S COMMENT

In this October issue, we mark the passing of two highly respected airman who were proud to serve and left a lasting legacy of respect and affection.

Like the many generations of aviators who earned the unconditional gratitude of the nation, they must not be forgotten.

Group Captain Kevan Dearman joined the Royal Air Force in 1957 as a Cranwell cadet. He went on to build a high-ranking career, retiring in 1994.

He was a Liveryman of The Honourable Company of Air Pilots and Freeman of the City of London.

Sea Vixen pilot and AOPA member Michael Ryan used his flying skills with 890 Naval Air Squadron on HMS Hermes. He was also part of the Royal Navy aerobatic team formed in 1962 from No 766 Squadron in Yeovilton. Full details inside.

At a time when PAPIs and piano keys are being replaced by housing estates, it seems fitting to record their achievements.

**Chris McGine**

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# TIME OF UNCERTAINTY BUT WE'LL STAY TO FIGHT

Government shake-up means the departure of Transport Secretary Grant Shapps and Aviation Minister Robert Courts but AOPA remains to protect our members

**T**HE REQUIREMENT to produce a magazine article comes around quickly these days and at times it can be difficult deciding what to write. Following the last issue there were several comments which were incredibly positive particularly in relation to main subject on OneWeb/EGNOS.

Since then we have had a change at the top of Government, we have a new Prime Minister and a change of ministers in the Cabinet. Two of the casualties, with the recent reshuffle, included the Secretary of State for Transport, the RH Grant Shapps MP and the Aviation Minister Robert Courts MP, who has since moved to the backbenches.

The new Secretary of State for Transport is Anne-Marie Trevelyan and it was recently announced that Baroness Vere is to assume the position of Aviation Minister once again. We look forward to collaborating with them in the months ahead. At this point in time, we are unsure if there will be a change of direction or priority as the new ministers get their feet under the table but I can promise that we will engage with the Department for Transport as we always have done in continuing to make the case for General Aviation.

It has often been quoted that, "One cannot speak the truth to power if power has no use for the truth". Or, is it that, "Power knows the truth already and is busy concealing it", as Chomsky claimed.

It's important to understand that the Government's set policy is for the CAA to deliver compared with where they function as an independent regulator. It is important that we work with the regulator to deliver Government Policy. The question that comes to mind is whether the CAA agrees with a particular policy?

With the recent changes in Government, I think it is highly unlikely (although I hope I am wrong), that we will see EGNOS/Galileo returning to

the UK anytime soon in my view. I say this because Kwasi Kwarteng was the minister in BEIS who was responsible for the termination of the EGNOS user agreement and he is now the Chancellor of the Exchequer, whilst BEIS is led by Jacob Rees Mogg MP! Therefore, the question I have for Government is: what are the UK's plans for the development of a space-based augmentation service, over what period and at what cost?

The ministers who were involved with the purchase of OneWeb are no longer in position and it begs the question as to who takes responsibility? The UK taxpayer still has the right to know what the benefits will be from this purchase and what kind of return OneWeb will produce in terms of economic value to the UK economy, bearing in mind more than £400m of taxpayer's money was invested in this low earth orbit satellite service, which as we know cannot be used for navigation services. It was recently announced that Eutelsat signed an MOU with OneWeb which still leaves the UK Government as a minority shareholder.

A few pilots have said to me that General Aviation does not need LPV approaches and that the LNAV procedures provide a solution. Whilst undoubtedly true the issue is whether the aerodrome can see a business case given the costs involved – let alone the length of time it takes to establish such procedures. The recent announcement from the Department for Transport seemed to be offering funding of up to 75 percent for those aerodromes wishing to make an application, however there will be ongoing fees and charges so the question that remains will be how costs are recovered because the potential users could be quite small if commercial users have no use for LNAV procedures. Another more fundamental question which we are still waiting clarification on is whether it is permissible, under ICAO standards, for a State to legally use the navigation

infrastructure of another State without a written agreement?

In the early days of GPS, the argument against using GPS was the lack of control over the quality of the signal due to lack of ownership. EGNOS gave states across Europe a degree of control and certainty in respect of the signal quality. This in turn allowed states to develop procedures. However one of the obstacles for General Aviation has been the lack of support for procedures into non-instrument runways, after the CAA removed CAP 1122. It looks like there is a disconnect between the support that the DfT wants to provide and the procedures that the CAA will approve. Europe and the USA are motoring ahead with implementing space-based approaches leaving the UK just talking about innovation – how will any of this make the UK the best place in the world for General Aviation?

Another part of the infrastructure is surveillance, which although is applied to operations inside controlled airspace it is outside controlled airspace where the CAA/DfT are encouraging General Aviation to invest in electronic conspicuity, however there is a problem because we have devices that cannot see each other. Our concern is that the current EC policy has not improved the safety of class G airspace, so it is important that pilots continue to maintain a good look out whilst using their EC device, with the knowledge that it is not going to pick up all the other aircraft. AOPA supports a cooperative surveillance system because without it there is little improvement in safety. Current airprox data seems to support this position. This maybe an even bigger problem when drones start to operate beyond visual line of sight (BVLOS). To date there is no civilian detect and avoid system and I believe that this will be necessary if drones are to be permitted to operate in non-segregated airspace and until such time it is my view that we will see more segregated airspace

*“The airspace modernisation strategy will focus on commercial air transport and how the reorganisation of UK airspace can contribute to carbon reduction. Airspace planners’ priorities will be on emissions above 4,000ft and noise below: this could have serious implications for General Aviation”*

being put in place to support BVLOS operations in the UK.

Europe has been developing its own system known as U-space where the regulation already makes it a legal requirement for manned aviation to be equipped with Electronic Conspicuity. EASA is planning to address how EC may be implemented across Europe and which EC devices will be considered for use. As several UK GA operators often fly to Europe it is important that we do not end up having one solution for the UK and another in Europe as this could increase cost for all General Aviation. AOPA has made it clear to policymakers that any changes in respect of airspace or equipment must also provide benefits to general aviation, with improved safety and airspace access, not just an additional cost to what we are already doing.

The airspace modernisation strategy will focus on commercial air transport and how the reorganisation of UK airspace can contribute to carbon reduction.

Airspace planners’ priorities will

be on emissions above 4,000ft and noise below, this could have serious implications for General Aviation. The CAA is also saying this will not apply to existing airspace structures but clearly whenever space is changed and where the goal is carbon net zero the priority will not be towards enabling better access for general aviation. Planners already speak about trade-offs but we are yet to discover what those trade-offs mean. Of course, as citizens we should all be concerned about global warming and to support measures that address the issue however from a light aviation perspective, we know that emissions below 20,000ft fall back to earth and are absorbed. The total amount of AVGAS sales in the UK amount to no more than the fuel sales of one day’s activity on a London garage forecourt.

The emissions impact from General Aviation has always been small however Frazer Nash, a firm of consultants, have been employed to produce a report on the volume of emissions from general aviation aircraft, presumably with the intention of Government setting a baseline. Personally, I think that the report is long overdue and although we have had no contact with the consultants, we have no idea as to the methodology used by them.

We are concerned, as you may have read elsewhere, about the future of TEL, which is to be banned. The USA has been working on this issue for many years and it was recently announced that the FAA has approved an STC for GAMI’s G100 UL for use in every ‘spark ignition’ aircraft in the US GA fleet. We would like to see the UK make more progress on issue of leaded avgas. The GAMI STC is seen as a major milestone in USA and we think the UK should begin to address this issue more seriously.

It is important to say here that the work of AOPA is aligned to that of IAOPA and that we have permanent representation at the International Civil Aviation Organisation (ICAO) in Montreal. Through internationally agreed policies and positions which cover everything from airspace and aerodromes to the environment and facilitation, user charges and taxation and much more IAOPA coordinates the concerns of GA globally. The policy manual is normally reviewed and updated within every two years.

We adapt them for use at national level thereby ensuring a level of consistency globally, but this can be difficult at times to achieve given the development of General Aviation in different regions of the world.

The DfT recently announced Mike Pearson (from Popham Airfield) as the new GA advocate. During my recent call with him Mike mentioned how he always reads our magazine and that he is not just going to be making up the numbers, as he wants to make a real difference.

However he is aware of the challenges that lay ahead. I gave Mike an assurance that AOPA would support his efforts towards making the changes that GA wants to see so that we again have a healthy vibrant GA in the UK.

It should be noted that lobbying or advocacy work is not a sprint but a marathon where the end goals may exist far off into the future. All of which can be affected with each change of Government, as Government policy often changes direction, as we have seen since the recent mini-budget.

The careful, conscientious, diligent work that your association does is more comparable to an ultra-triathlon, but staying the course and delivering can provide significant benefits. Here are some examples.

#### **THE NPPL AND IMCR OR IR (R)**

Fuel tax reduction which we have maintained over many years. Aircraft that are run through a limited company where the directors of that company do not face the burden of benefit in kind taxation. Funding of 8.33 radios and the delay to Mode S implementation and many other achievements.

I shall end this article by thanking you for your commitment and continued support in helping us to maintain general aviation’s freedom to fly. We will never take members for granted.

So how to measure success? Well, it was Steve Jobs of Apple who once said, “If you really look closely, most overnight successes took a long time.” ■



*M Robinson*

**Martin Robinson**  
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WORDS Chris McGine

# WHY IT TAKES 2 TO REGISTER YOUR AIRCRAFT IN GUERNSEY

AOPA issues statement on Guernsey regulations as IR pilots discuss pros and cons of island's regulations overseen by the Director of Civil Aviation

**SINCE 1993 PPL/IR Europe has provided private pilots with a way of exchanging knowledge and experience about instrument flying.**

In contrast to professional pilots, who are supported by employers, private pilots are left to their own devices, and PPL/IR Europe seeks to remedy that. It is open to any pilot who is interested in operating light aircraft under IFR in Europe. It is not an alternative to AOPA, but a supplement.

A debate surrounds the 2-REG, a Guernsey aircraft registry which is a British register administered with regulatory oversight by the island's DCA.

The registration prefix for a Guernsey registered aircraft is the number two followed by a dash and four alphabetical letters, enabling aircraft owners to choose personalised markings such as 2-FREE.

The following is an extract of a discussion about the Guernsey Aircraft Registry:

A asked: "Does anyone have experience of transferring an aircraft onto the 2-REG and ideally a recommendation of a company who specialises in all the intricacies this involves?"

T responded: "I would be interested in learning which advantages M and 2-REGS give in times where you need an EASA licence in Europe."

S responded: "We had our Cirrus transferred from N reg to 2-REG about three years ago and changed it to G reg six months ago. The initial change was done by ASG at Guernsey who were very good and,



The registry is provided by the island's Director of Civil Aviation

given the 2-REG office is in the adjacent terminal building, inspections and queries were easily dealt with. I should also say ASG had maintained our Cirrus from new so knew the aircraft history very well.

"Our motivation for 2-REG was twofold - all our members had EASA IR licences and we didn't want to convert to FAA (if we had stayed with N reg). 2-REG endorsed our EASA licence (for a fee) to fly as if it were G-REG. Secondly 2-REG allowed adoption of either FAA maintenance or EASA. We adopted to remain with FAA maintenance as we had quite a bit of kit "on condition" which, under EASA would have to be replaced as it was beyond its time, and hence would have been costly. Also ASG would effectively just carry on with the same routines.

"All went smoothly until about a year ago, when the rules changed. No longer did they accept FAA on-condition, and all our kit that was previously accepted suddenly

wasn't. We were faced with grounding our aircraft until a new prop etc had been fitted. Also, endorsement of our licences not only came with a fee but applicants had to pass a test on the 2-REG rules; from memory every two years.

"Having replaced all our on-condition equipment we saw no advantage on being on 2-REG and moved to G-REG.

"As T says I cannot see any advantage now in 2-REG. Indeed with the licence endorsement fee and test there are distinct disadvantages."

AOPA has issued the following statement:

"AOPA has been involved with the Guernsey Authorities over the last few years regarding changes to regulation of the 2-REG. For the avoidance of doubt AOPA cannot support the contention that 2-REG is an attractive proposition for private GA. It used to be suggested that GA could move onto the 2-REG and would be allowed to follow an EASA or an FAA

maintenance regime.

"Changes in interpretation ushered in 2-3 years ago have negated that. No on-condition maintenance is supported by 2-REG. 2-REG has no provision for maintaining in accordance with EASA Part M light. Many of the FAA part 43/91 provisions are not accepted on maintenance plans. Whilst EASA makes it clear that the AMP (annual maintenance plan) is a contract between the operator and their elected maintenance shop, 2-REG see themselves as owning the AMP and will review and evaluate the operator's AMP every year, often choosing to make changes.

"Unlike CAA, EASA or FAA, 2-REG require a separate airworthiness review in addition to the annual every year. There are numerous other processes and procedure which are more onerous than EASA or FAA. For example validation of licence (FCL) has been changed from once every 3 years to every year and the cost has gone from £25 to £165.

"Whilst AOPA recognises that some owners may be happy to follow what is essentially a commercial air transport influenced regime and associated costs, it is our duty to point out that owners and operators should examine very carefully their much increased obligations when moving to the 2-REG. It is very misleading to suggest that the 2-REG is a low-cost maintenance environment for GA aircraft." ■

WORDS AND IMAGE Mike Powell

# FLYING SAFELY... HOW YOUR CRITICAL FASTENINGS STAY IN PLACE WITH WIRE-LOCKS

Part three on what maintenance owners/pilots may carry out on their aircraft

**I START** this offering with a Government Health Warning. Before starting any work on your aircraft, however simple it may seem, consider whether it falls within what you consider to be your sphere of competence. If in any doubt, seek advice.

I see that in the previous article I suggested that we took a look at wire-locking. We will do this but I realise that trying to describe in writing how to apply wire-locking is far from easy and would take an entire article or two.

Wire-locking is used to ensure that a nut/bolt/pin/any removeable item, cannot come

loose and fall off. Typically used to secure propeller bolts, oil and fuel hoses, control cable turnbuckles etc.

You get the idea! Any screw or bolt which could come loose and endanger the aircraft (and its occupants) should be wire-locked.

You will need a pair of 10in wire-locking pliers (from LAS part no. 1WA) at around £20.

You will also need some locking wire and you will find 22swg a useful general-purpose size. LAS again. When complete work of this nature must be checked by a Licensed Engineer, or Inspector in the case of Permit aircraft. Where flight controls

*“The best way to master the skill of wire-locking is to ask someone who knows how to do it to show you”*

are concerned a Duplicate (Second) check must be carried out and recorded in the appropriate aircraft log-book and worksheets.

Always remember that you should only carry out tasks that you feel are within your sphere of competence – in practice most tasks are a mixture of common sense and practical skills.

If in doubt seek guidance from your friendly Licensed Engineer or Inspector.

The best way to master the skill of wire-locking is to ask someone who knows how to do it to show you.

Firstly, work out which way the bolt, nut or item (the large oil filter on Lycomings for instance) would turn to come off. The wire-locking must counter this by ‘pulling’ in the opposite direction – usually clockwise. .

This kind of work should be checked by a Licensed Engineer or Inspector and where flight controls (aileron, elevator, throttle etc) are concerned then a duplicate (or second) inspection is required and one of the inspections must be carried out by a Licensed Engineer, or Inspector in the case of Permit aircraft, and recorded in the airframe or engine logbook and worksheets.

The film Blue Thunder opens with a dramatic demonstration of what can happen to a helicopter when it loses tail-rotor power because a nut vibrated off after the ‘baddies’



The wire-locking must counter the direction used to remove a bolt, nut or item such as a filter

had removed the wire-locking.

Split-pins may also be used to prevent a critical nut/bolt from coming loose or off altogether.

These will generally be used with a 'castle-nut' which looks rather like the battlements of a castle – hence the name. The bolt or pin will be drilled to coincide with the castle slots and the split pin will prevent the nut (or bolt) from turning.

Again, these are used to secure critical fastenings such as wing struts, engine controls, control cables and hinges etc.

Split pins should never be re-used. Any work involving flight controls must be checked by a Licensed Engineer or Inspector and a Duplicate (or Second) check carried out and recorded in the appropriate log-book.

You will find that 'stiff-nuts' are often used on microlight aircraft, (in my opinion less than ideal).

A stiff nut has a nylon (or sometimes metal) insert at the top of the nut and this generates sufficient friction to prevent the nut from turning. At least one and a half threads should be visible after the nut is tightened. However, the insert will become progressively less effective if the item is removed and re-fitted repeatedly.

As before any work involving flight controls must be checked by a Licensed Engineer, or Inspector in the case of Permit aircraft and a duplicate (or second) inspection carried out and recorded in the airframe or engine log-book.

It occurs to me at this stage that a very useful general source of information on the subject of aircraft maintenance is the American publication AC43-13 entitled Acceptable Methods Techniques and Practices. It will set you back around £50 but is a gold-mine of useful practical guidance for all types of light aircraft.

Bed-time reading and more useful and interesting than boring old TV.

Most of us are used to tightening a bolt or screw using our inbuilt torque wrench – a good heave, then a touch more ! It is a simple and convenient way of tightening a fastener, but not the best. Overtightening can weaken the fastener and under-tightening may allow the item to become loose.

Prop bolts in particular should be torqued to the manufacturer's recommended value typically 60 ft/lbs for a metal prop and 20 ft/lbs for a wooden prop. More details from the Sensenich (metal) and Hercules (wood) websites.

Note that wood prop torques can vary from summer to winter as the wood takes on (winter) and then loses moisture (summer).

Torque values for wooden props should be checked at the start of each season.

Since propellers are critical items any movement of the bolts requiring removal and reinstatement of the wire-locking should be checked by a Licensed Engineer or Inspector and recorded in the airframe or propeller log-book.

Either scrounge a torque wrench or buy one from Tool Mart, Wilco or LAS. You will want a range of around 20 ft/lbs to 70 ft/lbs.

Do not mess around with Lycoming or Continental engine cylinder studs and nuts as these require special tools.

Finally, if you remove any item requiring the removal of wire-locking or split-pins then make a careful note of how the item was secured (wire-locking or split-pin) and how it was secured.

Re-install using the same method.

*In the next article we will cover control systems, deflections and cable tensions. ■*



# TOST

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WORDS AND IMAGES Mick Elborn

# FUTURE CREWS IN THE COCKPIT FOR FIRST FLIGHT

AOPA pilots volunteer their time and aircraft and set new record for day out

IT DOESN'T need spelling out that GA needs an influx of younger blood to keep it in a healthy state, wherever they fit into the industry.

For the second year running, AOPA has sponsored the Young Aviators Day held at Sywell Aerodrome. Organised by Andre Faehndrich, this year was the 16th time the event has been run and it was fully booked with more than 120 enthusiastic youngsters, all potential future aviators or seeing aviation as a career.

The majority of the young aviators came with their Scouting and Beavers Groups, many working towards earning their activity badges.

The day featured a number of STEM (Science, Technology, Engineering and Mathematics) activities, with the highlight being a short flight.

To give the flights, 22 pilots from AOPA, LAA and the BMAA volunteered their aircraft for the day and safely flew 122 flights with a total of 150 passengers – a new record for the event. Over the 16 events, 1,556 passengers have had a flight. For many this was



An excited youngster completes her flight at Sywell Aerodrome on the Young Aviators Day

the first time that they have flown in any aircraft and for the majority the first time that they have experienced a light aircraft flight.

There was no doubt that the flight experience was a great hit with the youngsters, whichever aircraft they were flown in. Youth have no fear!

*“The majority of the young aviators came with their Scouting and Beavers Groups, many working towards earning their activity badges”*

We thank our AOPA members who supported this event. Of great interest to all was the ex-South Arabian Air Force Jet Provost, complete with patched bullet holes, flown in by Tetyana (Tania) Shevchenko with Mark Hooton.

Andre has agreed to be our STEM Ambassador, and we will now be working with him to develop STEM opportunities for AOPA.

To this end, AOPA is very keen to ask our members to get involved with us at their locations and host or help to run events.

For corporate members, the Young Aviators Event is well documented and can be used as a model that can be adapted for local use.

AOPA will consider sponsoring member-led events. If you are interested, contact us: [info@aopa.co.uk](mailto:info@aopa.co.uk) ■



Youngsters preparing for their first experience in the air

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WORDS Janet Welch IMAGES Various

# FROM CRANWELL CADET TO STRIKE COMMAND ROLE – PILOT SERVED HIS COUNTRY

Group Captain Kevan John Dearman FRAes  
29 Dec 1939 – July 2022

**KEVAN DEARMAN** was born in Nottingham and joined the Royal Air Force in 1957 as a Cranwell cadet.

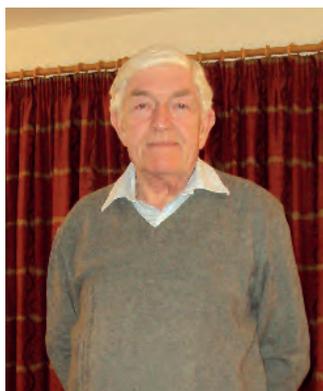
He had learned to fly – on a Miles Magister – whilst still at school and before passing a driving test. He completed his flying training on the Piston Provost and Vampire and after graduating in 1960 he flew Canberras with No 6 Squadron from Akrotiri in Cyprus. He graduated from the Central Flying School in 1964 and then served as a flying instructor and Adjutant of Oxford University Air Squadron. A tour followed as ADC to the Air Officer Commanding No 23 (Flying Training) Group flying the Jet Provost, Chipmunk, Varsity and other aircraft after which he became a Vulcan Captain with No 50 Squadron at Waddington. For three years he was a Flight Commander with No 9 Squadron again at Akrotiri and at the end of this in 1974 he was awarded a Queen's Commendation for Valuable Services in the Air.

He then served with the Central Tactics and Trials Organisation at High Wycombe where he carried out a number of weapons trials and tactical studies on aircraft operating in most roles. In 1976 he spent a short time in the Operational Requirements Division of the MOD where he worked on conventional weapons. Staff College at Bracknell followed with a further three months at High Wycombe before he took command of the RAF unit at

Goose Bay, Labrador in 1978.

In 1979 he was appointed Commanding Officer of the No 230 Operational Conversion Unit, the Vulcan Training Squadron, and remained until the unit was disbanded in 1981. After attending the Air Warfare course at the RAF College Cranwell, he spent three years on the Directing Staff of the RAF Staff College. In 1984 he joined the Defence Programmes Staff in Whitehall and subsequently became the senior military member of the team reorganising financial management in Defence. The final five years of his service were as Group Captain Programmes at Strike Command, High Wycombe.

Kevan also played a major



Many private pilots will recall Kevan Dearman with affection

role in training civilian pilots and from 1974 until he retired in 1994 he was a part-time instructor at Wycombe Air Centre, Booker. Subsequently he became Chief Ground Instructor and also a lecturer

at Brunel University. Today there are many private pilots who remember him with affection and gratitude. He was a Liveryman of The Honourable Company of Air Pilots and a Freeman of the City of London.

In his retirement he also played the violin with the Royal Orchestral Society and was a regular golfer and enthusiastic sailor.

For some 20 years he was secretary of the RAF Historical Society. Kevan enjoyed good health until last July when he had a stroke from which he did not recover.

He leaves two children from his marriage, five grandchildren and Janet, his partner of many years. ■



Kevan learned to fly the Miles Magister while he was still at school - before passing his driving test

**WORDS** Nick Wilcock

## NEW CHIRP WEBSITE

THE CONFIDENTIAL AND INCIDENT REPORTING website has been given a fresh look, a new app and redesigned to make reporting as easy as possible. It may be downloaded via the App Store or Google Play.

JAMMING TRIAL RAF SPADEADAM Activity impacting GNSS and licence exempt frequencies will take place between 17th-27th October and 14th-24th November 2022 at the times specified in AIC P034/2022 to which reference should be made for initial information. During the trials impacted systems utilising GNSS and licence exempt frequencies used for drone control and some electronic situational awareness devices may suffer intermittent or total failure. An associated NOTAM has been raised. For further information or feedback contact [spectrum@caa.co.uk](mailto:spectrum@caa.co.uk)

GASCO / UK AIRPROX ANALYSIS At the recent AOPA T&EWG meeting a UK Airprox report was discussed, which had consistently identified several key areas as

confirmed by GASCo.

These are:

- Mutual compatibility of Electronic Conspicuity devices.
- Appropriate use of ATC services.
- Planning including choice of routes, NOTAMs, Wx, etc.
- Understanding of the value and use of Basic service, Frequency Monitoring codes (“Listening squawks”) and responsibilities when flying under VFR in Class D airspace and/or flying under IFR in Class G airspace.
- Threat and Error management in general.
- Lack of familiarity with circuit procedures and/or services provided by and the responsibilities of A/G operators, FISOs and Air Traffic Controllers.
- Quality of look out.
- Operation in the vicinity of gliding sites

It should be noted that many of these topics are well covered in the SkyWay Code.

Instructors are requested to direct their students to this excellent document which is freely available on-line or in printed form from AFE Pilot Supplies or from Pooleys Flight Equipment. ■



Lack of familiarity with ATC was highlighted in the report

# AOPA INSTRUCTOR REFRESHER COURSES

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

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

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

## NEXT DATES

The next dates for the course are

**22/23 November**

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

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

Further information can be obtained from the Course Administrator, Mandy Nelson, on 020 7834 5631.

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



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

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

**WORDS** Chris McGine

# WELL DONE WINNERS

**THE HONOURABLE**  
Company of Air Pilots has announced the Trophies and Awards Winners for 2022. Recipients include test pilot Phill O'Dell and Zara and Mark Rutherford.

For Outstanding Courage or Devotion to Duty in the Air The Grand Master's Award...

- **Squadron Leader Mark Parker RAF**

The Master's Commendation...

- **Major Terry Campbell cfs AAC**

The Master's Medal...

- **Zara Rutherford**
- **Mack Rutherford**

The Hugh Gordon-Burge Memorial Award...

- **Crew of Air Astana Embraer 190 - Captain Vyacheslav, FO Sergey Sokolov, FO Bauyrzhan**

The Prince Philip Helicopter Rescue Award...

- **Crew of Rescue 151 - Captain Rob Green (Captain), Captain Simon Hammock (Co-pilot), Duncan Tripp (Winchman), Phil Caudle (Winch Operator)**

The Barry Marsden Memorial Award...

- **442 Squadron Royal Canadian Air Force**

## FLIGHT OPERATIONS

The Sir Barnes Wallis Medal...

- **Squadron Leader Calum 'Claw' Law RAF**

The Grand Master's Medal...

- **Travis Ludlow**

The Brackley Memorial Trophy...

- **Squadron Leader Richard Waller RAF**

The Johnston Memorial Trophy...

- **RAF E-3D Sentry Force**

The Sword of Honour...

- **Past Master Robert Pooley MBE CSTJ FRIN FRAeS**

The Myles Bickerton Trophy

- **Steve Jones**

The Hanna Trophy

- **Stuart Goldspink**

## FLIGHT TEST

The Derry and Richards Memorial Medal...

- **Phillip O'Dell**

The Eric 'Winkle' Brown Memorial Trophy...

- **James F Kromberg**

## SAFETY AND SURVIVAL

The Sir James Martin Award...

- **David Howson**

The Cumberbatch Trophy...

- **Dr Ratan Khatwa**

## TRAINING

The Glover Trophy...

- **Alexander El Khawaja**

The Central Flying School Trophy...

- **Master Aircrew Stephen Duncan**

The Pike Trophy...

- **Anthony Mollison**

John Landymore Trophy...

- **At the discretion of the Scholarship Committee**

For Services to the Company

The Sir Alan Cobham Memorial Award...

- **Past Master Captain Peter Buggé FRAeS**

## REGIONAL AWARDS

The Grand Master's Australian Medal...

- **Royal Australian Air Force Centenary Flypast Team**

The Australian Bi-Centennial Award...

- **Steve Padgett OAM ■**

**WORDS** John Walker

# THE LATEST NEWS ON UK AIRFIELDS

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

## CAMBRIDGE

Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022.

## DISHFORTH

Aerodrome site being disposed of but not included for development in the 2035 Harrogate Borough Council Local Plan adopted by the Council on 4 March 2020 but site is expected to be considered during first five-year review of the adopted Plan.

## FAIROAKS

Land owner of part of the site gave notices to vacant by February 2022 to some hangar and aerodrome building tenants which action did not affect the operation of the taxiways and runway which are in separate ownership. Public consultation ended on 9 May 2022 on Surrey Heath Borough Council's draft 2038 Local Plan Preferred Options document which states that the aerodrome is earmarked as a locally important employment site and notes its established use as an aerodrome.

## POPHAM

Site land owner has

submitted the site for a 3,000-home development in the Strategic Housing and Economic Land Availability Assessment and the site is provisionally shortlisted for development as part of the Local Plan review by Basingstoke and Deane Borough Council.

## REDHILL

Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The draft 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 ruled out the site for a Garden Village and allocated it protected status as an Important Employment Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.

## SIBSON

Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The Council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.

## THURROCK

Thurrock Council have received and validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site. ■

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# AOPA NEWS

## AVOIDING AIRPROXES

uAvionix joins CAA trial of ground-based ADS-B obstruction beacons to improve safety of glider, hang gliding, paragliding and model flying by alerting GA pilots

uAVIONIX HAS joined in a CAA- endorsed large-scale trial using ground-based ADS-B obstruction beacons operating on 978MHz Universal Access Transceiver (UAT) in the UK.

A first-ever trial to use ADS-B to enhance safety of glider, hang gliding, paragliding and model flying operations, the trials are at sites throughout the UK, supported by the UK CAA Airspace Modernisation Strategy (AMS).

Collision risks associated with hazardous overflight of winch launch gliding sites are well known to operators, yet frequent incidents continue to be reported. As part of the AMS, the CAA is seeking to implement measures to mitigate this and similar risks with the underutilised 978MHz spectrum, commonly used in the USA as a secondary ADS-B frequency and for Traffic Information System Broadcast (TIS-B) and Flight Information System – Broadcast (FIS-B).

uAvionix is supporting the trials by providing purpose-built powered obstruction beacons at 13 club sites throughout the UK, enabling the sites to be visualised when operational on any Electronic Flight Bag (EFB) utilising ADS-B IN devices such as the uAvionix skyEcho2 and ForeFlight Sentry. The obstruction beacons broadcast only when flying activities are underway at club sites.

The project will trial new airspace safety functionality built upon ground-based



The BGA has for several years recorded and raised awareness of hazardous overflights of winch sites

ADS-B obstruction beacons broadcasting on 978MHz UAT ADS-B protocols. Approved by the CAA, the project will be undertaken until October 31.

The trials are a collaboration between uAvionix, the CAA, Association Head Office and member clubs of the British Gliding Association (BGA), British Hang Gliding & Paragliding Association (BHPA), and the British Model Flying Association & Large Model Association (BMFA & LMA).

“The trial of functionality such as ADS-B Obstruction Beacons helps us understand and evaluate the benefits of deploying digital Flight Information Services as part of the Airspace Modernisation Strategy” said Stuart Lindsey, Head of Airspace Modernisation Strategy at

*“GA pilots within the vicinity of these beacons will be alerted in real-time to these aerial activities”*

Civil Aviation Authority, “We are pleased to fund this trial via the Airspace Modernisation Strategy Support Fund (AMSSF) and that uAvionix have chosen to work with some of our key General Aviation stakeholders to improve the promulgation and awareness of their activities at the trial locations, to deliver a safety benefit.”

“The BGA has for several years recorded and raised

awareness of hazardous overflights of glider winch launch sites by aeroplanes and helicopters” said Pete Stratten, CEO of the BGA,

“These sites are depicted on 1:500,000 charts and described within the AIP. Participating in the obstruction beacon trial will contribute to an understanding of the effectiveness of using technology to highlight a fixed airspace hazard during flight and in doing so reduce mid-air conflict risk. It is important too that the equipment is reliable and affordable.”

Suitably equipped GA pilots within the vicinity of these beacons will be alerted in real-time to these aerial activities to enhance their situational awareness and safety. Other airspace users and interested parties may also benefit. ■

# FLYING IN FORMATION COULD REDUCE CLIMATE IMPACT - STUDY

THE FINDINGS of a new paper could provide impetus for the aviation industry to drastically reduce its climate impact with only minimal changes to aircraft equipment and infrastructure.

The University of Bristol paper, published in the journal *Aerospace*, suggests modification to air traffic control procedures and aircraft operations could reduce the climate impact of aviation by as much as 20 per cent in the next five to 10 years.

Lead author Kieran Tait, who completed the review of the latest aviation emissions science, said: "Aircraft non-CO2 emissions are responsible for over two-thirds of aviation's net climate impact, yet due to the focus on decarbonisation in policymaking - which is essential to meet net zero targets - mitigation of these emissions is often overlooked.

"Flight route modifications in the form of climate optimal routing, to avoid climate-sensitive regions, and formation flight, in which two aircrafts fly one behind the other (separated by 2km) could hold the key to drastically reducing aviation's climate impact."

*"Avoiding climate-sensitive areas could actually reduce the overall climate impact of a flight by 20 per cent"*

There are two main contributors to aviation's non-CO2 climate impact - contrails and emission of nitrogen oxides (NOx). The warming effect of non-CO2 emissions strongly depends on the chemical and meteorological state of the atmosphere at the instant they are released.

Contrails account for 51 per cent of aviation's total climate impact.

Where the air is very cold and humid, the water vapour in the contrails condenses around particulates to form ice crystals which trap heat and have a net warming effect.

Similarly, emissions of NOx react with chemicals in the atmosphere to generate ozone and reduce methane. However, the generation of ozone tends to outweigh the methane reduction, leading to

a net warming effect.

"While climate optimal routing may require a longer flight, and therefore an additional one to two percent fuel burn, avoiding climate-sensitive areas could actually reduce the overall climate impact of a flight by around 20 per cent.

"In formation flight, the follower aircraft flies in the wake of the leader aircraft, receiving an upwash which reduces the required lift and results in a five to eight per cent decrease in fuel burn. It also has the additional benefit of overlapping of aircraft exhaust plumes, and the accumulation of emissions contained within them.

"The next step is to analyse global air traffic data to identify high-density airspace hotspots (such as along flight corridors), where implementation of the formation flight concept would be most appropriate," said Mr Tait.

Dr Steve Bullock, Associate Professor of Aerospace Engineering, added: "The aviation industry has a lot to gain from making the small but crucial changes to air traffic control and aircraft operations that will have such a significant impact." ■

## AOPA NEWS OBITUARY

**MICHAEL RYAN**  
20 March 1935 -  
18 August 2022

Michael Ryan, a much-respected member of the Aircraft Owners and Pilots Association, died on 18 August 2022 aged 87. Michael was a pilot in the Royal Navy, flying Sea Vixens with 890 Naval Air Squadron embarked on HMS Hermes, where he was the first pipeline pilot to do a deck landing in a Sea Vixen. He went on to become a Sea Vixen flying instructor with 766 Naval Air Squadron and orchestrated Fred's Five aerobatic team. On leaving the Royal Navy, Michael applied his vision, drive and imagination to a number of successful business ventures including restoring the Royal Scotsman. He later developed the retail destination Milsom Place in Bath.

Michael was a Trustee of the Fleet Air Arm Museum for 10 years where he played a major role in turning the loss-making museum into a profitable business. A founder member of the Fleet Air Arm Squadron, active member of the Yeovilton Flying Club and Trustee and Board Member of the Charity, the Fly Navy Heritage Trust, he was a driving force, championing the Nation's naval aviation heritage for over 30 years. A celebration of Michael's life and many achievements was held in Rushall, Pewsey on 21 September attended by nearly 200 guests and friends. Michael learned to fly on the Tiger Moth in 1952 and a formation of six Tiger Moths gave him a fitting send-off.

## AOPA WINS CAA CAMPAIGN

AOPA HAS been pleased to see the CAA following up with an equivalent to the Skyway Code but for maintenance matters. This is something we have been keenly requesting and our Maintenance Working Group helped review in its early stages. We believe it should be useful for aircraft owners,

operators and maintainers alike. Congratulations to the CAA for seeing this important piece of work to completion and we recommend it to all aircraft owners. Martin Robinson, CEO of AOPA said: "We know from the number of queries we receive from our members that maintenance issues are

common and often arise because of misunderstanding of the myriad of maintenance regimes. The idea of a clear, well-documented description of maintenance matters in a form suitable for owners and operators is a great step forward. We look forward to helping the CAA keep the document current." ■



'My aim was to encourage people to open up and talk about mental health'

# MY CHARITY CHALLENGE

On the cusp of joining the commercials, pilot Lyle Weir completes 40-hour UK marathon in a Piper Arrow to raise £10,000 for mental health charity

PILOT LYLE Weir will be knocking on the doors of airlines once he has passed his final qualifications to take the right-hand seat of passenger aircraft.

And to prove his mettle he has completed a UK tour in a Piper Arrow to raise £10,000 for mental health charity The Mix. Lyle's tuition with Aeros Flight Training based at Gloucestershire Airport was

put to the test with a range of challenging weather conditions during the 40-hour trip over six days.

He grew up in Gloucester and became hooked on flying as a child through regular visits to Gloucestershire Airport with his grandfather. Since the loss of his grandfather - which affected his mental health for three years - he was determined to forge a career in

aviation.

"My aim was to encourage people to open up and talk about mental health - especially young people," said Lyle.

The 24-year-old headed south for the first leg and encountered storms over the Isles of Scilly which closed the airport as the clouds dropped and a thunderstorm over Jersey. Leaving Land's End behind and heading to Scotland, Lyle had to adapt to hectic R/T as he shared the airways with a busy Loganair fleet.

Karen Taylor, managing airector of Gloucestershire Airport was there to congratulate Lyle on his return. "What Lyle's achieved is amazing - not just the flight, but the contribution he's making to help raise awareness about mental health issues both through his fundraising

*"Heading to Scotland, Lyle had to adapt to hectic R/T as he shared the airways with the Loganair fleet"*

efforts and by opening up and sharing his own experience.

"We're honoured to have played a part in making this flight happen - not least having contributed to the many happy memories Lyle has of visiting the airport as a child with his grandfather which have fuelled his ambition to forge a career in aviation.

"The support Aero Flight Training has given Lyle in training and providing the aircraft he completed the trip in also deserves huge praise." ■



Weather conditions were demanding during the 40-hour journey

# VULCAN DEPARTS RUNWAY

A RETIRED Avro Vulcan bomber is back on her pan at Wellesbourne after overshooting runway 36 during a high-speed taxi run incident blamed on a malfunction of the airspeed indicator.

Known by its old RAF serial XM655, the aircraft was saved by a small strip of field which separates the runway from a busy B-road.

The 655 Maintenance & Preservation Society said: "After satisfactorily completing low-speed steering and braking tests on runway 05/23, the aircraft was taken onto runway 18/36 for a trial high-speed run. Due to a malfunction, the aircraft remained at full power for approximately two seconds

longer than intended. This resulted in excessive speed and less distance in which to stop, and the aircraft passed beyond the end of the runway onto the agricultural area, stopping just before the airfield perimeter.

"The failed equipment was an airspeed indicator which had been tested and found satisfactory six days ago, and which started working normally before the end of the run. The aircraft brakes worked properly but were unable to bring things to a halt within the reduced space available."

XM655 was delivered to the RAF in 1964. Along with the Victor and Valiant bombers, the RAF Vulcans formed a key part of the UK's nuclear deterrent

capability in the 1950s and 1960s as "V Force" or "Bomber Command Main Force." The V Bomber force reached its peak in June 1964 with 50 Valiants, 70 Vulcans, and 39 Victors in service.

The RAF's Valiant bombers were retired in the 1960s, while the Victors were turned into tankers after being retired from the nuclear mission in 1968. RAF Vulcans continued to serve in a bomber capacity after this date, and even took part in conventional strike operations during the Falklands conflict.

XM655 was put up for disposal in late 1983. The aircraft was flown into Wellesbourne Mountford on February 11, 1984. The Wellesbourne Mountford Airfield owns XM655 and it has been maintained by the 655 Maintenance & Preservation Society since 1998. The society added: "We must also thank all the XM655MaPS volunteers who worked tirelessly all day to get the old girl back onto solid ground. They went home after a long day very tired, but they can be justifiably proud of what they have achieved." ■



The runway excursion was blamed on a faulty airspeed indicator

## LE TOUQUET HONOURS QUEEN WITH ROYAL AIRPORT NAMING

LE TOUQUET-PARIS-PLAGE Aeroport, probably the most popular European destination for UK flyers, is to be renamed after Queen Elizabeth II.

The airport terminal was built in the 1930s to accommodate the British clientele who came in large numbers to take advantage of the attractions of the resort. In the 1950s, it became the third airport

in France in terms of passengers behind Orly and Nice.

A statement said: "In order to pay homage to Queen Elizabeth II and in memory of her visit to Le Touquet with her uncle Edward VIII, a visit during which she practised horse riding as well as sand yachting, the City of Le Touquet-Paris-Plage wishes to baptise her airport named after the

woman who, for 70 years, served her country with commitment, respect and constancy at the same time as she was always attentive to the good relations between our two nations.

"She spoke French and appreciated our country.

"With this decision, our airport affirms and reinforces its status as the most British of French airports." ■

## AOPA NEWS HIGHLIGHTS

### Doncaster Sheffield

airport (DSA) is to close later this year, its owners have confirmed, despite the offer of financial aid from public funds.

Local politicians said they were devastated by the decision by the Peel Group, which leaves hundreds of staff facing redundancy and comes days after the new prime minister, Liz Truss, said she had instructed ministers to protect the airport. Closure could start this month.

### A B-2 bomber damaged

in a runway excursion at Whiteman Air Force Base in Missouri was ferried to Palmdale, California, where it was built, showing the scars of its gear collapse. The half-billion-dollar aircraft was stitched up with speed tape and sported a big patch near its nosegear to make it flyable to Plant 42, the Air Force's top-secret manufacturing facility in California.

### Around 31 years ago

the BAe Jetstream 41 took off on its maiden flight from Glasgow Prestwick Airport (PIK) in Scotland.

In the late 1960s, in a bid to remain independent and compete with Hawker Siddeley and the British Aircraft Corporation, Handley Page decided to build a plane for the US commuter and regional airline market.

For the aircraft to succeed, they needed to restrict it to carrying less than 20 passengers so that a flight attendant would not be required.

The Skyleader 600 has an all-metal airframe, with an optional ballistic parachute



# CZECH AIRCRAFT BUILDERS SET SIGHTS ON UK MARKET

Agent who assembled a Sling TSI kitplane during lockdowns has established new company to import Skyleader 400 and 600 after the approval process

Two aircraft from Czech company Zall Jihlavan are going through the approval process with the BMAA and CAA before going on sale in the UK. They are the Skyleader 400 and 600, both in the 600kg microlight category.

The new UK agent for the Skyleader aircraft is Ashok Aliseril – who hit the headlines when he built a Sling TSI kitplane during lockdowns. Ashok has set up a new company, Skyleader Aero, which will be based at North Weald Airfield, Essex.

Ashok said he is hoping for BMAA/CAA approval by next summer and has already announced competitive pricing: the Skyleader 400 is £79,599 plus VAT inclusive of ballistic parachute and

avionics; the Skyleader 600 is £89,599 plus VAT.

Zall Jihlavan is involved in design and manufacture of parts for commercial aircraft, such as the Airbus A320. Its six-strong range of light aircraft are all factory-built with owner-chosen customisable features.

The Skyleader 600 has an

*“Every single detail of the Shark is measured against the continuing goal to enhance aircraft performance and safety...”*

all-metal airframe, with an optional ballistic parachute (not included in the list price). There’s a choice of Rotax engine: 912 ULS, 914UL or 912iS. Performance is claimed to be a cruise speed of 122kt, with a take-off and landing roll of 250 metres. Empty weight is 320kg, max weight 600kg

- THE Shark microlight flown around the world solo by both Zara and Mack Rutherford is to be brought to the UK by a new company, Shark Aero Ltd, formed by Norfolk-based The Light Aircraft Company (TLAC).

Shark Aero Ltd is based at Little Snoring Airfield in North Norfolk. It has signed an exclusive UK and Ireland distribution agreement with Shark Aero, the Czech-Slovak aircraft company

and manufacturer of the world record-holding Shark microlight.

Mack and Zara Rutherford chose the Shark for their individual solo round the world flights. The aircraft fits into the new 600kg microlight class.

Paul Hendry-Smith, boss of TLAC and now Shark Aero Ltd, said, “This ground breaking aircraft is for visionary pilots, pilots who are looking for the ultimate ride, both in speed, outstanding visibility, precise handling, automotive comfort and amazing endurance. Every single detail of the Shark is measured against the continuing goal to enhance aircraft performance and safety, making it the benchmark of high-performance aircraft.” ■



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The incredible  
scenery at Lake  
Tahoe



WORDS David Hastings IMAGES Various

# INTO THE WIDE BLUE YONDER

David Hastings MBE flew the famous B-24 Liberator bomber *Diamond Lil* across the Atlantic to Norwich airport in 1992. But a decade earlier, he revelled in 3,000-mile sorties in American skies

**L**IKE MANY British pilots I always dreamed of flying in the friendly skies of America, but never thought that it would happen or that it would be so different from my flying in the UK; no landing fees, no discrimination because of aircraft type, the amazing Flight Line service and the challenge of mountain flying.

Also up to now my longest haul had either been to the Western Isles of Scotland or across the Channel to France. However in the USA I was looking at trips of over 3,000 miles and lasting up to 3 to 5 days.

The story of my good

fortune began in 1981 when the Executive of the 2nd Air Division USAAF Association flew to England, to discuss plans for their next Norwich Convention with the Memorial Trust, which looks after their unique War Memorial and Library. The Trust Chairman, Mr Tom Eaton, arranged a dinner at the Hotel Nelson, which I, as a newly appointed Trust Governor attended with my wife Jean. I was sitting next to the President of the Association, David Patterson, a wartime B-24 Liberator co-pilot of the 445th Bomb Group at Tibenham.

We yarned about aviation and I discovered that he was still flying in his own superb Cessna C-337 Skymaster, twin-engined, six-seat executive aircraft. On finding out that I was also a

pilot, he said that I must see his aircraft at the

*“As I went for the right-hand seat, only to be told in no uncertain terms that he had been a co-pilot all during the war and was staying a co-pilot”*

next US Convention and so the story began. Later that year at San Antonio, he took me out to the airport to see his Cessna, callsign N5345S known as *Sarah* and I fell in love with her. She was immaculate in a very smart blue and white colour scheme, had long-range tanks, full instrumentation and a luxurious red leather interior.

David knew that I was smitten and said that next year when we were in the USA, that I should obtain my US licence and then get checked out on his aircraft, so we could start some serious flying together.

The following year, the second ADA Convention was held at Palm Springs and David was as good as his word. I completed all the paperwork and found that the FAA were impressed with my FAI International Licence (bless Taffy Rich our old CFI). I then attended a mountain flying course, which was a real eye-opener, as I had never fully appreciated all the dangers of flying at high altitude, very high

temperatures and standing waves. Then the day arrived for my check ride and luckily I already had the Cessna C-337 Skymaster on my licence as ByAir, one of our Air Taxi operators at Norwich Airport, owned one. This company was run by the famous Squadron Leader Peter Mallender DFC, of Mosquito fame, who was also our senior instrument flying instructor at the Norfolk & Norwich Aero Club and he had kindly converted me on to the aircraft and allowed me to fly it.

David announced that he would do the check ride and this where I found out that he had been a qualified instructor with very high standards. After a very thorough briefing on what was involved in this five-hour check ride, we walked out to the aircraft at Palm Springs International Airport.

When David told me to check the cockpit and then complete the walkaround, telling him everything was I looking for and why, I knew I was in for a

tough ride. As I walked back to the cockpit, I went for the right hand seat, only to be told in no uncertain terms that he had been a co-pilot all during the war and was staying one now, so “get in the left seat”. Pre-start up checks, R/T calls and then pre-taxi checks were all closely monitored as were my brake checks and we came off the chocks at 11am. We climbed away for some general handling, steep turns and stalls, so David could get an idea of my flying generally. Our first airport was the tiny one at Thermal, to see how I could deal with short runway and all full-stop landings followed by short field take-offs.

Then we were off to a place called Borrego Valley, with a crosswind to see how I could cope but enroute we had simulated engine failures and engine fires plus a hydraulic failure thrown in for good measure – gee this guy was being tough on a poor British pilot.

*“We had simulated engine failures and engine fires plus a hydraulic failure thrown in for good measure”*

Borrego Valley in the desert, turned out to not only have a savage crosswind, but a short runway and some lively thermals on the approach. After several circuits, David suggested we stop for an iced tea and a hamburger at the attractive little airport.

At 12pm we were airborne again, this time to check my instrument flying, including limited panel, plus more engine emergencies before we returned to Thermal for serious circuit bashing in the heat of the desert.

At 3.30pm, we came out of thermals and headed back to Palm Springs, with David asking me to complete a full ILS approach and landing, mixing with the airliner traffic.

We finally landed, with my handling on the ground and R/T calls being carefully watched, before we arrived back on the chocks. After landing shutdown checks were completed under his watchful eye and as we walked back to the Business



1. At Palm Springs, David completed the walkaround and realised that he was not going to be for an easy ride
2. The 445th Bombardment Group was stationed at Tibenham in Norfolk, England, from November 1943 to July 1945
3. The mountain challenge sector came during a flight to Trukkee, which is short and tucked up high in a short valley

Borrego Valley in the desert, turned out to not only have a savage crosswind, but a short runway and lively thermals on the approach





Airway Victor 283 took us to the mountain pass that would lead into the Mojave desert and the Yosemite National Park

Terminal. With the debris complete David asked if I would like to fly the aircraft back to San Francisco the next day to complete the course – wow what a chance indeed!

The next day at midday, we were back in *Sarah*, climbing hard for the mountain pass that would lead into the Mojave desert and the Yosemite National Park on airway Victor 283. Talking to Edwards Air Force Base enroute, I found out for the first time the advantage of having an English accent. David was still working me hard and suggested that I do a ILS approach into Bakersfield. Airborne again at 2.45pm and I got my baptism of flying in the busy Bay Area, when we were handed over to Oakland Centre. It seemed ages before I could get my first call in.

Our home airfield is at Concord (or Buchanan as it used to be called), one of the many regional airports in the

Bay Area, about 14 miles east of San Francisco International. I also learnt about the value of Mount Diablo, the 3,500ft mountain just east of Concord, as a great landmark, especially if the low cloud sweeps inland.

Luckily for me that day it was a clear blue sky and we soon had radar vectors to line me up for runway 32R and my best landing yet. Good old *Sarah*, talk to her nicely and her landings are always good. David confirmed that I was now checked out and he said that we should all go and celebrate at Lake Tahoe.

We planned to drive up but before we left he had another surprise up his sleeve. He suddenly said that we ought to go and check on the mountain house first and we would fly up to Truckee. This sounded great, until I realised that what he really wanted to do was to get me to fly up to my very first mountain airport.

Truckee is short and tucked

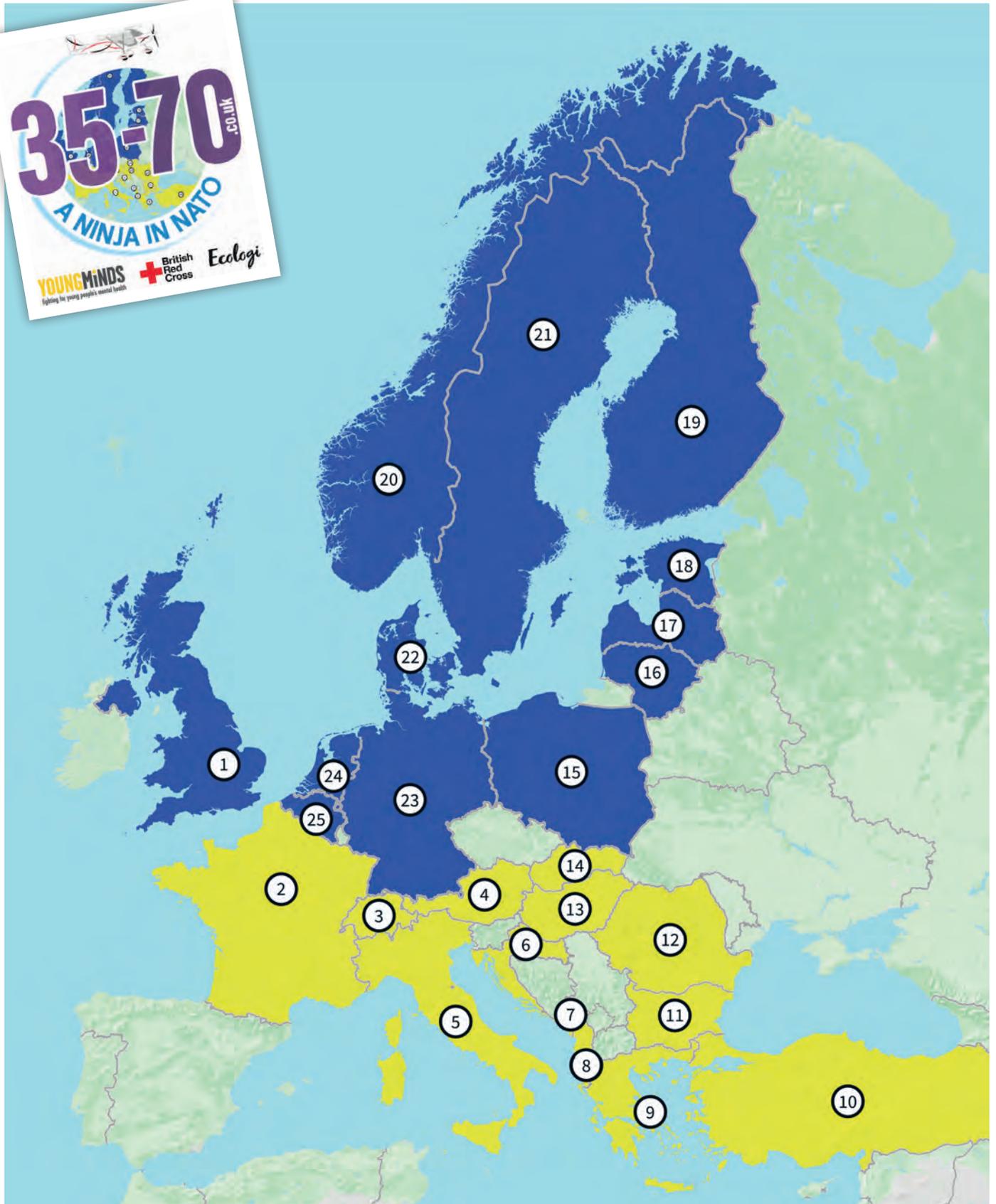
*“I got my baptism of flying in the busy Bay Area, when we were handed over to Oakland Centre”*

up high in a tight valley, so I had an interesting first flight as PIC, but we were safely back at Concord by 12.10pm and had a great weekend at their lovely house at Pine Cone in Incline Village. Both my wife Jean and I fell in love with this beautiful 12-mile lake, set high up in the Sierras and I could just not believe my luck that I was flying in a great twin-engined Cessna, with superb US wartime pilot.

During the weekend we discovered that David's charming wife Joan, had decided that her days of longhaul flying in the C-337 were ending but David wanted to keep going. After supper one evening, he mentioned that the following year we were both attending a 2nd Air Division Association Convention in New York. He wondered if I might like to see if I could get the C-337 all the way across the USA to New York and back. Well, just what could you say, but yes please. ■



1. Mount Diablo, the 3,500ft mountain just east of Concord, is a great landmark, especially if the low cloud sweeps inland
2. An example of the B-24 Liberator - this one named *Witchcraft* - flown by David's mentor, host and wartime co-pilot
3. The Cessna C-337 Skymaster, twin-engined, six-seat executive aircraft has full instrumentation and luxurious red leather



- |                |               |              |               |                 |
|----------------|---------------|--------------|---------------|-----------------|
| 1. ENGLAND     | 6. CROATIA    | 11. BULGARIA | 16. LITHUANIA | 21. SWEDEN      |
| 2. FRANCE      | 7. MONTENEGRO | 12. ROMANIA  | 17. LATVIA    | 22. DENMARK     |
| 3. SWITZERLAND | 8. ALBANIA    | 13. HUNGARY  | 18. ESTONIA   | 23. GERMANY     |
| 4. AUSTRIA     | 9. GREECE     | 14. SLOVAKIA | 19. FINLAND   | 24. NETHERLANDS |
| 5. ITALY       | 10. TURKEY    | 15. POLAND   | 20. NORWAY    | 25. BELGIUM     |

WORDS AND IMAGES Graham Naismith

# Nynja <sup>A</sup>in Nato

The preflight advice was precise...there will be no war but if there is, it will be short. Luckily Graham Naismith and Luke Christophides ignored that

**T**HERE'S A famous scene in the 1978 film *Midnight Express* where the protagonist, Billy Hayes, is just about to make it through Turkish customs before his haul of drugs, strapped around his torso, is uncovered. It's saying something that, at one stage, we were envious of the progress Billy had made in his journey through that country's customs.

We arrived in Izmir, Turkey on the continent of Asia on the 3 May 2022 after 3hrs 35m of flying from Iraklion, Crete over 180nm of water below 1,000ft cloud into a Turkish coastline draped in yet more cloud. The Skyranger Nynja's 100hp Rotax 912 ULS had proved its worth and earned our loyalty. We had negotiated a fee of €180, through a third party, to land at this international airport, motivated primarily by the desire to make it to another continent.

This bladder-bursting, nail-biting sector wasn't however the biggest issue of the day as, on landing, we were refused entry until we paid €290 for 'additional handling services'. The smartly dressed policeman in his spacious 4x4 was unequivocal in his demands for us to pay and refused to take us to the terminal or allow us to walk or pee. Bribes were offered, family pictures shown,

the charity angle thrown in, culminating in me playing the 'I was a policeman once' card, in an attempt to humanise us to our captor. None of it cut any ice but surprisingly did draw the respect of Luke Christophides, my flying partner and Flight Sport Aviation instructor, who, and I quote, "admired his consistent position and unwavering stance".

This was Stockholm Syndrome I'd suggest but, after a 3.5 hour Mexican stand-off, it was Turkey 1 England 0 and a substantial coach turned up to take us the 30-second hop to customs €290 lighter.

## EQUIPMENT

Days like that made you question the sanity of the trip, one that was formed when we did a 5-day trip from Deanland Airfield down to the Scilly Isles, up to Llanbedr and back to Deanland in the summer of 2021. It was to be the embryo of a much larger trip. We toyed with South Africa and emulating the 2014 trip of Luke's own now deceased instructor Richard Foster and his friend Richard Bird when they flew from the UK to Cape Town and back in an Ikarus C42 microlight. Instead, we decided to emulate Mathias Rust and fly to Moscow, up through Scandinavia and back to the UK.

Over takeaway curries, we

made plans. The number one priority though was to source a plane. Renting proved impossible but Luke's keen eye spotted an advert for a syndicated Skyranger Nynja (G-NINJ) with 300 hours on it that had recently been spruced up by Mark Hilton of Micro Aviation at Darley Moor. An October drive up there confirmed it was the aircraft for us and we returned and I broke the financial news to my (current) wife.

Equipment galore came through the door on an almost daily basis. We wanted a parachute fitted to the aircraft but couldn't get one in time. Steve Williams at Lukesfield teased us with a Kanardia Horis EFIS which seems to replace every other instrument on your panel and an artificial horizon. We agreed and it prove to be an excellent addition. We didn't get the Nynja in our hands until January and then tasked Steve with adding and fixing a few things. Top of the list was the radio which we'd discovered was occasionally intermittent but naturally always perfect when being tested.

Luke and I had much to learn about the aircraft in order to prepare it before our trip and maintain it on our travels. Nick Turck at Deanland Airfield gave up too much time and patience teaching us in a cold Kittyhawk hangar at our base in East Sussex.

There was a mountain of documentation to put together and, in a post Covid / post Brexit world, with a home-built microlight, much uncertainty for Luke to address with the relevant authorities. Mike Gray at White Rose Aviation proved exceptionally generous with his time and advice and put us in touch with a Russian contact who could help us into and through Russia.

As tensions mounted in that area, he gave us lots of assurance: "There will be no war and, if there is, it will be a short one."

Booking Chernobyl was a premature move it transpired as it quickly became clear that we'd be wise to avoid Ukraine, Belarus and Russia. 0 - 37 - A Nynja in Russia became 35-70 - A Nynja in Nato, with 35 and 70 denoting the degrees of latitude we intended to fly from (Crete) and to (northern Norway).

Barring direct sponsorship, we were paying our own way but thought we'd raise money for charity at the same time. We selected two - the British Red Cross Appeal for Ukraine and Young Minds, a UK based young persons' mental health charity.

Spring came around a little too quickly for our planning and March found Luke and myself underwater and strapped into a hulking metal frame, with no breathing

apparatus, in Andark's underwater escape training pool in Southampton. Luke and I left that day with one clear lesson in our heads – don't land in water!

**ADVENTURERS**

A long weeken` shakedown was a priority as was actually passing my NPPL(M). With exams all done and hours in the bank, the latter just demanded that I complete the appropriate Qualifying Cross Country trip. My booking of a C42 at Flight Sport Aviation quickly became the local sign that bad weather loomed. Eventually the cloud parted one Sunday and I received my licence a couple of days later from the super-efficient BMAA. The shakedown flight however was less successful as an attempt at an initial day trip again resulted in radio problems. We never did manage to do it, something that we would come to regret.

Finally, the departure came

and Kittyhawk and Deanland residents turned up along with friends, family and their pets and off we set on what was to be a 35-day trip across 25 countries covering circa 7,000 nm. With endorsements from adventurers like Sir Ranulph Fiennes ringing in our ears, we crossed the coastline towards Le Touquet, France on my first foray abroad in a small plane.

The first few days were a blur but dominated by aircraft problems. Radio and then an engine which wouldn't start but we were fortunate for much of this to occur a few yards outside of SERAM Aéromat aircraft engineers at Villefranche-Tarare airport in southern France. They fixed the radio and a superb engineer, equipped with a mini-camera, discovered half a spacer from an air-filter inside cylinder 3 after being ingested via the carburettor. No permanent damage thankfully, but a not insignificant bill.

Weather caused us

*“In Croatia we ate and slept like kings before we got the GA-less friendly Greece”*

to sidestep Austria and Switzerland so Italy beckoned, with us a good few days behind schedule as we attempted to get past Genoa and across Italy. Low cloud and high mountains prevented us from achieving this, forcing us to return to Albenga Riviera. On the second attempt we were refused permission to land at Genoa as we were an ultralight..

A frustrating time but Albenga airport was quite stunning with a surreal high-walled library surreally situated slap bang in the middle of it. On the third attempt, we made it to Venice Lido, one of only two

grass strips we landed on in the whole trip, and were both open-mouthed at the stunning approach. Definitely a highlight of a so far stuttering trip but we made great time over the forthcoming days as we darted into Croatia, where we ate and slept like kings, before entering the less GA friendly Greece.

**HELPLESS**

Long sea crossings arguably cause the crews of single engine aircraft the most concern but the 180nm trip from Megara in Greece to Iraklion in Crete was seamless with us generally within glide distance of land most of the time. It was smooth and clear with victory declared when Crete loomed large in front of us after 2.5 hours. The high fives were put to bed when Iraklion CT kept us orbiting at 1,000ft, 5nm out to sea. The radio traffic was surreal with, at one point, a UK pilot seemingly directing other traffic as the helpless operator listened on.



- 1 Once on the ground, a bit of sightseeing became the order of the day with G-NINJ taking a breather before the next leg
2. Time for bed and a comfortable night for the Nynja - complete with GA company in a hangar of her own. Night, night
3. The pair encountered many surprises on the trip...but tarmac certainly beat an ATC call for a 1,000ft orbit over the sea

Weather caused us to sidestep along the planned route



As we rapidly flew through Lithuania, Latvia and Estonia, we'd caught up with our schedule and the weather gods were kind

Iraklion demanded a circa €140 handling service but, in fairness, this did include them handing our passports a couple of feet to the police officer at border control. Nevertheless, we were grateful to be on the ground parked opposite a very dusty Shark belonging to Mack Rutherford, brother of Zara, who appeared to be stuck in Crete.

Apart from the angry holiday maker who attacked me and accused me of trying to steal his belt as we went through customs (two of his belts tied together were unlikely to fit around my waist), virtually everyone we met on the trip couldn't do more for us from lifts to hangarage, food and accommodation. One eastern European aircraft handler lent us cash for a taxi and another Finnish air traffic controller showed us round his state-of-the-art tower before giving us a lift into town and coming out drinking with us for the night! On another occasion

early in France, we landed and went into the clubhouse to pay only to be greeted by 30 odd members sitting down for dinner who quickly ushered us to join them for a free meal.

Eastern Europe followed Turkey as we travelled through Bulgaria, Romania and Hungary into Slovakia and Poland. Schengen countries were bureaucratically much easier and airstrips, as a result of Soviet occupation from the 1950s onwards, were generally 3km x 45m long concrete strips. The troubles in Ukraine manifested themselves with frequent radio traffic indicating very low flying aircraft with strange call-signs and many restricted areas for which transits were routinely refused.

At one Eastern European refuelling stop, we were greeted by the sight of long lines of Blackhawk helicopters, Chinooks, armoured cars and tents that seemingly went on for miles. Curious American

## *“Finland is just pancake flat and treacherous for a forced landing”*

accents greeted our arrival. As we rapidly flew through Lithuania, Latvia and Estonia, we'd caught up with our schedule and the weather gods were kind, a constant headwind to one side. G-NINJ was behaving herself and we had established a rigorous and consistent regime – breakfast, weather check, airfield, aircraft checks, flight plan, flying, refuel, flying, book accommodation, land, hotel, eat, plan, PPR and sleep.

### **TREACHEROUS**

We crossed the Gulf of Finland from Estonia with a disturbing lack of trepidation and entered the GA-friendly

Finland before grinding to a halt. On take-off at Pudasjarvi, we could make out a knocking nose proportionate to the RPM. We quickly found the cause - a loose clip on the exhaust manifold. A local pilot gave us a lift to a DIY store to secure some clips. It didn't fix it – typically we'd just sorted another problem that didn't have a sound!

Eventually we discovered a hole on a previously welded part of the manifold that the local helicopter firm helped us weld further for, in Finnish terms, a meagre €500. Finland is a pancake flat country full of trees, interspersed with many lakes. Stunning to look at but treacherous if a forced landing is required. Many pilots swap their wheels for floats, giving them a multitude of landing strips into any wind direction.

The Finnish weren't finished with us when, at our final stop in Ivalo, Lapland we received an early and and far from welcome Christmas gift of



1. With an uncertain situation across Eastern Europe, the pilots were rigorous with PPR and pre-flights checks
2. G-NINJ was behaving and we had established a rigorous regime which ended with land, hotel, eat, plan, PPR and sleep
3. The troubles in Ukraine were clear with radio traffic indicating low flying aircraft for which transits were routinely refused

what appeared to be a fuel leak, losing circa nine litres of fuel on take-off. A significant syphoning effect caused by lack of a breather kit in our fuel lines and the tank being over-filled, was the problem. Mountainous Norway finally beckoned and, with little ceremony, we hit our 70° before turning south. We headed down the coast before slipping over to Sweden bidding a happy farewell to £12 pints.

Landing fees are free in Sweden and we were fortunate that Karlstad marked our first impression of this country's airfields. Exceptionally remote with bears and reindeer often on the runway. One of the owners welcomed us to a home-cooked meal in a bizarre hangar complete with bar, boxing bag, electric bikes (which we tried) and some very weird vehicles. Our timetable pushed us on, but it's a place we both yearn to go back to.

Sweden became Germany and we stopped at Berlin and visited my eldest daughter who is spending a year studying at university there. Weather prohibited me taking my first passenger up (other than my former instructor) but we had a great night in a great city before heading to Holland. Weather halted us abruptly in Middelburg, Holland before our calculations showed that we could make Kittyhawk in one sector the following day.

### STRIPPERS

And so we did, seeing the white cliffs of Dover peeking out below some mid-level channel clouds before we were over our familiar Sussex fields and touching down at Kittyhawk. After initially mistaking two uniformed border force officers for welcome strippers, we greeted those that had taken the time at short notice to see us in.

Luke and I barely had time to say goodbye and from going

*“One of the owners welcomed us to a home-cooked meal in a bizarre hangar*

from non-stop messaging and meeting in the six months leading up to our trip, to living in each other's pockets for the five weeks during the trip, the subsequent month after coming home, with very little contact, has been strange to say the least. The loss of the simplicity of our existence, hit me hard.

I'm a much better pilot than I was and feel a lot more confident than I ever thought I would be. I'm 200 hours now, deep in Paul Craig's *Killing Zone* but loving it. Nick Turck, our Deanland maintenance man who did so much for us before and during the trip, said I'd either come back

hating flying (and Luke) or the opposite. I'm delighted to say it's the opposite.

Thank-you to all our friends and family who supported us particularly my wife who gave me the 5-week pass, our sponsors, Stevie and Rosie at Deanland for their amazing cleaning, Nick Turck and Paul Dewhurst at Flylight.

The charity adventure also raised funds for a unique scheme at Deanfield Airfield which offsets carbon emissions by planting new trees - calculated at around 7,000 trees a year to cover the entirety of Deanland's flying hours.

The airfield teamed up with Ecologi, an organisation working globally to help individuals and companies to plant all over the world, from Brazil to Uganda to Indonesia. Deanland Airfield will also support local planting with additional trees being planted around the airfield over the coming years. ■



1. Mixing with airlines wasn't a problem for the explorers...after endorsements from adventurers like Sir Ranulph Fiennes
2. Following the trip, Graham feels he is a much more confident pilot and is delighted the team raised charity funds
3. A unique scheme at Deanfield Airfield offsets carbon emissions by planting 7,000 new trees to be carbon neutral

The underwater escape training made the pair as keen as possible to not get wet





Emergencies including burning buildings and flooded cities can be spotted and monitored from the cockpit

WORDS Chris McGine IMAGES Various

# VOLUNTEERS GIVE EYES IN THE SKIES

Directing emergency services on the ground, searching for missing people, monitoring crowds and keeping in close contact...it's all in a day's work for the pilots and observers of the Air Search team

**C**APTAIN PETER Adams has followed the familiar flightpath of many professional pilots by creating a charity which is run by volunteers with a selfless passion for aviation.

The former military pilot, with a logbook that could have come straight from one of Jane's Planes titles, puts it quite simply: I have had a great life, I am paying back.

His 60-years of service include 5,500 hours of private and military flying, 20 years flying for military flying and an extensive range of destinations as a ferry pilot for Aerospatiale.

For many years, he was a kingpin at military

airshows, including the headliners such as Biggin Hill, where he often took the microphone to commentate on displays - with great confidence, having been trained by the iconic Raymond Baxter!

He helped to establish Air Search 15 years ago to provide eyes in the skies, a vital role in

assisting in aerial searches for vulnerable or missing persons. Air Search supports the emergency services and local authorities, HM Coastguard, Environment Agency along with many other major professional and voluntary agencies.

Flooded cities, burning homes, crowd monitoring and the infamous Operation Stack have all come under the gaze of Air Search pilots who can

brief ground operations. Pilots fly their own – the fleet includes fixed wing, rotary, gyroplanes and microlights - and when one volunteer started researching the diesel-powered Cessna 172, Peter headed for Hungary for a recce.

"In total, my first flight was just short of two hours. All in all a very steady aircraft to fly and no doubt a good touring aircraft. I found Hungary a great country in which to fly with less controlled airspace plus you can fly over built-up areas at 1,000ft. I put the aircraft through its paces with climb, decent and steep."

Peter added: "This is an aircraft with huge power and very economical cruise. I have no doubt that they will become very popular in the UK with 4.7 to 4.9 litres an hour fuel burn."

And the locals? "I found the aviation community very friendly and all spoke English."

Fuel economy is becoming

more and more important meaning Search as well as Rescue and police helicopters may face restraints while Air Search provides a much cheaper resource for simple search and observation tasks, using local knowledge and aircraft that are perfectly adequate for this role.

The crews are the heart of Air Search – pilots learn new skills such as low level, slow speed flying techniques, how to fly many different search patterns, and build up team work with observers while adding hours to their logbook.

Pilots must have a high skill level and wide range of experience, plus familiarity with low and slow flying for aerial photography or airborne visual assessment.

Pilots must demonstrate safe and competent flying and a check on their CAA licence will be conducted prior to being considered for a role as pilot in command. During normal flying they keep a watch and

*"Pilots learn new skills such as low-level, slow-speed flying techniques, how to fly many different search patterns, and team work with observers while adding hours to their logbook"*

report any observed incidents to air traffic control. Air Search has confirmed with the CAA that its activities are not of a commercial nature, but rather of a private nature and that they are permitted to be carried out by NPPL/PPL/CPL holders.

While production of the diesel model has now ceased, it remains popular not just in Eastern Europe; for example OSM Aviation, based in Norway, bought the final four production models and Atlantic Flight Training Academy also have the model in its fleet.

Great fuel economy is a big selling point of turbodiesel engines and flying schools must keep an eye on costs. And the cross-country flights can be extended to 963 miles, an improvement of 323 nautical miles over the 640nm range of the Lycoming powered Skyhawk.

Fancy joining the team? See [www.uk-airsearch.org](http://www.uk-airsearch.org). ■



- 1 Captain Adams enjoyed flying over Hungary – a country with less controlled airspace – including the city of Budapest
2. Air Search pilots were able to monitor the infamous Operation Stack when Channel Tunnel problems caused tailbacks
3. The medieval castle of Sümeg sits on top of a mountain 20 miles north of Lake Balaton and dominates the landscape

The diesel-powered Cessna 172 proved to be a perfect ride for touring...and catching a view of Szigliget Castle





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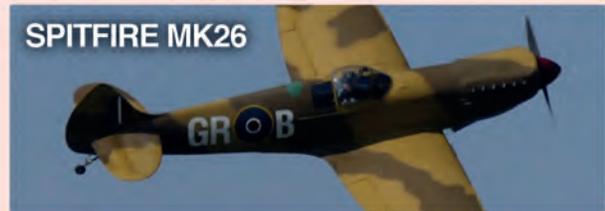
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Great IFR Tourer, HSI, A/P, Traffic, Weather, Hangered  
Willing to consider Equity (£250/month, £200/tacho wet) or Non-equity (£250/month, £250/tacho wet).

Contact Paul Sodagar at [paul.sodagar@gmail.com](mailto:paul.sodagar@gmail.com)

# CLASSIFIED ADVERTISEMENTS

## AIRCRAFT FOR SHARE

### NAZAJO 1978



Navajo 1978 TTAF about 4000 G CBTN based at Biggin Hill EGKB - Share in region of £25000

PLEASE CONTACT CHRIS WOOD  
07770398274 durbandentalcentre@btinternet.com

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£75 per hr, wet. £60 pcm no engine fund  
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Well run and friendly group - £1500 or offer.

CONTACT DAVE LEDDY 07973161906



### MOONEY 201 HANGARED AT BOOKER WITH GTN 750

Share £2,999 Monthly £130 Hourly £170  
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Contact **Bill Roberts** at 020 7564 5461 or at [williameroberts2@aol.co.uk](mailto:williameroberts2@aol.co.uk).



### ROBIN DR40 SHARE FOR SALE

Robin DR40 G-ELEN shares for sale or outright sale considered.

G-ELEN has been operated for the past 9 years at Andrewsfield (EGSL) in Essex. Due to a change in shareholders, the opportunity exists to purchase shares in one of the best examples on the market of this popular 180 hp version. Registered in 1997 G-ELEN has only 570 hours total time on the airframe and engine and is in immaculate condition.

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For more information contact  
**JOHN 07889 106459 [johnsinnott@me.com](mailto:johnsinnott@me.com)**

# CLASSIFIED ADVERTISEMENTS



**PIPER NAVAJO PA31-310C**

1978 Piper Navajo PA31-310C. ¼ equity share for sale, competitive price. Based North Weald. TTAF 4405. 100 hour check completed March 2019. Co-pilot panel. Extensive avionics including Garmin GNS430, Garmin MX20, King KLN90B second GPS, King RDR2000 weather radar, radio altimeter, Shadin fuel computer, altitude alert  
 Contact **RON** 07771 841613 ron.priorhouse@gmail.com



**SA120 BULLDOG AT KEMBLE - EGBP**

This exceptionally low houred Bulldog has just been fitted with a Zero-Timed Engine, & Propeller. It is maintained to remarkably high standard and avionics comprise of a Garmin 430 with Second radio, VOR/ILS, DME and Transponder. Shares are available at an extremely attractive price of £5,000! Flight costs are £140 phr plus Monthlies of £190. You will find this Bulldog is a sheer joy to fly!

Call **ROGER HAYES** for more information  
 01825 851311 - 07860 257333 - roger@skysport-uk.com

## 1/6 SHARE FOR SALE ARROW 200R

Hangared at Goodwood and maintained there for the past 30 years.

The group is very well run and was formed over 30 years ago it has had 2 BA pilots join and stay for a number of years. Full IFR Avionics. Availability is very good and booking is online.

**Share £4000, £225/month, £120/wet**



**Contact email**

jrhaynes8@gmail.com 07709 675182

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**CONTACT ROGER HAYES**

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**1973 N REG PIPER ARROW 2 BASED AT DENHAM - 1/5 SHARE FOR SALE**

Long established and friendly group looking for a 5th member. Airframe 5900hrs. Engine TSO 2050. IFR equipped. Garmin 430. Garmin GTX330 Transponder ADSB equipped. Digital CHT/Fuel flow monitor. Piper Autocontrol 2 autopilot. On line booking system with good availability.

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# CLASSIFIED ADVERTISEMENTS

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reproperty6@gmail.com to arrange discussion

## OTHER



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