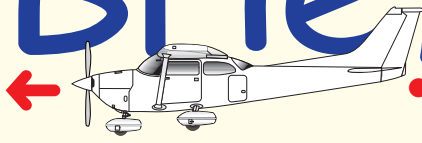


Briefings



Coventry Airport welcomes you

Coventry Airport, newly revitalised by Sir Peter Rigby, finished 2011 ranking 8th amongst the 64 UK reporting airports for private flight

movements. It is the only commercial airport based in the Midlands to finish inside the top ten, beating Birmingham and East Midlands which finished 47th

and 32nd respectively.

In terms of total movements recorded, Coventry came 32nd out of 64 airports, ahead of Southend, Cardiff and Battersea Heliport. All of this has been achieved less than two years since the airport reopened as a commercial entity in August 2010.

Marc Watkins, the airport's business development manager said: "Training and private flights are Coventry's core business and we've managed to position ourselves in the top league for these flights.

"We started 2011 being the 30th busiest airport for private flights and have made tremendous progress since then, finishing inside the top ten. We aim to sustain this growth over the coming year and put Coventry on Europe's general aviation radar – to that end we are looking for a top five finish in 2012.

"In order to achieve our objective we are freezing our landing fees, ILS and touch-and-go rates from April 1 2012 at last year's rates. Also, unlike some other airports, we do not round up fees to the nearest MTOW tonne, but instead levy charges per kilo.

"In addition, we have recently increased our free parking period from two hours to three hours, to encourage visiting aircraft into Coventry. We believe that this combination of fees and charges will help us to secure a spot in the top five."

Coventry Airport finished 2011 as the third busiest airport in the UK for flight training movements, behind only Bournemouth and Oxford. While training and private flights currently dominate Coventry's movements the airport is also growing its activity in cargo and business aviation. ■



Visit Perranporth!

As with many other aviation concerns, Perranporth Airfield is facing financial difficulties. After a period of charging the Flying Club and associated flying school very little for the use of the site and facilities, the owner now finds it necessary to make more from his

investment in the airfield. It was hoped that this could have been achieved by providing additional hangarage and other facilities, but all relevant planning applications have been rejected by Cornwall County Council – who are, interestingly, the owners of nearby

Newquay Airport which is also seeking additional business.

Nevertheless the members of Perranporth Flying Club are determined to do all they can to maintain a strong GA presence at this historic and visually stunning location. All charges, such as membership fees and hangarage, will have to be increased and for visitors this will be reflected in landing fees. However, it is hoped that visitors will understand that they will be contributing to a positive future for the airfield, rather than allowing a sad decline to begin. It is intended that the ATZ should be retained and that a radio service and fuel supply should be continued, although on a reduced availability basis. The café will also be retained to ensure that your journey is really worthwhile!

So please keep flying in to Perranporth to see the beauty of the North Cornwall coastline and to experience an airfield from which Spitfires and other World War Two aircraft operated all those years ago – and to help that same opportunity remain available for the fliers of the future. – Terry Earl ■

If it sounds too good to be true...

Last April we carried a story warning of a growing online fraud involving aircraft sales. The situation seems to be getting worse. One AOPA member had two calls within a few days last month asking whether his helicopter is for sale. The price quoted on the web advert seemed just too good to be true... and it is. The advert is fraudulent, created using data from G-INFO or lifted from genuine adverts and padded out with spurious fiction.

The fraud involves mainly helicopters, but fixed-wing aircraft are also being caught up. Usually the aircraft involved is genuinely for sale with a reputable broker, and the online advert is effectively hijacked by the fraudsters who simply lower the price to an eye-catching degree.

Believed to be originating from Nigeria, this fraud is a sophisticated, multi-level operation which has succeeded in parting some fairly shrewd people from their money. Some buyers have lost five-figure sums. Buyers are warned that however plausible the seller, however legitimate-seeming the sale, however 'refundable' the deposit, and that unless you have researched the seller, you know they are reputable and that you are actually dealing with them, money should only ever be paid into escrow, with a reputable agency chosen by yourself.

Our member recently had a call from France, from a potential buyer who had seen his helicopter listed on <http://www.aviatorsale.com/>. "The advert contains just a little fact and a lot of fiction," the member says. "The next call was from a buyer in England who had seen an advert on a site that was new to me, www.buyplanesforsale.com. This last advert listed the location of the helicopter as London City, which is a bit of a giveaway as helicopters cannot land there."

The helicopter is in fact genuinely for sale with a legitimate broker, FlyQ, and most of the data has simply been lifted from there by the fraudsters. But other fraudulent adverts have been created from scratch using G-INFO data and photographs.

The helicopter is for sale at £270,000,

but one fraudulent advert listed it as \$240,000 and another at \$235,000. "The fact that both potential buyers looked up my telephone number shows that they were wary," the owner says. "If it sounds too good to be true, etc..."

The hook is this excessively low offer price – one Bell



407 was priced at \$1 million below its market value – and often, an 0702, 0703 or 0704 phone number, which are a fraudsters dream; known as 'platform numbers', they look like mobile numbers but charge premium rates and connect to the owner's mobile, which is usually outside the UK. The ultimate beneficiary is virtually untraceable.

Similar frauds have been endemic to the car sales industry, particularly online, but have become a problem in aircraft sales in the last two years. Mark Souster, Managing Director of Patriot Aviation, knows of several people who have been caught out. "We had a buyer turning up with his engineer to survey an aircraft which was not for sale, but for which he had paid a 15 percent deposit," he says.

Would-be buyers are led on in a number of ways. One was told by the fraudulent seller that there was a lot of interest in the helicopter, but that he would take it off the market if he received a deposit which would be fully refundable. The buyer could then have the machine surveyed, and if he didn't want to buy, he could have his money back. The fraudsters often prepare the ground well, hold all the technical specifications of the aircraft, and know the market. They create all manner of authentic-looking but

forged documents. Where escrow arrangements have been made, the supposed escrow agency is part of the scam.

Most of the websites will take fraudulent adverts down as soon as they are alerted to them, but some fail to respond to alerts. The fraud may look pretty basic, but some otherwise sensible people have been relieved of their cash. **Caveat emptor.** ■

Last hurrah for charity

The de Havilland Moth Club charity flying day scheduled for Old Warden aerodrome on 9th and 10th June and will be last such activity.

Due to a change in the status of many de Havilland aeroplanes, which will transit from Certificates of Airworthiness to Permits to Fly over the next three years, the Moth Club has decided to stop after the 2012 fundraising exercise. The CAA Permission precludes the use of permit aircraft for charity work.

The first Charity Air Day was held at Hatfield aerodrome in 1990 as a substitute for the famous Open Days which were cancelled by British Aerospace in times of financial restraint. Under the terms of a Special Permission granted by the CAA, the de Havilland Moth Club flew scores of members of the public who made a donation to a nominated charity.

The event was such a success that it continued on an annual basis until the closure of Hatfield, when it moved to Old Warden courtesy of the Shuttleworth Trust. For the last five years charity flying was operated at RAF Halton where a major air display became traditional following the overhead passage of the Queen's Birthday flypast routing out of London.

Since 1990 about £150,000 has been raised for good causes and under the terms of the Teague Challenge, Club members have funded flights for hundreds of young people drawn from local schools who competed in competitions set by their teachers.

Aircraft types which are already booked for the 2012 Charity Flying Weekend are the Tiger Moth, Fox Moth, DH-84 Dragon, Leopard Moth, Hornet Moth, Chipmunk and Miles Messenger. Flights of approximately 20 minutes duration cost £95. For details contact the Moth Club at Stagers, 23 Hall Park Hill, Berkhamsted, Hertfordshire HP4 2NH or look at the website dhmoth@dhmothclub.co.uk

Skycatcher catch



Cessna is returning Skycatcher deposits to would-be buyers in Europe after running into major problems with EASA certification. The company will take no new orders in Europe until the position has become clear. As a Light Sport Aircraft the Skycatcher does not need an FAA type certificate or a production certificate for sales in the US, but EASA requires the aircraft to have both FAA and EASA certification. Cessna says it is working with EASA to find an 'economical solution.'

The situation fuels suspicions that EASA certification is being used as a crude form of protectionism. Robinson's new turbine helicopter, the R66, remains uncertified in Europe because EASA doesn't like a non-return valve in the hydraulic system which has given untroubled service in helicopters such as the Bell JetRanger and the R44 since the 1960s. Redesigning the system would invalidate the FAA certification, and it's proving difficult to find a solution acceptable to EASA. The situation benefits only Eurocopter, and EASA's plans to bear down on the N register will make matters even worse.

Irish fly-in

Flying In Ireland magazine and the National

Microlight Association of Ireland are having a fly-in at

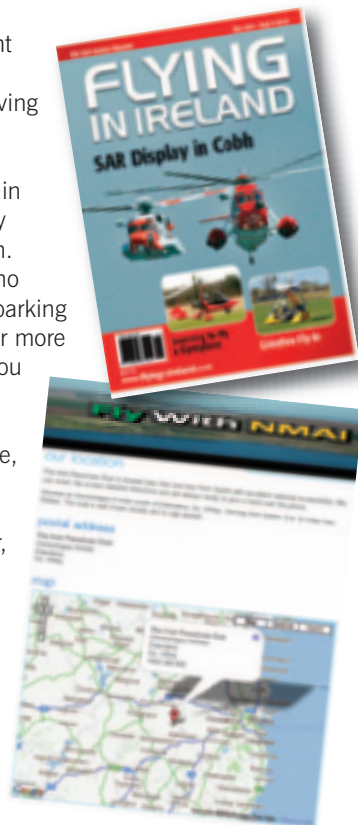
Clonbullogue airfield (EICL) in Ireland on July 14th and 15th.

There will be no landing fees, parking as available for more aircraft than you could shake a

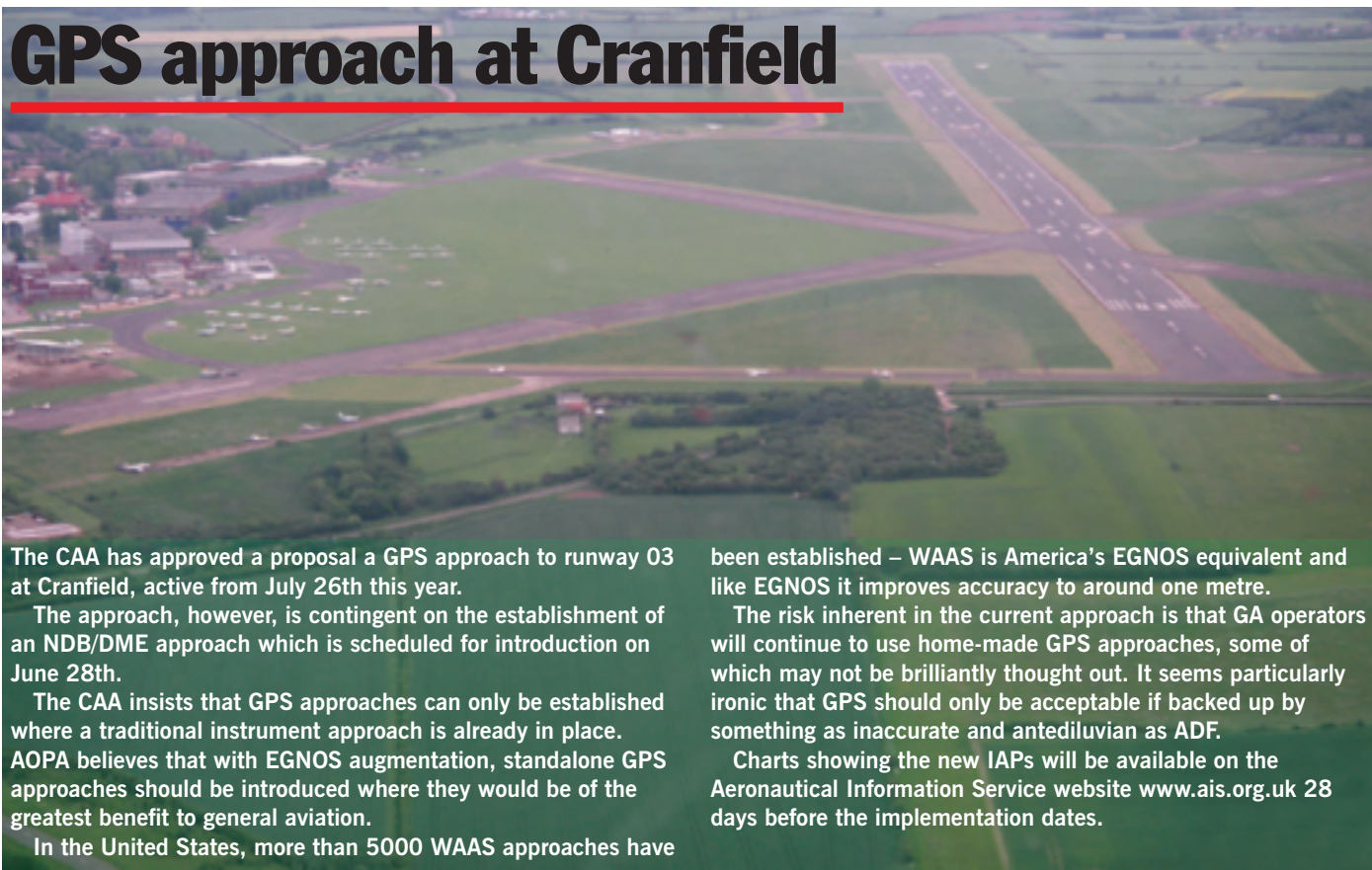
stick at, camping is free, there's a restaurant on site, and a bar, loos and showers...

they're having a BBQ in the evening, and everyone is welcome whatever they fly.

Clonbullogue has an 800 metre grass strip. For pilots who need validation of either Permit to Fly or microlight licences, this can be done free of charge for NMAI events. See www.nmai.ie for details. ■



GPS approach at Cranfield



The CAA has approved a proposal a GPS approach to runway 03 at Cranfield, active from July 26th this year.

The approach, however, is contingent on the establishment of an NDB/DME approach which is scheduled for introduction on June 28th.

The CAA insists that GPS approaches can only be established where a traditional instrument approach is already in place. AOPA believes that with EGNOS augmentation, standalone GPS approaches should be introduced where they would be of the greatest benefit to general aviation.

In the United States, more than 5000 WAAS approaches have

been established – WAAS is America's EGNOS equivalent and like EGNOS it improves accuracy to around one metre.

The risk inherent in the current approach is that GA operators will continue to use home-made GPS approaches, some of which may not be brilliantly thought out. It seems particularly ironic that GPS should only be acceptable if backed up by something as inaccurate and antediluvian as ADF.

Charts showing the new IAPs will be available on the Aeronautical Information Service website www.ais.org.uk 28 days before the implementation dates.