

Letters to the Editor

A plethora of regulation

Sir:

I have heard it said that those of us who flew around in the fifties were enjoying the best years. Whoever said it certainly hit the nail on the head.

Under EASA I learn that following a maintenance service for C of A my Tiger Moths need full air test, whereas a PA28 or any other 'tin' aeroplane does not. Have the powers gone mad? Most old aircraft over time have had this or that component replaced – especially if operated by a group in the Public Transport category. They are more than likely to have been maintained to a very high standard, whereas privately owned machines are often flying in an unairworthy state.

In the last 60 years I have tested Tiger Moth, Auster, Chipmunk, Oxford, Anson, Blenheim IV and even shared tests in a Lancaster I. Today, still currently a PPL examiner, I am not allowed to test Tiger Moths (I have tested the same two for 50 years) since I am "not on our list" as the CAA man says.

I am informed that the PFA have been allowed by the CAA to provide check pilots to do biennial checks and proficiency checks on PFA pilot members. They are not necessarily qualified instructors or examiners. This is no doubt fine for PFA members – and good luck to them. But what about those of us who, having at considerable expense and with great effort become instructors, read the renewal requirements of PPLs which state that the biennial requires one hour with an *instructor* or a proficiency test with an *examiner*?

Horses for courses, it seems. I learn from the PFA that the instructor authority was granted as a dispensation so that biennial checks and proficiency checks might be carried out by PFA members. Perhaps the CAA might consider dispensing with this stupidity over testing Tiger Moths by experienced AOPA members.

Believe me, it made more sense when we had a Ministry of Aviation.

Bill Ison

CFI

Cambridge Flying Group

Can't stand the pressure

Sir:

With regard to my letter about Regional Pressure Settings (*General Aviation*, February) I do not wish to annoy readers about my comments that some people do not bother setting it; what I omitted to say was that some people do not set it when flying around the Bournemouth/Southampton Zone when flying from Bournemouth to say, the Isle of Wight or Shoreham, plainly because you could bust the Solent 2,000-foot Class D Zone on the tip of the Isle of Wight with the RPS set – it's easily done. When leaving Bournemouth's Zone at Hengistbury, Bournemouth ATC always say: "FIS and the Portland Pressure is X". The unwary could set the RPS at this stage and climb to 1,900 feet, and there you are, busting their zone.

The RPS should be used, however, in the open FIR, where you do not have this



You could bust the Solent 2,000-foot Class D Zone on the tip of the Isle of Wight

compact, controlled airspace on your door.

As mentioned, I still think RPS should be reviewed; I'm sure other countries do not have it. Even our Transition Altitude is low at 3,000 or 4000 feet. It's 18,000 feet in the USA.

With regard to Stoney Cross as an alternative, I fear this may not be possible now; the whole of the New Forest is classed as National Park, I believe, or something similar. Perhaps Tarrant Rushton could be considered.

On a lighter note (again) it's good to see former Concorde pilot Les Brodie getting all the good gigs with his reports about the Lancair Columbia and the Piper Saratoga, although I'd

ditch the C150! I do enjoy reading his reports. Keep up the good work, and you do have my support in protecting GA..

Steve Cable

AOPA Member 4934

Manx angst

Sir:

While browsing through the latest issue of *General Aviation*, I came across the article which mentioned John Hills resignation and move to the Isle of Man.

Any aviation worker/fan/nut is welcome on our lovely island but your reference to a 'tax haven' is erroneous.

We do have a different tax jurisdiction, in the same way that every other country does, but we are not a tax haven. Those days are long gone.

We run our own affairs, apply our own taxes, we have our own Government (a considerably older government than the one on the adjacent island), and generally enjoy our happy, prosperous existence alongside the UK.

If there are any further references to the Isle of Man, please don't call us a tax haven. It riles our politicians no end and irritates the population.

I very much enjoy your publication, and wish you every success in your endeavours to promote, and fight the corner of, general aviation.

Martin Cowley

Ex-PPL

Ex-gliding

Ex-asperated by the fact I don't fly any more.

A death foretold

Sir, the contents of *General Aviation* fill me with foreboding. The dramatic decline in new starts for PPLs and the increase in CAA charges that will see the demise of many smaller flying clubs will soon take effect. While general aviation in its wider sense will continue, I fear that the day of the Private Pilot will shortly be over, as all future training will be by major organisations offering only CPL courses.

As the media usually keeps obituaries in stock for use at short notice when required I enclose one for private aviation which you may use as required. I only hope that my fears are unjustified. **John D. Ritchie, Letchworth Garden City**

OBITUARY

PRIVATE A. V. AYSHUN

Private A.V. Ayshun, who died recently in Europe, enjoyed a long and eventful life. Born in North Carolina, USA, in 1903, the only son of devout parents whose eyes were ever turned to the skies, he was always ambitious. Brought to Europe in his youth, he crossed the English Channel unaccompanied at the age of six and thereafter roamed widely across the world.

His early life was one of trial and error, but during World War I he enlisted and joined his cousin Millie Tarry, with whom he served with distinction in every theatre of war and on all sides. When peace was declared they lived together amicably with their younger relation Coe Marshall in a spacious establishment known as Au Penn, Ayr, each pursuing their own interests. Coe Marshall appealed to the most affluent section of society while the more adventurous enjoyed the challenges offered by the other two. Millie often supported her cousins by appearing in public to display her latest models at shows held up and down the country.

This idyll was abruptly ended by the onset of World War II. Coe Marshall moved to America where he was welcomed, while Private A.V. Ayshun was for a time held in suspense until his recruitment in support of Millie, who was prominent in a more aggressive role.

After the War Millie abandoned the others to go her own way, while Coe Marshall returned to Europe and pursued the ever expanding and popular jet set. They found that they could no longer live together amicably, and Au Penn, Ayr, was subdivided to allow each of them separate accommodation. Coe's affluence and influence ensured that he secured the most prestigious space available, while A.V. spent the rest of his time at the lower levels.

Until he was in his eighties the deceased had enjoyed good health, but latterly repeated attacks of the Syndrome known to European medical circles as JAR/FCL and in America as Pro-Duct Liability caused a severe setback. During the previous decade his carers had sustained considerable financial losses that had greatly weakened him, and being a stubborn individual he was reluctant to enter the Polly Tickle Arena from which Coe Marshall had already greatly benefited.

As his health deteriorated, his doctors varied his diet to include a NaPPL a day but this was soon found to lack the essential ingredients needed to counter the bad weather that had always affected him. As he grew weaker he was moved into ever reducing accommodation in Ayr, and ultimately came to his end a few years after his one-hundredth birthday. The post-mortem showed that he had suffered from a surfeit of Greens.