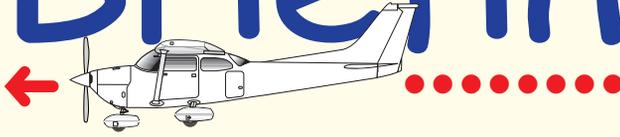


Briefings




Time to kick off the flying season once again – how about flying into the Duxford Bonus Safety Day on April 11th as an opener? Not only can you rub the rust off, but you'll learn something that'll make you a better pilot.

If you've been to one before you'll know the form, but following the pattern of last year's event the safety day will be a mixture of

informal presentations and opportunities to talk to the professionals and to ask the questions that have been bothering you. The presentations will be repeated, so you can

Duxford (above) is home to many historic aircraft like the B-17 Flying Fortress



arrive and leave when it suits you best. The safety day will be held in the new AirSpace Hangar and is open from 10:00 until 16:30; the airfield closes at 18.00.

There will be three presentations starting at 11.30 and being repeated starting from 14.00.

- Better Visual Navigation (David Cockburn, CAA) at 11.30 and 14.00
- New Air Traffic Services Outside Controlled Airspace (NATS) at 12.00 and 14.30
- GPS: New Instrument Approaches and GPS Tips, if the weather deteriorates. (Andrew Lambert of PPL/IR) at 12.30 and 15.00

You'll be able to walk around and talk to the experts on a range of topics:

Avoiding Controlled Airspace Infringements: radar replays; listening squawks etc (NATS) London Lars (Farnborough Radar)

How to get the best out of AIS Notams (Colin Potter, AIS)

CAA topics (David Cockburn)

London FIR Services (Steve Frejek and Phil Dawe, London FIR FISOs)

CFI Corner (Carol Cooper, CFI and CAA Examiner at Andrewsfield)

AFPEX: The internet way to file your flight plans (AFPEX)

D&D: How we can help get you out of trouble (D&D)

AOPA's Chairman George Done, Members Working Group Chairman Chris Royle and other members will be there if you have any questions for them.

In recognition of the importance of the safety theme, there's no charge at all for landing or the safety day programme. Also, if the weather is poor on 11th April, or if you can't fly in, you can come in free by car but you must pre-book. Call 01223 833376 to arrange your PPR or book your car in.

Needless to say, Duxford also houses the fantastic Imperial War Museum aviation collection. See you there. ■



The 38th Guernsey International Air Rally will be held this year between September 4th and 6th. The optional navigation competition over France starts from Guernsey on the Friday. Get your form in early because this is a very popular event, with a unique social aspect. Call the Guernsey Air Rally Director Colin Ferbrache on 01481 265267 or get details from www.guernseyaeroclub.com

Remember, as an AOPA member you're entitled to a five percent discount on avgas in Guernsey – the price on Guernsey in March was 88p a litre, or 83.6p for qualifying AOPA members.



Take the controls of Concorde



On Thursday April 9th it will be 40 years since the first British Concorde took off from Filton to usher in the regrettably short-lived era of supersonic passenger transport. That aircraft, Concorde 002, is now in the Fleet Air Arm Museum at Yeovilton, and they're staging a special 'Concorde 40' day to mark the anniversary.

For 40 special £40 VIP ticket buyers there will be a rare opportunity to sit at the controls of Concorde, have a souvenir photograph taken next to a Concorde captain, and be fed a VIP lunch at which the Concorde staff and other VIPs will be present.

Concorde 002 made 439 flights, was airborne for 723 hours and flew supersonically for 173 hours. Her last flight was made on March 4th 1976 when she was flown from Fairford to Yeovilton by test pilot Brian Trubshaw, who had been the pilot on Concorde's maiden flight from Filton seven years before. She is housed in a purpose-built exhibition hall along with other unique aircraft including the delta-wing prototype Handley Page 115, which pioneered Concorde's wing, and the Fairey Delta 2 which was the first aircraft to fly in excess of 1,000 mph back in 1956. It is estimated that since arriving at the museum some four million people have gone on board Concorde 002, which is probably more people than ever flew in the entire Concorde fleet.

April 9th promises to be a day to remember, with presentations by two former Concorde captains and a senior stewardess on their experiences of flying the world's most iconic aircraft. There will also be a presentation by former BBC science presenter Tony English on the wonders of supersonic flight.

Shame Raymond Baxter couldn't be there; who'd have thought 40 years ago that the only supersonic airliners in 2009 would be in museums.

Above: Concorde 002 among other iconic aircraft at the Fleet Air Arm Museum

Right: March 1976 – Vice Admiral Peter Austin, Flag Officer Naval Air Command, welcomes Brian Trubshaw and Concorde 002 to RNAS Yeovilton

If you haven't been to the Fleet Air Arm museum for a while, you're in for a treat – it's got some wonderful exhibits and a very impressive 'sensurround' replication of operations from a carrier flight deck. ■



Top Nav 2009

John Cairns writes to remind us that Top Nav 2009 takes place in May, and this year not only is it staged from White Waltham but there's a Top Nav North to be flown from Sherburn in Elmet. Top Nav is staged by the Royal Institute of Navigation and is open, as usual, to teams of GA pilots who want to pit their navigational skills against their fellow pilots for prestigious trophies and a token £100 prize.

Top Nav is a fantastic training exercise, and in previous years up to 30 teams of at least two persons have entered. AOPA is among the sponsors. Whether you fly twins, singles, microlights or helicopters, there's a class to suit your aircraft and your abilities. Top Nav North will be run on May 10th, and Top Nav South on May 17th.

You get details of your course 30 minutes before take-off – the main course is about 200nm long and has eight to ten waypoints, each a combination of VOR radials and ranges and lat/longs. There's a shorter 120nm course for slower aircraft. Flying as accurately and as safely as possible, teams must take photographs of each waypoint. You're also given a GPS tracker which is assessed later by a panel of judges. Accuracy, efficiency, safety and good airmanship are the criteria on which the judges' decisions are based.

For full details, see the Institute's website www.rin.org.uk – you'll find Top Nav under 'news and events', then 'competitions'. Crews are handicapped according to experience, so everyone from the tyro to the professional has a shot at glory. And no matter how good you are or how long you've been at it, Top Nav will sharpen your edge.

If you're planning to enter Top Nav South you can go head to head with AOPA's chief executive Martin Robinson and chairman George Done (left), who traditionally enter in the Piper Cherokee in which George has a share. Unfortunately that win loaded their handicap, but they live in hope.



Fly to Prague

You are cordially invited to participate in a fly-in by European GA pilot members of AOPA, IFFR, PPL/IR, JAC and GAC to Letnany (LKLT) VFR airport, the venue of the Aero Expo 2009 exhibition in Prague over the weekend of May 22nd, 23rd and 24th – the Bank Holiday weekend in the UK.

AOPA's Channel Islands chairman Charles Strasser has made special arrangements for landing and parking fees, free entrance to the exhibition, discounted accommodation and an Aviators Festive Dinner on the Saturday evening.

The venue is Letnany PVA Exhibition Centre, where entrance is free to fly-in pilots and their passengers providing they have pre-registered as visitors on AeroExpo website, printed out the voucher and present it together with a copy of the landing fee receipt.

Letnany is VFR and has an 860m grass strip. Slot times are required, from www.expo.aero/prague/visitor/flying for landing during the three exhibition days only.

Flights before or after exhibition dates need only flight plans which are mandatory for all dates. Special landing fees are five euros for singles ten euros for twins, and parking is free. No customs or immigration is



available, so you'll have to stop at a Schengen airfield on the way.

Accommodation has been arranged at the Hotel Duo, only two Metro stations away from Letnany on the way to central Prague. For full details see www.hotelduo.cz. This hotel is owned by Charles Strasser's friend Jan Horal, who was in the Czech forces with Strasser in the Second World War. He was a pilot at the beginning, and later a tank

commander, and has a vast collection of memorabilia in a section of the hotel where ex-Air Force pilots meet regularly. Heavily discounted room rates have been negotiated for participating fliers, starting at £49 for a single room including breakfast.

On the Saturday evening at the Hotel Duo there will be a typical Czech three-course dinner at a per person price of CZK 590 (£19).

See the website www.expo.aero/prague/ for full details of the exhibition. Hope to see you there. ■



I'll have a white one

Architect and pilot Lord Foster has been hired by NetJets to design the interior and external paint scheme of the company's new Falcon 7Xs. NetJets ordered 33 Falcons in 2007 and commissioned Lord Foster, a NetJets customer, to "take the business aviation experience to a new level".

Lord Foster, possibly the world's most famous living architect, is a strong aviation

supporter. He did his national service in the RAF and has held both fixed-wing and helicopter licenses. His landmark buildings include the Gherkin in London, the Reichstag in Berlin, the American hangar at Duxford, Beijing airport's international terminal, Wembley Stadium and the Millennium Bridge. NetJets say he did a tremendous amount of research for the Falcon project,



talking to clients and crew.

His design is described as being serene on the inside and sleek and striking on the exterior. He redesigned the seating to create a better environment for business meetings. Livery primarily consists of a dark blue horizontal stripe across the windows. NetJets Europe has elected to introduce Lord Foster's design as its new livery across its entire 160-strong fleet.

Lord Foster said: "The NetJets 7X is a major aviation milestone in terms of the sheer size of the order. It's literally a fleet within the NetJets fleet and I felt that this significance should manifest visually both internally and externally. Working on a jet was a new challenge for me. It presented the opportunity to apply my professional expertise, my passion for aviation and my experience as a NetJets customer to one of the world's most exciting aircraft." ■

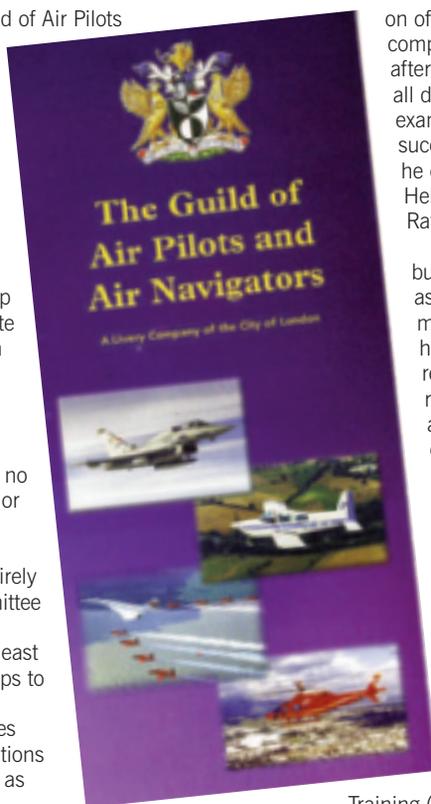
Valuable GAPAN scholarships

Still time to apply for a Guild of Air Pilots and Air Navigators scholarship or bursary, but step on it – closing date for receipt of applications is April 9th.

The Guild has at least six PPL scholarships to award in 2009 thanks to the generosity of several sponsors. These scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining a PPL. Providing up to 45 hours of flying, these scholarships can help a candidate with little or no experience to achieve a PPL, or 'finish off' someone who is partially trained already. The scholarships are awarded entirely on merit by a selection committee appointed by the Guild.

This year the Guild has at least three fixed-wing FI scholarships to award. It is of paramount importance that the candidates meet the full terms and conditions of the pre-entry requirements as listed on the application form.

For would-be helicopter instructors the Weetabix Scholarship is again



Training (EPST), the Netherlands-based developer of pilot selection tools and ab initio pilot selector, the Guild

on offer, a highly competitive, much sought-after award which covers all direct training and examination costs for the successful candidate as he or she achieves a Helicopter Instructor Rating.

Flying Instructor bursaries are available to assist an instructor who might not otherwise have the necessary resources, to achieve ratings for the IR, aerobatics, or multi-engine instruction. The bursary covers only a contribution to direct training and examination costs but is valuable – up to £2,000 for the IR, £1,250 for the aerobatics and up to £3,000 for the multi-engine rating.

In association with European Pilot Selection &

offers two Jet Orientation Course scholarships. This course is designed to prepare newly qualified professional pilots for employment with an airline. The course is not type specific. Pilots who have completed the EPST Airline Jet Foundation course (AJFC) have proved to be well regarded by potential employers. Application forms can be downloaded from www.gapan.org/careers/scholarships/schols09.htm.

Outline criteria for all scholarships are listed on page one of each application form and should be read carefully. ■



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Financial Benefits of AOPA Membership



As an AOPA member you are entitled to make use of any or all of the benefits listed here. You may find some will save you money, and at the same time you will be helping your Association

The AOPA AIRCREW CARD

As there is an ever increasing requirement to produce photo identification, the AOPA aircrew card complies with JAR-FCL 1.015 (a)(1) for the purpose of identification of the licence-holder. The AOPA Aircrew Card is also extremely useful in negotiating various discounts in the UK and throughout the world.

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MEDICAL ADVICE

FREE initial medical advice. Email your query to info@aopa.co.uk for the attention of our medical advisor Dr Ian Perry

AOPA LOTTERY

Originally called the 700 Club, the Lottery is an additional means of raising funds for AOPA. 50% of the money collected goes to the Association funds and 50% is utilised for lottery prizes which are drawn on a monthly basis with three prizes - First Prize 50% of prize fund, Second Prize 35% of prize fund and Third Prize 15% of prize fund. For a registration form email mandy@aopa.co.uk. Please note you MUST be an AOPA member to participate in the Lottery.