

# Briefings



## 1500 miles in formation



A group of general aviation pilots have raised almost £40,000 for Flying Scholarships for the Disabled with a round-Britain formation flight involving two Cessna 210s and two Aztecs. The 'Reach for the Islands' challenge began in Jersey at first light and flew westabout to land at Inverness before the end of official day. Each aircraft carried an FSD co-pilot, and radio, TV and newspaper interviews at each airfield raised awareness of the sterling work of FSD. From Bembridge to the Scillies, Ronaldsway to Sumburgh, the challenge took in almost all of Britain's island airfields and covered some 1,500 miles. It doubled as an attempt to win the Pooleys Dawn to Dusk

flying competition, which is nearing its 40th anniversary. Organisers believe it may be the longest formation flight undertaken in Britain on a single day.

The pilots involved were Edwin Brenninkmeijer and Dierk Reuter in the Cessna 210s, and Robert Lough and Timothy Nathan in the Aztecs. The flight was completed in VMC, albeit highly marginal at times, but all four pilots were instrument rated. The co-pilots were four Scholars, Caroline Begg, Steve Hopwood, Mark Salter and Emma Suddaby. The pilots were all experienced in formation flying but had received additional coaching for this specific task at Kemble by Marshalls

Aerospace test pilot Al Rosser, who went along to help ensure safety. Kemble was among the airfields to waive charges for the challenge.

The flight began at Jersey at 04:33 and proceeded via Guernsey and Alderney to Bembridge, where one Aztec did a touch-and-go, a practice followed at the five airfields where the formation could not land because of time constraints. It then flew via the Scillies to Mona on Anglesey, refuelling at Haverfordwest en route, and thence to Ronaldsway, Newtonards, Islay, Tiree, Benbecula, Stornoway, Kirkwall and Sumburgh, and finally to Inverness. Media interviews were time-consuming, and the group reached Inverness with just 20 minutes to spare.

All the expenses of the trip were covered by the pilots, and all money donated goes to Flying Scholarships for the Disabled, a fantastic organisation which has helped more than 300 Scholars learn to fly. If you've met any of these Scholars you'll know that their joy at breaking the bonds of earth far exceeds even your own, and FSD deserves the support of all. The Reach for the Sky challenge has come very close to achieving its £40,000 target but is a few thousand short – you can help them make it up. Log on to [www.reachfortheislands.org.uk](http://www.reachfortheislands.org.uk) and click on the 'donate' button on the left side. ■

**Left: the formation sets out from Jersey in good weather**

**Below: Edwin Brenninkmeijer gives yet another media interview en route.**

Photos: Stuart Cook



## WAC back in GB



Britain's top aerobatic pilots have been selected by the British Aerobatic Association to compete in the World Aerobatic Championships at Silverstone between August 20th and 29th.

The team, sponsored by carmaker Mazda, comprises Gerald Cooper, 38, chief pilot and engineer for his family-owned aviation business; former Royal Navy officer Nick Onn, 50; Mark Jefferies, 51, the well-known display pilot and owner of an aircraft sales and brokerage company at Little Gransden; Tom Cassells, 54, managing director of a logistics company; Kester Scrope, 39, an executive of a leading head hunting company; and the team's warm-up pilot Richard Pickin, 55, a retired company director. They were selected based on their performance in the European and British Championships in 2008.

The team will compete against 50 of the world's best aerobatic pilots in the Championships, which return to England after more than two decades. The contest runs over ten days and comprises two separate competitions – the Classic Championship involve flying several complex sequences of aerobatic figures as accurately as possible, while for the Freestyle Championship, which can be flown with smoke and music, pilots invent their own four-minute display sequence.

Team manager David Cowden says: "The British team have been training solidly since March and I believe we have a very strong possibility of winning a World Championship medal. The closest we have ever come to winning was when Neil Williams was placed fourth in the Championships held at Kiev in 1976.

"We won the team bronze medal in the European Championships 2004, and narrowly missed the team bronze again in 2008 to the Spanish team in the last lap. Thanks to the support from Mazda and the incentive of a home venue for this year's Championships there is every possibility of the British pilots doing exceptionally well, individually and as a team."

Left: Aerobats Gerald Cooper, Nick Onn, Mark Jefferies, Tom Cassells, Kester Scrope and Richard Pickin

# The Italian job

**Brenda Nicoll, who was with the British helicopter team, reports from the World Air Games in Turin**



The World Air Games took place 6-14th June in Turin, with 500 athletes from all over the world competing over the week-long event. The disciplines involved were highly varied and placed over three locations, with Turin Aeritalia being the main base. Mondovi was the home of the ballooning and Avigliana was home to paragliding. The event was widely publicised and took over one of the main piazzas in Turin, with many invited dignitaries. It was televised in 28 countries, and it was quite surprising how many Turinese were in attendance to watch. The 300 athletes paraded onto the stage and the Red Bull parachute team dropped in. The Mayor of Turin then lit the Games torch and declared the event open.

There were 10 disciplines with 25 awards, and 40 nations sent competitors. The event involved 1,000 volunteers and 35,000 spectators. Britain was represented in seven of the disciplines, with 16 people competing in hand-thrown gliders, paragliding, landing accuracy, glide racing and powered aerobatics – and they collected several medals. Rob Grimwood and Chris Saysell took gold in the microlight pylon race, while Robert and Rees Keene took silver. Britain's Gerald Cooper won bronze in the powered aerobatics, with team mate Tom Cassels in fourth. The UK's Neil Gabriel came fourth in the ballooning, and in the helicopter team event, we came sixth. Italy topped the medal table with France second and Russia third.

The British team comprised David Monks and Caroline Gough-Cooper (helicopters); Gerald Cooper and Tom Cassels (powered aerobatics); Michael Stern, Toni Merritt and Richard Swindells (aeromodelling hand-thrown gliders); Sarah Kelman (glide racing); Don Bodill and Nicholas Simmons (paragliding landing accuracy); Rob and Rees Keene, Chris

**Left: Austrian Alouette and British R22 in close competition  
Below: Medal-winning microlighters Rob Keene, Rob Grimwood, Chris Saysell, Rees Keene**



Saysell and Rob Grimwood (microlight trikes) and Neil Gabriel and Andrew Holly (ballooning).

Caroline Gough Cooper, the former world ladies helicopter champion, said she's enjoyed the competition immensely. "Perhaps the only sadness is that there was far more going on than we were aware of as competitors," she said. "The chance to watch other events was reduced as several events clashed, and there were two other venues where other disciplines were taking place. While you get ready for your own event and then debrief afterwards, there's a lot you are not able to see."

The FAI says it will be staging the World Air Games again in 2011, but the venue has yet to be decided. ■

## Hangars for all

After years of trying to find adequate hangarage for a series of aircraft, Yorkshire-based AOPA member Peter Bondar sourced his own buildings and started a hangar company, Blackbird Hangars, providing specialist buildings to airfields and individual owners.

Peter, who has 600 hours and now runs a DA42, says: "I always had trouble with security, hangar rash, restricted hours, all the issues that arise when you're looking for somewhere to put your plane. So I started importing my own, sourced components and options all over the world and I can provide virtually any type of hangar or workshop, for everything from a three-axis microlight to a small jet."

Not only that but he's got some good tips on planning issues – best to talk to him before you approach your local planning authority, and for heaven's sake don't mention the word 'hangar', which will have everyone reaching for the tin hat. Blackbird hangars are sturdy and specialised, and well worth a look if you're lucky enough to have a bit of land. Have a look at [www.blackbird.aero](http://www.blackbird.aero) or contact Peter on [peter@blackbird.aero](mailto:peter@blackbird.aero). ■

Keith Wilson

**Calling all Chipmunk and Tiger Moth owners, pilots and enthusiasts – there's to be a Chippy and Tiger fly-in at Marshalls of Cambridge on September 20th, and the organisers are hoping to make it the largest gathering of these two de Havilland types ever assembled.**

**Running in conjunction with this meeting will be three days of Chipmunk formation training, starting on Thursday 17th and finishing on Saturday 19th with a large formation flypast. Sunday afternoon will be given over to an air show which will include the Battle of Britain Flight and will finish with the Red Arrows, who will be landing at Cambridge.**

**This is the centenary year of Marshalls of Cambridge, and a range of events have been organised to mark the occasion – this is one of them. Attendance is by invitation only, so please register with Rod Brown – [chipmunkflyer@aol.com](mailto:chipmunkflyer@aol.com) – as soon as possible stating**

**a) aircraft registration, b) names of crew, c) whether attending for formation training and on which days, d) whether you will require a hotel room and for how many nights, and e) if you're attending as an enthusiast and require an entry permit.**

**Courtesy of the Moth Club a formal Saturday evening meal is being organised at Jesus College, Cambridge. Details will be announced as they become known. Please tell Rod if you wish to attend this meal, which as stated is black tie.**

**For overseas participants wishing to fly in, Customs and Immigration arrangements have been made at Cambridge for the four days, but prior notice will be required.**

## Ah, de Havilland!





## CAA's 'blind flying' award

The CAA has honoured several RAF personnel for guiding to safety a pilot who suffered a stroke in flight. Jim O'Neill, flying solo in a Cessna 182, was left blind by the attack and unable to land at his destination. An RAF pilot, Wing Commander Paul Gerrard, and his colleagues at the air traffic control unit at Linton-on-Ouse worked together to shepherd him to a safe landing. The RAF team has received the CAA's annual Safety Award in recognition of their actions.

Mr O'Neill was flying from Prestwick to Full Sutton when he began to have problems seeing his instruments. At first he attributed his difficulties to the strong sun, but it soon became clear he was going blind. He had in fact suffered a stroke which put pressure on his optic nerve. Wing Commander Paul Gerrard who flew alongside the Cessna in a Tucano and talked Mr O'Neill down on the radio. Mr O'Neill attempted to land eight times before succeeding. He was rushed to hospital but after a period in intensive care made a good recovery. He was able to meet his rescuer six months after the incident.

Bob Jones, the CAA's Head of Flight Operations, said: "This was a remarkable piece of quick thinking by Wing Commander Gerrard and the air traffic control unit at Linton. Their composure and vigilance undoubtedly saved a pilot in distress. They are very worthy winners of this year's Safety Award."

The Award, now in its fourteenth year, is presented in recognition of good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying.



CAA award winners Wing Commander Paul Gerrard (centre) flanked by ATC staff Fit Lt Terry O'Brien (left) and Sgt Richard Eggleton



Paramedic Adam Heyward, Dr Scott Farmery, Richard Stilgoe, Edwina Currie, Tony Tobin, and pilots Steve Wood and Peter Driver

## Air Aid Ball

One of Surrey Air Ambulance's major fund-raising events of the year, the Air Aid Ball, brought in £54,000 with a 1940s-themed evening which featured a flying display by Anna Walker in the BBMF Hurricane – Anna is the first woman since the war to fly the aircraft.

The ball, held in a tent on Redhill Aerodrome, attracted a large number of guests in period costume and was compered by Surrey resident Richard Stilgoe, famous for delivering witty ditties on TV and a relentless giver to charity – his royalties from Starlight Express support a village in India, and he has his own family charities which disburse serious money. He was joined by MP turned novelist Edwina Currie, who once cycled across Poland to raise money for Marie Curie Cancer Care, and celebrity chef Tony Tobin, always at the front of the queue when volunteers are needed for a good cause.

Surrey Air Ambulance costs £3 million a year to run and receives no government or NHS money. In common with other similar Trusts, it doesn't want any, either, because with it would come control, bureaucracy and operational restrictions. The Air Ambulance is the perfect charity for aviators to support – and if you don't have one in your area, Surrey could always do with a bung. Donate online at [www.surreyairambulance.co.uk](http://www.surreyairambulance.co.uk) ■

## End of the road for VAT break

Time is running out for the 'Danish route' to VAT savings on aircraft purchases. As of December 31st this year, Danish VAT laws are being brought substantially into line with the rest of Europe, closing the anomaly which has saved GA tens of millions of pounds and has given aircraft sales an enormous boost.

You can still take advantage of the Danish 0% VAT rate if you commit to a purchase before the cut-off date – there is a transitional rule allowing certain deliveries to take place until June 30th 2010 under special circumstances. Lasse Rungholm of Opmas, the Danish company at the forefront of the VAT minimisation industry, says: "It will never be as clean, cheap, quick and easy as it is now."

"If a contract for an aircraft outside the EU – the US, say, or Switzerland – is signed before December 31st 2009 it can be imported into the EU via Denmark until June 30th 2010 with the present 0% VAT rate. If the aircraft involved is already in the EU, it can still be delivered without VAT until the June date, but you should contact us to avoid surprises, and definitely before you sign anything. There are specific requirements to be met."

The loss of the VAT break is likely to have a significant depressing effect on GA sales, especially at a time of recession.

## IR with GPS

A happy Dan Tall from Guernsey has passed his IR after training with Aviation South West at Exeter. Nothing remarkable about that, except that he is now also qualified to fly GPS approaches worldwide. Head of Training Richard Bristowe explains: "Our IR course approval requires us to include RNAV (GPS) approaches in our Instrument Rating course; some countries on the continent require pilots to be certified as having met that standard before they can legally fly these approaches. While our aircraft and base aerodrome are approved for this, the CAA

## Met and Marshalls

**G**ASCo and the Royal Meteorological Society are running a weather seminar at Marshalls of Cambridge on Saturday September 26th, and given the part that weather plays in GA accidents, it looks like being a day well spent.

The seminar, 'Interpreting the Weather', will incorporate talks on forecasting from BBC weather presenter Simon King, on the Met Office from their Training Manager Penny

Tranter, and on threat and error management from the Met Office's senior applied scientist Robert Seaman.

This year is the 100th anniversary of Marshalls, a truly extraordinary company that attracts high-tech aviation business from as far away as New Zealand, and in fact designed and built the retractable nose of Concorde after BAC and Aerospatiale had tried and failed. The Met Research BAe 146 was modified by Marshalls, and the Group Support Executive, Group Captain Terry Holloway, will give a run-down of the history of the company. The cost

is £23 including a buffet lunch and refreshments. If you plan to fly in, there's a special inclusive landing and parking charge of £15 for singles and £30 for twins, provided you buy 50 litres of fuel. For all other aircraft there is a 50% reduction on the normal landing and parking fees. Three axis microlights will be allowed but not weight-shifts. Reserve a place by emailing [info@gen-av-safety.demon.co.uk](mailto:info@gen-av-safety.demon.co.uk), phoning 01634 200203 or by mailing an application form to GASCo, Rochester Airport, Chatham Kent ME5 9SD – the forms are on [www.gasco.org.uk](http://www.gasco.org.uk) ■

## Brooklands history DVD

**B**rooklands Museum has produced a DVD to celebrate more than a century of flight from the birthplace of British aviation, incorporating archive footage of aeronautical feats and developments at Brooklands.

The main feature on the DVD runs for more than one hour and reveals that Brooklands has witnessed a greater range of aircraft design, construction and flight testing than any other location in Britain and possibly the world. Many of the greatest names in aviation history were attracted to what was one of the first aerodromes and the DVD reveals the story of the work of Roe, Paulhan, Sopwith, Hawker and Bleriot.

Brooklands was the starting and finishing point of 1911 of the Daily Mail Air Race immortalised in the classic 1960s film *Those Magnificent Men in their Flying Machines*. Extra footage on the DVD includes coverage of the race.

Brooklands' crucial role in two world wars is summarised in the DVD. Hurricanes and Wellingtons were built there, and after the Second World War Vickers produced a new range of civil and military aircraft such as the Viking, Viscount, Vanguard and VC10. These were followed by the BAC 1-11, TSR2 and Concorde. Ultimately Brooklands was responsible for the building of more than 18,600 aircraft of nearly 260 different types.

You can buy the DVD in the Brooklands Museum Shop for £19.99, or by mail order with an additional £1.50 postage. See [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com).



## Airbox and Red Box at Transair

**Transair has been appointed UK distributor for Red Box International, the British manufacturer of hand-portable battery-start units and other power products for general aviation. Red Box, based at Romsey in Hampshire, makes a 12-volt and 24-volt power unit designed to start piston, turboprop and turbine engines and retailing for less than £1000.**

**At the same time, Transair has picked up the major distributorship for the Airbox Foresight GPS range,**



**the intuitive and lightweight touchscreen nav aids. Again, Airbox is a British company, based at Wantage in Oxfordshire. The Airbox Freedom Clarity, pictured here, sells for £599. The company also produces the iPhone Runway application which retails at £9.99 – a great back-up for your cockpit navigation systems if you're an iPhone user. Details on [www.transair.co.uk](http://www.transair.co.uk)**

## CAA safety evenings

**W**e've got the weather for it, and now another harbinger of winter lands on the desk – David Cockburn's CAA Safety Evenings schedule. It's a fruitful way to spend a dark evening, and attendance at a safety evening can reduce your insurance.

Anybody can turn up, although it is usually advisable (and in a very few cases necessary) to contact the host beforehand if you propose to attend. The evenings start at 7.30 pm unless otherwise notified, end just after 10 with an interval, and are usually free. Dates fixed for 2009 are as follows – dates for 2010 will be promulgated later.

Date	Location	phone
<b>2009</b>		
<b>October</b>		
8	Little Snoring Clubhouse	check on 01263 822868
13	Kermode Hall, RAF Halton	01296 622697
15	Sherburn Aero Club	01977 682674
<b>November</b>		
4	Bushe Café, Blackbushe	077 887 13291
9	East Midlands	tbd 01332 810444
<b>December</b>		
1	Middle Wallop	tbd 01264 772711
2	Perranporth Flying School Clubhouse	01872 552266
3	Kemble	tbd 01285 771025
<b>2010</b>		
<b>January</b>		
12	Manston TG Aviation	01843 823656
14	Brighton	tbd 01757 289065
<b>March</b>		
4	Gransden Lodge, Cambridge Gliding Club	07801 398 714

**Chief Examiner has advised that it will be another six months before the CAA Staff Examiners will be able to include the RNAV approach in the initial IR test. Obviously our successful students need to have the RNAV certification, so we currently use our in-house IR examiner to sign the relevant certification. It's a bit involved, but we see this as an essential part of the IR training and certification process."**

**Dan says: "You only need to look in your Aerad or Jeppesen and see just how many European airports require RNAV and PRNAV approaches to realise how important this training is. Needless to say, I'm delighted to have this on my logbook already – Amsterdam here I come!"**