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The journal of
the Aircraft Owners and
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JUNE 2013

A photograph of three Red Arrows jets in formation, flying against a clear blue sky. The jets are bright red with white and blue accents. The lead jet is in the foreground, angled upwards, with its cockpit clearly visible. The other two jets are behind it, following in a similar path. The overall scene is dynamic and captures the power of the aerobically displayed team.

General **A**viation

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EASA twists
the knife

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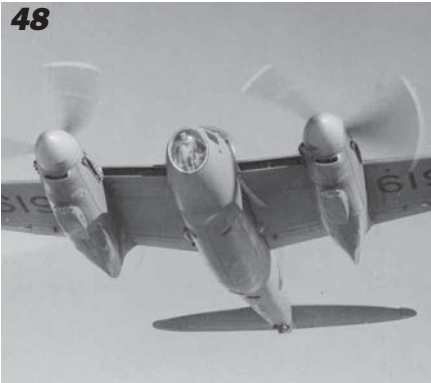
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General Aviation

June 2013

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Red Arrows
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Chairman's message

None so blind...

"None so blind as those that will not see" is the proverb that sprang to mind on reading the EASA Ruling Directive's Opinion No 03/2013 on 'Qualifications for flying in Instrument Meteorological Conditions (IMC)'. The particular opinion that stimulated the thought is a small sub-paragraph 2.4.2.4 entitled 'Request to maintain national ratings' which, in a nutshell, explains why EASA will not extend flexibility to NAAs to maintain national ratings such as the UK IMC Rating. More detail and analysis is to be found elsewhere in this issue of *General Aviation*, but the opinion, whilst apparently recognising that there may be '...an adverse impact on safety...' is based on the apparent need not to '...contradict the general concept of a uniform European harmonisation...' In other words, European uniformity trumps safety! The opinion makes reference to Annex 2 of the Basic Regulation (EC No 216/2008) which sets out the principal objective of EASA '...to establish and maintain a *high* uniform level of civil aviation safety in Europe...' This, at least, defines the direction in which safety standards should be heading; however, in the introductory paragraphs of the Basic Regulation under 'Whereas (5)', it is considered that common rules are not altogether appropriate for aircraft of 'simple design or operate on mainly a local basis', which is taken to include most GA aircraft, that only a *uniform* level of safety needs to be provided. So, when safety standards in European countries are significantly different, it is all right for high safety standards in one country to fall and aviation fatalities to increase if it means better uniformity, right?

Whilst penning this article, news came in that Mike Barnard, currently a Director of the Light Aircraft Association and of the General Aviation Safety Council (GASCo), and a PPL since 1994, has been appointed General Aviation Programme Manager at the CAA. We at AOPA wish him every success in this important position, and look forward to working with him closely on all general aviation matters. As his role will cover EASA regulated, as well as national Annex II, areas, and the CAA has committed itself to maintaining the IMC Rating or equivalent for UK pilots for the long term future, we hope he will have no difficulty in picking this issue up quickly and running with it.

Another aviation colleague worthy of note is long-standing AOPA member John Murray, whom I hope not to embarrass too much by mention here. John is a member of the AOPA Members Working Group and he has entertained us (it's the way he tells 'em!) with talk of his struggle over many, many months to establish the on-line GAR (General Aviation Report) that is now available free for all pilots, whether or not they are members of AOPA, by downloading the necessary off the AOPA website. Although the system would simply not exist but for John's dedication and prolonged persistence, the system belongs to the UK Border Agency and AOPA provides an approved portal. An app for Android devices is also available.

AOPA members will be aware that AOPA owns the building at 50a Cambridge Street near to Victoria Station in London. The basement and ground floors were leased to Transair for one of their retail outlets for a period of 13 years up until the end of 2012 when Transair moved out. AOPA has taken the opportunity to refurbish these two floors and re-establish a pilot shop on the ground floor under AOPA ownership and in collaboration with aviation goods supplier AFE. AOPA members will receive a discount on items bought in the shop. The basement has been furnished to accommodate meetings of up to 16 – 20 people, thereby saving the significant annual cost of holding meetings in nearby rented rooms. When not occupied for a meeting, the basement area will be free for members to use as a place to meet, rest or relax whilst en route, with coffee, biscuits and other facilities provided. Looking forward to seeing you there!



George Done

IMC rating – EASA says no

By Nick Wilcock

At the end of April EASA finally revealed its proposals concerning future requirements for IMC flight in Europe in their document 'Opinion 03/2013', signed by their Executive Director Patrick Goudou. Compared with their original Comment Response Document, there have been some slight changes, mostly to increase the availability of the proposed En-Route IFR Rating and the Competency-based Modular Instrument Rating, one of the main changes being that a Night Rating will no longer be needed in order to gain the C-bm IR or EIR, so that pilots who cannot meet night eyesight requirements will still be able to gain day-only ratings.

Another major change, which is bound to please Goudou's compatriots, is that there is no longer any requirement to meet normal English language proficiency requirements, provided that sufficient proficiency is demonstrated in the national language being used for communication. But, as EASA also points out, pilots without English proficiency will be unable

to use their rating privileges where ATS providers mandate the use of English.

EASA's Opinion 03/2013 also adopts the reduced requirements which IAOPA Europe has called for in respect of credit for 'third country' (e.g. FAA) IRs towards the C-bm IR. No theoretical examinations will be required, provided that the pilot has at least 50 hrs flight time under IFR in aeroplanes and demonstrates adequate theoretical and practical ability during the Skill Test, that will suffice. Our action will probably have saved such pilots hundreds, if not thousands of Euros as a result.

Whereas there might well be some positives in this Opinion, it has completely failed to address the calls for flexibility from industry and even from EASA's own Management Board. Indeed, Goudou includes the following quite astonishing statements in para. 2.4.2.4 of the document:

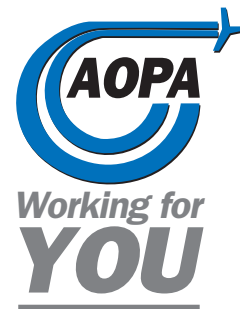
'Several stakeholders expressed their concern on the lack of flexibility of FCL.600 when compared to JAR-FCL 1.175. More specifically, stakeholders requested that national instrument

ratings be maintained.'

'The Agency fully appreciates the stakeholder reasoning of allowing MS (member states) to maintain some of their national licences, ratings, and certificates. It is true that this may not have an adverse effect on safety, however, it would contradict the general concept of a uniform European harmonisation and the aim of creating a standardised European regulatory system allowing for mutual recognition of licences.'

In other words EASA is more concerned with 'uniformity' across its visionary Brave New Euroland than it is with maintaining existing levels of safety. This failure to heed calls for flexibility is quite unacceptable both to IAOPA Europe and to the UK CAA, which has already advised that it will be pressing for change at the EASA Committee.

With regard to the EIR, Goudou also states: 'Currently some MS are not in



Must we sue the government in the future?

EASA has once again dashed hopes that the lifesaving provisions of the UK IMC rating might be allowed to continue to cover future private pilots once the EASA licensing system is in place. The fight goes on, however; AOPA has never wavered in its determination to keep the rating in the UK, and at the very top of the CAA – if not further down – there is a clearly stated policy that favours its retention.

AOPA Chief Executive Martin Robinson says that if the IMC rating is lost, after the first pilot is killed in IMC, AOPA will look at taking legal action against the British government for allowing it to happen.

Contrary to what is often said in Europe, AOPA has never sought to impose the IMC Rating on the rest of Europe – all we have done is seek to retain it in Britain. If other countries don't want it, that's their loss. But in Britain it has saved many lives, and destroying it threatens our enviable fatal accident rate.

The IMC rating has been in operation for 40 years in Britain, and some 30,000 pilots have obtained it. During all that time, the CAA says, only one pilot with an IMC rating has been killed in actual IMC. A flying course of a minimum of 15 hours, it teaches pilots to maintain control on entering IMC and to return an aircraft safely to the ground using whatever aids are available. It is seen as a major contributor to Britain's excellent GA safety rate. Safety data informs us that the UK fatal accident record is one of the lowest in Europe, whereas in Germany and France they have significantly worse rates. EASA's own safety analysis

portrays weather as the biggest killer of GA pilots, and the UK suffers more capricious weather than almost anywhere else in Europe. However, in some countries it is illegal to fly in IMC outside controlled airspace, so making the IMC rating a pan-European qualification would be difficult. EASA's interpretation of the Basic Regulation puts harmonisation of licences ahead of everything, so the IMC Rating, it says, cannot continue to be offered in the UK.

Undoubtedly the IMC rating never recovered from the treatment it got at the working group FCL.008, where it was characterised as a 'back door IR' and a 'non-ICAO compliant Instrument Rating'. Although this was untrue, it has proved impossible to supplant that image in EASA's mind. But EASA does not have the power to take away qualifications that pilots already have. So those who have an IMC rating as of April 8th 2014 will be allowed to continue to fly as before with what will be called an Instrument Rating (Restricted). An instructor infrastructure will be there for regular renewals, but they will not be allowed to qualify new pilots. AOPA's advice is that if you don't have an IMC rating, get one now.

The fight is not over. The conclusion that pilots' lives should be endangered in the interests of bureaucratic tidiness is so outlandish that no fair and reasonable man could condone it. Martin Robinson says: "If this safety disaster is foisted on us, we will be looking at legal action when the first pilot is killed flying inadvertently into IMC – and we will go after the British government, which is allowing this to happen."

we will be looking at legal action when the first pilot is killed flying inadvertently into IMC

favour of the proposed EIR and identified some potential hazards or risks'. IAOPA Europe was already aware of this; most of our proposals regarding the EIR have already been adopted and support the EIR; however, some Member States' national authorities do not and are highly likely to vote against the Opinion in its present state.

So, unless significant changes are made to this Opinion, it is likely to get a rocky ride at the next stage of 'comitology' at the European Commission, possibly leading to delay in the entry of the new ratings into European Law, particularly if the whole process slips into the European Parliamentary election period next year. For which EASA will have only itself to blame; had it listened to the many calls for

flexibility, then the EIR would be available in those Member States which support it, the UK IMCr / IR(R) would be assured in the UK and various other specifically national needs would have been met. Is it really too much to ask that EASA should reinstate the previous flexibility of JAR-FCL 1.175 as we've proposed? Of course it isn't - and for that we will continue to lobby at every level.

Chief executive's diary: Quiet skies, busy times



effectively than the CAA. John is writing a business plan, but there's no guarantee that this can be done and there are some hurdles in the way...

On the 5th I was back at the CAA with Ray Elgy, this time in company with Nick Wilcock. Nick is a great asset to AOPA and I'm extremely appreciative of his in-depth knowledge of the rules relating to licensing, which is very helpful when we are talking to the CAA. He's also got the energy and drive to give practical help. The topic under discussion was the whole PPL system, exams and examiners, and how the CAA are going to deal with the many anomalies EASA is throwing up.

Later that same day I met with Ben Alcott, Head of Group Safety Services at the CAA, for a discussion of the regulatory approach to recreational flying and the work the CAA are doing on determining a new approach. I stressed that the CAA should not forget that recreational flying also happens in aircraft that come under EASA certification! More to follow on that.

On the 6th I attended the AOPA Members Working Group at White Waltham, and on the 8th I went to the Airspace Infringement Working Group, where the CAA and industry continue to examine the causes of airspace infringements and debate how to bring the numbers of incidents down. Despite the work that has been done, the changes that have been made and the reduction in flying, the number of infringements continues to rise, although the number of high-risk infringements is reducing. I'd like to hear from members who have ideas on what might be done. We all blame poor pre-flight planning or over-reliance on GPS, but if you have any good ideas email me at info@aopa.co.uk. There's serious concern about the number of instructors who are having infringements. We can't find any real trends, you can't pin it down to any specific thing... but we all need to raise our game and be more disciplined. We have a responsibility to other airspace users.

On Tuesday 9th I was in Brussels to meet with our lobbyist Lutz Dommel to discuss the first general aviation seminar at the European Parliament, which AOPA is promoting. I had an informal lunch with Irina Petrova, one of the policy officers as the EC's transport department DG MOVE, where we spoke about the cost-sharing

There's more activity on the regulatory front than there is in the air, I suspect; let's hope and pray that we get a proper summer this year, because the last two have been terribly bad for GA. Who at the CAA is responsible for this weather?

From March 18th to 20th I was in Abu Dhabi for a conference hosted by Jeppesen; this was an excellent corporate event which gave us a heads-up on what might be coming from the company, technology- and product-wise, in the next couple of years. It presented a unique opportunity to share ideas on future GA requirements with the senior management at Jeppesen. Our friend and colleague Cay Roth from the Jeppesen office in Germany was an excellent host, and as a result of the many conversations we've had with him, Jeppesen will be announcing a new product for GA during the Sywell event at the end of May, in conjunction with AOPA. Members will benefit as we have negotiated a special price for AOPA members, which will amount to a discount of about 40%. This is an iPad application called 'VFR Gate to Gate' which AOPA has been involved in developing with Jepp, having been part of the group that critiqued the original concept.

I went straight on to the IAOPA Europe Regional Meeting in Malta on March 22nd and 23rd - the proceedings there are well covered elsewhere in these pages - and I finally got back to the office on March 25th, where I played catch-up with the various projects we have in hand. One of them is the new shop, 'The Pilot Store in London' on the ground floor and basement of the AOPA building at 50a Cambridge Street in Victoria. As this is very much an AOPA operation, we will be giving all members a 5% discount on all purchases. You'll also be able to drop in any time for coffee in the basement, use the wi-fi, or look at our library of aviation books. Have a look at our Facebook page, click on 'like' while you're at it, and tell all your flying friends. Any profits the shop makes will go to help fund the essential work of the Association.

On March 27th I was at the Single European Sky Network Management Board meeting at Eurocontrol headquarters in Brussels. I 'job-share' on this one with our friends at the European Business Aircraft Association. The Board is responsible for monitoring European states' progress towards the Single Sky, and there hasn't been much of that. The recession has taken the urgency out of the situation and states have more urgent fish to fry, but the EC wants to push the issue. Most AOPA members don't need to know this, but basically each state charges a fee per kilometer, based on the weight of the aircraft. Eurocontrol collects the money and divides it between the states. If they all have different rates, airlines fly around expensive states and through cheaper ones, leading to additional complexity, fuel burn and other things we don't like. Under the Single European Sky the promise was that the unit rate would be halved, but in fact some states are putting up charges. This is a really tough nut to crack, closely linked as it is to Functional Airspace Blocks and rationalisation of complex systems. Some of our members who fly IRF will be affected by what happens, and we have to keep a close eye on it.

On April 3rd AOPA Board member John Pett and I went to meet Ray Elgy, Head of Licensing and Training Standards at the CAA, to discuss the issue of Registered Facilities becoming Approved Training Organisations. AOPA is trying to understand how the requirements for PPL training organisations can best be met under the new EASA rules. Ray Elgy sees the problem and offers support, but AOPA has to make sure that if it gets directly involved as an audit organisation, it doesn't sink the Association. It has to conform to the rules on 'proximity' and would have to set up a separate company. Most importantly, it has to be able to fulfill the audit function substantially more cost-

IAOPA to stage unique Parliamentary seminar on GA

At the invitation of the European Parliament, IAOPA has set up a unique seminar in Brussels on June 19th to debate the issues facing general aviation in front of influential Members of the European Parliament.

The seminar, called 'General Aviation Connecting Europe', will be chaired by Gesine Meissner MEP, who is co-ordinator of the ALDE group in the European Transport Committee. ALDE is the coalition of Liberal Democrat groups in the

Parliament. Among the MEPs attending will be Sir Graham Watson, MEP for South West England, who has been actively involved in the preparations for the seminar.

The seminar comes after a long



issue. They've really seen the light on this one, and in future six people, one of whom must be the pilot, will be able to share the direct operating cost of the flight. Irina went into bat for us on this issue, and we should all be grateful to her.

In the afternoon I met with Filip Cornelis, the new head of aviation safety at DG MOVE. We had a good first discussion in which I explained GA from the IAOPA standpoint, and we spoke about EASA's proposals for mandatory occurrence reporting. I explained that if all stall warnings had to be reported, as is being suggested, then virtually every landing of a GA aircraft would mean an occurrence report. Filip accepted that more work is needed to get the regulation in shape. I also discussed the issue of US airman's certificates and developments under the Bilateral Aviation Safety Agreement (BASA) with the FAA. This is something in which there's no industry involvement, unfortunately – it's between the FAA and EASA. It seems that progress is slow, although it's moving in the right direction. No industry involvement, state to state.

Later in the day I met with Brian Davey, GAMA's man in Brussels; Lutz and I discussed with him a co-ordinated position for GAMA and IAOPA on the occurrence reporting issue and agreed to raise the issue with the European Parliament. In the evening I had dinner with Brian Simpson MEP, Chairman of the Transport Committee. Again, the occurrence reporting proposals came up. Brian himself suggested that private aircraft below 5700kgs should be removed from the mandatory requirements, which is exactly what we're aiming for. Brian, a supporter of GA, is retiring at the next election – a good man lost to us.

On the 10th I had a meeting at DG Enterprise, the industry promotion arm of EASA, with Jean-Pierre Lentz of the Aeronautics Unit. Jean-Pierre looks after the entire aviation industry, from Airbus to the Czech microlight manufacturers, so he has a lot on his plate. We covered a lot of ground, but the focus was on remotely piloted aircraft (RPAs) and their integration into European airspace. This is going to happen; the pressure from the industry is quite enormous, and IFR operations could be affected as early as 2018. VFR may not be affected until 2028. But the 2018 date

is significant to much of GA, a point which Jean-Pierre now fully understands.

I had lunch with Bernhard Schnittger, acting head of the unit at DG Enterprise which is responsible for the European Global Navigation Satellite System (EGNOS). Talking to Bernhard is a joy because we speak the same language – he's a private pilot, a member of AOPA Germany, and he has a plane based at Charleroi, so we can discuss both issues of satellite navigation and the situation in Charleroi, where GA is being compromised. We discussed the benefits that EGNOS may provide to GA. Fourteen satellites should be in orbit by the end of 2014, and the service will be free for at least seven years. The EC has been consistent in its approach, and I remember from the early cost-benefit discussions the concerns raised by the airlines of paying simultaneously for the current terrestrial navigation system, as well as a space based one. My view back then, as now, is that the aviation industry's contribution to satnav should be no more than what is paid for today's terrestrial system, and that includes whatever terrestrial back up is required for EGNOS, such as DME/DME.

On the following day I was in London for a National Air Traffic Management Advisory Committee (NATMAC) meeting at the CAA in Kingsway. The Chairman announced that I had agreed to Chair the Electronic Conspicuity Working Group – I will report in more detail later on this subject. Over the next five years, we have to look at introducing small, low-cost systems to enhance our ability to detect and avoid other traffic. This ties in with the RPA issue. The RPA companies are pouring R&D money into developing such systems for use in vehicles of all sizes. It's in their interests to make that technology available to GA, at low or no cost. Not only would it answer some of our questions on sharing the air with RPAs, but there are other advantages – the adoption of industry standard connectors could give us a full traffic picture on an iPad, for example. On the 15th I was in the office, where work continued on the AOPA pilot shop. I was also discussing with Hayward Aviation Insurance a special deal for members which is outlined elsewhere in these pages. This will be of importance given the changes coming from the CAA legal department.

From the 23rd to the 27th I was in Friedrichshafen for Aero – again, covered in these pages. I worked the AOPA stand, and it was good to meet many AOPA members, from the UK and beyond. During the event I attended the GA SSCC informal discussion with other associations, mentioned elsewhere in this magazine.

On May 2nd I attended the Airspace Safety Initiative Co-ordination Group at the CAA, where we received an update on airprox data comparing the situation pre- and post-ATSOCAS – this was the change from the old RIS/RAS service to the current system. It hasn't improved the picture – in fact it's slightly worse overall. The group is looking at how visual conspicuity can be further improved – and I have to congratulate the British Gliding Association here for the work it has been doing with gliders. There is a sub-group that is looking at improving visual conspicuity in the circuit. This is a good time to remind members of the importance of maintaining a good lookout at all times, but particularly when within 1 nm of an aerodrome and also when in the circuit – get those scans going!

Next day I had another meeting with Haywards to settle on a formal announcement of our agreement, and on May 7th we opened the AOPA shop in association with AFE. This was a soft launch – we will have a formal opening at some point – but I'm sure that I speak for both AOPA and AFE when I say how delighted we are at having this new facility for members.

On May 9th I was at the DfT with CAA representatives to discuss the new system of Civil Sanctions and how it may work. AOPA intends to keep a close eye on this as the debate develops. This is a new tool for the CAA, which allows it to deal with pilots without resorting to court action – effectively they can give you a fixed penalty. If it's done properly, we will support it. Court action is a blunt instrument, and it's always costly for the pilot, win or lose. There has to be an independent appeals system, and we're promised that will happen as this process is linked to the Justice Department. This ties in with our new deal for members with Haywards... I'll keep you updated on developments. –

Martin Robinson

→ campaign by IAOPA representatives for just such a forum. Due to this lobbying, MEPs' growing interest in the subject led them to invite IAOPA to set up this seminar jointly with them.



The seminar is expected to be the beginning of a series of information and education events for MEPs. Timothy Kirkhope, MEP for Yorkshire and the

Humber and leader of the Conservatives in the European Parliament, has promised to continue with a Parliamentary hearing on GA in October or November. Mr Kirkhope is a PPL with a UK IMC rating.

We would like to invite all pilots or aircraft owners to join us in Brussels for the event, but online registration **prior** to the seminar is absolutely necessary. Follow the link at go.alde.eu/events to register.

Registration should have opened by the time you read this, but if it isn't, have patience, it soon will be.

The seminar will open at 1500 with a keynote speech by IAOPA General Secretary Craig Spence. There will be two panel discussions, one on 'Better Regulation for General Aviation' and one on 'General Aviation Connecting Europe'. Among the panelists will be Filip



Cornelis, Head of Aviation Safety for the European Commission, AOPA UK chief Executive Martin Robinson, Jacques Callies, President of AOPA France, Dr Michael Erb, Managing Director of AOPA Germany, and Ian Seager, publisher of *Flyer* magazine. The event will close at 1730 with a reception.

Full details will be available on the AOPA website as soon as we get them, and information will be included in the next issue of the IAOPA-Europe enews, and the AOPA UK newsletter. If you wish to attend, register now. ■

Dangerous Goods, the bureaucrat's delight

EASA's decision to extend ICAO's regulations on the carriage of dangerous goods to general aviation threatens to cause endless trouble, all of it unnecessary as there is no evidence that such an upheaval is required.

The Agency has produced a 1,000-page document on the carriage of dangerous goods, and it expects every pilot to know its contents. Yet EASA's own dangerous goods expert has been unable to give clear answers to questions asked by AOPA on whether it is legal to carry in your plane a few everyday items – a can of spare engine oil, some extra de-icing fluid, or a few litres of fuel for a boat, snowmobile or stove.

Clear answers are required because under European law, everything is illegal unless it is expressly permitted. This is the reverse of the situation in Britain, where everything is legal unless it is prohibited by law. It means that in Europe, a bureaucrat must rule unequivocally on any and every question of legality. But unequivocal rulings are very difficult to get.

Dangerous goods regulations have always applied to international commercial flights and are designed to protect paying passengers from danger. In Montreal, ICAO has confirmed to IAOPA representative Frank Hofmann that they were never intended for GA – they were written for aircraft covered by Annex 6 Part 1 of the Chicago Convention, essentially airliners. They are not even meant to apply to domestic flights.

But EASA now says the rules have

always applied to general aviation – they've simply never been enforced. Now it intends to change that.

This means that the same rules that apply to the commercial transport of a cargo of iso-containers of oil across the oceans now apply to the bottle of engine oil you carry for topping up your engine. Unless you have all the documentation and training you need, unless you have a legitimate 'consigner' who has jumped through all the necessary fire prevention and environmental hoops, you won't be flying legally and at the very least your insurance will be invalid.



Scandinavian pilots often carry small amounts of fuel to inaccessible places for use in snowmobiles

EASA's level of understanding of general aviation is evidenced by its response to a question posed on behalf of Scandinavian pilots, who often carry small amounts of fuel to inaccessible places for use in snowmobiles, boats or stoves. Swedish law, for example, specifically allows the

carriage of five litres of fuel for an alcohol stove and one litre of lighting liquid; five kilograms of gasoline per person on board, or five litres of flammable paint and one litre of paint thinner. These rules have been adopted to satisfy a need to service remote areas with poor or no road connections.

However, EASA says this would not be possible. Their dangerous goods expert says it is "not logical to go on board an aircraft with a can of flammable substance that is not needed for the flight".

In answer to IAOPA's questions, EASA has stated that GA pilots may carry a spare

battery for a laptop or cellphone, but only if they are protected against short-circuit. A container of de-icing fluid may be carried if it is "required to be aboard in accordance with the airworthiness requirements and operating regulations" and it must only be used on board by trained personnel. Similarly, a bottle of engine oil must be required under operating regulations for it to be legal. IAOPA has pointed out that neither spare de-icer or engine oil are specifically required under airworthiness requirements or operating regulations, therefore EASA's answer doesn't address the problem.

IAOPA has explained that a spare can of de-icing liquid (which can be both flammable and toxic) would never be mentioned directly in either airworthiness requirements or operating regulations – however, it could be absolutely necessary to carry such fluid if your destination was a

small airport where deicing liquid is not available. It should not be made illegal to carry it because it's not in the manuals.

Permission may be obtained from national authorities to carry dangerous goods, but their interpretations of the rules are different and there are many obstacles. Oil, which is deemed to be an environmental rather than a fire hazard – if you crash, your spare litre of oil could pollute the planet – is required to be consigned by a shipper who takes responsibility for it. There has to be forwarding documentation for environmentally dangerous goods, containing all specification details according to the multimodal rules. This could possibly be got from the shop where you bought your engine oil, which would then become the Authorised Sender. The document could only be signed by an authorised person – you have to take a



special exam to become one, which takes about 14 days – who would verify that the bottle of engine oil is correctly packed in an approved package, properly labelled, and will be correctly handled. If you are crossing a national boundary you will also need 'transport' documents, purchased separately and written in approved languages, which tell the emergency services what action to take if

To carry engine oil requires a document signed by an authorised person who would have to take a special exam to become one, which takes about 14 days

your bottle is found to be leaking on the airport apron. You will also need to have undergone special training for transporting dangerous goods – there is an exam. Don't even think of putting oil drained from your engine into your aircraft – it is considered to be contaminated with tetra-ethyl lead

and the rules become complicated.

IAOPA pilots have attempted to decode the datasheets to determine what falls under the category of 'environmentally dangerous substances' and have been unable to do so. Major multinational companies have tried and failed to find a way to transport oil samples by air. The idea that these rules should apply to small aircraft hopping from field to field would seem to be illogical in the extreme.

Getting permission to carry dangerous goods is even more convoluted. Exemptions and special approvals must be obtained from national authorities, and, says EASA, each may choose to interpret the requirements differently.

IAOPA's Martin Robinson says: "The case for enforcing these regulations on general aviation is not made. There is no demonstrated need. The difficulties of writing regulations to cover this vast and amorphous field are obvious. There can only be a bad outcome. Therefore why do it? At some point, common sense must intrude." ■

AOPA wins on cost-sharing

Following a concerted lobbying effort by International AOPA's Brussels lobbyist Lutz Dommel, the European Commission's transport department DG MOVE has agreed to lift some restrictions on cost-sharing which could have had a serious impact on general aviation.

It had been proposed that because money was changing hands, cost-sharing between GA pilots and passengers should be an illegal activity. Policy officers at DG MOVE have informed IAOPA that in the proposed Ops rules they have put in place the ability for up to six people to cost-share, one of whom must be the pilot.

Martin Robinson, who is IAOPA Senior Vice President as well as Chief Executive of AOPA UK, said: "This is a major step forward and we are grateful to the policy officers for coming to this decision. We met with them in Brussels and were very pleased to find that our work had borne fruit.

"Removing the ability to cost-share would have been a major blow to general aviation. Not only will it now be allowed, but the maximum number of participants will be set at six – at the moment it is four in many countries, and in other states, the picture on cost-sharing has been confused. For many pilots, this single decision will have been worth AOPA membership many times over."

Transponder 24-month check rescinded

After several years of work by IAOPA, principally by Dan Akerman of AOPA Sweden, EASA has withdrawn the costly requirement for transponders to have their altitude encoder output checked every 24 months. IAOPA has maintained from the start that the check was unnecessary, and EASA now agrees.

The Agency has cancelled Airworthiness Directive 2006-0265, which was a copy of an FAA AD issued in 1999 mandating such checks. The FAA cancelled the AD when tests showed the

repetitive checks were unnecessary. However, the UK CAA issued an AD of its own, identical except for the fact that it covered a far wider range of aircraft and equipment than the FAA's AD. EASA then adopted the UK CAA AD. It is this mandate which has now been cancelled, effective from April 17th.

Martin Robinson said: "We owe Dan Akerman a debt of gratitude. His specialist knowledge, hard work and determination have saved every GA owner a substantial amount of money." ■

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General Aviation June 2013

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Tried the online GAR system yet?

In case anyone missed it Border Force and the Police launched a new online service for submitting GARs. (The GAR, or General Aviation Report, is the document you have to submit inbound from other countries or either way to the Common Travel Area.) AOPA has been working for a considerable time with the Home Office to try to help make this work. We are also, at the same time, lobbying hard for the rationalisation of a number of anomalies and unfairnesses in the demands for pre-notification of flights, but that's another story.

This project was mainly intended to 'polish up' the GAR system and make it usable. It was in danger of being scrapped and the UK doing what everyone else does in Europe, that is, fly into a designated port.

After appraisal, the Home Office backed the AOPA approach and went for a 'soft' launch on 8th April. Existing systems (paper emails and fax) will continue to run alongside for the time being. As with all IT projects it was not without its glitches – it was found that certain nationality passports could not be processed, for example, but John Murray, who has been AOPA's representative and architect on this project, says that the glitches were not 'showstoppers' and he is glad we helped provide workarounds for some shortcomings in the big system. It's not often David helps Goliath.

For the user interface GARs can be submitted on the AOPA site or GoAv8.net (which is AOPA's back-up) The web-based apps do not allow the saving of submitted GARs or passenger details for Data Protection Act reasons – this has been the single biggest gripe – but John says if you head over to GoAv8.net you can get a downloaded version which will; it also has links back to the AOPA site should you need our services.

Users are getting used to the slightly more cramped way of doing things on smartphones and some fixes for the newest tablets will be

launched by the time you read this. By that time, too, the new iPhone app will be available on the appstore – approval has now been given.

John is keen to point out that it is all a work in progress and continual improvements are being made. It helps if users supply details of anything that seems not to work, rather than issue generalised dislikes.

The May Bank holiday weekend saw about a hundred or so online GARs submitted – leaving aside business aviation trips, it is thought this is already around 25% maybe 30% of all private GARs. A certain amount of confusion occurred around the obligations of 'Certificate of Agreement' airfields, and indeed continues to rumble on. The new system and indeed the Home Office emphasises data confidentiality. New advice from Border Force and the Police says CoA airfields do not have to check passports. Whilst the paper system continues, they should also be much more careful about ID protection.

One of our members reports calling several London peripheral CoA aerodromes in planning an inbound trip and finding no problems to speak of – most such airfields welcomed the new system and had found a way of working with Border Force already. AOPA did put out policy guidance on the website, although AOPA cannot speak for Border Force, but it does seem that AOPA advice has been vindicated.

This project has been an integral part of the Government's eBorders project and AOPA's contribution has been recognised at ministerial level. Having said that, AOPA is just the first (currently only) 'aggregator of GAR info' for the user. Other not-for-profit organisations will follow, and AOPA has agreed to cooperate and share knowledge.

John Murray says he looks forward to continual improvements but more to getting to grips with improvements to the rules and notification periods – a discussion which will come if the new GAR system can be made to work." ■

JET A1

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AOPA pilot shop opens in Victoria

AOPA has opened a shop – the Pilot Shop in London – underneath our offices in Victoria and it offers five percent discounts on everything to members.

The shop, formerly operated by Transair, will be operated in partnership with aviation supplies company AFE.

We've also got a basement room where pilots can make themselves comfortable,



have coffee and biscuits, use the wi-fi and make free with our library of aviation books. While we're not going to welcome a day trader who puts down roots and makes it his office, it does provide somewhere for members to work when they're in town.

The room below the shop is primarily configured for meetings. AOPA's committees and groups – the Executive Committee, the Board, the Instructors Committee, the Members Working Group and others – have traditionally met away from the office, and the cost savings from



Above: The AOPA shop in the process of being stocked

Above left: The meeting room in the basement – all welcome

bringing some of those meetings in-house will be significant.

While the discounts are available only to AOPA members, all pilots are welcome in the shop. It has traditionally been an attraction for foreign pilots, who would come in when they were in London to buy things that were not freely available in their own countries.

AOPA Chief Executive Martin Robinson says: "This will be a very useful facility for members, and of course, a five per cent discount is a good deal. On items like headsets, it can mean quite a substantial saving. And any profits from the shop will help to support the work of your Association.

"We're very pleased to partner with AFE, who are very well-known and reputable purveyors of aviation goods."

The AOPA offices at five minutes from Victoria Station at 50a Cambridge Street, SW1V 4QQ. ■

More paperwork

From September 1 the number of exam papers sat by a PPL student will increase from seven to nine, the CAA has announced. This is to accommodate new regulations from EASA which require students to undertake at least 100 hours of theoretical knowledge training, including a certain element of formal classroom work as well as other interactive forms of training. Each exam will feature between 16 and 20 questions, with a pass mark of 75 per cent.

The CAA says it will extend the definition of a 'sitting' to ten days to help students cope with the increase. Rather than the current classification of a sitting being 'one day', the new arrangements will allow an exam sitting to take place over ten consecutive days. Only one attempt at each subject paper is allowed in one sitting.

The CAA said it had responded positively to concerns over its initial intention to define a sitting as three days, which some flight examiners felt would be insufficient for many students.

Ray Elgy, Head of Licensing and Training Standards at the CAA, said: "The new exam syllabus offers a practical and fair arrangement for student pilots training for a PPL. We very much welcomed input from industry in formulating these changes which represent a constructive outcome for everyone involved in pilot training."

The CAA will publish in the near future details of arrangements for students who find themselves midway through their exams on that date.

CAA takes responsibility for security

The government is moving ahead with the transfer of responsibility for aviation security from the Department for Transport to the CAA and promises it will be "business as usual" and general aviation will suffer no adverse consequences.

The Civil Aviation Act, which underpins the change, gained Royal Assent in December and the transfer has been progressing since then and is on target for April 1st 2014.

AOPA has had concerns about the rationale for the change, given that while the DfT is funded by the taxpayer, the CAA recovers all its costs from the aviation industry, plus a mandated six percent profit. The financial consequences of the change have not been detailed.

Air Commodore Peter Drissell, previously Director of Security and Business Continuity for the Home Office, has been appointed to the new role of Director of Aviation Security at the CAA and seconded to the DfT to lead the regulation and compliance team.

After the transfer, the DfT will retain overall responsibility for aviation security policy, threat assessment and international relations.

CO detectors – you need one

International AOPA is asking EASA to think again over its proposals to force every piston-engined aircraft to be equipped with a carbon monoxide detector.

While AOPA encourages all owners to fit CO detectors appropriate to their type of aircraft, it believes that mandating such fitment, with all the bureaucratic paraphernalia required to back up the regulation, would be a disproportionate response to the issue.

Martin Robinson says: “It is sensible to carry a CO detector in your aircraft, but a mandate is a blunt instrument which cannot take into account the huge diversity of general aviation and all the types of aircraft on which such a demand would fall. There is no one-size-fits-all solution, which the regulators would seek to

impose.”

The proposal opens up a huge range of questions:

- What types of CO detector would EASA be prepared to certify, and at what cost?
- What maintenance and replacement requirements would be written into the law?
- What action would be mandated in response to a CO alert? Would additional ventilation systems be required, with alternate systems depending on suspected CO sources?
- On what basis would aircraft be grounded in case of activation of a CO detection system?
- What systems could be required for open-cockpit aircraft or those with no electrical systems?
- What level of CO would be set as a baseline? Some detectors trigger at 10 parts per million, some at 20 ppm, some at 30

ppm or more, and tolerance to CO varies from person to person.

- What pilot training would be required? Where would the mandate place the CO detector, and how would it be incorporated into the scan?
- What systems and procedures would be accepted by EASA in pressurised aircraft?
- What requirement would fall on a pilot in case of transient alerts, such as those experienced in many aircraft when sideslipping?

Figures compiled by AOPA in the United States suggest there have been eight fatal accidents in the last 20 years involving CO, or roughly one for every 50 million hours of GA flying. It is believed that some of the aircraft involved had the common ‘brown dot’ CO detectors aboard. By way of reference, there were 35,050 accidents in light aircraft during the same period, resulting in 12,817 fatalities. AOPA-US believes that carbon monoxide poisoning is among the least common causes of general aviation accidents in the US.

Martin Robinson says: “What demonstrated problem is EASA addressing here? Or are we dealing with hunches and stands-to-reason regulation again?”

“How do we deal on a legal basis with the infinite number of variables involved? How do you write an affordable and effective solution for everything from a pressurised twin to a rear-engined homebuilt and a light helicopter?”

“We already require regular checks of exhausts and cabin heaters, and I believe that unless there are types with a demonstrated problem that must be addressed, the answer lies in making owners aware of the dangers of CO ingress and promoting the use of CO detectors appropriate to individual aircraft, rather than imposing an expensive blanket regulation of dubious effectiveness.

“While the chemical pad detectors are imprecise and of limited value, there are several good battery-operated portable detectors with unmistakable audio alerts which cost relatively small sums. They are unlikely to satisfy an EASA requirement because they don’t necessarily stay with the plane, but we do encourage owners and pilots to find out what’s suitable for them, and get hold of one.” ■

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EASA data trawl questioned

Martin Robinson has met with Brian Simpson MEP, Chairman of the European Parliament’s Transport Committee, to discuss among other things EASA’s attempts to compile data on general aviation in Europe. EASA has been hampered by a lack of facts, particularly on GA, with states being reluctant to share information, and many states having compiled none. This has been partly responsible for the sort of wild-guess-based regulation for which the Agency has become known. The data EASA now intends to collect, however, betrays a lack of understanding of general aviation. For instance, it proposes to mandate that the activation of a stall warning be officially reported, every time. As Martin Robinson told Mr Simpson, activation of a stall warning on a GA aircraft, particularly when landing, is far from an unusual occurrence, and while it may have relevance in the air transport world it would not be a useful tool to improve understanding of GA. IAOPA is seeking that private aircraft under 5,700 kg be exempted from this and other similar mandates. Mr Simpson is sympathetic; unfortunately he is not standing for re-election next time.

CAA shuffles the pack

The CAA is to merge the activities of its Safety Regulation Group and Department of Airspace Policy with effect from 1 July. The new merged department will be led by Mark Swan, currently the CAA's Director of Airspace Policy.

At the same time, the Authority has appointed Mike Barnard as General Aviation Programme Manager. It says his main role will be "leading a programme to develop and implement policy on how the CAA regulates GA in the future to ensure it is safe, and the regulation is proportionate".

The CAA says the merger of the two departments follows Safety Director Gretchen Haskins' decision not to seek a reappointment to the CAA Board when her current term expires. She will leave the Authority in the autumn.

CAA Chief Executive Andrew Haines said: "Merging the functions of our airspace policy and safety departments has been a possibility that has been considered for a number of years, not least in the 2008 review of the CAA undertaken by Sir Joseph Pilling. In the light of Gretchen's decision not to seek reappointment to the Board, now seemed like the right time to make that change. There are real safety

benefits from consolidating our safety and airspace management activities in one place.

"Mark Swan brings huge strengths to his new role. His leadership of our airspace work has won him considerable respect both within the UK and internationally and he spent many years as a pilot during his



Mark Swan: leading merged departments



Mike Barnard: GA programme manager

service in the RAF."

Mike Barnard's job will be to help define the future regulatory oversight of general aviation, including EASA and Annex II aircraft. Andrew Haines said: "Mike's appointment is part of our commitment to work more closely with GA to ensure that our oversight is both appropriate and helping improve safety. Mike is obviously passionate about GA and this enthusiasm, coupled with his industry background, will help to ensure the success of the programme." ■

Strasser Scheme backing for Manston

Charles Strasser has ruled against the claim of a pilot who requested a free landing at Manston under the provisions of AOPA's Strasser Scheme, calling the demand an unwarranted attempt to claim a free landing and an abuse of the scheme.

The Strasser Scheme makes provision for landing fees to be waived in case of emergency or precautionary diversions, and 207 airports and airfields in the UK have signed up to support it. One such is Manston, where landing fees are handled by engineering and flight training company TG Aviation.

AOPA Vice President Charles Strasser was contacted on behalf of a pilot who had booked a sortie from Farthing Corner, a grass strip near Detling VOR, to Calais with an instructor for IMC training practice. He was planning to use the ILS at Calais. It was claimed that on leaving Farthing Corner they climbed into IMC and headed towards the Kent coast but encountered severe icing at 3,500 feet and started to descend. Manston Approach gave them radar vectors to the ILS, and they landed safely.

The pilot claimed a free landing under the provisions of the Strasser Scheme, saying it was an emergency weather diversion as they had flight planned for Calais. His request was declined, and the case was referred to Charles Strasser for adjudication.

After investigating, Charles ruled in favour of TG Aviation and Manston, and had some harsh words for the pilot's attempt to avoid what he considered to be legitimate charges. The weather at Calais had been out of limits when he took off and had remained out of limits, no mention had been made of icing when he landed at Manston – his Strasser Scheme claim was based solely on 'fog at Calais' – and he had refuelled at Manston before returning to Farthing Corner, where no fuel was available. On getting airborne

from Manston into a very low cloud base the aircraft returned to Farthing Corner with no suggestion of icing.

After obtaining all the facts from both sides, Charles Strasser sided with the airport and closed the matter. "I consider this to have been an unwarranted attempt to avoid legitimate charges and an abuse of the Strasser Scheme," he said. In fact the pilot subsequently apologised as it was the instructor who made the claim.

"TG Aviation and Manston have applied the provisions of the scheme correctly. They fully support the Strasser Scheme and will continue to do so. Any attempt to use the scheme to avoid legitimate charges is to be deprecated. The scheme would be brought into disrepute if pilots did not respect its potentially life-saving purpose."

The Strasser Scheme came about in 1997 after the CAA published CAP 667, 'Review of General Aviation Fatal Accidents 1985-1994' which included the statement:

"There were a number of fatal accidents where a timely diversion or precautionary landing could have avoided an accident. In the UK there is a culture of pressing on and hoping for the best rather than accepting the inconvenience and cost of a diversion. This culture needs to be changed, firstly by educating pilots and secondly by persuading aerodrome owners that there should be no charge for emergency landings or diversions. It is recommended that all aerodrome owners be persuaded to adopt a policy that there should be no charges for emergency landings or diversions by general aviation aircraft."

When the CAA declined to pursue the matter further, Charles Strasser elected to do so himself on behalf of AOPA for the benefit of all pilots, not just AOPA members. He has signed up 207 airfields to the scheme, and adjudicates in the very few cases of dispute. ■

Red Tape Challenge

The government's welcome assault on the excessive red tape afflicting the general aviation industry has led to an avalanche of complaint from flying clubs and schools, engineers and pilots seeking relief from the crushing burden of bureaucracy.

The 'Red Tape Challenge' for GA, announced in mid-April, originally caused some puzzlement because it appeared that it wasn't within the UK government's gift to force the bureaucratic boot off the

industry's windpipe. The self-regulated sector – microlights, permit and vintage aircraft, gliders – would be largely immune, while the government has little or no control over EASA, the European Aviation Safety Agency, where the red

tape motherlode is housed and the rulemaking mill runs night and day.

But in an interview with *General Aviation*, the Minister responsible for Red Tape Challenges, Grant Shapps MP – himself a general aviation pilot – said there was much that could be done nonetheless. 'Europe' was no longer the magic shield that excused all sins when it came to explaining how new regulations would be implemented, and the intention was to 'future-proof' the Red Tape Challenge so that rules currently in the making in Cologne could be taken into account, and as far as possible ameliorated now. Just how that's going to work is unclear, but it's not a stone that AOPA is leaving unturned.

"A flourishing aviation sector is vital to Britain," Shapps says, "and that includes general aviation as well as large commercial operators. The General Aviation Red Tape Challenge is specifically aimed at smaller operators and businesses for whom regulatory issues can be frustrating and restrictive. We want to help generate jobs and prosperity, so I hope everyone in the sector from pilots to mechanics to training organisations to airfield owners take part in this challenge and let us know how we can help you to succeed.

The last government bought a pig in a poke when it signed up to EASA in the 1990s; it committed Britain to adopting whatever rules EASA came up with. The CAA exacerbated the problem during the early stages by effectively sitting on its hands when it should have been pushing Britain's case, and EASA has largely ignored the advice of industry bodies. Britain's under-representation at all levels in Europe, largely a result of the basic European qualification of having to speak at least two languages, has meant that the driving forces in GA rulemaking have been officials from countries with little or no

tradition of consultation with industry, and in some cases, no general aviation.

As a result, the regulations that have made British GA significantly safer than the rest of Europe – in France some 90 pilots die each year, in Germany about 75, in Britain around 25 – have been ignored in the drive for harmonisation, to be replaced by a frenzy of box-ticking. The triumph of bureaucracy over safety reached its nadir with EASA's decision to effectively kill off the IMC rating, one of the foundation stones of British GA safety. Under the leadership of Andrew Haines,



Grant Shapps: flies a Cherokee Six

the CAA's representatives in Cologne and Brussels are no longer the silent men of Europe, but has the horse bolted? Can we realistically expect to fix the Part M maintenance requirements, introduce sense to EASA-FCL, or stave off the bureaucratic avalanche that is EASA's Aviation Training Organisation (ATO) requirements?

Yes, says Grant Shapps. "We are welcoming GA's input on every aspect of red tape, including the closure of the IMC rating to new pilots and those draft regulations which have been promulgated by EASA and are under discussion, such as the ATO requirements. If general aviation believes the level of red tape to be unnecessary and to be hampering them in the conduct of their business, then we will look at what can be done to alleviate the problems."

But having committed years ago to implementing EASA regulations, how much wriggle room is there? "Look, this is our 27th Red Tape Challenge, and in many of them the cry has been the same – oh, Europe says we have to do this. But when

we've looked closely at it, it has turned out that the interpretation of European requirements has been unnecessarily bureaucratic," Shapps says.

"An example is Health and Safety, where we looked at the effects of red tape on small businesses. The Health and Safety Executive claimed to be implementing European directives, but it turned out that exemptions could be made for small businesses, and we managed to free them from a vast number of expensive and unnecessary rules. In all, we have managed to sweep away some 6,500 regulations so far. The CAA is answerable to the Department for Transport and the UK government, who require of it that it wash its face and who have a responsibility to ensure that this does not mean it introduces or increases fees when making efficiencies would be the better option.

"We have not done well by general aviation in the past. This is an industry that is worth at least £1.4 billion and probably more like £3.5 billion when you take all of its facets into account, and employs some 11,500 people directly, many more indirectly, in highly technical fields. We are aware that we are driving flight training overseas and damaging our own competitive ability, and we have to try to reverse the trend."

Fascinated by aviation since childhood – his father, a graphic designer, was an acknowledged expert at designing paper planes – Grant Shapps learned to fly as soon as his commercial printing business generated the means to do so. "In 1995 I was cycling past Elstree with a friend who said he was going in for a trial lesson," he says. "I went along with him, and was hooked from the start – my friend fell by the wayside. But I got my licence at Cabair on the AA5 and the PA-28, and over the years I've amassed about 500 hours, largely on these types."

Shapps also has an FAA Part 61 licence, on which he flies an N-registered Cherokee Six out of Panshanger, so he understands what EASA's assault on third-country registrations means for private pilots. He also has reservations about regulations on fire cover. "I'm impressed by the sensible American way of doing things," he said.

"But it's not for me to propose areas where red tape can be cut back – the impetus must come from GA, and we will do our best to facilitate change."

Shapps also has an IMC rating, and while he is pleased that holders will have grandfather rights, he recognises the safety case for the rating in a country with more capricious weather than anywhere else in Europe and does not accept that the UK has abdicated to EASA its responsibility for the safety that the IMC rating represents.

The GA Red Tape Challenge comes as

In all, we have managed to sweep away some 6,500 regulations so far

AOPA is grappling with EASA's regulations on flight training, under which all Registered Facilities (RFs) will have to become ATOs – Approved Training Organisations. There are some 420 RFs in Britain, many of them having one or two staff and one or two planes, and they are looking in consternation at what EASA would have them do – create Safety Management Systems, hazard checklists, Risk Management Tools, identify responsible safety managers, document

proposed change and its effects, internal and external, write safety policies that comply with all legal requirements, “develop, coordinate and maintain an emergency response plan that ensures orderly and safe transition from normal to emergency operations and return to normal operations” – and this is just for the simplest, ‘non-complex’ flight schools. They would have to be expensively audited every year. Examiners will not be allowed to examine without written permission

from their national authority, every time! There are dozens of pages of this guff, and as far can be seen, none of it has any relevance to safety except in the most bureaucratic, box-ticking sense. The challenge faced by the Red Tape Challenge could not be painted in starker colours than this...

The Challenge was announced in April and closed in May, so the hare is now running. We will continue to update members on progress. ■

Self-handling at Bristol Airport

Bristol Airport has moved in the right direction by allowing GA aircraft up to 2.75 tonnes to be looked after by the Bristol and Wessex Aeroplane Club, therefore saving the private pilot over £80.

Previously, visiting aircraft had to be ‘handled’ by Bristol Flying Centre, whose services are aimed towards the needs of executive and business aircraft, and are often not required by light aircraft pilots.

The new fees (including VAT) are as follows:

Landing: £56.94 per MT or part thereof.

Parking per 24hrs after the first 90 minutes of free parking: £18.00 plus £1.20 per MT.

Discounts are available if pilots join the club.

AOPA Regional Representative Don Wallace and Bristol and Wessex Aeroplane Club Director Barry Bailey continue to work with Bristol Airport, with a focus on pilots’ costs and ultimately the survival of the GA sector.

Following the closure of Bristol Filton in December last year, Bristol Airport is the only public use airport that provides access to Bristol and Somerset. – James Chan

South Warwickshire

South Warwickshire Flying School was inadvertently missed out of our ‘Where to Fly’ guide in the April issue of *General Aviation*. It’s based at Wellesbourne Mountford near Leamington Spa and is run by Rodney Galiffe, and it has been in business for 31 years – a significant achievement for a flying school nowadays. It offers flying training at all levels, including full PPL, IMC rating and night qualification, and it’s open seven days a week. The fleet includes the 152, 172 and Warrior, and they also have a Frasca 101G simulator. You can contact them on 01789 840094, or by email using principal@southwarwickshireflyingschool.com. Website telling you everything you might conceivably like to know, including the provenance of the club cat, at www.warwickshireflyingschool.com

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

With the ever increasing requirement to produce photo identification, the AOPA air crew card is a valuable asset as it shows your photo as well as your pilot's licence number and AOPA membership number. The AOPA air crew card is also extremely useful in negotiating discounts in the UK and throughout the world. Let us know how your air crew card has benefitted you.

HRS

Save on hotel accommodation - free online booking with immediate confirmation at more than 250,00 hotels worldwide. Type the following into your browser you will be directed to the AOPA UK/ HRS hotel booking website: <http://www.hrs.com/web3/?clientId=ZW5fX2FvcGFpbnRlcm5hdGlvbmFs,0¤cyISO=ROJQ,0> You can also book over the phone by calling the HRS 24/7 reservation and support centre on: 0208 846 0691. Quote your AOPA UK HRS customer number: 1018822004. If you have any questions about HRS and the service in general, please email: servicedeskuk@hrs.com (please do not use this address to make bookings or cancellations)

HMCA - Hospital and Medical Care Association

Specialises in providing medical and financial benefits for membership groups in the UK. For more information on the services available to AOPA members go to www.hmca.co.uk/aopa.htm

Discounted fuel in Jersey and Guernsey

AOPA members benefit from a 5% discount when purchasing fuel from Fuel Supplies CI Limited. You must be a current member of AOPA and be ready to show your AOPA membership card.

AOPA Lottery Club

The AOPA Lottery is an additional revenue stream for AOPA to fund the work we do on behalf of all of our members. 50% of the funds collected are used to distribute as prizes and 50% to the fighting fund. If you would like to offer additional support by joining the lottery club please email accounts@aopa.co.uk for a registration form. Please note the you MUST be an AOPA member to participate in the Lottery.

Medical Advice

Free initial aviation related medical advice. Email your query to info@aopa.co.uk and mark your email for the attention of Dr Ian Perry.

Channel Islands Registry – questions and answers

The Channel Islands, a sovereign territory of the UK, are moving forward rapidly with their plans to create an aircraft register. What advantages could that present to aircraft owners in Europe?



Charles Strasser, Vice President of AOPA UK, has been seeking answers to specific questions about how the register will operate. These culminated in an exchange of emails with Fons Schaefer, Channel Islands Aircraft Registry Project

Manager, SGI Aviation Services BV.

Because of the risk of misinterpretation, we are presenting the emails here in their entirety. They have been vetted by Fergus Woods, Director of Civil Aviation for Guernsey and Jersey.

First email:

Q. It is stated that any size aircraft from any country will be accepted.

A. Put simply we will register all sizes except EASA Annex II aircraft based in the Channel Islands. For non-CI based aircraft we will be targeting aircraft as defined in our Air Navigation Law as Complex Non-Commercial but to include everything from Single-Engine Turbo-props and above.

Q. Presumably this will be by transfer of the existing registration, with export C of A, from another jurisdiction.

A. Correct. Export CoA or equivalent.

Q. Will it have to be to a CI company or can it be in the name of an individual with a foreign address?

A. This is still under discussion. At the very least we will require non-resident ownership to be through a Guernsey or Jersey administered company, meaning that ownership could be through a foreign company or trust but via a locally licensed Corporate Service Provider. However, the whole issue of eligibility is yet to be finalised.

Q. Will those on the N register be able to

dispense with their trusts?

A. This is partly dependent on the eligibility question above. However, anyone who wants to will be able to dispense with their USA Trust arrangement if they wish.

Q. Will the Licences and ratings of any ICAO country be recognised, validated or converted into a CI one?

A. Pilot licences and ratings will be based on validations of ICAO licences from Contracting States 'acceptable' to the DCA. But generally European and American licences (the majority) will be accepted with minimal formality.

Q. Will the maintenance requirements of any ICAO country be acceptable? For example will one be able to select the CAA, EASA or FAA regulations on maintenance schedules, mods and STCs etc?

A. We will in principle only accept maintenance data approved by US, Europe (EASA) or Canada.

Q. Will the proposed EASA regulations for FRA apply?

A. Currently the EASA focus is on commercial transport operators, but in time their rules will impact on private operations. At that time there will be clear advantages for local resident owner operators to be on the 2-reg. (The CI registry will be 2-XXXX)

Q. What will be the advantage, if any, of the thousands of European N registered aircraft changing to the CI register?

A. Only larger N-reg aircraft or those that are CI based will be allowed on to the 2-reg. So we are not anticipating taking on the many thousands of European based N-reg aircraft.

Q. Since neither of the Channel Islands are contracted member States of ICAO will the CI register come under the supervision of the (UK) CAA and if so with what powers?

A. Strictly speaking they will have no jurisdiction. However, as part of our

demonstration of compliance with all relevant ICAO SARPS, we will be subject to an initial audit (and subsequent regular oversight) by the CAA on behalf of the UK DfT.

Second email:

Q. Am I correct in presuming that an 'aircraft based in the Channel Islands' is one owned by a resident individual, resident company or resident trust?

A. Yes, correct.

Q. Re EASA Annex II, why will for example, a locally based US made Piper Cub, Tripacer or Apache or UK-made Auster, Chipmunk or Bulldog be barred from registration?

A. In line with the standards that other overseas territories apply (ref. OTARs), we will accept type certificates from the following three jurisdictions: Europe (EASA), USA and Canada. We are still considering whether we could extend the scope to other aircraft, e.g. non-Annex II aircraft having a British Type Certificate or equivalent, but in any case we will not accept permit aircraft, i.e. aircraft holding a national CoA rather than a full ICAO CoA.



Above: the CI register is not anticipating taking on the many thousands of European based N-reg aircraft

IAOPA joins concert party on regulation

IAOPA has joined with organisations representing most facets of general aviation in Europe to collaborate more closely on political and regulatory issues facing GA. IAOPA Senior Vice President Martin Robinson was among those who met formally at Aero Friedrichshafen to discuss the issues and pledge to work more closely together, particularly on the European General Aviation Safety Strategy. The Safety Standards Consultative Committee, which advises EASA on regulatory issues, is forming a GA sub-committee, and the organisations intend to co-ordinate their approach on GA issues. Dr Michael Erb, Managing Director of AOPA Germany, is IAOPA's representative, and he will play an important role in the work that this group undertakes. Apart from IAOPA the group includes the General Aviation Manufacturers Association, the European Council of General Aviation Support, the Light Aircraft Manufacturers Association of Europe, the European Regional Aerodromes Community, the GA membership of the Aerospace, Space and Defence Industries Association, and Europe Air Sports.

Q. Am I correct in presuming that you accept the standard definition that a 'complex aircraft' means an airplane with retractable landing gear, a controllable speed propeller, and flaps. If so why, for non-locally based aircraft, is the starting point a single engine turboprop?

A. No, the reference in the proposed ANL to 'complex non-commercial' applies to the following aircraft:

- (a) any aeroplane having a maximum total weight authorised exceeding 5,700kg,*
- (b) any aeroplane equipped with one or more turbojet engines*
- (c) any aeroplane having a maximum approved passenger seating configuration of more than 9,*

- (d) any helicopter having a maximum total weight authorised exceeding 3,175kg,
 (e) any helicopter having a maximum approved passenger seating configuration of more than 5,
 (f) any aircraft operation involving the use of aircraft that are operated by pilots employed by the operator for the purpose of flying the aircraft, or
 (g) any other general aviation operation as the Director of Civil Aviation shall in the public interest specify

The basis for this is ICAO Annex 6, Part II, Section 3 and refers to those operations where prior operating approval is required.

We will however accept other aircraft that are not locally based, but essentially this will be from single engine turboprop and up. The rationale for this is that the CIAR is both a registry for local residents and an off-shore, commercial registry.

Q. Since neither Jersey nor Guernsey are ICAO 'Contracting States', it is interesting to note that you insist on that status to recognise Licences and Ratings issued only by them. Presumably based on that you would not recognise licences and ratings for pilots holding licences, for example, from the Netherlands Antilles (Aruba) or Bermuda?

A. Although indeed both Jersey and Guernsey are not contracting states by themselves, they do have a legal commitment to be ICAO compliant in all aspects of aviation. It is the basis on which the contracting State, the UK, has granted us independence in managing our own aviation affairs. It is also the only basis on which we could anticipate success as an off-shore registry provider. Our clients need to know that they are dealing with a fully compliant jurisdiction to ensure their freedom of movement through and into international airspace. Hence, our policy to validate licences from ICAO compliant jurisdictions acceptable to the DCA. The same applies to the other territories you mention. We do not preclude at this stage to accept licences from those territories.

Q. What is the definition of 'larger N registered' aircraft, as mentioned in your (previous) answer?

A. See the (previous) answer to the question on the definition of complex aircraft).

Q. Is the fee for the CAA initial audit and subsequent oversight included in your fee or is it an additional overhead and if so has a price for this been fixed?

A. It is an overhead cost for us and will be included in our fees. Regular audits by the CAA on behalf of the UK DfT is part and parcel of our commitment to ICAO compliance generally, in terms of our self-management of our aviation affairs. Even without an aircraft registry we can expect regular audit activity to demonstrate our compliance with ICAO SARPs on aerodromes and air traffic service provision. ■

Regional airport charges

AOPA member James Chan has updated the table of charges at regional airports he compiled for the first time last year. He points out that compared to last year, some fees have risen in line with inflation, and some have been frozen. Bristol now allows self-handling for GA up to 2.75 tonnes via the flying club. Further airport fee discounts are available. The Isle of Man now permits self-handling for GA via airport security. Some ground handling charges have decreased significantly, while a few have increased charges above inflation. Prestwick has doubled landing and navigation fees from £0 + £10 to £20 + £20.

	Airport charge	24hr parking	Minimum FBO fee	Total (inc VAT)	Remarks
Alderney	11.88	11.7 *	0	11.88	
Guernsey	11.8	11.7 *	0	11.8	
Jersey	8	10 *	10 (Aero Club)	18	
Coventry	11.36	5.67	0 (Aero Club)	20.44	
Humberside	18.09	0	0	21.71	
Dundee	12.29	6	0	21.94	
Isle of Man	15.11	3.75	0	22.62	
HIAL **	17.53	2.55	0	24.1	
Manston	15	5.8	0 (Aero Club)	24.96	
Derry City	12.45	8.74	0	25.43	
Blackpool	16.4	5.2	0	25.92	
Shoreham	19.17	6.04	0	30.25	
Gloucester	14.83	10.5	0	30.39	Subtract £4.80 if VFR
Hawarden	16	10	0	31.2	
Newquay	25	2	0	32.4	
St. Mary's	19.2	8.4	0	33.12	
Carlisle	18	10	0	33.60	
Biggin Hill	21.1	9.35	0	36.54	
Cambridge	20.83	10	0 (Aero Club)	37 ****	
Durham Tees	17.5	5	10 (Weston)	39	
Oxford	16.5	16	0	39	
Exeter	23.4	10.22	0	40.34	
Norwich	19.6	6.25	9.25 (SaxonAir)	42.12	
Cardiff	20.5	16.8	0 (Aero Club)	44.76	
Southend	24	15	0	46.8	
Prestwick	40	13 *	0 (Flight Centre)	48	
Lydd	34.5	8	0	51	Subtract £21.6 if VFR
Leeds Brad	13.54	3.64	30 (Multiflight)	56.61	
Birmingham	13.42	5.6	29 (Blue City)	57.62	
Cranfield	31	20	0	61.2	Subtract £18 if VFR
Bournemouth	20.86	15	13.14 (Airport)	62.4	
Liverpool	22.80	5.5	29.35 (Ravenair)	69.18	
Bristol Intl	47.45	16	0 (Aero Club)	76.14 ****	
Newcastle	20	6	40 (Samson)	79.2	Club won't handle visitors
Don Sheff	14	1.8	55 (Weston)	84.96	Club won't handle visitors
Belfast Intl	29.25	15.84	30 (EAC)	90.1	
East Mid	32	5.94	50 (Signature)	106.4	Club won't handle visitors
Belfast City	28	6.7	100 (Eurojet)	161.64	
Southampton	20.79	6.85	128 ***	186.73	
Glasgow	50	5.95	105 (Signature)	193.14	Club won't handle visitors
Aberdeen	48.92	5.76	140 (Signature)	233.62	Club won't handle visitors
Manchester	35.42	10.5	150 (Premiere)	248.4	
Edinburgh	44.08	6.14	150 (Signature)	256.97	Club won't handle visitors
Farnborough	370.83	16	Included	464.2	
Stansted	256.43	119.9 *	120 (Inflite)	495.6	
Luton	251.28	29.02	150 (RSS)	572.4	
Gatwick	550	554	216 (Signature)	1584	
Heathrow and London City	Single Engine/Personal Transport/Recreational use NOT PERMITTED				

* Parking charge is not applied on first night of parking. ** HIAL = Highlands and Islands Airports. Includes: Barra, Benbecula, Campbeltown, Islay, Inverness, Kirkwall, Stornoway, Sumburgh, Tiree and Wick. *** Southampton handling fee is reduced to £25.83 if you depart by 10pm the same day. **** Significant airport discounts available if you become a member of the local aero club.

Header explanations:

Airport charge: This includes all charges levied by the aerodrome from inbound approach to outbound departure for a two-seater SEP aircraft (MTOW 757kg) operated non-commercially during standard, non-peak operating hours.

Includes: Any landing fees, instrument approach fees, navigation fees, runway movement and departure fees levied for visiting (non-based) aircraft.

Excludes: VAT, parking, discounts, training rates, package deals, customs/immigration charges, rebates or any other promotional offers.

24hr parking charge: Parking Charge is for up to 24hrs after any initial free period of parking (typically 2 hours at most airports). Excludes VAT.

Minimum FBO fee: FBO Fee obtained by contacting several based handling agents and flying schools on-site and noting the cheapest on offer. 0 = No charge or self-handling. Excludes VAT.

Total: Total to land, park for a night and take off the following day within a 24hr period. Includes VAT where applicable.

Free legal cover for AOPA members

AOPA has signed a deal with Hayward Aviation Ltd to provide members with free legal expenses cover of up to £7,500 in the event of their having to appeal against legal action by the CAA, EASA or any European aviation authority.

The deal has been prompted by major changes at the CAA, which has now been given legal powers to impose 'Civil Sanctions' on pilots deemed to have transgressed. Up to now, the Authority has effectively had to choose between a rap on the knuckles and a full-blown court case, with very little in between. The Civil Sanction will allow the CAA to impose fixed penalties without going to court.

The Civil Sanction process will be overseen by the Department of Justice, and there will be an established appeals procedure. The CAA is in the process of figuring out how it's going to work. The system is expected to be introduced in about a year.

For pilots, the insured sum of up to £7,500 means they will be able to afford to get proper legal representation should they wish to appeal against a Civil Sanction. If AOPA's legal panel agrees that they have a case, they will be funded to pursue it up to the maximum figure, which should be enough to cover

any eventuality. Even if a pilot faces a full court hearing, £7,500 will go a long way towards defraying costs. The deal applies only to European CAAs and EASA.

Martin Robinson signed the deal with Guy Holland-Bosworth of Hayward Aviation in mid-May. Martin said: "I'm very pleased that Haywards have been able to back us on this. They have an excellent track record not only as a specialist broker in the general aviation field, but as a company that really gets involved in GA, understands it and wants to support it.

"For our members, it means that as part of their membership fee, they know that if they are unfairly penalised by any aviation authority, they will be able to afford expert legal assistance to ensure that their voice is heard. With the Civil Sanction procedure being introduced this year, we believe that this will prove to be an attractive and helpful benefit of membership. Hopefully members won't need it, but it provides a little bit more peace of mind.

"Haywards will act as the Association's insurance advisors, and members may find a competitive deal through them on aircraft and travel insurance."

Here, Haywards sets out some of the facts of life on aviation insurance – and many other types you might need, too.



Guy Holland-Bosworth (left) of Hayward Aviation and Martin Robinson of AOPA sign the deal that provides AOPA members who register with free legal insurance

Haywards – for your plane, your home, your life

Purchasing insurance is one of those activities that we all have to do, at some stage, whether it is home insurance, insurance for a car, medical insurance or insurance for an aircraft. It is also a "product" where there is little real tangible return for the cost – a policy schedule, a cover note and the inevitable accompanying paperwork.

With this in mind, Hayward Aviation Ltd focuses on providing the highest quality, specialist service to the general aviation sector, from light aircraft to helicopters to business jets and, increasingly, for regional passenger airlines and aviation service providers such as cargo operators, airports, refuellers and service companies.

Formed in 1992, the company initially provided specialist insurance for the UK on-shore rotor wing fleet, but as the business has grown to just under 100 staff, so too has the range of aviation services that our clients provide. In total Hayward Aviation act for a significant proportion of the UK GA industry as well as many clients internationally.

In the UK it is a legal requirement for any aircraft flying to have a minimum amount of liability insurance. The requirements are set out in Regulation EC785/2004. Visit www.caa.uk/operations to check that you at least purchase the current minimum levels. The majority of aircraft owners in the UK purchase a Hull and Liability policy which provides cover for damage to the aircraft and liabilities arising.

There are a number of variations, extensions and exclusions to a "standard" policy and every aircraft owner should carefully review

what cover is provided and what additional extensions you may require. It is important, as an owner, that you are fully aware of any exclusions or limits under your policy as, in the event of a loss, you may become responsible for the claim.

The liability policy essentially provides cover against loss, damage or injury to third parties including any passengers. Different insurers may have slight policy variations to this basic cover such as limited passenger liability limits but these policies do not cover the Pilot in Command or the actual aircraft.

Because of the nature of aviation insurance, arranging aviation insurance in the UK is done via an insurance broker – either a general insurance broker or a specialist aviation insurance broker.

In the same way that not all insurance policies are the same, not all brokers are equal! Hayward Aviation Ltd is a Lloyd's Broker with excellent access to all the insurance companies in the UK who provide aviation insurance. Not all brokers are Lloyd's Brokers and not all brokers have direct access to aviation insurers – often going via another Broker. Our job is to generate competition between different insurers to our clients' advantage, through our daily involvement in negotiating and placing aviation insurance policies.

The cost of insurance is based on a number of factors and each Insurer has their own rating model. However, the key factors which affect premium costs are (in no specific order); the value of the aircraft, the limit of liability required, the experience of the pilot(s), the intended uses and any previous loss experience. Aviation insurance policies do not offer a "no claims bonus" in a way

similar to motor insurance, but discounts for no losses are offered, in different formats.

In simple terms an aircraft policy covering one pilot with 500+ hours, for their own personal pleasure and business use is likely to pay less than a policy covering unlimited pilots each with a minimum of 100 hours, for commercial operations. Insurers assess risk when setting a price and the more defined (or limited) the risk, better the risk from an insurer's perspective.

Aircraft are usually insured for an agreed value which is different from many other types of insurance – cars are insured on their current market value; houses on their re-building cost. Owners should review their aircraft value periodically to ensure that the agreed amount is a fair reflection of the value. If an aircraft is undervalued then, in the event of a loss, the amount paid may not be sufficient to purchase an equivalent replacement. If the aircraft is overvalued then insurers may choose to repair the aircraft (in the event of major loss) rather than scrapping it, which an owner may prefer.

Arranging the most appropriate insurance is important but risk avoidance (or management) is just as critical. While an insurance policy can provide some degree of financial recompense following a loss, it is only a monetary transaction and the true costs of a loss can often be far-reaching.

To support this message, Hayward Aviation Ltd actively works with the General Aviation Safety Council (GASCo) and members organisations including AOPA to promote a greater awareness of safety and training, including producing and distributing a range of safety awareness posters. The AOPA Wings scheme encourages



**The Lloyd's Building in The City,
where Haywards finds the best
premiums**

pilots to continue to develop their skills. GASCo runs a number of Safety Awareness evenings on behalf of the CAA and Hayward Aviation Ltd actively supports these by promoting and contributing towards this initiative.

Legal Expenses insurance cover, exclusively available to AOPA UK members is a further layer of protection developed by Hayward Aviation Ltd to help aircraft owners and pilots. The policy provides a limit of £7,500 towards your costs arising from a prosecution brought against you for an alleged offence arising from the ownership or use of an aircraft or towards any costs incurred in representing you at an enquiry by a relevant Statutory Authority.

Through the excellence of Hayward's service over 20+ years, Hayward Aviation has developed considerable expertise in arranging non-aviation insurance policies for SME businesses as well as private household and travel insurance policies.

While the growth of comparison websites has driven insurance prices down, often at the expense of policy coverage and service, Hayward Aviation focuses on providing quality, value for money insurance policies.

If you would like a quotation for your home insurance, travel insurance for your next overseas trip or for your commercial business, contact aopa@haywards.net.

Hayward Aviation is ready to support you manage your insurance exposures. To find out more about the services available visit www.haywards.net or call +44 207 902 7800 ■



Legal Expenses Insurance



**REGISTER NOW to receive
your FREE personal
membership card**

FREE to AOPA UK members only

Legal Expenses insurance provides you with a maximum limit of £7,500 towards any legal costs you may incur arising from the ownership or use of an aircraft, subject to terms and conditions.

A summary of the cover including the general exclusions and conditions can be found at www.haywards.net/aopa

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HAL/0513/1042

The best day of my life



The Falco F8L is a plans built two-seater wooden aeroplane designed by the recently deceased Stelio Frati in 1959. They have been available as a factory built certified aircraft and a few are still flying today, but the majority are home-built.

She has a reputation as being an excellent aircraft to fly and is semi-aerobatic (+6 -3g) but since every component is hand-made it is not uncommon for builders to take more than

10 years to complete their aircraft. Plans are bought from Sequoia Aircraft Corporation in the USA, who can also supply pre-built parts for you to assemble. Even if you do this the aircraft still requires a lot of work to complete. There is a dedicated Falco forum, South Pacific Falco Forum, where builder from around the world share their experiences and tribulations.

After I achieved my PPL back in 2003 I naturally started to cast my eye around to

see what aeroplane was going to suit me. I learned on PA28s and so naturally gravitated to the Arrow with its retractable gear but a very brief relationship with a group that owned one soon had me looking elsewhere. Like most who have flown one, I developed a soft-spot for a Chipmunk, but that's another shared ownership story for another time.

Eventually I was put in touch with a chap called David who was looking to buy a Falco that needed a cosmetic overhaul



All Colin Ferns's birthdays come at once as he flies a Spitfire in formation with his own Falco



hole drilled in the underside immediately shed more than 1kg in weight! As it happens, the original builder, in applying enormous amounts of epoxy to every surface with no regard for weight, had ensured that this water had not penetrated the wood at all.

Detailed examination of her construction also revealed that not only had the builder used excessive epoxy in her construction, but he had over-engineered every single piece of hardware by a magnitude of two! We decided that our NASA engineer must have built the launch gantries!

So, what I thought was going to take me a few months took me two years...

As a result I haven't done nearly as much flying as I'd have liked and any flying that I have done has been a snagging flight of some sort. Recently however, our newly slimlined little baby has finally been declared good to go anywhere and I was excited to start flying her in earnest.

Co-incidentally at this time I was

Left: Spitfire G-ILDA photographed from the author's Falco over Kent

Bottom left: author's Falco G-FATE awaits her rendezvous with Spitfire G-ILDA at Duxford

and had found one in the USA at a reasonable price. David's idea was to start a group and for the shareholders to embark on a journey together, the goal being to own one of the best Falcos around while keeping within a limited budget. As it turned out I was the only one interested, probably because I am very much used to taking on projects as I restore classic Mercedes cars for a living!

The aircraft David had found was built by a retired NASA engineer so he thought that was a good basis to start with...

By the time David and I were introduced he had already bought a Falco in Florida and was arranging to have it ferry-flown to the UK. Yes, you read that right, someone was willing to fly a wooden home-built single engine aircraft across the North Atlantic!

After trial flights and elimination of some avionics faults in the USA the aircraft was flown to the UK in September 2008, landing at Spanhoe after 29.5 hours of flying. The only hiccup on the way was the left exhaust pipe that had rotated due to a loose clamp and was now directing hot exhaust gasses on to the wooden wing root! Luckily, the damage was superficial and easily repaired.

However, it was here that we learnt that experimental aircraft builders in the USA can specify their own max take-off weight and Falcos are commonly flown at 2200lbs over there. Here in the UK however, the LAA take a different view and there is imposed a max take-off weight of 1854lbs. This Falco weighed in at some

1550lbs empty and so she was declared "too portly" to be given a permit and had to go on a diet.

Luckily, she was equipped with a full IFR avionics suite (experimentals can fly IFR in the USA) and the removal of all of this ancient kit shed enough weight for her to be given her permit, although she was still rather plump!

It was at this time that David and I were negotiating for me to buy a half share in her and during one of our many telephone conversations David was getting despondent due to the amount of delays and hurdles he was encountering. I told him that he should relax and let fate take its course. Can you see where this is going? A little light bulb glowed dimly in the darker recesses of my puny mind and I asked David if he had applied for a UK registration yet, to which the answer was "No, I've had too much else to worry about!" As I am firmly in touch with my "yoof" I realised that "F8" is text speak for "Fate" and since we were relying on fate to ensure that we got a permit for our fat F8 we should see if that registration was available. You, the intelligent reader, can guess the rest!

So G-FATE was allowed her aerial liberty once again and was re-located to Denham, my home base, where I could take charge of her calorie intake.

I set about taking her apart again to see where she might further shed some energy storing matter and the first thing I found was a void under the forward passenger floor that was full of water! A simple drain

presented with a once-in-lifetime opportunity to take P2 in the Boulton Academy Spitfire from Duxford, a famous WW2 airfield, to Goodwood, a famous WW2 airfield.

As it happens a good friend of mine was the chief engineer at the company that built G-ILDA over the last 10 years or so and I was privy to her resurrection but didn't manage to get a flight in her before she was sold to the Boulton Academy shortly after her completion. This gave an extra dimension to my being able to take a flight in her, a fitting chapter you might say.

Now, I live in leafy Buckinghamshire which is roughly mid-way between the two airfields so I enlisted my LAA inspector Nigel, a man with some serious flying credentials, to come with me to fly the Falco from Duxford to Goodwood. I had quietly harboured thoughts that we might get to fly in formation with each other but I didn't mention it to either Matt (Spitfire P1) or Nigel for fear of being seen to take the pee out of this opportunity. As it turned out both Matt and Nigel had the same idea which naturally I claimed was a very good idea of theirs and was delighted to go along with!

The Falco, if you didn't already know, is a little hot-ship that cruises at 150kt and can happily sit at 170kt if required, so slowing the Mk9 Spitfire down to match her wasn't going to be an issue and two rendezvous were planned, one over the Thames Estuary and one over Beachy Head on the south coast.

You have control

So, I get strapped in at Duxford and am allowed to taxi the Spitfire in front of waving crowds! Whilst taxiing we pass a BOAC VC10. This is especially poignant for me as my father was a steward for BOAC and as a child I went to Australia on a VC10, possibly this very one.

Everyone knows that you have to weave a Spitfire whilst taxiing, don't they? The technique is to pull the brake lever that is mounted vertically on the spade grip whilst applying rudder. The lever is not spring-loaded and so it takes a little while to get used to pushing it away when you don't require braking anymore; if you don't you come to a stop. Coming to a stop in front of waving crowds is embarrassing.

As Duxford is a popular aviation museum there were plenty of spectators lining the apron and it was lovely to see dads with their



Above: the smile tells you this man is about to fly a Spitfire



Richard Paver

Left: running in towards the Battle of Britain Memorial on the cliffs above Folkestone
Bottom left: Beachy Head as seen from the rear cockpit of Spitfire G-ILDA
This photo: two-seat Spitfire G-ILDA, now based at the Boulbee Academy at Goodwood



little kids jumping and waving. Matt took control for the departure and we made a tight circuit for a beat-up and victory roll over the airfield before he uttered the moderately pleasing words, "you have control". This is my second time in this aircraft, but the first was all a bit of a blur as I was so excited so this time I endeavoured to savour the feeling a little more. And what a feeling it is! The reports of how delightful the Spitfire is to fly are commonly heard at the bars of most flying clubs but those words are meaningless until you experience it for yourself. The controls are beautifully harmonised and the best word I can think of to describe the sensation is "symbiotic"; you really do feel part of the machine and with the slightest finger pressure in the spade grip she'll go wherever you ask. I'm not a particularly experienced aerobatic pilot, I've had a couple of lessons, but the Spitfire

embraces you like a maternal arm around the shoulder and says, "go on, you can do it, you'll be fine and I'm here if you need me". Can one be in love with an aeroplane? Oops, perhaps I shouldn't say that as my Falco might get jealous!

Out over the Thames Estuary we began to close up on G-FATE. This was a bit of a paradox for me as I didn't know which to be more excited about, flying the Spitfire or forming on my own aeroplane!

The whole thing was quite surreal and all too soon it was time to depart on our separate tracks. Our route took us over the Battle of Britain Memorial on top of the white cliffs of Dover, and the visitors there were evidently delighted to see us do another victory roll over them.

There followed a gentle meander along the south coast, (well, apart from a couple of half-cubans) playing with clouds along the

way, and then a run and break at Goodwood. Again the landing drew attention from a small crowd and once we parked up and exited a spectator asked me, a no-one from no-where, if he could enter the apron through the gate and take some pictures. Again, all quite surreal, but indicative of the awe that the Spitfire inspires. I told him that I didn't have the authority to grant such a request but as far as I could tell there was no-one around in authority anyway so I wouldn't tell if he didn't.

All in all it has to be the best day in my flying life so far, but hopefully I'll be able to top it somehow. A great day in the company of a couple of great aeroplanes and a couple of great people, Matt and Nigel.

Now I intend to spend the summer flying G-FATE instead of fixing her, but come the winter we'll have to start on the "cosmetic" overhaul that was supposed to have happened in 2009! ■



European licence conversion

Your cut-out-and-keep guide to converting to an EASA licence. By Nick Wilcock

The new regulatory requirements introduced by the European Aviation Safety Agency have been with us for some while now; however, it is pretty clear to us that many private pilots are still unclear about these changes, or how they will need to meet them. Which, given the quite Byzantine complexity of EASA's regulations, is hardly surprising.

So here are some reminders about what you must do in order to comply with the new requirements:

Do I really need to convert my CAA-issued Private Pilots Licence?

The answer to this largely depends upon what you wish to fly. This is because under EASA we now have 'EASA' and 'non-EASA' aircraft. Most light aircraft are now 'EASA aircraft', irrespective of their country of origin or national registration. So a PA28

or Cessna 152 is an EASA aircraft and you will eventually need an EASA pilot licence in order to fly them. However, other aircraft such as ex-military variants, permit-to-fly homebuilts and others will not.

If, for example you only ever

intend to fly a Chipmunk, Tiger Moth, Tri-Pacer or Apache and you have an old-style pre-JAA UK PPL, you will be able to continue flying without any need to convert your licence in any way. But you might well find your options rather limited in the future if you do not convert and we recommend that you avoid such a situation. Very sensibly, the CAA has amended the Air Navigation Order to allow you to fly both EASA and non-EASA aircraft using an EASA licence, provided that they fall into a common aircraft class, so you would probably be better advised to convert and keep your future options open.

By when do I have to convert?

As a PPL holder, in order to fly an EASA aircraft and to retain all your existing privileges you will need to convert to a Part-FCL PPL before 8 Apr 2014. However, as all JAR-FCL licences were 'deemed' to be EASA licences on 8 Apr 2012, most privileges included in the licence may continue to be exercised until the 5 year re-issue point. But this does not apply to the old-style pre-JAA UK PPL which may only be used to fly non-EASA aircraft after Apr 2015; such licences will be restricted to LAPL-level privileges after

Apr 2014. Confused? Then do yourself a favour and convert your licence before Apr 2014 as it will make matters much easier for you.

Although most privileges included in a JAR-FCL PPL will be valid until the 5 year re-issue point, there are, however, some important exceptions to this:

IMC ratings: If you held an IMC rating (or IMC rating privileges) before 8 Apr 2014, you will need to convert your IMC rating into an EASA Instrument Rating (Restricted) if you wish to exercise such privileges on EASA aircraft after that date. The reason for this is that a 'non-EASA' rating cannot be included on an EASA licence, but an EASA rating may be restricted to existing national privileges. So the IMCR becomes an IR(R) with precisely the same privileges, limitations, revalidation and renewal requirements. The conversion process is a simple paperwork exercise which will normally be completed at the time of licence conversion; all new IMC ratings issued to JAR-FCL or Part-FCL PPLs after 17 Sep 2012 have already been issued as IR(R)s

If you don't convert your IMCR before 8 Apr 2014, you won't be able to use the privileges on EASA aircraft until you do. But you will still be able to exercise them on appropriate non-EASA aircraft.

Regrettably, the recent EASA Draft Opinion No. 03/2012 concerning 'Qualifications for flying in Instrument Meteorological Conditions (IMC)' has totally failed to heed the many calls for greater regulatory flexibility from industry and even from the EASA management board. The Draft Opinion includes this quite astonishing comment:

2.4.2.4 Request to maintain national ratings

Several stakeholders expressed their concern on the lack of flexibility of FCL.600 when compared to JAR-FCL 1.175. More specifically, stakeholders requested that national instrument ratings be maintained. This issue has been discussed during each phase of the drafting process. The Agency fully appreciates the stakeholder reasoning of allowing MS to maintain some of their national licences, ratings, and certificates. It is true that this may not have an adverse effect on safety, however, it would contradict the general concept of a uniform European harmonisation and the aim of creating a standardised European regulatory system allowing for mutual recognition of licences. In its current form,

the Basic Regulation does not provide the scope for introducing or retaining such national licences, ratings, or certificates. It was, therefore, decided not to amend Subpart G of Part-FCL in this regard.

This pretty well sums up EASA's attitude to flexibility - a standardised European regulatory system is considered of greater importance than any flexibility which affords greater safety. Needless to say neither AOPA nor the CAA are happy with this Draft Opinion and will continue to strive for the same level of affordable, proportionate IMC safety to be available to future generations of UK pilots as are available today. Whether or not we will be successful is, of course, unknown. So at this stage, all we can advise is that, if you don't yet have an IR(R), then we recommend that you do whatever you can to ensure that you've obtained one before 8 Apr 2014. Otherwise you might only be able to obtain one for use on appropriate non-EASA aircraft, which would also mean that you'd need to be issued with a UK non-EASA pilot licence within which to include it as an IMC rating. Watch this space by all means, but please don't count on EASA changing its spots.

Aerobatics

Currently, there is no requirement for an Aerobatic Rating. Pilots who wish to indulge in aerobatics are not even required to take any formal training; however, those without any previous aerobatic experience are well advised not to attempt to teach themselves. AOPA and the British



Aerobatic Association currently offer suitable courses, details of which are on the AOPA website.

However, after Apr 2015, an Aerobatic Rating will be required for any pilot who wishes to perform aerobatics in EASA aircraft. The requirements for the rating are broadly similar to those for the AOPA Basic Aerobatic Certificate, but with one huge difference. Currently EASA propose that a pilot must have achieved not less than 40 hours as PIC since licence issue before applying for an Aerobatic Rating after completing the training course. IAOPA, the BAeA and the FAI's International Aerobatic Commission view this prerequisite as wholly unreasonable, particularly given the



revised interest now being shown in the need for commercial pilots to have better 'stick and rudder' skills in a largely automated era. We are assured that the issue will once again be raised under FCL.002; however, we haven't as yet seen any clear evidence to confirm this.

Nevertheless, 'grandfathering' of existing aerobatic privileges is available under policies agreed by industry and the CAA over recent years; CAP804 Part I Section 4 Part P has full details.

PPL conversion process

JAR-FCL PPL holders will simply need to apply for conversion at or before the 5-year re-issue point. The CAA is aware that the plethora of new forms which were introduced last year have proved to be very confusing and are in the process of simplifying matters, so that you should soon be able to locate the correct forms more easily than at present. The list of flight crew licensing forms can currently be seen on the CAA website at:

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=list&type=formcat&id=30>

You will need to have your English Language proficiency level either stated in your current licence or declared to the CAA in your conversion application. You can either obtain an assessment during any Skill Test or Proficiency Check, or simply ask an examiner to complete the relevant form, which you can then submit with your conversion. Unfortunately we have heard tales of certain examiners charging £20-£30 for the simple effort of making this informal assessment, so be careful not to be ripped off in this way!

Note that a non-EASA aircraft *type* (not 'class') cannot be included in an EASA pilot licence. So if you fly something like a Jet Provost, when you convert your JAR-FCL PPL, you will need to obtain a supplementary UK PPL within which your type rating can be included. All helicopters are 'types', so this will also apply to you if you fly a non-EASA helicopter.

Conversion of an old-style pre-JAA UK PPL is slightly more complicated. You will need to have achieved 70 hours or more flight time (75 for helicopter licence conversion), to demonstrate use of radio navigation aids to a CFI or examiner, to demonstrate knowledge of the relevant parts of Part-FCL by self-declaration and to demonstrate English Language proficiency as above. Again, the forms will be found on the CAA website. You may retain your UK PPL if required, for example for the inclusion of non-EASA ratings.

Medicals

Under EASA Part-MED, the level of Medical Certificate required is defined by the licence. Hence for a professional pilot licence you would need a Class 1 Medical Certificate, for a PPL a Class 2 and for the

new EASA Light Aircraft Pilot Licence, a LAPL Medical Certificate. The Class 1 and Class 2 Certificates are broadly similar to those issued under the JAA; however, the LAPL Medical can be obtained either from your GP ('GMP' in EASA-speak) or from an AME.

NPPL and the LAPL?

Pilots holding a NPPL may continue to fly both EASA and non-EASA aeroplanes within the relevant restrictions until Apr 2015. Thereafter, a NPPL may only be used for flying non-EASA aircraft. The CAA has introduced a conversion process for NPPL holders wishing to convert to the LAPL; this may be found in CAP804 Part I Section 4 Part P. Currently there is no method published by which a NPPL may be converted directly to a Part-FCL PPL; however, agreement has been reached with the CAA in principle and further details will be published in the next amendment to CAP804. Note also that a NPPL issued after 8 Apr 2015 may not be converted to a Part-FCL pilot licence.

LAPL privileges are greater than those of the NPPL; significantly, the LAPL may be used throughout the EU within ICAO VMC limits rather than the more restrictive limits applicable to the NPPL. Subject to the relevant training and medical requirements, it may also be used at night. Broadly speaking, it allows pilot to fly under VFR in aircraft of up to 2000 kg MAUW with not more than 4 PoB, including the pilot and is available both for aeroplanes and helicopters; however, it cannot include instrument or instructional privileges. The LAPL medical is slightly more formal than the NPPL medical declaration, but as one senior AME put it: "If you can drive to your medical appointment, you'll probably be able to hold a LAPL medical!" So even though it might involve a bit of slap and tickle and a ceremony involving a small plastic bottle, it really isn't anything about which you should be greatly concerned.

Any UK-issued pilot licence may also be regraded to a LAPL. So if you are happy to restrict yourself to day/night VFR private flying throughout the EU in aircraft of up to 2000kg MAUW and with no more than 4 PoB, you might well find it easier and cheaper to regrade to LAPL.

Those of you who are still awake might have spotted that you can't fly a non-EASA helicopter type using a LAPL(H). So for this reason, the CAA has introduced the NPPL(H) for flying non-EASA helicopters which basically extends existing LAPL(H) requirements to non-EASA helicopters such as the RotorWay Executive and Bell 47. Unlike the NPPL(A), you can only hold a NPPL(H) if you already hold a LAPL(H); furthermore, a NPPL Medical Declaration is not acceptable for the NPPL(H).

ORS4 No. 912 / 913

Under ORS4 No. 912 and 913, a non-NPPL licence holder who could no longer hold a Part-MED Class 1 or Class 2 Medical Certificate could continue to fly SEP Class aeroplanes within NPPL restrictions, using the non-NPPL with a medical declaration, until such time as the licence was due for re-issue, or the SEP Class Rating reached its expiry date, whichever came first. The SEP Class Rating could not be revalidated or renewed under this exemption; however, a pilot could instead apply for an SSEA Class Rating. However, this system will end on 30 Sep 2013, although it is likely that a pilot who already holds an SSEA Class Rating in an old-style pre-JAA UK pilot licence may continue to do so. But the SSEA Class Rating will not be valid for use on EASA aeroplanes after 8 Apr 2015.

Our firm recommendation is that any non-NPPL holder who can no longer meet Part-MED criteria for a Class 2 Medical Certificate should apply to have the licence converted to a LAPL rather than using the exemptions of ORS4 No.912 and 913, which now have very little life left to run. Further details of the withdrawal of ORS4 No. 912 / 913 may be found in AIC White 113/2012 which was issued in July 2012.

Annex II aircraft

Although flight time in non-EASA aircraft within the same class as EASA aircraft may be used towards rating revalidation requirements, flight time in Microlight aircraft is not currently accepted for this purpose even though a Microlight may be flown by a pilot whose Part-FCL pilot licence includes SEP privileges, subject to differences training. However, this is something which IAOPA seeks to redress and our proposal to include flight time conducted in 3-axis Microlights was favourably received at a recent Part-FCL Implementation Forum meeting and is now under review by FCL.002.

Costs

The costs for all these various licence conversion requirements are included in ORS5 No.281 'Scheme of Charges', which can currently be seen on the CAA website at <http://www.caa.co.uk/docs/33/281PLS.pdf>

Conclusion

EASA pilot licensing requirements are vastly more complicated than anything we've seen hitherto. To keep it simple, our recommendations are:

- Convert your licence to a Part-FCL licence sooner rather than later.
- If you can possibly do so, obtain an IR(R) before 8 Apr 2014.
- If you can't hold a Part-MED Class 2 Medical Certificate, regrade to LAPL rather than using ORS4 No. 912/913 exemptions.
- Make sure that you've included your English Language proficiency assessment when you apply for licence conversion. ■

Behind the scenes with the Reds

After last year's annus horribilis the Red Arrows are again nine strong and ready to thrill, as Paul Smiddy reports

This February day was grey, overcast and blustery. I had not bothered to seek approval to fly into RAF Cranwell, because I suspected the Great British Winter would do its worst. And it is not every day one can spend with the Red Arrows, so I wanted to be sure of getting there. Temporarily based at Cranwell, the RAF's spiritual home, because their Scampton runway was being resurfaced, it was the time of year when the Reds – in green growbags rather than the red flying suits they earn later on – begin to work diligently on ever larger formations, leading up to the full nine-ships.

We were first given an outline of the team's history and organisation by Flt Lt Mike Child, the current Red 9, and in his second year on the team. Formed in 1964 after merging the Yellowjacks (who flew Gnats) and the Red Pelicans (JPs), the Reds now have 4,300 displays under their belt since first emerging into the public gaze in 1965. The hierarchy had wisely decided to call a halt to inter-squadron aerobatic rivalry – which lay behind the infamous 22 Hunter formation loop at Farnborough. Formation aeras were taken away from frontline squadrons, and would henceforth operate only under the control of the Central Flying School.

The public sees nine steely-eyed fighter gods in very shiny red Hawks. In fact the Reds comprise a full squadron. Behind those supreme fast jet pilots toil another 111 men and women. From the dye team, (apparently the chirpiest chappies on the squadron) who replenish the red, white and blue dye/diesel cocktail after every sortie, to the HGV driver who transports all

the spares support and personal baggage around Europe for the overseas shows, it is a large team that has to function efficiently to ensure an engaging display. The team of nine pilots is supplemented by the Team Manager, always now an ex-member of the team, who flies as Red 10 between the shows, and is the commentator from the ground. If the Boss is ill, the display is cancelled; if any other member is struck down, the display continues with a missing man (a procedure for which they train). The Boss has almost always done a full tour with the team before he assumes control. For 2013, Sqn Ldr Jim Turner is midway through his three years spell as OCRAFAT in mil-speak, and has nearly 4,000 hours in his logbook.

Mike points out that, for the others, as they gain experience over the three years they will progress further away from the leader in the formation. Anyone who has done any formation flying will appreciate the potential for 'whip' at the fringes of a nine-ship.

Because of the intensity of the flying, the squadron has a strong maintenance requirement for its 18 airframes. The engineers and technicians (numbering 85 including support staff) give each aircraft a 1.5 hour pre-flight check, and another 1.5 hours post flight examination, before any routine maintenance is considered. In the peak of the training build-up the pilots are flying three short sorties each day. So the airframes have low flying hours and a high fatigue index; this is the opposite of those in the RAF's training fleet, based at Valley. So there is a continual programme of cycling airframes between the two. The

team's engineering resource supports 2,620 hours annually.

Adam Littler, the JEngO (Junior Engineering Officer) loves the Hawk T1: in service with the Reds since 1978, it has an analogue cockpit and relatively simple systems – it copes with everything the team asks of it. The T2, currently going into service, is designed to prepare pilots better for the Typhoon generation of airframes. Although its glass cockpit smooths the transition to front line squadrons for those aircrew, it provides nil additional benefit for airshow crowds. So it will be the T1 for some while yet. Certainly with a flying cost of £80,000 per hour, there is zero chance of a formation Typhoon display!

The Arrows' Hawks are almost totally 'showroom' models. There are just two important differences: the engine is 'chipped' – the fuel control unit (FCU) is modified so as to provide better throttle response (1.5 seconds less from idle to max thrust, since you ask), which is vital for formation work. The other mod is the addition of a smoke system. There are three tanks in the rear fuselage supplying three nozzles at the end of the jetpipe. But these tanks are small and provide for only five minutes of white, and one each of red and blue. One of the Boss's very important tasks is to plan displays such that no member runs out of the right colour mid-display. The smoke is not just for the audience's benefit – it is a flight safety aid. When the nine-ship breaks into the front five (known as 'Enid' after the Blyton books), and the rear four (known as 'Gypo' – ostensibly after the nickname of the first leader of the four-ship section), the smoke

Red Arrows in transit, as seen by Red 10, the team manager and commentator



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is a vital aid in locating the other group. Likewise, when the synchro pair begin their opposition work, it is crucial for lining up on each other. A smoke failure is a therefore no-go item.

Formation references are aligning the tailpipe with the trailing edge, and the intake with the wing fence. For line abreast, the pilots' heads are the reference. Mike says that positioning errors are not usually a problem, it is more the timing issues, particularly in line abreast turning manoeuvres.

Although it has the benefit of the whole of the RAF's infrastructure on its doorstep, Lincolnshire is not the best place in the world to conduct winter training, as we saw so vividly on the day of our visit. So in late March (this year via a fortnight's stopover in Greece), the team decamps to RAF Akrotiri on Cyprus for Exercise Spring Hawk, where weather issues can be forgotten. It is also the place where the squadron's new pilots are selected. A pilot serves a three-year tour, so each year 3-4 newbies are required. Applications are solicited from across the fast jet fleet (Chinook jockeys, whatever their bravery and skills, can forget it), and typically 50 or so chance their hand in early February, and a shortlist of 30-40 is created. The requirements are for at least 1,500 fast jet hours, at least one front line tour, and gradings of 'high average' in the RAF flying system. Flying skills are almost a given at this level.

Nine or so are sent out to Cyprus in early May to spend a week with the team. Selection is as much about their ability to fit in with other squadron members, and to excel in the role of ambassador for the air force (and occasionally Great Britain). So the squadron uses the military's tried and tested means to see how people behave when under pressure – sleep deprivation. 0630 starts, plenty of flying, and plenty of socialising late into the night. It works. The putative Reds fly home on Wednesday



Above: Hawk panel looks old-fashioned in the era of the glass cockpit
Right: practising in Cyprus in spring brings the Reds to display pitch
Below: Smoke... on! The Reds roll at RAF Brize Norton in 2012

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evening. By Friday lunchtime the team – and it is the team, not just the Boss – has decided whom they want to fly with the following year. So the lucky ones have a few months of kicking their heels before the build-up for the next season starts in October.

At the end of the Cyprus weeks the team then flies in front of the CinC, Air Command, who grants them their Public Display Authorisation (PDA). This marks the time when the pilots can don their red suits, and the five-month display season starts.

A display lasts 24 minutes, its content determined by the weather – a cloudbase of at least 1,000 feet is needed for a flat display, 2,500 for a rolling display, and 5,500 for the full display. Airspace is notamed up to 8,000 feet, and in the Spear of the Heart manoeuvre, Red 8 tops out at 7,500. Last season spectators at every airshow were reminded of the tragedies that had befallen the team in 2011. The deaths of Flt Lt Jon Egging (see box) and then Flt Sean Cunningham meant that the Reds were reduced to a seven ship for the 2012 season.

I asked several team members which was their favourite display location. They were unanimous. Foreign trips are always a pleasure – this year they will be visiting the Netherlands, Majorca, Monaco, Malta, as well as France for the 60th birthday celebrations of the *Patrouille de France*. The Hawk's range (using a high level transit) is 800 miles, so this means that the only country that they cannot visit is New Zealand. Within the UK, the pilots like Bournemouth (although it now has unhappy memories, see box), because they can stay for a few days, and partners can normally join them. But pride of place go to Dartmouth, Fowey and Windermere because they provide such stunning three-dimensional scenery.

Transits are always done in formation, even those at 42,000 feet. The team splits into Enid and Gypo, separated by perhaps half a mile. So GA pilots should bear in mind that if they should happen upon five red Hawks, there will be another four close by! If they encounter bad weather, Gypo is commanded to climb to safety altitude first. UK transits are usually low level but check the notams.

We were treated to an absorbing talk by the leader of the synchro pair, Flt Lt Chris Lyndon-Smith, Red 6, who also leads the Gypo segment. He managed to convince us in short order that the highest levels of expertise are to be found in his cockpit, and that of his counterpart Red 7, Jim McMillan! The synchro leader is always in his third year on the team, and will have been Red 7 the year before. He chooses



Chris Lyndon-Smith (far left) and Jim McMillan are the 2013 synchro pair

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his mate from the colleagues who are entering their second year. The pair runs in to the crowd at 90 degrees to begin the second half of the display. They roll through 150 degrees, pulling 6-7g, reaching 2500 feet on a 45 degree climb. They roll back in to their own "cross point" (confusingly, not where they cross) off the runway threshold (for those displays offshore, the pilot fixes visually on a particular wave!) before tipping back in for the opposition pass. Red 6 has to perform some astonishing mental arithmetic to calculate the impact of the wind so as to ensure that the pair meet in front of the middle of the crowd – the pilots use an agreed few second delay (measured on their coaming stopwatch) for their roll back downhill.

This opposition work is the most demanding in the team's display. A lateral minimum separation distance of 100' is used – which to put in context, is only half the width of Scampton's runway. Red 6 sets the line, and it is Red 7's job, coming towards him at a combined interception speed of 700 kts IAS, to avoid him. Then comes the 'fudge': so as to appear before the audience that they are at the same height when they miss each other, the pilot further from the crowd (Red 7) has to displace himself upwards. To add further complications, if they are doing a display at a seaside location where the bulk of the crowd is cliff top, the fudge will obviously need to be reduced. The fudge should not diminish the fact that there is real danger in the synchro manoeuvres – in the

2010 Spring Hawk phase Mike Ling and Dave Montenegro collided whilst doing their Opposition Barrel Roll during a practice display at Heraklion in Crete – they were lucky to



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Right: team back-up comes from 85 engineers and technicians

escape with their lives.

What if something goes tech mid-display, we asked? The answer came coolly – do nothing, slowly. Sudden movements in the middle of a nine-ship formation are to be discouraged. Only the day before our visit, Jim had suffered one such potential crisis – smoke in the cockpit whilst approaching the airfield at 400KIAS, and he did very little, slowly!

The challenges in the future? Just as the SAS is worried about maintaining standards when it has a shrinking pool of infantry soldiers from which to recruit, the pool of fast jet pilots for the Reds is becoming smaller. Further, flying hours for pilots on front line squadrons are falling to around 150 hours a year. Spare a thought for having to fly something as complex as a Typhoon, and remain up to date with its systems, on that currency – thank goodness for the sim. The consequence is that it is taking young RAF pilots longer to achieve the 1,500 hour baseline. It is likely that the Reds will respond by allowing Squadron Leaders into the fold in

roles other than Boss.

Will the team survive? As surely as the first cuckoo's call of the new year, the tabloids carry stories of the Red's being disbanded. Yet the team's operating budget is only £18m a year. This seems to me a staggeringly low figure (I'd like to see it audited!) for the goodwill that it generates for the RAF, for the UK and for our aerospace industry. To put it in context, US broadcasters were charging \$3m for a 30 second ad in the Superbowl. The Reds do 40 or so displays each year; add to that an audience in the hundreds of thousands for events like the Jubilee and Olympics fly-pasts, magnified by a global TV audience (reaching 1.4bn for the Olympics), and the Reds seem a bargain.

The team is destined to continue – at least until the end of the Hawk T1's service life which is expected to last until 2018. The more one learns of the way in which the Reds' display is orchestrated, the more one cannot fail to be impressed by their professionalism. Long may they remain a totem of the RAF's flying skills! ■

Jon Egging's death

Reading any accident report I always feel a sense of "if only". The report of the Board of Inquiry into Jon Egging's death is in the public domain, and it produces a lot of "if onlys".

On 20 August 2011, the Reds were doing a visual recovery to Bournemouth International Airport at the end of their display. The break manoeuvre was conducted at 384kts (towards the top of the usual speed range), and Egging's aircraft progressively overbanked from its target height of 500 feet on the downwind leg. He was subject to a maximum of 6.3g, and was experiencing more than 3g for more than 8 seconds – as odd as this may seem to non-aerobatic pilots, the break provides the most prolonged period of high-g during the team's flight.

The Reds use standard Mk4 5-bladder anti-g trousers, as used by the rest of the RAF's Hawk pilots. With the advent of the Typhoon – an 'agile' combat aircraft – Full Coverage Anti-g Trousers were designed, which provide pilots with an extra 1.2g of tolerance before greyout or blackout. The Reds were not provided with these.

The report is exceedingly professional and thorough, as one would expect from the Military Aviation Authority. It concluded with eight contributory factors, one probable contributory factor, and seven possible contributory factors – an indication of how many holes in the cheese had to line up.

It also underlined the huge responsibility on the team leader. Whilst there was a predictable focus on whether risk assessment and other paperwork had been completed properly, it did mention that *"the Panel's findings... raised questions about the quality of supervision of the RAFAT, at a number of levels, in place at the time of this accident."*

The primary cause was 'A-Loc' – almost loss of consciousness, and one step away from G-Loc. It can be no coincidence that the topic was the subject of an article in the Winter 2012 edition of the RAF's flight safety magazine, Air Clues – "G Force and You".

Whilst lamenting the loss of a valued colleague and lovely bloke, the current team members are remarkably phlegmatic about the incident: Jon was as fit as any of them. All the Reds follow the same regime as any RAF pilot of annual medicals. Those I spoke to mentioned that the main change to their methods for 2013 is to adopt a slightly higher base height for that run and break.

The investigation into Sean Cunningham's death (he was ejected from his Hawk whilst on the ground on 20 November 2011) continues.



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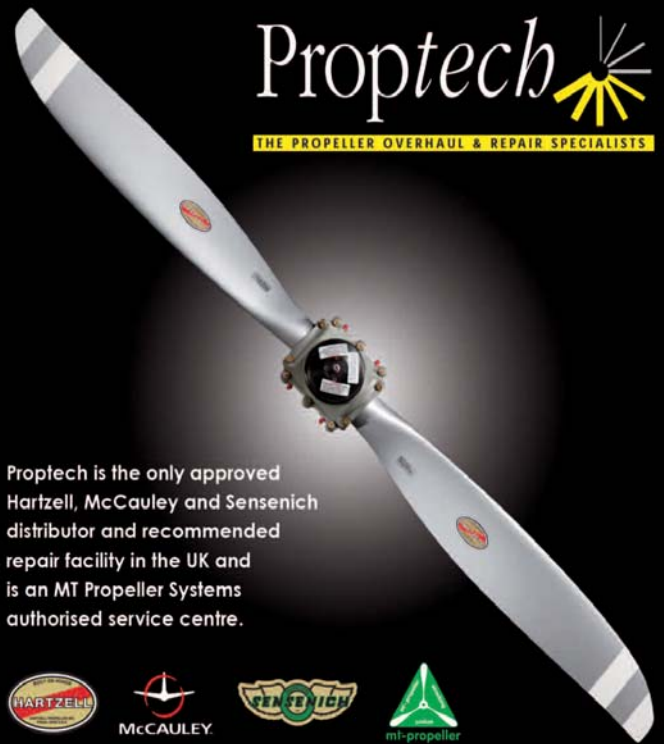


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How future-proof is your flying site?

Aerodromes everywhere are under pressure, but Steve Slater explains how you can help preserve yours

Medical, licence and ratings? Check. Access to an aircraft? Check. Fuel in the tank? Check. Good flying weather? Check. So what else is there to stop you going flying? Actually the biggest item on the checklist is often the most overlooked, yet it is our most threatened resource. The airfield.

With the exception of our rotary-winged brethren, lemming-like hang-glider pilots and balloonatics, most of us at very minimum need a few hundred yards of runway to depart and, unless your landing assumed the characteristics of a housebrick, return. Add in the need to park or hangar your aeroplane, refuel it and somewhere make a cup of tea while you are waiting for the weather to clear and you are starting to use up quite a bit of what our colonial cousins call real estate.



Housing squeeze

Open spaces in the UK are under real pressure. In particular, this is because the Government wants us to build a way out of the current economic recession. In 2010

the Government, via the Secretary of State for Communities and Local Government and the Planning Inspectorate, sent letters to the Chief Planning Officers of every local authority in England demanding that they set aside

land for additional housing development. The amount of land varies from area to area, but many authorities have been



This used to be an airfield...

required to submit proposals for several tens of thousands of new homes.

In many cases, such as South Gloucestershire, where the authorities were struggling to find enough room to build the

new houses, the wide-open spaces of Filton airfield were like a 'get out of jail' card. Hence a deal was hatched with British Aerospace Systems which meant the closure of the airfield last December.

Avarice

Sometimes these closures are triggered by avarice as much as necessity. Plymouth Airport is a sad case in point. Owned by the local authority, a gullible council leased it to a local development company on a 100-year contract. In 2009, 157,933 passengers passed through the airport, but then the resident airline, also owned by the developers, was sold on and ceased its Plymouth-London operations. In 2011 the airport was deemed unviable and by December it had been closed.

Despite protests from city businessmen, who now have to travel to Newquay to board their nearest scheduled flights, the runway was dug up with indecent haste. Already over 400 houses have been built on parts of the former airfield site.

Another similar case is the former Sheffield City Airport, which opened in 1997 and closed in 2008, leaving Sheffield with the dubious distinction of being the largest city in England without a commercial airport. The original lease between the Council and the operators

included a 'reversionary clause' permitting the acquisition of its 80 acres of land for £1 providing, after 10 years of opening, it could be shown that the airport was not financially viable. It is perhaps not too surprising then as then tenth anniversary approached, passenger numbers dwindled.

In the past year AOPA and the General Aviation Awareness Council have supported a campaign by local businesses to take over the lease and reopen the airport. However developers are currently marketing the 'Blue Skies Development Park' on the former runway at up to £220 per square foot. That equates to over a million pounds of revenue, so one can guess it will be an uphill struggle to get the airport open again.

You think this could never happen to you, don't you? Well, at least one other provincial airport is being operated on a similar 'reversionary' lease scheme to the two ill-fated airports above.

Right: Panshanger is attractive to developers



Meanwhile there has been a well-publicised campaign against Welwyn and Hatfield Council's plans to allocate Panshanger Aerodrome as land for 700 houses in their core strategy document. If you haven't heard of the campaign, check out www.savepanshanger.co.uk

It is less well-known that Bourn Airfield in Lincolnshire could in future face a similar threat. As part of South Cambridgeshire Council's response to the Government planning missive, they are looking at the airfield as a potential site for a 3,000-house 'garden village'.

It must be stressed that the plans for Bourn are still a long way from fruition, but it does raise a warning flag. What is your local council planning? Keep an eye on the local newspapers and if you see anything of concern, do let us know!

Blowing in the wind

In more direct terms, inappropriate wind turbine developments are now by far the largest planning concern. Enquiries regarding wind-powered generators now make up more than half of recent queries from AOPA members.

Our strict policy is that we don't just object to wind turbines "because they are there". We only intervene when there is a demonstrable threat to airfield safety, or safe GA flying and navigation.

The biggest wind turbine challenge to



Giant wind turbines are proliferating

airfield operations in the near future is Popham, which faces two major developments on either end of the main runway centreline. The Bullington Cross development, 3km to the west, proposes 17 x 126m turbines. Woodmancott Down, 4km south east, proposes 8 x 135m turbines. The London Eye is 135 metres high!

These applications are still at the consultation stage, but if they are formally

presented for planning permission, Popham will need all our help. Please be ready.

For those lucky to fly from smaller farm strips; a prime concern is that the close proximity of wind turbines offers a serious risk of destabilising a light aircraft with the vortex air turbulence inevitably generated by the fast-moving wind turbine tips. Two CAA publications offer advice in this area, CAP 764 'Wind Turbines' and CAP 793 'Safety at Unlicensed Aerodromes'.

CAP 764 indicates that turbulence may occur within an area of 16-times the rotor diameter of a turbine. This factor is also used by many companies within the wind generation industry as their planning standard.

Safeguarding

One common concern is that strip operators only belatedly find out when a planning application has been made. Of course some wind turbine developers are less scrupulous than others when making applications, often claiming 'they didn't know' of the strip's existence, or that 'the airfield is disused', but sometimes the strip operator has not helped the situation.

Particularly if the strip is lightly used, under the '28-day' rule where planning permission does not need to be sought if a flying site is not used more than 28 days a year, there is a temptation to 'keep a low profile', not telling planning authorities of its existence. One can imagine then, the frustration of a wind turbine developer who has legitimately spent several thousand pounds planning a site, if an operator places an objection at the last minute.

The answer is to lodge a 'safeguarding map' with the local planning authority. This is called unofficial safeguarding and while it is not obligatory under statutory direction; it is however "the published advice of Her Majesty's Government" (CAP 764, chapter 3, 2.2). Clearly it would be unadvisable for a local planning authority to ignore this advice.

Further information on how to safeguard your flying site is available via Fact Sheets which can be downloaded via the General Aviation Awareness Council website at www.gaac.org

First aid

With the retirement of David Ogilvy from his aerodrome support role at AOPA last year, his work passed to the GAAC and to me, Steve Slater, assisting on a voluntary basis in advising on aerodrome planning matters.



Popham is one of many airfields threatened by massive wind turbines

I call my role "the elastoplast solution". I can provide an appropriate first response and letters of advice to local planning officers, who often are facing an airfield planning issue for the first time in their careers. If more detailed support is required, we can then put you in contact with appropriate professionals in the planning, legal and safeguarding areas. If you need help, just drop the AOPA office a line.

Precedents

The good news is a number of planning authorities have recently made planning decisions against developments affecting airfields and safe flying operations.

The rejection or voluntary removal of several recent applications following advice, a Scottish Office rejection of an appeal by developers at Harburnhead which would have affected Kirknewton airfield and the Planning Inspectorate's upholding a refusal by Wiltshire Country Council of permission for a development close to the gliding site Membury, have all supported airfield operators' cases against inappropriate wind turbine developments.

A further noteworthy planning precedent was set by West Oxfordshire County Council who rejected a planning application and subsequent appeal which would have materially affected Enstone Aerodrome, on the grounds that it would: "Materially impact on the use of the airfield for general aviation purposes and result in the loss of an important community facility."

Meanwhile Lee-On-Solent airfield, once looking ripe for closure and redevelopment, is now one of the most vibrant flying sites on the South Coast. You see, sometimes the good guys do win! ■



Lee-on-Solent is a major success story



Europe united

AOPA members from 16 countries gathered in Malta during March for the 128th Regional Meeting of International AOPA–Europe, where topics of common interest from EASA to ICAO were thrashed out in a day-long conference.

International AOPA General Secretary Craig Spence attended along with Melissa Rudinger, the chief Washington lobbyist of AOPA US, Frank Hofmann, IAOPA's representative at ICAO in Montreal, and Lutz Dommel, IAOPA's lobbyist in Brussels. Apart from external pressures on general aviation, the internal affairs of IAOPA were discussed, including the search for a new President and requirements for the establishment of a Board for IAOPA-Europe.



IAOPA is an aggregation of AOPAs in 71 countries around the world. They are subdivided into regions, of which Europe region is the most active. A portion of every AOPA member's subscription goes to International AOPA – one euro per year. AOPAs provide member services only in their own state. While the organisation has more than 400,000 pilot members worldwide, it is tiny in relation to the task it faces.

The Malta meeting was chaired by IAOPA Senior Vice President Martin Robinson, who is also Chief Executive of AOPA UK. Craig Spence opened the meeting by asking delegates to consider whether the format of these meetings – two or three a year – is exactly what they want, or whether it could be changed to make better use of resources. "I understand the pressures on the time and resources of those who work part-time and gratis for AOPA so Martin and I are determined to ensure that this is time well spent," he said. The purpose of the meetings was to bring everyone up to speed on what's happening at EASA and elsewhere, and lay positive plans to respond. "Stupid decisions by government know no international boundaries, and open and honest discussion is important before we make our moves."

Setting the scene in Europe, Martin Robinson said that eventually EASA, the European Aviation Safety Agency, will be the only game in town. "Within 15 years there will be no UK CAA, or it

AOPAs from 16 European countries were represented at the Malta meeting

will be tiny," he said. "That will not happen until they believe EASA is fit for purpose, but they want a single regulator for Europe. There are many trials and tribulations to be faced along the way, but the importance of the full-time lobbyist AOPA members maintain in Brussels, Lutz Dommel, will become ever greater with time."

Melissa Rudinger reported on the pending departure of Craig Fuller, who as well as being President of AOPA US is also President of IAOPA. His decision, she said, had taken them all by surprise. "Craig is only the fourth AOPA US President in 75 years," she said. "His pedigree was very impressive; he came to Washington with Ronald Reagan and was one of the youngest cabinet liaisons in history. Later he was George Bush's Chief of Staff, and when he left the White House he ran the Republican National Committee and led several large and influential organisations. He's a passionate aviator who flies 400 hours a year and he's had a 172 since 1973.

"He leaves us in much better shape. We were on a declining course, and we kept doing the same thing and expecting a different result. We are not an organisation that accepts change easily."

Martin Robinson said Craig Fuller had brought a new global vision to IAOPA and had a commitment to grow the organisation across the world, starting some projects that would bear fruit long after he had relinquished his position. "We wish him well in whatever he chooses to do," he said.

Craig Spence reported that China had been chosen as the venue for the IAOPA World Assembly in 2014, although the precise location and timing had yet to be decided.

AOPA Germany's Managing Director Dr Michael Erb and AOPA Denmark's Jacob Pedersen gave presentations on EASA's proposals on instrument flying and dangerous goods which are dealt with more fully elsewhere in this magazine.

The next IAOPA-Europe Regional Meeting will be held in Heidelberg on September 28th 2013. ■

Malta wants your business

If you're in the aviation industry, Malta wants you. Before the Regional Meeting began, delegates were given a talk by Emmanuel Mazzitelli, Co-ordinator of Bilateral and Diplomatic Affairs at the development agency Malta Enterprise, and he wants you to relocate to Malta and is willing to make it worth your while.

Throughout a 20-minute talk, however, he never once mentioned general aviation, and IAOPA's challenge is to start the Maltese authorities thinking that aviation is about more than just holidaymakers and museum pieces.

Malta has established an aviation industrial centre, Safi Aviation Park, with a €17 million cash injection which has attracted Lufthansa Technik and other smaller high-tech businesses to form an embryonic aviation cluster which Malta intends aggressively to expand. The park is already home to companies engaged in aviation finance and insurance, R&D, aviation education and safety systems, corporate

interiors and aircraft software. The country also wants to replicate its success in shipping registration – it has the second largest such register in the world after



Left: Emmanuel Mazzitelli extols the virtues of the development agency Malta Enterprise

generated or spending on machinery and infrastructure, underwriting of soft loans and loan interest rate subsidy, ready-made industrial space and attractive amortisation calculations. It offers, Mr Mazzitelli says, a skilled English-speaking population, close links between education and industry, and labour costs which are 35 percent lower than northern Europe, all in a safe and secure country with an excellent quality of life.

Greece – with an aviation operators register for which the way has been smoothed by the passage of the Aircraft Registration Act in 2010. Already 130 aircraft are registered in Malta, the majority business jets.

With so many other countries looking at aviation simply as a cash cow it's not out of the question that Malta could see the significant expansion of the sector it seeks; an understanding of general aviation opportunities would be an additional advantage. ■

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Lobbying on the front line

International AOPA's Brussels lobbyist Lutz Dommel gave the delegates an overview of how Europe's legislative system operates, and what IAOPA is doing to influence events in favour of general aviation.



As well as being an established lobbyist, Lutz is a PPL who learned to fly on gliders in 1994 and graduated first to microlights, then to powered aircraft, taking in skydiving along the way. His

skydiving base, he said, is the airfield at Spa, which was closed by a Belgian environment minister overnight. "This is a new strategy from Green Party policymakers," he explained. "They can do it, but it's probably illegal and the court will revoke the decision in a year. But by then everyone may be bankrupt – the aero club, the maintenance shop, they have to move or die. This is a highly threatening strategy, if policymakers voluntarily go the illegal way to achieve their ends."

Lutz studied political science in Germany and started his working life with German railways. In 2004 he went to Brussels and spent six years as head of office and policy advisor for an MEP. "I was not fond of the direction Europe was moving in, especially in the field of transport," he said. "So I went out on my own, and I now run a public affairs company."

Lutz showed a graph of what the EC calls its 'simplified' rulemaking processes – it looked like a madwoman's knitting – and explained that while European processes were quite transparent and could be followed, in order to actively steer the process or influence them, you had to know the system by heart. "That's what I bring to the table," he said.

The European Commission has some 30,000 employees, paid tax-free. There are 754 MEPs from 27 countries, each with four advisers. They are headquartered in Brussels, Strasbourg and Luxembourg.

The Brussels building, which houses 5,000, is replicated in Strasbourg, to which the Parliament moves for one week in four at a cost of some £200 million a year; the rest of the time the building stands empty. The Parliament operates in 23 languages, and half the staff expenses go on translation services.

There are 20,000 lobbyists based in Brussels. "Most MEPs don't know a lot of detail – they can't, with so few employees," Lutz said. "This is a mixed blessing because you can feed information and context into the system, and they rely on it."

The Transport Committee has 47 members from 27 states, plus around 150 officials. Individual nations cannot lobby the committee so it's no use approaching the German or British member; it's important to have a trans-national approach, and in this, IAOPA is well placed. "A legislative dossier will involve seven members and about 20 officials, so the group you have to lobby is not that big," Lutz said. "If I had to cover 754 MEPs I would not succeed, but seven members I can do in a week."

Attitudes

When AOPA members think of aviation they think freedom, speed, reliability, high-tech jobs and innovation. When politicians think of aviation they think noise, security, protecting national carriers, strong lobby

groups, big hub airports. "My first job is to change the picture they have in their heads," Lutz said.

IAOPA has had some notable lobbying wins already. "At our first meeting on accelerate-stop distances for turbine twins, we were told it was a done deal, nothing could be changed. But once a dossier out of comitology is sent to the Parliament, they

don't vote on it – if they say nothing, it comes into force. So we spoke to 10 MEPs, five of whom sent angry letters warning they would block the whole regulation. The Commission and EASA were surprised because this hasn't previously happened, and in the end they shifted their position. This is the way we will try to work in future. Bureaucrats are not well controlled, democratically, but if we have 100 angry pilots writing

to an MEP they can make a difference."

Lutz has been inviting MEPs and key members of their staff to GA aerodromes for fly-outs, arranging a series of barbecues and taking them for flights in a DA-40. Most of them had never been near a light aircraft or a hangar. Four or five more fly-outs are planned for this year. "We have also invited some MEPs to come to Aero Friedrichshafen and we have offered to fly them there. The most influential ones are coming from Hanover, and there are no direct flights, so they can see how valuable GA is."

There is also a programme of meetings and seminars for MEPs and staff, and meetings with EU officials. "I want to be in a position where they call me first when aviation comes to mind," said Lutz. ■



Above: IAOPA's Brussels lobbyist Lutz Dommel explains the inner workings of the EC



AOPA delegates from Cyprus, Denmark, France, Germany, Greece, Spain and the US

ATOs – don't jump too soon

IAOPA's advice on switching from Registered Facilities to Aviation Training Organisations, as planned by EASA, is to hold off until the picture becomes clearer. Martin Robinson told delegates: "We are working with EASA on acceptable means of compliance with their regulations on ATOs, which they envisage every registered facility will have to become. These discussions may continue until the fourth quarter of this year, and it would be wise to wait for the outcome before making a move."

Delegates discussed the EASA Safety Strategy, to which IAOPA has contributed an extensive and reasoned series of proposals. Martin Robinson commended the French CAA, the DGAC, for its leadership role in seeking a new direction from EASA with regard to general aviation. There were too many examples of expensive and unnecessary regulation with no safety aim, he said. Part M and the CAMO system had not made the industry safer or more efficient but had contributed to the decline in the number of hours flown because administration is soaking up so much of the available cash. EASA continued to talk about accountable management and safety management systems, all leading to new levels of expense.

On flight training, Martin said that even

EASA's cut-down version of the ATO regulations are way too excessive for most flight training. They would have to do risk assessments, even before being allowed to continue doing what they've been doing safely for decades. Safety management manuals would be needed, risk related to



Above: Germany's Dr Michael Erb (left) with Denmark's Jacob Pedersen

change not only evaluated but documented; the system even identified the number of days notice you would have to give your regulator if you intended to make a change. Each ATO would have to identify a safety manager who is responsible for co-ordinating the safety management system, while it seemed the Accountable Manager can't be the same person as the Safety Manager... "For clubs with two or three people, and one or two

aircraft, this is so badly over-engineered that it risks putting them out of business," Martin said.

"If we do not get some alleviation we are going to lose a number of aero clubs and flight training organisations. They cannot work out how they can comply. They have to be audited every two years, and they'll have to pay for that in some states. The UK is talking about an initial fee of £1,000."

EASA seemed amenable to a four-year audit cycle, Martin said, which would reduce costs to about where they are today. But amending other provisions was proving sticky. EASA had proposed different rules for 'complex' and 'non-complex' organisations, but there is no such definition in the Basic Regulation.

On the subject of complex and non-complex organisations, Jacob Pedersen of AOPA Denmark reported that EASA's acceptable means of compliance on Ops were being interpreted in Denmark in such a way that any flying school that employed part-time instructors less than four hours a week would be treated as a 'complex organisation'. "This would be disastrous for us," said Jacob. "GA needs freelance instructors, and pushing them out by making compliance too difficult or expensive is bizarre."

On the positive side, it looked as though third country PPLs may be heading almost towards a validation system between FAA and Europe for licence acceptance, but nothing had been set in stone. ■

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Where in the world is EASA?

The puzzling questions that hang over Europe's relationship with the rest of the aviation world were set out by Frank Hofmann, the Canadian pilot who represents International AOPA at the International Civil Aviation Organisation – ICAO – in Montreal.

The European Aviation Safety Agency, EASA, has taken over certain responsibilities from ICAO, as it has from European member states. But 'Europe' as an entity is not recognised at ICAO, has never signed the ICAO Convention that governs international aviation, and doesn't have a seat at ICAO.

"They have an individual who comes to ICAO as an observer and sits quietly at the back and takes notes," Frank said. "He does not speak and has no vote, and you cannot speak to him, or through him.

"I see the delegations from European states, I visit them and have conversations. These delegates are there for a three-year period and go back into their civil administrations. I sensitise these people to the problems you have in your own states, and I like to think I have influenced decisions in your states. But as your own CAAs power down and hand over to EASA, I have to change my way of doing business, and so do you."

To complicate matters further, ICAO audits EASA, which writes regulations according to ICAO standards and recommendations. Martin Robinson remarked that Europe intended to instigate a bloc vote from its 27 member states at ICAO, which could lead to a situation in which other ICAO states demanded that the 27 states' votes be counted as one, to prevent domination by one faction.

The conglomerate of 191 nations that constitute ICAO remain sovereign. "The convention was created to regulate international traffic," Frank said. "It did not propose to regulate internal traffic. Because international traffic interacts with domestic traffic, many states do not

distinguish between the two and apply standards recommended by ICAO to domestic traffic, which is not ICAO's intention.

"ICAO only recognises individual states, so Europe is effectively in limbo. The only way IAOPA can get general aviation's concerns onto an ICAO work programme is to get a state to support us. I foresee problems as states turn over their responsibilities to EASA, and we are unable to contact or influence a delegate to ICAO."

ICAO's English Language Proficiency requirements are causing extraordinary problems worldwide. Costs to GA pilots are in some cases horrendous, with fees for English tests – up to €600 in Austria for instance – turning a discredited system

Other topics currently under consideration at ICAO (and the list is vast) include flight recorders for turbine aircraft – IAOPA seeks an exemption for private aircraft with fewer than six seats – changes to fuel requirements and electronic flight bags. IAOPA sits on the Unmanned Aerial Systems study group, where the industry is running far ahead of the regulators, and is resisting calls for GA aircraft to equip with expensive kit to make them visible to UASs – or RPAs, Remotely Piloted Aircraft as they are becoming known. "Already there have been examples of manned and unmanned aircraft coming into proximity," Frank said, "and the industry is galloping ahead, with each state doing its own thing.

"Security is a constant issue, and there are major questions to be addressed. Safety

Management Systems have been mandated by ICAO to all states in all matters aviation, except that states don't know how to apply them properly yet, and we need to convince them that GA's needs are different from those of Commercial Air Transport. The notion that 'one size fits all' is entrenched and difficult to shift."

And at the end of it all, half the states in ICAO don't comply with ICAO standards. "States negotiate exemptions," Frank said. "There are over 11,000 differences filed to the ICAO standards. People don't live by their own rules.

"States have a great fear of ICAO audits.

Their belief is that if they apply the maximum stringency, their aviation sector will automatically be declared safe, not realising that this is not the case. In fact, States are supposed to apply proportionality to the risk mitigations and create regulations accordingly. However, that concept is not understood in most States. Only Chile supported my request publicly to strengthen the need for a state to have to demonstrate how it applies proportionality. None of the other states I lobbied to support acted, probably because it costs money, manpower and intelligence, and because they believe that doing so might result in a lower their safety rating."



IAOPA's ICAO representative Frank Hofmann (seated) listens to AOPA US's chief Washington lobbyist Melissa Rudinger

into a nightmare which is having a seriously depressing effect on the GA industry.

"ICAO delegates know they've made a mistake with this but they're not going to admit it," Frank said. "There are language schools all over the world that are claiming to have ICAO accreditation and charging high fees, but no school has ever been accredited by ICAO. We had a three-day conference in March at which ICAO decided to compile a list of schools that meet their regulations, but if any school claims to have ICAO accreditation, they are not telling the truth."

The uphill struggle in Montreal

Attempting to influence the 191 ICAO states can be frustrating, with states that have no understanding of general aviation having an equal say to those that have GA. IAOPA's attempts to modify ICAO's stance on rescue and firefighting (RFF) provision at all airports is a case in point. "I spoke to the ICAO Secretariat, who invited me to present the case to the Airports Panel sub group," IAOPA's ICAO representative Frank Hofmann said. "That group rejected IAOPA's argument for lower requirements on two occasions. I was able to convince the Secretariat to do a survey, because without a number of states agreeing that the Annex needs review, the Secretariat is not given funds to work on the project. Unfortunately, only 18 States replied and only three said that they have an exemption and would agree to change the Annex – those three states have already filed a difference and do not require RFF for GA. The other 15 states said 'no', and they were all places like Zambia that have no GA."

Frank has adopted a new approach. "Because the Ops Panel is currently looking at Annex 6, Operations, I thought I would try that route under the assumption that whether or not to land at an airport is a pilot's decision, not an airport's. I was able to write a proposal and managed to get the Strategic Review Panel to agree to create a job card, which the Air Navigation Commission (ANC) agreed to present to the Ops Panel.

"Job Cards used by the ANC now are meant to create a clear problem statement which the ANC will then direct for action – to panels, working groups, study groups or elsewhere. It is now important for IAOPA's action items to be presented in the form of Job Cards, and then to support their progress through the various stages.

"This Job Card was presented to the Ops panel last week and they decided our idea has merit. Their recommendation was to either send a Job Card to the ANC or else modify the Job Card – on the same topic – which is going to be considered by the Airports Panel in May. I was able to add to

our argument using both our own RFF survey results and the ICAO survey results. It was good that the surveys were diametrically opposed because it allowed me to demonstrate that states are using knee-jerk reactions to the issue. It was good that our AOPA Bermuda member let me know that Bermuda closes when there is no RFF. One of the panel members raised the point that although the foreword of Annex 14 says that the Annex is not to have impact on operations, it certainly does if an airport gets closed due to no RFF.

"If the ANC approves the project, it goes back to the Secretariat to turn it into a Working Paper which, if that is approved, will go out to the States for comment. If States approve, ICAO Council will sanction it and some years down the line it will result in a change in the Annex.



Above: Craig Fuller, stepping down as IAOPA President after five years at the helm

"I was counselled to give the Ops panel the opportunity to make a recommendation for further study, rather than asking for it to approve our request, because it was felt that our request would be rejected because the participants might still be unfamiliar with the reasons for our request, and consequently could reject it out of hand. The responses from 17 of the 20 states who responded to the survey clearly did so out of hand, saying that safety would be compromised if they agreed to less RFF on a field. The Ops panel accepted the IAOPA proposal unanimously, thanking IAOPA for a well-prepared

document."

If change came, he concluded, it could possibly take 30 years, but a minimum would be ten years. ■

Malta aviation, past and future

At the end of the Regional Meeting delegates were treated to a reception at Malta's Aviation Museum on the outskirts of Valletta, where guests included representatives of Malta's aviation authority and air traffic control service, together with Mr Nigel Dunkerley, who is responsible for general aviation at Transport Malta, and Malta's new Tourism Minister Karmenu Vella. The reception was sponsored by FJV Aviation Ltd, a significant player in the island's moves to create a strong aircraft registry.

Aviation has played a small part in Malta's fascinating 7,000-year human history, but it's an important one and it is not forgotten. Between 1939 and 1943 Malta was the most-bombed patch of territory on earth, and the defence of the George Cross island during the Siege fell to a relative handful of pilots in aircraft that weren't always up to the job. Valletta's war museum contains the remains of the Gloster Gladiator known as 'Faith' – one of three such aircraft, known as 'Faith, Hope and Charity', which according to legend were all that stood between Malta and an Axis invasion in the early days. In fact there were about half a dozen Gladiators and a handful of Hurricanes at the beginning, but it was a thin defensive line however you cut it, and it didn't get thicker very quickly.

Above: the Gloster Gladiator known as 'Faith', part of the legend of the Siege of Malta

Below: Spitfire EN199 in the Malta Museum; engaged in Operating Torch and the invasion of Sicily, it was rescued from the scrapheap

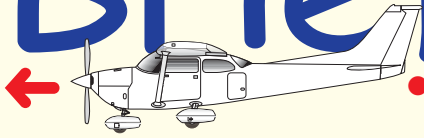


The Aviation Museum is home to a Mk IX Spitfire and a Hurricane and is situated on the old Takali aerodrome, made famous by among others George 'Screwball' Buerling, the extraordinary Canadian maverick who downed 27 German and Italian planes in 14 fighting days. Finding Takali is difficult because the European Commission has decreed that all English names should be wiped off the map of Malta and replaced with "native" names – even some of the Maltese complain that they can't find their way around any more. But Takali is now Ta' Qali and is home to Malta's national sports stadium. The museum also houses some later models – a Vampire, a Sea Hawk, Bell 47, DC-3, Meteors – and is looked after by a small group of dedicated volunteers. For AOPA's part, the task is to convince the Maltese authorities that there's more to aviation than holidaymakers and museum pieces.

Below: IAOPA President Craig Spence (left) and Senior Vice President Martin Robinson



Briefings



“On behalf of all the families we’d like to say a huge thank you to Feet Off the Ground and all the pilots and volunteers who helped on the day. The airfield was full of smiles and laughter; it was a brilliant day which will be cherished for a very long time.”

For those children and parents who decided that they would rather keep their feet firmly on the ground there was plenty to do, thanks to FOG’s superb organisation – from aviation tours of stationery planes to taking a ride in an Austin 7, enjoying a Tiger Moth flyover to looking around fire engines and dressing up in the uniforms.

Feet Off the Ground’s Pete White, who is Chairman of the Aeronca Club, said: “As usual the local firemen were exemplary in their welcome and by lifting some of the children into the aeroplanes enabled them to

FOG improves children’s lives



A beautifully clear, sunny Cornish day made for the perfect conditions for families who use Little Harbour children’s hospice in St Austell to experience flying in light aircraft. Upwards of eighty children and parents who benefit from Children’s Hospice South West’s hospice service were given the opportunity to fly thanks to aviation organisation Feet Off the Ground (FOG). The Fly Day, at Bodmin Airfield on a Saturday in April, was organised by FOG as part of their mission to bring about life changing opportunities to young people. Eleven aircraft ranging from a Cessna 182 and a pair of Robin DR400s to a Jodel 1050 and a pair of Aeroncas were pressed into service to fly the children, with their sibling, parents and carers, over a half-hour route which took in an aerial view of the hospice from 2,000 feet.

Bee Rowley, Sibling Support Worker at CHSW’s Little Harbour hospice near St Austell, explained the importance of the event. “For many of the children who use Little Harbour this is the first opportunity they have had to fly, so they come away from the day with so many precious memories. A day out like this is something families wouldn’t ordinarily have the chance to do, and it is great for families to meet up outside of their respite stays at the hospice, and catch up with one another, or indeed meet new families that they haven’t stayed with at Little Harbour before.

“For the children with life-limiting or life-threatening conditions who come to us for respite breaks, Fly Day provides the opportunity for new, exhilarating experiences as well as a whole new swathe of sensory experiences – from the sensation of being airborne, to the vibrations of the plane.



Photos: Derek Boyce

Above: thumbs up from Bradley Cornelius, about to take off with pilot John Doswell
Top: a mixed bag of aircraft lined up to fly the FOG kids at Bodmin
Above right: Shelby Clemens gets a pre-flight nav briefing from pilot James Hughes

“For well brothers and sisters, it gives them the chance to see friends from the hospice who are in the same situation as them, overcome fears and build their confidence and to feel like they are having a normal fun day out, in the knowledge that everyone else that is there understands things from their point of view.



experience the same joy as their more physically active peers. My thanks to everyone involved for all the hard work and enthusiasm they put into this very special day at Bodmin – it really was a day to remember.”

Children’s Hospice South West’s stated aim is to make the most of short and precious lives. To find out more about their work, and the different ways in which you can help, visit www.chsw.org.uk or phone 01726 871800. To find out more about Feet Off the Ground contact pete@aeronca.co.uk or phone 01752 406660. ■

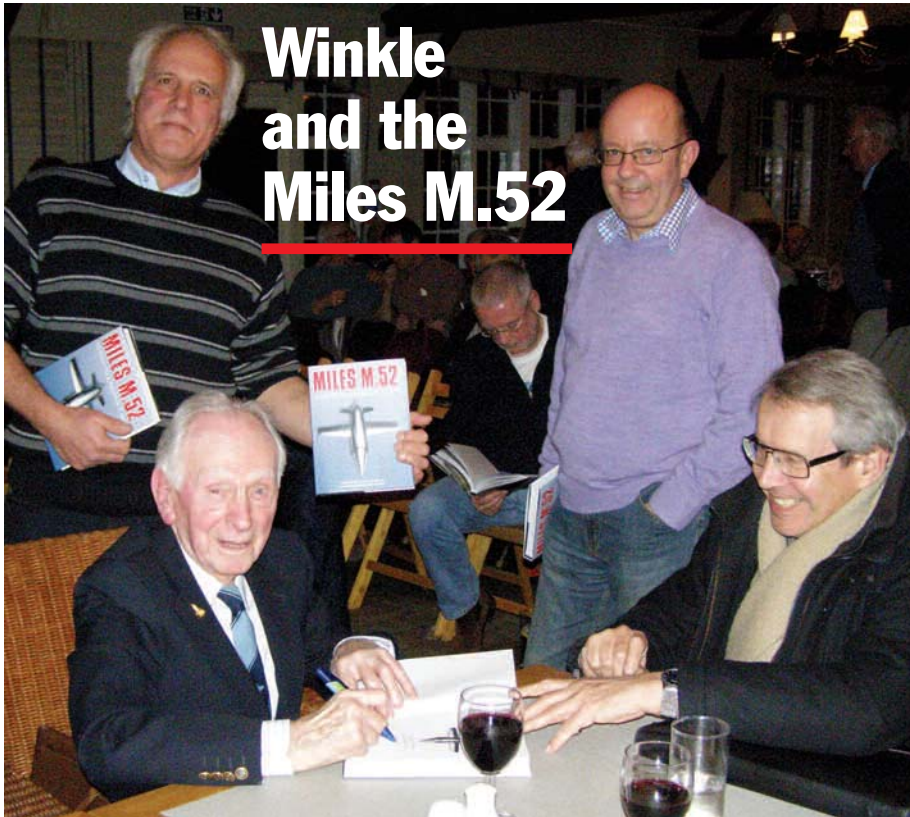
Big Piper trainer order

Piper Aircraft has received an order for 35 single and twin engine trainers from CAE Oxford Aviation Academy, the world’s largest ab initio pilot training organisation. The sale includes firm orders for 22 single engine Archer TX trainers and 13 twin engine Seminoles. Deliveries have already started, with 27 of the planes destined for CAE Oxford’s flight school in Phoenix, Arizona, and the other eight going to Kidlington.

The order is part of a five-year fleet replenishment agreement between the two companies that also makes Piper the “preferred aircraft provider” for CAE. The company’s group President Jeff Roberts said the deal could grow to include additional orders as CAE continues to modernise its fleet. All of the planes are equipped with Garmin G1000 glass cockpits.

The aircraft will also be factory-equipped with CAE’s flight data analysis and in-cockpit video cameras. The recorded information can be replayed through CAE Flightscope Insight flight data analysis software, allowing students to debrief immediately after a training flight using flight animation with synchronized audio and video.

Oxford Aviation Academy has the capacity to train more than 2,000 professional pilots a year across eleven flight schools on five continents. Training locations include Australia, Belgium, Cameroon, Hong Kong, India, the Netherlands and the US as well as the UK.



Winkle and the Miles M.52

The legendary Captain Eric "Winkle" Brown is pictured at West London Aero Club at White Waltham in March, shortly after celebrating his 94th birthday, signing copies of his book "The M.52". Also on sale were bottles of 'Winkle' Brown beer, brewed by Dunscair Brewery of Bolton, Lancashire, as both a tribute to Eric on his 94th birthday and as an acknowledgment of his considerable aeronautical

achievements.

Eric later gave a riveting talk about the Miles M.52. This was a potentially world-beating supersonic aircraft designed and built by the Miles Aircraft Company between 1945 and 1946. Eric's involvement with the project stemmed from having been selected as test pilot. But within months of the first flight, and on the edge of giving Britain at least a five-year



lead, the whole project was cancelled, to the dismay of everyone concerned.

Eric's book explores the technical, political and human factors given at the time as reasons to justify the cancellation. No single reason is seen as the fatal blow, it was more a case of a combination of circumstances. Regrettably, cancellation of aviation projects was to become all too familiar over the next 30 years. ■

Planning win for Great Oakley

Specialist aviation planning consultants Kember Loudon Williams LLP have helped Great Oakley Airfield near Harwich obtain planning permission from the local council for the operation of a flying school, and for permission for helicopter to use the airfield. Both activities had been precluded by the Planning Inspector who in 1994 granted permission for the establishment of the airfield after the local council has issued an enforcement notice against it.

Peter Kember attended the December meeting of the Tendring District Council on behalf of the airfield and explained that significant demand for flight training had been established during a year-

long experiment at Great Oakley, and few people noticed any difference in the nature of flight operations. He also spoke of the demand for helicopter operations arising from offshore wind turbine support – the airfield lies only a few miles from Harwich Docks. Companies including Bond Helicopters, Multiflight and Hutchinson Ports UK had written in support of the application. Concerns over wildlife sites had been addressed with the adoption of

flight protocols in the pilot handbook for Great Oakley, an airfield which in recent years has invested heavily in new hangars and fuel facilities.

The airfield has two grass runways with clear approaches, and there is no controlled airspace nearby. Owner Tim Spurge would like to hear from any qualified engineer or company that would be interested in operating a maintenance organisation at Great Oakley, which is already home to a restoration company specialising in Percival Proctors. You can contact him through Peter Kember – pk2@peterkember.co.uk ■

Right: one of the Percival Proctors being restored at Great Oakley, far right



Paul Gandy



Where GA continues to grow...

The potential for general aviation expansion in Brazil is highlighted by a report that shows the business travel market in Brazil will overtake that of the UK within two years.

Brazil currently ranks eighth in the global corporate travel rankings but will overtake Italy, France and the UK by 2015. Spend in Brazil this year is set to reach \$34.5 billion, an increase of 14.3%. The bulk of this, \$27 billion, is spent on domestic travel.

Wellington Costa, President of the Global Business Travel Association's Brazilian arm, says: "The major challenge facing Brazilian business travel is whether the country's travel infrastructure and supply can keep pace with its growing demand."

Brazil's business travel spend has almost tripled since 2000 despite the global recession and is set to reach \$40 billion next year. The World Cup and Olympics will add to demand.

It's not hard to see that while GA in Britain continues to contract under the assault of recession, fuel prices, bad weather and EASA, in Brazil it is storming in the opposite direction. Sao Paulo has more helicopters than any other city in the world apart from New York, with 420 currently on the register. In addition it has 260 helipads on rooftops and elsewhere. London has one.

* Luton, Cardiff and Belfast airports have been put up for sale by Spanish owners Abertis, who are under pressure to shift assets into parts of the world where there is significant growth. Combined traffic numbers through the three airports rose less than one per cent year-in-year in 2012, and while European airports still command high prices, returns can be far greater in countries that are still on a growth curve. ■



Above: one of the 420 helicopters on the Sao Paulo register
Below: Sao Paulo has 260 helipads compared with London's one



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All set for the Alderney fly-in

Alderney will host its 2013 Fly-In on the weekend of 28th to 30th June. There is no registration fee and landing fees are £10 singles and £20 twins, including 72hrs parking.

Guernsey's annual fly-in is off this year because of runway works, and Alderney has picked up the baton, giving pilots the perfect excuse to visit the Channel Islands. There is a programme of flying and social events, and special offers on accommodation and meals. Alderney Flying Club Chairman David Chiswell says: "We are looking forward to extending a

very warm welcome to many private aviators from the UK, Guernsey, Jersey and Continental Europe.

"The flying programme includes a navigation exercise organised by Guernsey Aero Club, circuits around the island and an invitation to meet ATC in the tower. The Avgas on Alderney is tax- and VAT-free and there will be an additional discount for the Fly-In weekend.

"The social programme includes a welcome reception on Friday 28th and a prize presentation dinner on Saturday 29th, as well as optional guided tours by

Avgas on Alderney is tax- and VAT-free



boat, bus and foot to see Alderney, with its spectacular built heritage from the Romans to WW2."

Register and view the programme at www.flyalderney.com/flyin ■

100 years of de Havilland

In addition to club members' Tiger Moth biplanes, a diverse range of aircraft from the drawing board of Sir Geoffrey de Havilland will celebrate 100 years of his designs at the de Havilland Moth Club International Tiger Moth Rally, at Woburn Abbey on 17th and 18th August 2013.

The oldest design set to fly in to the specially prepared grass air strip in the Deer Park at Woburn will be a replica Royal Aircraft Factory BE-2 observation biplane, a type which entered service 100 years ago.

Designed and test flown by Geoffrey de Havilland, in 1913 the BE2 became the first-ever purpose-built military aircraft to operate with the Royal Flying Corps. The aircraft on display at Woburn carries the serial of the first British aircraft to arrive in France on the outbreak of the First World War in August 1914,

as a flying tribute to Britain's earliest military aviators.

There will also be examples of the original DH60 Moth, which in 1930 was made famous by Amy Johnson's solo flight from England to Australia. The Moth had already by then become the most popular light aircraft in the world.

Other pre-war de Havilland designs include the Puss Moth and Leopard Moth monoplane tourers of the 1930s, the twin-engined de Havilland Dragon and Dragon Rapide biplane airliners and the Fox Moth air taxi. Other classic designs will include the post-war DHC-1 Chipmunk, initially developed by de Havilland's Canadian associate company, as well as products of British makers such as Auster and Miles.

Ticket prices on the day will be £10 per person on Saturday, £15 Sunday; accompanied under-16s admitted free. Discounted prices are available for advance tickets bought on the internet. See www.mothsatwoburn.co.uk ■

Cecilia goes solo at 14

Cecilia Bailey has become the youngest female solo glider pilot in Britain at the tender age of 14.

The minimum age for flying solo was reduced to 14 earlier this year and Cecilia jumped at the opportunity to set the record.

She first flew a glider on a weeks course last summer. She was cleared to fly solo on Friday 3rd May at the end of her second five-day course.

The course was run by Gary Pullen, Staff Instructor at Lasham Gliding, who said: "Cecilia is a natural, and a joy to teach." Perhaps not surprisingly, her father is an airline captain, and her mother and brother both have PPLs.

The family live in France, but Cecilia will be returning to Lasham in August for another course to further her ambition to become a pilot.

Lasham Gliding is delighted to have enabled another first. The Lasham Cadet scheme currently offers heavily subsidised flying training to about 60 teenage student pilots. ■



14-year-old Cecilia Bailey in one of Lasham Gliding Club's K13s

Cut tax, increase tax revenue

The state of Indiana in the USA has slashed aviation-related taxes and is finding that revenue is rising as aviation activity increases in the state. State authorities made the tax decision after a lobbying campaign by AOPA, which demonstrated how the state of Maine had significantly improved its aviation industry by amending its aviation tax structure a few years ago.

Indiana's new tax regime saves some operators thousands of dollars a year, money which now goes back into supporting the aviation industry. State fuel taxes have been cut from 60 cents a gallon to 10 cents a gallon. Taxes on parts used in repairs and maintenance have been eliminated.

The new structure means that the owner of, say, a Beech Baron will save more than \$100 on a single fill-up, while busy flying schools can save as much as \$40,000 per aircraft per year. Recent increases in taxes in India had been influencing aviation operators to move to other states with less onerous tax regimes. ■



Aero makes a splash

Aero Friedrichshafen showed again why it is Europe's must-see aviation expo, attracting over 30,000 visitors to exhibitions by 630 companies from 35 countries. Just how much buying was going on was debatable, but as several exhibitors said, if you weren't there you'll never know.

AOPA Germany and AOPA Switzerland joined forces to run a stand which as well as signing up new members for the two countries also functioned as a meeting place for AOPA members across the world. International AOPA Secretary General Craig Spence and Senior Vice President Martin

Robinson spent time on the stand, together with IAOPA's representative at ICAO, Frank Hoffman. During the show, IAOPA agreed to join with organisations representing most facets of general aviation in



Europe to collaborate more closely on political and regulatory issues facing GA, particularly on the European General Aviation Safety Strategy. The Safety Standards Consultative Committee, which advises EASA on regulatory issues, is forming a GA sub-committee, and the organisations intend to co-ordinate their approach on GA issues. Dr Michael Erb, Managing Director of AOPA Germany, is IAOPA's representative, and he will play an important role in the work that this group undertakes. Apart from IAOPA the group includes the General Aviation Manufacturers Association, the European Council of General Aviation Support, the Light Aircraft Manufacturers Association of Europe, the European Regional Aerodromes Community, the GA membership of the Aerospace, Space and



Defence Industries Association, and Europe Air Sports.

From a business standpoint, Aero proved that the interest is there, while the recession and a rampant EASA are still depressing trade. In his introduction to a debate on the state of the industry, the president of the German aviation press club Peter Pletschacher gave attendees some interesting facts and figures on the industry. The GA market worldwide continues to stagnate; the number of aircraft delivered worldwide in 2012 was just 2,133, just 0.6% up on the previous year. More than twice as many aircraft were delivered in 2007, the last year before the recession. The average age of aircraft currently in use is an extremely high 37 years. There are some bright

**Top: more East European ultralights and VLAs than you could shake a stick at
Above: Michael Erb and Martin Robison meet and greet on the AOPA stand**

spots: business aviation in Germany is doing well, with Cessna selling 16 new Citation jets in 2012, a sales record.

The picture for ultralights and Light Sport Aircraft is mixed, with sales benefiting from the downsizing away from EASA aircraft, but over-supply seems to be endemic and while some are doing well, others are struggling. Manufacturers see a better future in China and Asia than in Europe.

AOPA Germany's Managing Director Dr Michael Erb told the discussion that unnecessary bureaucratic restrictions were



having a negative impact on GA. "At a time of economic weakness, we do not need uncertainty generated by government authorities," he said. "They cannot make our lives even more difficult. The systems in use in the large airline transport sector can't just be imposed on private pilots in general aviation – that would be neither practical nor sensible. We want a healthy dose of reason and sensibility to play a role at the regulatory agencies."

In the halls, the story was also mixed. Steve Bailey, whose company Mistral Aviation sells the avtur-powered Robin Ecoflyer, said owners



**Above: the one at the back is a Czech Stream ultralight, the other is a Sting S4
Left: Steve and Jenny Bailey with the avtur-fuelled Robin Ecoflyer
Bottom left: happy customer Sebastian Pooley (blue shirt) on his company's stand**

were ready to move away from avgas models, but the flat market was depressing new sales. "We have people who've even got as far as choosing the colour and trim for their aircraft, and they're saying they'll buy as soon as we can sell their current aircraft for them," he said. "This is, however, easier said than done in the current market. I have been through the new G-registrations back to September 2011 and there hasn't been a single new two or four seat certified aircraft sold to a private owner in the UK since then." Another exhibitor pointed out that no new Robinson R44s – the world's most popular helicopter – had come onto the G-register for more than a year.

Seb Pooley of the eponymous aviation supplies company said he was doing good business at the expo, where he met customers from beyond Europe he would find it difficult to reach by any other means. "There are people here from China, the Middle East, the Far East, trade contacts that make it well worthwhile to be here," he said.

One notable presence was Bruno Guimbal, who had no fewer than seven of his Cabri G2 helicopters on show. Bruno offers an alternative to the ubiquitous Robinson R22, albeit at a higher price, and with a question mark hanging over the Schweizer 300, which up to now has been the only competition for Robinson, there could be a significant market opening. ■



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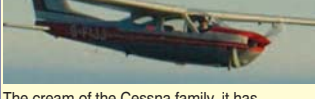
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Letters to the Editor

IMC rating

Sir,
I read about your efforts to save the UK IMC rating in the May edition of IAOPA Europe monthly eews.

Just to say I hope you are successful!

I am a PPL in France, and I WISH we had something like the IMC rating over here! It would be such a valuable addition to GA skills. A full IR is not something I can consider seriously right now - mainly because it is too expensive. But I would jump at the chance to do an IMC (that is recognised, and can be added to my licence).

I wish this qualification could be extended across Europe - what a bonus it would be for GA pilots in terms of safety and skill enhancement.

Jenny Rogers

Online GAR filing

Sir,
It is six years since I offered GA magazine readers a simple man's guide on DIY GAR filing ('Flying abroad without the aid of an ATSU' Dec 2006). Then it involved separate dealings with two out of three independent authorities, Customs/Immigration/Police, operating under three separate Acts of Parliament. In my article I commented: "Talk of HM Revenue & Customs NCU becoming a one-stop-shop for all three organisations in the long-term is a pipe dream!"

Thanks to the sterling efforts of John Murray, AOPA Members Working Group (MWG) member, an official one-stop-shop GAR filing system is now on offer, which in time is likely to supersede the existing paper-based analogue system. I had feared that the recent dissolution of the UK Border Agency and its rebranding as the Border Force under the Home Office would kick John's efforts into touch for another few years, but luckily John's scheme survived that event.

The introduction of on-line GAR filing is to be a gradual one with the existing system running in parallel - unlike the 'sudden death' digitalisation of flight plan filing by NATS in January 2009 (see "Do it yourself - AFPEX" June 2009). That should give AOPA (John) and Border Force time to de-bug it in live operations before it is made compulsory.

When I first started venturing abroad after getting my PPL in 1999, filing flight plans and GARs was simply a matter of copying what other people had done, or said they had done, and hoping for the best. After some early trips with other intrepid Denham PPL pilots, another AOPA MWG member Peter Baron exposed the whole sordid procedure in his April 2004 article "Paperchase" which enabled us to understand not only WHAT to do and HOW to do it, but WHY we had to do it. Perhaps the most telling sentence in the **latest Border Force instructions is "The aircraft commander has a legal responsibility for all persons and goods carried"** and I am sure the 'authorities' would be the first to remind us that "ignorance of the law is no excuse". What we pilots need in return for our understanding the WHY of GAR filing is a reliable OFFICIAL DRILL for making it work - just like the drills we were taught for basic flying which reflect the laws of physics and aerodynamics of which we may have a less than perfect understanding.

For Certificate of Agreement (CoA) airfields like Denham, perhaps the most worrying sentence is **"CoA airfields have no reason to request your GAR if you have completed it online"**. CoA airfields have played a pivotal role in the GAR filing procedure for many years now and the effect of taking them 'out of the loop' has yet to be understood.

But do remember, for us Brits this only covers the sordid

business of getting out of and back into our home country - with friends like Border Force... When we are abroad other rules apply - and happily for us flights between the Schengen Agreement countries in Europe do not require border checks - only international Flight Plans.

Happy touring!

Tony Purton

Red tape

Sir,
I have both CAA-issued and FAA-issued PPLs. For the FAA, as soon as I passed my check ride the examiner issued a temporary (paper) certificate valid for 90 days, while my paperwork was handled by the FAA. The CAA require me send the application away and await the response before I have my licence. Correspondingly I put them under pressure to respond quickly - because I cannot exercise the privileges of the licence until I have the paperwork. The issue seems to be trust of the examiners... if the CAA trusts the examiner to validate my abilities, I should be able to fly immediately. (Indeed you could argue it improves safety by allowing me to continue practising and improving, rather than waiting for two months). This is a simple fix - the issue of paperwork could be done very simply and would reduce the pressure on the CAA to respond - freeing resources to be more efficient in other areas.

Malcolm Smith

This is something for which AOPA has been campaigning for years; however, EASA seems to be going in the opposite direction. It proposes that no examiner should conduct a check flight without the prior written permission of the national CAA! - Editor

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RAF pilot training in the mid-1940s

David Ogilvy concludes his account of his experiences as he transitioned from pupil to operational RAF pilot

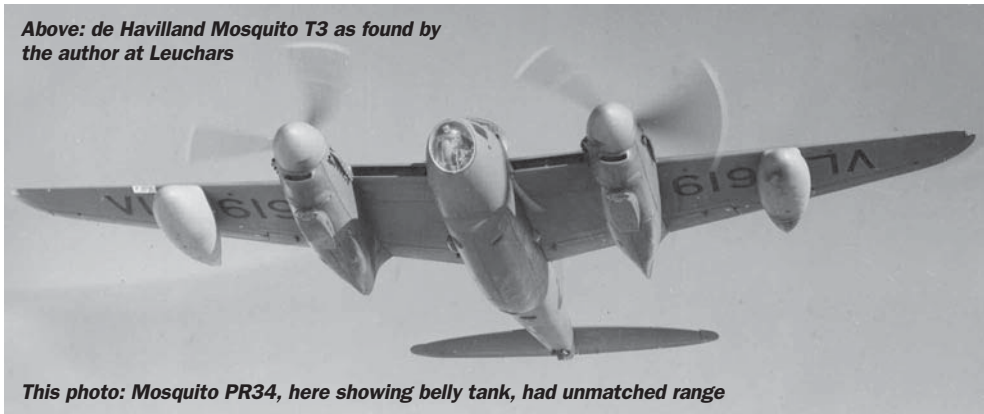
Photos via Philip Jarrett



Even of us had gained our Wings following completion of the course at No.3 Flying Training School (FTS) at RAF Feltwell in Norfolk. At this stage we were to be dispersed according to the roles which we would eventually undertake; as was standard practice, few of us found ourselves following the paths that we had requested. As mentioned in the previous article, I had been despatched to Brize Norton with no indication of what I would find. I had put in a preference for Spitfires and on arrival I was encouraged to see a lone specimen on the tarmac. Soon, though, I saw the truth: No. 204 Advanced Flying School (AFS) was the unit for Mosquito training and, in the cases of relative rookies like me, for conversion to twins. To combine the two tasks at one time was quite a challenge to both a pupil and his instructor, for until shortly before this any pilot destined for multis would have completed a course on Oxfords and the big jump from Harvard to Mosquito would have been avoided.

Initially at FTS I and others had looked at the Harvard as a large and potent beast, but we had coped, so perhaps we could master this much bigger move. On my first flight in the wooden wonder when my mentor – a slightly brusque but excellent confidence-building Scottish instructor – asked if it had been my first choice, I admitted that I was slightly disappointed as I had sought the Spitfire. Immediately he feathered the port fan and carried out a smooth barrel roll, stressing that anything a Spitfire could do, a Mosquito could do better! Very quickly, although not yet 100% convinced, I began to realise how fortunate I was to fly such a special aeroplane. Flying at 204 AFS was conducted on the mark 3 trainer and the mark 6 fighter-bomber, both early lightweight variants and very pleasant

Above: de Havilland Mosquito T3 as found by the author at Leuchars



This photo: Mosquito PR34, here showing belly tank, had unmatched range

to handle. Slowly the type's significance dawned on me: it was the RAF's most versatile aircraft in World War 2 and for almost three years of the conflict it had been the fastest type in service, clearly outperforming the Merlin-powered Spitfires of the time. At the other end of its active career, it became the longest-range aeroplane on strength; no other type in the history of aviation has achieved both those accolades, so clearly I was on to a good thing.

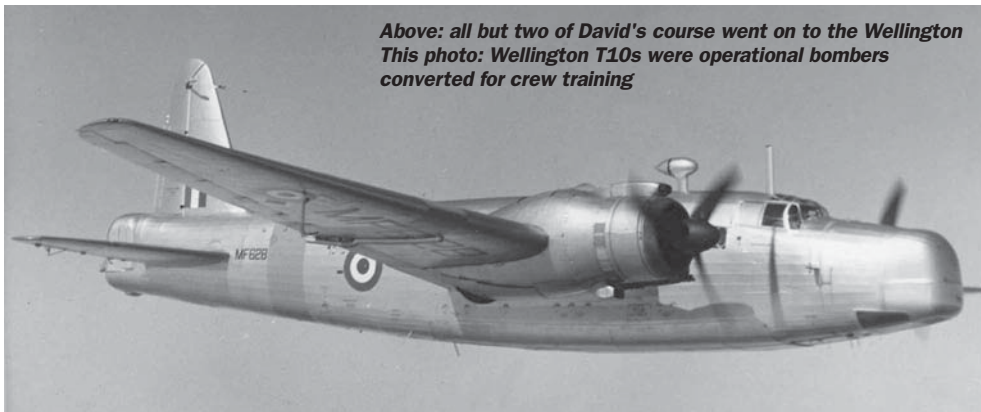
I have not managed to discover precisely how selection was carried out, but some qualities sought in the individual seem reasonably clear. Of the eleven, all but two were sent to Swinderby for heavy-twin conversion on Wellingtons, which had been converted from their earlier operational tasks to the training role as T10s by Boulton-Paul at Wolverhampton or Brooklands Aviation at Sywell. After completing the course, the nine were dispersed again to relevant Operational Conversion Units to become second pilots on Bomber, Coastal or Transport Command, all needing to wait considerable times before promotion to left-hand seats. The other odd-ball was

sent as a loner for conversion on Spitfires at Chivenor, later to transfer to Meteors. Clearly, in my humble opinion, he and I were the luckiest of the lot, for we would be our own 'captains' from the start. I will not attempt to assess why I was so fortunate to be where I was, but I had attained a reasonable assessment for handling ability, which would be the key requirement for a Mosquito pilot. Let me make clear, though, that I had no special claim, for at the other end of the skill scale, I scraped the barrel on instrument flying. Always I have appreciated its importance in the overall scheme of things, but I disliked it and found it very difficult. To me, to be pleasurable, flying must be a visual affair – perhaps one of several reasons for my aversion to becoming an airline pilot!

The course at 204 AFS was very thorough and comprehensive. We were expected to carry out our first solo on type after twelve hours of dual. Much of this was devoted to circuit work (which I enjoyed) and asymmetric flight, for the Mosquito had a powerful personality and stood no nonsense. It seemed to thrive by wanting to swing on take-off (which could



**Above: all but two of David's course went on to the Wellington
This photo: Wellington T10s were operational bombers
converted for crew training**



be tamed by judiciously leading with the left throttle) and, more unpredictably, on landing, while on one engine the scope for error was very thin. The biggest problem in the latter case was allowing the airspeed to decay and running out of rudder control. This was most likely to occur on the approach, when applying power to correct an undershoot could lead to a rapid yaw followed almost immediately by an uncontrollable roll into the ground. In the 1940s and early 1950s there was no case for today's practice of reducing power on the inactive engine and setting zero thrust: the propeller would be feathered and would sit there beside you in full view, as dead as a dodo. The accident rate was high and many years later the practice was banned, based on the argument that it was unnecessarily risky to practise for a situation (engine failure) that most probably would not occur. The present procedure might prove valid for modern twins with relatively tame asymmetric qualities, but for a type with a safety speed (VMCA) range between 170 and 184 knots (depending on mark) I remain convinced that the training we received was well worthwhile. I would not be happy to have a genuine stoppage and the need to face a feathered fan for the first time.

If I have given the impression that the Mosquito was a vicious and bad aeroplane, let me correct my mistake. Certainly it was hot, but in some ways that was one of its attractions; it performed admirably in the widest possible range of roles and its performance was unrivalled. The earlier marks with fighter-style broken sticks on which we trained at Brize Norton were delights to handle, while the later heavier variants with yokes were well suited to the long-haul tasks for which they were intended.

After leaving 204 AFS I was sent to 237 Operational Conversion Unit (OCU) at Leuchars in Fife to train as a photo-reconnaissance pilot. In view of the specialist nature of the work, this was a small unit with a Harvard, two Spitfire PR19s, a Mosquito T3 and two Mosquitos PR34s. Much of the time was spent at the conventional operating height of 30,000 feet (with only token pressurisation) photographing a range of targets, each usually covering a sufficient area to warrant completion of a mosaic map. For this, several parallel runs would be flown, with camera timing set to provide 40% fore-and-aft overlap and with each run positioned to provide 15% lateral overlap. The navigator would lie flat in the nose and would direct the pilot onto the appropriate start for each run and the pilot needed to fly as accurately as possible: the slightest bank would cause any resulting photo to be off track. This was work that needed a high level of mutual co-operation. At the start of the OCU course, pilots and navigators were teamed with the object of remaining as a crew when joining an operational squadron. I had considerable respect for the PR Spitfire pilots who needed to do the work single-handedly and who were unable to see vertically down, but the two types were essential for the overall task as each tended to tackle slightly different commitments.

At high altitude the Griffon-powered Spitfire PR19 had a better performance than the Mosquito PR34, but it lacked the range and endurance. Both types were unarmed.

Here I must give one more credit point to the Mosquito's value. In early 1941 this private venture machine had entered production as a bomber, but the need for a

high-performance PR type was more urgent and most of the early batches were converted on the line, with the result that the Mossie saw active service in the photographic role five months before dropping any bombs on enemy territory. This may surprise some readers, but was evidence of the early adage that the country most likely to win a war would be the one with the best reconnaissance. (At the start of WW2 the Germans were a long way ahead of us and their Junkers JU86Ps photographed potential targets in England from heights that our Hurricanes and early Spitfires were unable to reach. Less surprisingly, perhaps, the Mosquito remained in service in the PR role until 1955 – four years after retirement from all other operational duties. Perhaps its only serious shortcoming was its high accident rate, with more coming to grief through pilots' handling errors than were destroyed by the enemy.

You may wonder why I have devoted so much space to the virtues of the Mosquito. The Spitfire remains with us in considerable numbers for all to see and hear in the air, so everyone knows that it was – and is – a great aeroplane, but the absence of an airworthy Mosquito in the UK tends to make it lose its impact. Certainly I would have enjoyed the Spitfire course at Chivenor, flying relatively lightweight Merlin-powered 16s, but it would have been followed exclusively by jets and unlikely to lead to any further opportunities in a specialised field. Mosquito experience, though, came to its own after I had left the RAF, with requests to fly the type intermittently over a total period of more than 12 years. I mention this to stress a point: the type that the Service dictates you will fly can have a significant impact on subsequent activities.

There were no FTS course reunions so I lost long-term touch with most of the eleven, but we were a diverse lot who headed in many directions. Some made full careers in the RAF and one became an air chief marshal. Another was determined to leave the Service at the earliest opportunity and, quite by chance, I came across him in action as a Salvation Army bandmaster. I had several ideas of what I wanted to do, but although I had no intention of a light blue career, I would not have missed my time for anything. It gave opportunities that would otherwise have been impossible and I enjoyed some flying that has left its mark on me to this day. I am not sure whether others agree, but despite carrying out far more flying over many more years as a civilian I feel that the adage 'once a Service pilot, always a Service pilot' is true. This is partly a matter of ethos but largely due to the training.

In the mid-late 1940s it was accepted widely that RAF pilot training was the best in the world. The purposes behind training a Service or civil pilot are very different,



Above: author expressed a preference for the Spitfire ahead of the Mosquito
This photo: clipped-wing Spitfire XVI was used for conversions at Chivenor



but one specific aspect that I think is very valid relates to the status of a flying instructor. In the civilian field a person aspiring to be an airline pilot may well undertake a relatively short course to qualify to instruct, as a way of amassing the flying hours needed for an ATPL. Many such people have proved to be very keen and good at the task, but in other cases the need for hour-building may be the sole reason for following that route. However conscientious such people may be, though, the lack of practical flying experience is a drawback. In the RAF, although a few above-average pilots may be creamed off as potential instructors soon after the Wings stage, by far the majority complete tours on operational squadrons before going to the Central Flying School (CFS) on comprehensive full-time instructors' courses. So, while the average civilian instructor may be at the start of his (or her) career on the way to a higher-paid job with an airline, most Service QFIs have worthwhile flying backgrounds before they begin to teach others how to do it. This must have a beneficial effect on standards. Although today much of the military training task is contracted out, the principle applies still. I appreciate that the semi-traditional route to

the right-hand seat of an airliner is on thin ice due to the introduction of the Multi-Crew Pilot's Licence (which calls for virtually no experience in the air) so this may lead to a need for a new approach to the future supply of civil instructors. I hope

the appropriate people in places of power know the answer to this better than I do.

Finally, I am sorry if I overplay the personal aspect, but as I mentioned at the start of the previous article, I am unable to avoid this, especially as I lost contact with my contemporaries at FTS more than 60 years ago. So I can use only my own experience, in which I was more fortunate than I deserved. Most of my flying on completion of the photo-reconnaissance course was destined to be on Mosquito PR34s, which at 3,500 miles had almost double the range of a Lancaster. Imagine my surprise, though, when on arrival at Benson on 58 Squadron I was planted on Ansons to carry out a survey of East Anglia! Had all the expense of that Mosquito training been wasted? Luckily no, for after a few months I was back on the wooden wonder. In general terms of the time, when a new pilot joined a Squadron after completion of FTS, AFS and OCU courses, he would have about 330 hours in the logbook. There was much more to learn, as there is throughout a flying life, but at least one can feel useful in being put to productive work. Although a PR Squadron was a Service unit and most of the work was for military needs, some of it was for civil agencies including, in my case, the bulk of a summer season flying on seaweed research for the Department of Health for Scotland.

After so many years, still I have high regard for the contents and standard of RAF pilot training of the time. Obviously many things have changed since then, but one of my few criticisms – the delays between courses – remains valid, confirmed to me by a current fighter pilot who completed his training about two years ago. If that is this former pupil's only serious complaint, there cannot have been much wrong with it! ■

Author Ogilvy (right) with pilot John Schooling and Syfame Museum founder Peter Thomas, Mosquito, Anson and Oxford



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