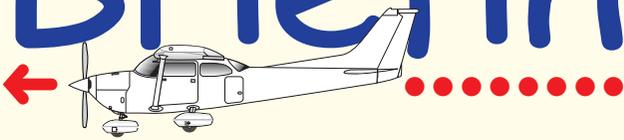


# Briefings



## Jock Maitland MBE

Squadron Leader John Ramsay Maitland, known to family, friends and colleagues as Jock, has been awarded the MBE for services to in the Queen's Birthday Honours list.

Jock, the only British pilot to have shot down two MiGs, is the man behind the Biggin Hill Air Show and has spent a lifetime in aviation. He joined the RAF in 1942, and during a 15-year military career he flew F-86 Sabres in action during the Korean War while on an exchange posting with the USAF. He flew 77 combat missions, shot down two MiG 15s and was awarded the American equivalent of the Distinguished Flying Cross for skill and bravery in the air. Later he commanded 249 Squadron RAF and saw action in several theatres of war in the Middle East in the 1950s, including the Suez campaign, flying DH Vampire and Venom jet fighters.

In 1959, after leaving the RAF, he agreed to take on the management of RAF Biggin Hill as a civilian airport. He co-ordinated the transfer of non-airline interests from Croydon to Biggin Hill and made a great success of it for the users. He introduced the first International Air Fair at Biggin Hill in 1963 and sustained the RAF's 'Battle of Britain Air Days' at the historic airfield for many years. Forty years later, in 2003, he was awarded the Jeffrey Quill Medal by the Air League of recognition of a lifetime's work promoting air-mindedness in young people, one of his key objectives in presenting the annual Air Fair.

Jock says he is delighted and honoured to receive the MBE. "The inspirational effect on young people of seeing aircraft of all types flown well, often to their limits, will continue to encourage aviation careers and air-mindedness," he says. "I am thrilled that the effect of this in the past has been recognised in this award."



## Say again?

The CAA and NATS have issued a new easy to use quick reference guide for commercial pilots on radiotelephony phraseology, and a version for GA pilots is being prepared.

The documents form part of an attempt to improve radio skills, where poor phraseology can lead to danger. Rob Holliday, a flight safety officer in the CAA's Safety Regulation Group, says: "We know that communication error is a significant contributory factor in incidents such as level busts and runway incursions. Clear and unambiguous communication between pilots and controllers using the standard words and phrases contained in the guides can help to reduce the risk."

The guide is available in a printed checklist format or online as an interactive version. It provides details of the exact phraseology to be used by pilots at all stages of a flight from start-up to approach and landing. A separate section deals with emergency communications.

The documents are supplements of the official CAA radiotelephony guide, CAP413, but provide the information in a more user-friendly way and give background explanations to some of the more common situations. The online version can be accessed at [www.caa.co.uk/docs/33/CAP413Supplement.pdf](http://www.caa.co.uk/docs/33/CAP413Supplement.pdf)

● The CAA has added a free internet-based 'newsfeed' facility to the VFR charting section of its website aimed at simplifying the job of updating VFR charts. It says this service includes information on all chart amendments, including changes to frequencies, aerodrome details, obstacles, navigation aids, airspace boundaries and VRPs.

As well as picking the information off the website, you can subscribe (free) and have notifications sent to you by email. See [www.caa.co.uk/subscriptions](http://www.caa.co.uk/subscriptions). The CAA VFR charts website [www.caa.co.uk/charts](http://www.caa.co.uk/charts) will continue to list all the chart changes.



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## Cirrus unveils The-Jet

Cirrus has unveiled its 'The-Jet' design to a handful of potential customers who have paid \$100,000 options on the VLJ. The shroud of secrecy – even Cirrus employees not directly involved in the project had never seen the aircraft – was lifted in June when the keenly anticipated aircraft saw the light of day at the company's headquarters in Duluth, Minnesota. Cirrus says that like the SR22, The-Jet is designed to be owner-flown and will feature the ballistic



recovery parachute. Cirrus co-founder Dale Klapmeier said: "We are in the early design and development phase and didn't want to limit ourselves in any way. It is important that any data we release is absolutely accurate. We can confirm that The-Jet will be powered by a lightweight Williams engine that will give the aircraft great utility, economy and simplicity." The aircraft is expected to cruise at more than 300 knots at FL250 and to have a range in excess of 1000 nm.

## Women in Aviation conference

Jennifer Murray, who this year achieved her third world record when she and co-pilot Colin Bodill became the first people to fly around the world across the Poles in a helicopter, is to speak about her adventures at the third Aviation and Women in Europe Conference at Gatwick in September.

Jennifer joins an impressive line-up of speakers, including Gretchen Burrett, the first female Director of Safety at National Air Traffic Services, Judith Moreton, Managing Director of

Bombardier Skyjet International, and Jo Salter, Britain's first combat RAF pilot. Bristow pilot Maroljn de Greef, who was involved in a dramatic search and rescue operation last year when the controls of her helicopter jammed, will also be making a presentation.

Jennifer's historic flight covered more than 32,000 nautical miles through 26 countries and took 171 days to complete. Her first attempt in 2003 ended when their helicopter crashed not far from the South Pole in a

whiteout, injuring both pilots.

The Aviation and Women in Europe conference, which takes place at the four-star Copthorne London Gatwick Hotel, includes visits to the Air Accident Investigation Branch and FlightSafety Training Centre at Farnborough, a welcoming reception at the House of Lords, and an optional day-long visit to the RAFA Air Show at Shoreham. Bookings can be made through the Aviation and Women in Europe website, [www.aweu.org](http://www.aweu.org).

Aviation and Women in Europe is the European Chapter of Women in Aviation, the world's largest and most important organisation for women involved in aviation ([www.wai.org](http://www.wai.org)). ■

## Moth bursary

James Hanson, from Barnsley, West Yorkshire, has won the Fiona McKay Flying Bursary presented by the de Havilland Educational Trust, which will allow him to convert onto the Tiger Moth at Cambridge Flying Group. The award covers the cost of ten hours flying.

James was one of five candidates shortlisted for interview and a flying assessment in a Tiger Moth at Cambridge in May. Stuart McKay, secretary of the Trust, says: "The enthusiasm and aptitude exhibited by all five candidates was very evident and the task of choosing a winner was extremely difficult. I wish we could have funded all five."

James Hanson, 21, works at Sheffield City Airport. He got his PPL at Yorkshire Flight Training and in 2002 became a C Category Qualified Gliding Instructor with No 642 Volunteer Gliding Squadron at RAF Linton-on-Ouse. He has a share in an Evans VP1 at Brighton.

● Air Marshal Ian Macfadyen CB OBE has agreed to become Patron of the de Havilland Educational Trust. He learned to fly on the Tiger at West London Aero Club, White Waltham, and went on to complete a distinguished career as an RAF fighter pilot. As well as its flying bursary, the deHET aims to award an engineering bursary each year.



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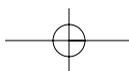
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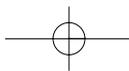
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## PC-12s gang up at Goodwood

*The largest gathering of Pilatus PC-12 aircraft to be seen in Europe came together at Goodwood during the Festival Of Speed in June. Bob Berry, (in picture) the MD of the Bournebased Pilatus Centre UK, and his team invited PC-12 owners to see the festival from their own pavilion. Seven aircraft flew in from airfields across the UK. And they like the aircraft. Five out of the nine PC-12 owners in the UK have already placed orders with deposits for the Next Generation PC-12, priced from \$4 million, with the first scheduled to be delivered in June next year. Andrew Colin, Chairman of INTO University Partnerships Ltd, became the latest to order his second PC-12 when he signed at the Festival Of Speed. He took delivery of his first PC-12, G-INTO, in February and he and his management team have used it almost daily to commute to meetings ever since.*

*"It really has transformed the way we can do business," said London based Colin. "In one week we attended meetings in Glasgow and Newcastle on the Monday, Oxford and London on the Tuesday, Exeter and Birmingham on the Wednesday, Glasgow again on the Thursday and Norwich on the Friday. There was none of the stress that is usually created by travelling. We could go at any time we needed to, and as the aircraft can land on short grass runways if required we often can use smaller airfields to get closer to our destination."*

*Demand is outstripping supply, and Colin will have to wait until 2010 for delivery of the new PC-12. The turboprop aircraft can cruise high in the airways with business jets, but has a larger cabin and very long range, and offers significant cost savings over pure jets.*



## The Wright stuff

A large section of fabric from the aircraft in which the Wright Brothers made the first powered flight has been unveiled at the IWM Museum Duxford as part of celebrations to mark the opening of the new £25 million AirSpace exhibition.

The precious swatch of fabric was donated by Breene Wright, who is based in the USA, and her daughter Martha Wright Crouch, of Linton Cambridgeshire, an art historian and the great, great niece of the aviation pioneers.

The Wright Flyer was water-damaged during the great Dayton Ohio flood of 1913, so when Orville Wright prepared the aeroplane for public exhibition, he substituted new fabric of identical material. After his death in 1948, his executors found he had preserved some of the original wing coverings and the material was divided between some of his grandnieces and grandnephews.

Martha Wright Crouch said: "My father, Milton Wright Junior, kept his treasured piece of fabric from the lower right wing of the Wright Flyer in a box in a closet in his studio. My mother and I are now keen to share this history with the world and we're proud that it will be on display at Duxford, a world-leading museum."

Museum director Richard Ashton says: "This incredible gift is exciting for museum staff and visitors alike. We believe it's the largest section of fabric from the Wright Flyer in the world, and we are honoured to unveil such a historically and culturally significant donation as part of AirSpace. It's spine-tingling to have such an important part of aviation history at Duxford."

The donation also includes an exceedingly rare print of the first flight from the original plate from Orville and Wilbur Wright's camera.

The Wright Flyer now hangs in the Smithsonian Museum in Washington, but it took its time getting there. It was displayed in London for decades because the Smithsonian refused to recognise the Wright Brothers claims, supporting instead the claim of Sam Langley to have flown first. As a result the aircraft spent the Second World War stored in a quarry in Wiltshire before being repatriated when the Smithsonian gave in. ■



## Sibson frequency change

The frequency used by the air/ground service at Peterborough Sibson has been changed by the CAA because of interference with another radio service. The new frequency, which came into effect on July 19th, is 120.325 MHz.

The CAA points out that Sibson is close to many pilots' transit routes through the East Midlands,

and free-fall parachuting takes place from the aerodrome. Cottesmore Radar are nominated as the contact frequency for parachuting information, but they don't work at weekends, so give Sibson a call if you're passing.

The old frequency is still listed on even the most recently issued CAA charts. I say again, 120.325.




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See page 45 for details.

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