

AOPA UK

ARE YOU HIGH?

PPL Corner explains how to plot your height

NEW AIRCRAFT

Discover the latest developments in GA

FLIGHT DIRECTORY

The 2017 list of flying schools and businesses

NEW

All new **DESIGN!**
Still **FREE** to our members
ENJOY!

The flying Ferrari

The Cessna TTx is the sports car of the skies; it's fast, aerodynamic and has a luxury interior. We talk to the innovative minds behind the TTx and discover who its for

BOSE

AVIATION

UK
AeroExpo
THE UK'S FESTIVAL OF AVIATION 2017

Visit us in: Hall A

Why I fly.

"It's the biggest sense of adventure I could ask for."

Amelia Rose Earhart, Pilot // Aviatrix

Why Amelia flies with the Bose A20 headset.

For her epic journey around the world, Amelia chose the Bose A20 Aviation Headset for its clear communication and comfortable fit. And she's been flying with it ever since. With 30% less clamping force than conventional headsets, it allows her to fly comfortably all day, without feeling fatigued. And with 30% greater active noise reduction*, she hears the critical information she needs the first time around.

Bose® A20®
Aviation Headset



Visit us at www.bose.eu/A20 or contact one of our authorised sales partners for a demonstration:

Mendelssohn Pilot Supplies
www.gps.co.uk

Heli Air Ltd.
www.heli-air.com

Pooleys Flight Equipment Ltd.
www.pooleys.com

Transair Pilot Shop
www.transair.co.uk

HSL Headset Services Ltd.
www.headsetservices.com

The AOPA Pilot Store - London
www.aopa.co.uk/the-pilot-store

Connect with us @ [BoseAviation](https://www.facebook.com/BoseAviation)



#WhyIFly #BoseA20

WHAT DOES BREXIT MEAN?

As this issue drops through your letterbox, with the General Election only a few days away, the media will no doubt be full of the latest opinions on Brexit. At the time of writing, there has been little serious debate of its impact on aviation; not unsurprisingly, since this is not a major issue for the voters. In GA, and as part of the UK aviation community, there may be far-reaching implications affected by the regulatory regimes of EASA and the CAA.

Nearly a year has passed since the referendum, but no clear picture has emerged to show how the CAA and its relationship with EASA might be affected. At the BBGA's (British Business and General Aviation Association) Annual Conference, Andrew Haines (CAA Chief Executive) observed that the political nature of Brexit meant there could be no meaningful assurances about how things could turn out. It is apparent that the CAA must await the future direction and strategy from the Department for Transport. Lord Ahmad, the Parliamentary Under Secretary of State for Transport, published a speech to the "aviation industry – its airports, manufacturers and airlines". Although Brexit was mentioned, it provided no real clue as to the DfT's thinking on the topic, despite singing the industry's praises. On a more positive note, it has been reported that Lord Ahmad has referred to a government commitment to "make the UK the best place in the world for GA".

The alternative to staying within EASA, even though no longer a member of the EU, is possibly to go back to the pre-EASA and pre-JAA (Joint Airworthiness Authorities) regulatory regimes. The rationale of the JAA was harmonisation: it was established in 1970 with the purpose of producing common certification codes for large aircraft and engines to meet the needs of European industry and international consortia such as Airbus. In 1987 the JAA expanded its remit to take on operations, maintenance, and licensing. However, there were complaints because of the way the different states applied the regulations. The EC decided to improve the situation in 2003, by replacing JAA with EASA, which bound the member states to the system through EU law. Harmonised manufacturing and certification rules provide cost benefits, and harmonised piloting and airspace standards improve flight safety when flying across Europe. The downside has been that although EASA regulators aimed to minimise risk, the administrative burden increased – although this has now been recognised and moves have been taken to simplify things. Throughout the debates, AOPA has sought to achieve the best outcomes for GA. Now, the time and effort spent over the last 30 years on harmonisation of aviation standards across Europe is at stake. Other factors to consider may be the effect of tariffs on new aircraft and parts sales on leaving the customs union, and freedom of movement across Europe for those in GA. AOPA will press hard for a prior impact assessment to ensure the UK is the best place in the world for GA.

On a lighter note, at the final day of AeroExpo UK 2017 at Wycombe Airpark on 01-03 June, we will be announcing the winners of the AOPA awards at the presentation in the AOPA marquee at 14:00. I look forward to seeing you there. ■



George Done
Chairman, AOPA UK
george@aopa.co.uk

AOPA UK

EDITOR

David Rawlings
david.rawlings@aopa.co.uk

ART EDITOR

Dan Payne
dan@aopa.co.uk

CONTRIBUTORS

Adam Winter, Lucy Field,
Pauline Vahey, Ian Marshall,
John Walker, AirTeam Images

PUBLISHED BY

First Aerospace Media Ltd
Hangar 9, Redhill Aerodrome
Redhill, RH1 5JY
+44 (0)1737 200948

ADVERTISING & SUBSCRIPTIONS

AOPA UK
British Light Aviation Centre
50A Cambridge Street
London, SW1V 4QQ
+44 (0)20 7834 5631

HEAD OF ADVERTISING

David Impey
+44 (0)7742 605338

PRINTING

Fisherprint
Padholme Road
Peterborough, PE1 5UL
+44 (0)1733 341444
www.fisherprint.co.uk

© British Light Aviation Centre Ltd
AOPA is a member of the International
Council of Aircraft Owners and
Pilots Association. IAOPA



Articles, photographs and news items from AOPA members and other readers are welcome. Please send to the Editor. Inclusion of material in AOPA Magazine cannot be guaranteed, however, and remains at the discretion of the Editor. Material for consideration for the August 2017 issue should be received no later than 26 June 2017.

CONTENTS

JUNE 2017

07

CHIEF EXECUTIVE'S DIARY Once again Martin Robinson has been in countless meetings and seminars to make sure the interests of AOPA members are upheld.

09

AOPA COMMUNITY The new section of the magazine that's there especially for you, the member and reader. It's your one-stop-shop for all things AOPA.

10

WORKING FOR YOU Read about the hard work the Members Working Group and Corporate Members Committee have been doing in the interest of the pilot.

13

AIRFIELDS UPDATE John Walker updates us on the latest developments and applications on the airfields under threat across the UK, including RAF airfields.

14

PPL CORNER Adam Winter explains how to make sure you're at a high enough altitude, and the difference between QNH and QFE – you don't want to hit anything!

17

TRAINING The Training Committee Chairman, Ian Marshall talks about his hopes and dreams for the future of AOPA's Training Committee and what it can do for you.



18

NEWS As always, there's been plenty happening in the world of General Aviation. We look at the latest aircraft from Tecnam, Robin and Piper.

25

FLYING GUIDE The 2017 AOPA Flight Directory includes everything you need to know about what's on offer at flying schools around the UK.

36

COVER STORY The TTX has a back story unlike many other aircraft. It all began with Lancair and NASA. We look at how it came to be the fastest production piston aircraft.

45

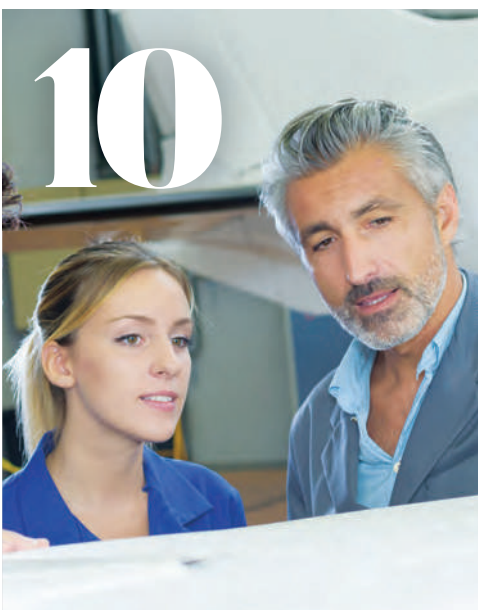
TECH REVIEW French manufacturer Factem has launched an ANR headset it says will rival the Bose A20 and Lightspeed Zulu. We take a look and have a listen.

47

BOOK REVIEW We review two books in this issue; firstly the life, career and aircraft of Geoffrey de Havilland, and secondly a look at aerial desert warfare 1940-42.

48

CLASSIFIED SALES Search for your new aircraft or a share in an aircraft, right here! Or if you need something for your pride and joy, these are the pages for you.



EDITOR'S MOMENT

AVIATION IS BACK

I was recently lucky enough to head back to Aero Friedrichshafen and look at everything on offer.

It was great to be amongst the new aircraft, advancements in avionics, and drink some German beer (I'm only human), but the thing that filled me with the most joy was the amount of people that attended. Having seen Friedrichshafen empty for a number of years it really buoyed me to think that the industry is back – in mainland Europe at the very least.

According to Aero, more than 34,000 people attended the show – that's up almost 4,000 people than last year. It's a fantastic shot in the arm for General Aviation.

AN APOLOGY

In the April issue of AOPA UK (UL91, The Perfect fuel.) it was stated that Warter Aviation were the only producers of UL91. This was incorrect. Other manufacturers, such as Total, Hjelmco and Swift also produce UL91. It was not the magazine's intention to mislead and we apologise.

David Rawlings

Editor, AOPA Magazine UK
david.rawlings@aopa.co.uk





HAYWARD AVIATION

PLANNING AHEAD, TO MANAGE RISKS

AVIATION
INSURANCE
BROKERS



HAYWARD AVIATION



+44 (0)20 7902 7800 | www.haywards.net

WILL BREXIT HELP OR HINDER UK GA?

When it comes to Brexit and possible changes, people ask me if we will remain a part of EASA, and my reply is, what's the alternative? A non-harmonised aviation system?

If anyone believes that post Brexit we will have a different set of rules, I think they are mistaken. The government has already stated that the Existing rules will become UK regulations which is an interesting point as EU law is automatically UK Law! The only difference being is we will have the ability to amend them if there is a need to do so.

As you have heard, the aviation minister Lord Ahmad, confirmed that it is the UK government's position for the UK to be the best place in the world for GA. I hope this policy survives the election and that Lord Ahmad keeps his post. This simple statement allows us to focus on other policies that can shape how the UK achieves that goal. It means we can push for policy changes that underpin that statement.

Brexit should offer some benefits to UK GA and regardless of one's personal views; we all need to focus on putting GA in pole position. With that in mind I have been working with Chinese businesses as I seek to make sure that UK GA can access that market and vice versa. The next five years will be important for both countries and working together could lead to more business.

MARCH 18TH

We had an AOPA members working group meeting In Seething. Whilst the weather was marginal, a number of members managed to arrive by air. If other members would like to take part in these meetings please let us know.

MARCH 25TH

I went to the GA show in Kortrijk to support one of our corporate members

involved in simulator developments. With 57 exhibitors it was big enough for EASA to present its latest views on the GA road map. EASA is actively promoting GA's importance.

Whilst some in the industry have been waxing lyrical about CS 23/FAR 23 Standards I think it's too little too late and will have no major impact on the price of newly manufactured 2/4 seat aircraft. The rest of the event was dedicated to simulation and drones. But well done to the organisers for arranging the event.

APRIL 4TH-8TH

I was at Aero Friedrichshafen mainly to support to GSA through the work we are doing with project GAGA which is about developing GPS approaches (under CAP 1122). Although quite small the quality of the discussions was very good.

APRIL 12TH

I was in Shanghai as a speaker at ABACE. I was asked to present on Open Skies policy and to moderate the panel session on drones. China is fairly advanced with drones and robotics in some areas and it was interesting to see how far this has developed.

I was also a speaker at the CAAC's Eastern region conference talking about the economic benefits of GA.

It's encouraging to see that the level of GA activity continues to grow in China.

MARCH 20TH

I met with Jim Marren from the CAA who has extensive GA flying experience. Our discussion covered many topics and I look forward to our next chat.

MARCH 26TH-30TH

Zhengzhou Air Show China. The main focus of the event was the FAI's formation aerobatics competition

which involved 14 teams, three of which came from the UK, the Breitling Wing Walkers, the Blades and the Yakovlev team plus Mark Jefferies.

They all did a great job showing exceptional levels of professionalism with skill. For me, the highlight was the achievement of the two aircraft that flew to the event, from Zurich and from Thailand (more to follow on this).

With the support of Philly and Sky from the Zhengzhou Air Show team a great deal was achieved.

I am proud to have been able to help organise this in a small way.

MAY 6TH

136th European regional meeting in Vienna Austria. The Austrian AOPA were excellent hosts. The subjects discussed mainly covered EASA and drones. Dominique Rowland of EASA spoke about the GA Road Map and its progress, whilst Nick Wilcock gave an update on FLC matters.

For me, the changes to the basic regulation once they have been adopted, is the enabler to change a proportionate, risk based (something in relation to the activity) regulatory environment. This should consign our regulation to the history books.

However changes made to the advisory bodies have in my opinion removed a level of democracy. Again it is my view that the EASA management board (member states) no longer has an independent body to speak with.

Aviation needs to be able to speak freely and openly on issues from time to time. ■



M Robinson

Martin Robinson
CEO, AOPA UK
martin@aopa.co.uk

RETAIL:

T: +44 (0)20 8207 3749

F: +44 (0)20 8953 2512

email: sales@pooleys.com

POOLEYS

FLIGHT EQUIPMENT

— EST. 1957 —

TRADE:

T: +44 (0)20 8953 4870

F: +44 (0)20 8953 2512

email: trade@pooleys.com

AIR MILLION EDITERRA CHARTS 2017



PRICE: £15.95 EACH

IGN FRANCE CHARTS 2017



PRICE FROM: £17.95 EACH

NEW

POOLEYS
is an Official Distributor for
Bose A20 Aviation Headsets
and Accessories



BOSE

GARMIN™ is an Official Distributor
for Garmin Portable Products



XCP
PROFESSIONAL



XCP PROFESSIONAL
AVIATION MAINTENANCE PACK



XCP LUBRICANTS & RUST BLOCKER

You'll also find our products at over 95% of flying schools throughout the UK

Shops at: Cranfield | Elstree | Lydd | Bournemouth | Shoreham | Earls Colne

Freephone: 0800 678 5153 | Fax: +44(0)20 8953 2512 | Email: sales@pooleys.com | Web: www.pooleys.com

HELPING YOU STAY FLYING

Welcome to the new AOPA Community section of the magazine, bringing you all the news and insight from the world of AOPA...



WORKING FOR YOU
Finding more instructors.



AIRFIELDS UPDATE
News on threatened airfields.



PPL CORNER
A rough guide to altimetry.



TRAINING COMMITTEE
The hopes of the committee.



PHOTO: www.airtrainingaopa.com

WORDS Pauline Vahey

AOPA WORKING TO ENSURE YOU KEEP FLYING

The AOPA Members Working Group and the AOPA Corporate Members Committee are there to ensure the aircraft owner and pilots' concerns are being looked out for...

AOPA CORPORATE MEMBERS COMMITTEE

Latest updates from the CMC meeting held at White Waltham on 30 March 2017

INCLUDING INFRINGEMENTS

Martin Robinson has written a formal letter of complaint to Tony Rapson, Head of the GA Unit, CAA about the interviews the CAA has been conducting with those who have infringed. He quoted a specific recent case where the process and the punishment had no logic to it at all. The CAA interviewers, in this example, were a helicopter pilot and a BA Captain, neither had any GA experience. In Robinson's view the process and the punishment should be proportionate and fair. The CAA should not be acting as judge and jury. The questionnaire/test required to be passed was also being reconsidered as the pass rate was unsatisfactory. In turn, the CAA is going to begin monitoring which flying schools and airfields infringe.

Robinson restated that if there were any infringements from members please let AOPA know, as AOPA was happy to help out.

Another issue requiring clarification was that as of 24 April the new Class D regulations preventing the take-off and landing but not transit, when the cloud base was below 1500ft, would have significant effect on flying training in controlled airspace such as that at Redhill and White Waltham. The AOPA LPV project is making progress at Haverford West, Gloucester and Stapleford. There will be another funding call for further applications for LPV approaches. Funds up to 60% of the cost to upgrade the equipment in the aircraft is being discussed and EASA said that vertical guidance systems to be mandatory by 2020. AOPA is also getting involved in a project for the next generation of ELTs, ADSB and transponders.

SHORTAGE OF FLYING INSTRUCTORS

Simon Atkins has been working with Flybe's training manager to keep instructor flow going. He is also working with Bucks University to get the students credits for FI hours in their courses.

AOPA has been working with a task group at EASA reviewing the CPL exams

required to become an FI. Pauline Vahey had arranged to meet a representative of the European Regional Airline Association to discuss how AOPA and the ERAA could collaborate on this issue.

After the meeting, Vahey is now working on an initiative to start a scheme not dissimilar to the old Cabair and airline sponsored scheme. The opportunity to train overseas pilots was discussed, and it was noted that the Indian Airforce was currently at WLAC and Chinese pilots were being trained at Booker. Martin Robinson suggested tendering through AOPA's Chinese connections to offer training for Chinese pilots.

AOPA MEMBERS WORKING GROUP

Latest updates from the MWG meeting held at White Waltham on 18 March 2017

MEMBERS RECRUITMENT

Arrangements have been made for the next MWG meeting to be held at On-Track's premises at Wellesbourne Mountford with a view to starting a Midlands regional MWG.

There has been a suggestion of holding AOPA

road shows around the country; a presentation on the Friday then the MWG meeting the following day, was discussed and was received favourably. This way local pilots in the regions can meet other members and engage in promoting GA.

Martin Robinson reiterated that AOPA is the only independent association and we should be reinforcing this in messages to our members.

NEW AOPA WEBSITE

Following an appeal for help with the website content at the last meeting, Mick Elborn reported he had been provided with a very useful review of the current website and has received suggestions for future content. As a result Elborn has revised the structure of the new development site, but was making slow progress on producing new content. Progress has been slowed due to having to test the site on a new server before being migrated to it. The new server allows a move to secure pages, which are needed for the web shop to comply with ecommerce requirements. This will involve more work and is subject to determining AOPA's online shop presence.

HANDLING OF INFRINGEMENTS

Timothy Nathan gave a report on the consequences and political impact of the current rate of infringements. He stated that listening squawks were to be printed on charts and in Sky Demon. In the future, education on this will be incorporated into GPS training.

Robinson explained the process that the CAA has now adopted for dealing with those who infringe. A new questionnaire/test that formed part of this process was being developed with AOPA input, as it had been accepted that the current online exam was not fit for purpose. It was suggested that other organisations such as AOPA or GASCo be involved in the retraining and testing of those who infringe.

Robinson also pointed out that this topic shows the benefit of belonging to membership associations

who had the critical mass and size to make a difference when lobbying and also whose arguments were recognised as good quality.

AOPA CEO'S UPDATE

Robinson has been working with General Business Aviation Strategic Forum, who comprises of AOPA, the British Business GA Association, the GA Alliance, the CAA Board and the Aviation Minister.

The current view is for a preference to stay with EASA so the UK can keep its influence on the rules that they would have to comply with in any event. Robinson has received support from Lord Ahmed after their meeting and has volunteered to write letters to his colleagues as the need arises.

There are to be three consultations this year: Heathrow, Airspace Change policy, which the Government will need to stand by legally

"The current view is for a preference to stay with EASA so the UK can keep its influence on the rules"

and the Aviation Framework Policy which will integrate GA into it.

Robinson discussed the issue of the closure of airfields and the need for a national network. The starting point being the current licensed airfields that support the overall GA activity in the UK. The future growth in single pilot engines and single pilot IFR operations provided a good opportunity for GA Airfields to expand their businesses by increasing activity around GA. Travellers would benefit by arriving closer to their destination and the security process would be much more time effective.

The UK is becoming an attractive place for foreign pilots to train because of its reputation for high training standards. AOPA is lobbying to get the right taxation structure to make flying training more competitive in the training market. ■



AOPA is looking to resolve the shortage of instructors in the UK

Let Total Fuel *your* Passion.



At Total we have been developing and marketing aviation fuels for over half a century. This is something we are very proud of and has ensured we are a leading provider of aviation fuels all over the world. Our professional teams have more than an interest in Aviation, they have a passion for it and they know how to make our products and services work for you wherever you are, however you fly. In the UK we manufacture, store and supply Jet A-1, Avgas 100LL and Avgas UL91 with our London based sales support team on hand to assist whenever you need them. We are able to support our customers with fuelling equipment, pay at pump machines, tanks and trucks as well as fuel quality training and financial services.

aviation@total.co.uk - www.total.co.uk/aviation



TOTAL

mt-propeller



Cessna T182 Series with MTV-9



Aviat Husky A-7 Series with MTV-9



Cessna T303 Crusader with MTV-14



Twin Commander Series with MTV-27

The Winner's Propeller!

- More than **210 STCs** worldwide.
- **30** certified propeller models.
- More than **18,000** MT-Propeller systems flying worldwide.
- More than **68,000** blades in service.
- More than **130** million flying hours accumulated.
- **62** certified Service Center worldwide.
- Can be used on aircraft with piston engines and propeller turbines, as well as on wind tunnels or hovercraft.
- OEM supplier for more than **90%** of the European Aircraft Industry as well as **30%** of the US Aircraft Industry.

Located directly at the
Airport Straubing-Wallmuehle (EDMS)

Flugplatzstr. 1 / 94348 Atting, Germany
Tel.: +49(0)9429 9409-0, Fax: +49(0)9429 8432
sales@mt-propeller.com



www.mt-propeller.com

WORDS John Walker IMAGES AirTeamImages.com

LATEST UPDATES ON UK AIRFIELDS

John Walker provides all the latest news relating to the UK's airfields

AOPA has been working hard with Lord Ahmed to try and stem the closure of airfields across the UK. If something isn't done soon, GA could be under serious threat. Here are the latest developments from around the country – updated 24 April 2017.

CHALGROVE

Airfield occupied and operated by Martin-Baker Aircraft has been transferred from the MoD to the Homes and Communities Agency (HCA). Site is included in South Oxfordshire District draft Local Plan second Preferred Site Options consultation document for a 3,000 home development.

KEMBLE

Commercial Estates Group (CEG) proposal to build a 2,000 home sustainable village on this 'brownfield' site as an alternative to the draft Cotswold District Local Plan proposal for a greenfield

site near Cirencester. Public consultation on the draft Local Plan has been completed and definitive Plan was due to be submitted to Planning Inspector in Autumn 2016 but has been delayed to allow further consultation on proposed, unrelated changes to the draft Plan.

HULLAVINGTON

The former RAF Hullavington airfield site has been sold to Dyson Ltd who have submitted a planning application to renovate two existing Type D hangars as a prelude to producing a site masterplan.

MANSTON

River Oak has given notice of intent to apply for a Development Consent Order for the aerodrome as a Nationally Significant Infrastructure Project. The site owners have submitted a planning application to Thanet District Council for



PHOTO www.airteamimages.com

A proposal to build 2,000 homes near Kemble has now reached the draft stage but has been delayed

a mixed-use development with provision for an airstrip allowing occasional landings by Spitfire aircraft in conjunction with existing museums. A different application by another party for change of use of airport buildings is the subject of a full Planning Inquiry. The Council commissioned a study into the future of the site as an airport for commercial operations in

support of their Local Plan submission for mixed-use development and this study concluded that such operations were not viable.

NORTH DENES

The airfield (also known as Yarmouth Heliport) with two grass runways has been put up for sale having been disused since 2015 on the cessation of North Sea helicopter operations. ■

MOD SITES

MOD document *A Better Defence Estate* issued on 7 November 2016 lists the following aerodrome sites for disposal in the years indicated:

Abingdon 2029; Alconbury 2023; Arbroath, RMB Condor airfield 2020; Brawdy, Cawdor Barracks 2024; RMB Chivenor 2027; Colerne 2018; Dishforth

airfield 2031; RAF Halton airfield 2022; RAF Henlow 2020; Mildenhall 2022; Molesworth 2023; North Luffenham 2021; Former RAF Wethersfield airfield is being transferred to the HCA in 2020.

In addition to the above, RAF Wyton airfield is being sold off – Defence Infrastructure Organisation and local

property developer Crest Nicholson have proposed for up to 4,500 homes on site. The site has been earmarked in draft at Huntingdonshire District Council Local Plan for mixed-use development including housing but road infrastructure issues are expected to result in the scheme being deferred beyond Local Plan period.

In addition to the above, RAF Wyton airfield is being sold off - Defence Infrastructure Organisation and local property developer Crest Nicholson proposal for up to 4,500 homes on site with planning application expected to be lodged in early 2017. Site earmarked in draft Huntingdonshire District Council Local Plan for mixed use development including housing.

WORDS Adam Winter

A ROUGH GUIDE TO ALTIMETRY

Understanding how high you are off the ground and above obstacles can be quite useful in an aircraft, especially when it comes to avoiding hitting things, so says Adam Winter.

Altimeters can do the job quite well, although they can only tell you the difference in height between two points, namely the one you set on the subscale and where you are. The altimeter does not know where the top of a hill, the ground or the sea is. That is up to you. You need know how high to fly to avoid an obstacle, and you need to know how high you are above the sea in order to avoid it. A clear understanding of the altimeter settings is essential for this.

'Q' codes were originally created by the British Government in the early 1900s and were a list of abbreviations licensed by the Postmaster General for the use on ships over the radio. They were either a question or an answer (advice). It was a way of abbreviating the Morse Code. The list is

extensive, even the original had 45 codes, and is still widely used by amateur radio enthusiasts.

QNH and QFE are both altimeter settings. When QNH is set on the subscale, the altimeter will tell you how high you are above sea level (your altitude), and when QFE is set, it will tell you your height above the ground. It might be an obvious thing to say at this stage, but sea level remains constant as far as aviators are concerned. Ground level does not remain constant.

QNH, when set on your altimeter, will give your height above sea level. So if you are on the ground at an aerodrome and you set the QNH (the pressure at sea level) the altimeter will read the elevation. Your height above sea level is called 'altitude', so QNH set on the subscale gives your

ADAM WINTER



Adam is a commercial pilot with more than 30 years' experience. His career has included bush flying in Africa and island hopping in the West Indies, as well as a stint in the airlines. He is also a physics teacher with three years' classroom experience.

of air pressure at sea level. Pressure changes constantly, whereas the height of an airfield doesn't, so the difference between QNH and QFE is constant. At Elstree the QFE is always 11hPa less than the QNH, Biggin Hill will always be 20hPa less, and Southend 2hPa (see the diagram below). When you set the QFE on the ground at any airfield your altimeter should read 0ft. Most circuits are then flown as a height, usually 1000 feet above ground level (AGL).

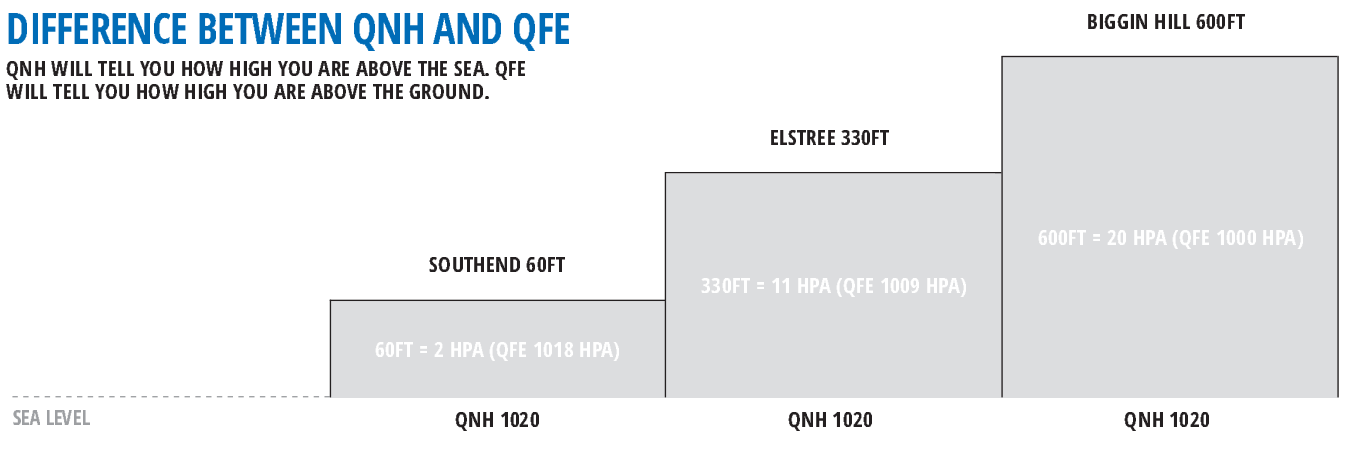
DIVIDED REGIONS

When you are flying cross country and you are in the vicinity or below the controlled airspace of a large airport like Heathrow or Birmingham, you would use the QNH for that airfield. The UK is also divided into several "altimeter setting regions", and if you are not

altitude. If you are at Elstree your altitude at ground level is about 330 feet, at Biggin Hill it is about 600 feet, and Southend about 60 feet. Remember the QNH is a measurement or calculation

DIFFERENCE BETWEEN QNH AND QFE

QNH WILL TELL YOU HOW HIGH YOU ARE ABOVE THE SEA. QFE WILL TELL YOU HOW HIGH YOU ARE ABOVE THE GROUND.



flying in the vicinity of a large aerodrome you could use one of the regional settings. It is defined as the lowest forecast setting for that hour. They can be obtained from any ATCSU (Air Traffic Control Service Unit).

UNDER PRESSURE

Finally there are 'Pressure Altitude' and 'Flight Levels'. I doubt as a PPL you will use these often but you should know about them. Pressure Altitude is simply the altitude the altimeter gives you when you set 1013hPa on it. If you have a transponder in your aircraft with a digital readout, you might have noticed that the height given on the display is a pressure altitude (transponders have no barometric components). Sometimes flying around Elstree on a day with particularly low pressure, our transponder reads 2700 feet, even though we are 2300 feet above sea level (on the QNH). But the London TMA is at 2500 feet! Don't worry, the local radar stations know we are not infringing and it is because of the low pressure.

Flight Levels are generally used when you are high enough that a large drop in sea level pressure would not result in the aircraft descending enough to put the plane in danger from obstacles or aircraft flying on the QNH. When you fly a Flight Level on the pressure setting 1013hPa, you call your altitude 'Flight Level'. Flight Levels are stated in increments of 500ft; you knock off the last two zeros and call it 'Flight Level'. So reading 5000 feet on your altimeter with 1013 set on it becomes 'Flight Level Five Zero', or FL50. Imagine all the planes flying across the Atlantic having to change altimeter settings as pressure

increases or decreases. Even airline pilots aren't paid enough for that, so they use 1013hPa. If the pressure on route drops by 20 hPa, and the aircraft descends 600 feet, as long as all the other planes flying that route have the same pressure setting, there would be no problem that the actual altitude is changing as there are no obstacles. Things become slightly more complex when looking at the altitude at which you can change from using an actual pressure setting (QNH) and 1013. This is known as the 'Transition Altitude'. Have a look at the diagram. As long as the actual QNH is above 1013hPa, then flying on the 1013hPa pressure setting as a Flight Level is safe. When the pressure is above 1013hPa, there will be no conflict with aircraft on QNH below the transition altitude. If however the sea level pressure is below 1013hPa, then if you were to fly at the first Flight Level above the transition altitude you might be in conflict with an aircraft using altitude.

There are lots of books and apps that deal with altimetry, and as I mentioned earlier, it is a really important subject to understand. For example, if you are doing a standard overhead join to an airfield below a TMA (eg Elstree), and have the wrong altimeter setting, you could, at 2200 feet indicated (on QFE) be in the London TMA, which starts at 2500 altitude. Make sure this is a topic you understand both mathematically and practically. Your instructor will help you with the practical side of altimetry. ■

If you have any questions regarding any flying issues Adam can advise. Email him via: adam.winter@aopa.co.uk



TOST
Flugzeuggerätebau

*increased safety
in flying*

Flugzeugräder
Aircraft Wheels

Flugzeugreifen
Aircraft Tires

Hydraulische Bremssysteme
Hydraulic Brake Systems

Schleppseileinziehwinden
Tow Cable Retractor Winches

Sicherheitskupplungen
Safety Tow Releases

Seile
Cables / Ropes

Start- / Schleppausrüstung
Towing / Launching
Equipment

Tost GmbH Flugzeuggerätebau München
Thalkirchner Straße 62 D-80337 München
Tel. +49-(0) 89-544 599-0 info@tost.de
Fax +49-(0) 89-544 599-70 www.tost.de

WORDS Ian Marshall

TRAINING TRIVIA

Since being asked to Chair the Instructors Committee, Ian Marshall has been asking himself what is the purpose of this esteemed body

Now I have been a member of this group for years and it has been a very enjoyable experience. A great opportunity to exchange experiences, opinions, and frustrations with some of the most qualified instructors in the land. Now I find myself having to ask what have we managed to achieve for the AOPA members in all aspects of flight and ground training?

Yes we have scared off some of the more ludicrous EASA and CAA nonsense, addressed some student's problems and established a nationally recognised programme of instructor seminars. But now the real question is: how can we improve the future for training?

Let us look at one of the basic issues. Anyone catching the flying bug – and let's face it – it is pretty infectious, is incredibly vulnerable. They can be talked into flying knackered old aircraft, with willing but inexperienced flying instructors who are usually earning less than the living wage. The student has nowhere to turn to for advice except perhaps their fellow trainees whose help often goes along the comrades in adversity line.

So here is a start; let's change the name of the instructors committee to the Training Committee/Group/Workshop or whatever you like to reflect the need for partnership between instructor and student. I have therefore put it to the group that we must embrace the concept of being accessible

to all AOPA instructors and students to offer support, advice, and if need be mentoring. This has been adopted unanimously and with enthusiasm.

So you will see in the future training tips being published, senior instructors attending major AOPA events and, shortly you will be able to contact instructors with over 20,000 hours' experience via my AOPA e-mail

(In the meantime the office will forward any emails).

BRITISH GA NEEDS ADDRESSING

Ever increasing prices, regulation, and airspace restriction drive more and more people to do other things. I know one 1000hr pilot who stated in torment that one more bit of aggravation, and he was giving up flying after 30 years. I know exactly how he feels. Trying to get circuit slots for students, having to carry GPS trackers to ensure noise abatement, buying PLB beacons in case I come down in inaccessible and wild Surrey, 8.33khz radios that nobody wants; not even ATC. All of this drives me up the wall to the point that I am having sailing lessons!

When I started flying instruction I went and saw the CAA regulator about setting up a company flying club at Old Sarum. You could actually visit them in those days, which was refreshing. The brief I got was, and I quote: "Get your boys and girls together, write two pages of basic rules and get

IAN MARSHALL



Ian has more than 17,000 hours of Air Transport, Flight Training, Air Taxi, Freight, and Aerial Work in his logbook. He pioneered twin-engine aerial advertising, worked as a contract flyer for the military and has been instructing since 1981.

on with it." Nowadays we need documentation, which is a drift down from the airline world, just to punt around in a C152 teaching straight and level. The sad fact is that for all this incomprehensible twaddle we are bombarded with by various authorities, we are still pottering around providing good and safe flying instruction. When there is this level of disconnect between the governed and those doing the governing then something is wrong!

Look at airspace. After 25 years flying out of Heathrow and White Waltham I am a firm believer that we in proper aeroplanes should not mix with the big boys. They are just too big, fast, and deadly.

However I also think the sky was not given by nature to airport operating companies for the sole purpose of making money. We have as

much right to be in the sky as they do.

So, if they want to control their environs then airport companies should be made to make provision for accessible radar coverage. This will allow other aeronautical traffic to do their best to avoid that airspace. Yes it is going to cost money but it will be less than the annual rent of a terminal shop at most of these airports. If we want to avoid infringements then airports need to get their financial priorities right.

I am going to finish on a message of hope. Four of us hired the club's PA32 and spent a couple of days at the Friedrichshafen Aero Fair. Why is this a great place to be cheered up at? Well simply it is the energy exhibited. Company after company are ignoring all the tradition mend-and-make-do attitude of GA and are actively providing the flying community with wonderful new toys.

There is someone there who will sell you a brand new Bucker Jungmann, another will provide you with a Stampe made out of lightweight materials and powered by a Rotax engine, and yet another will get you flying in a people-carrying drone-based aircraft!

All of these lovely shiny machines bring joy to the heart and the reassurance that there is a future for light aviation. That is of course if we don't get legislated out of existence in the meantime.

Hope to see you all soon at Aero Expo. ■



"...the ONE-X has incredibly soft leatherette ear seals...which David Clark says reduces heat buildup, and we found that to be true."

-Aviation Consumer magazine

Watch Video



Change Your Flight Path

The **DC ONE-X** headset will change the way you fly. With features like the Outlast® fabric head pad that virtually eliminates hot spots and keeps your head cool during long flights. Full size, leatherette ear seals that surround your ears with soft, memory foam for a perfect seal. Quiet ANR performance that only Hybrid Electronic Noise-Cancelling can provide. And **Bluetooth®** wireless technology for pairing with cell phones, tablets, and other devices.

Best of all, the **DC ONE-X** also comes with a 30-Day Money Back Guarantee. The new **DC ONE-X** from David Clark...it's the 'ONE' for you.

For more information and to purchase direct from David Clark, visit

www.flytheone.com



Made In USA



DC ONE-X



Outlast®

 **David Clark**

AOPA NEWS

General Aviation news from around the world

The P2012 Traveller will be certified next year



TRAVELLER ON TRACK

Tecnam's mini airliner, the P2012, is on track for EASA and FAA certification for late 2018 with deliveries beginning immediately after

by **David Rawlings**

With a show of confidence at AERO Friedrichshafen, Tecnam debuted its new mini-airliner the P2012 Traveller and at the same time launched a Slot Deposit Programme. With a €100,000 deposit, it will secure potential owners the delivery of the aircraft in 2019 and a freeze on price, which currently stands at €2.2m (subject to Economic Price Adjustment).

The P2012 was on view at the recent show in Germany, interrupting its intensive

flight test programme, and created quite a stir.

The twin Lycoming-engined 11-seat P2012 Traveller first flew on 21 July 2016 and, according to Tecnam, has been much anticipated by many airlines, who have been demanding a replacement for the many hundreds of 'heritage' aeroplanes in the FAR23/CS23 category currently in service around the world.

The P2012 will come equipped with the new Garmin G1000 Nxi and will be powered by two 375hp Lycoming piston engines.

The mini airliner will first see service as a passenger aeroplane with US-based Cape Air in early 2019, but has been designed to be versatile and flexible, offering many multi-role opportunities including VIP, cargo shipping, parachuting and medevac services.

EASA and FAA certification is planned for late 2018 with deliveries commencing in 2019.

Since its maiden flight, the prototype has accumulated more than 100 flight test hours. The initial flight test results have enabled Tecnam

to improve the Maximum Take Off Weight to 7,937lbs.

At the unveiling in Friedrichshafen, Tecnam's CEO, Paolo Pascale said: "We are delighted to now be able to accept deposits for delivery positions. This next-generation aeroplane will deliver to operators not only profits, but reliability, efficiency and of course passenger comfort. The Tecnam design team have answered all these customer needs with the P2012 Traveller. We feel we are contributing to real innovation in aviation!" ■

STEMME AND REMOS ANNOUNCE MERGER

by **Lucy Field**

Two world-class German aircraft manufacturers – Remos, producers of Light Sport Aircraft and Stemme motor-glider manufacturers – have announced that they will merge.

The companies have had a working relationship since 2014 when Remos began manufacturing structural components for Stemme at its Pasewalk facility.

The merger has been approved by each company's boards and

both brands will continue to market their existing products, but the new company will operate as Stemme AG.

Stemme is best known for its motor-gliders, the S10 and S12, as well as the ECARYS ES15 motor-glider as a surveillance aircraft for government and military use, whilst Remos is known for its GX light sport aircraft.

"We look forward to rapidly bringing together the outstanding employees and cultures of both companies, as well as the

complementary capabilities of our organisations, to position Stemme AG and Remos AG at the forefront of a new generation of solutions for the aviation industry," said Stemme CEO Paul Massschelein.

"Both companies share a similar business philosophy, similar customer focus, and equal quality focus."

Reports state that there are no plans for the companies to combine their manufacturing facilities, but expansion is expected on the Remos Pasewalk site. ■

ROTAX'S MOST POWERFUL ENGINE TO BE READY IN 2017

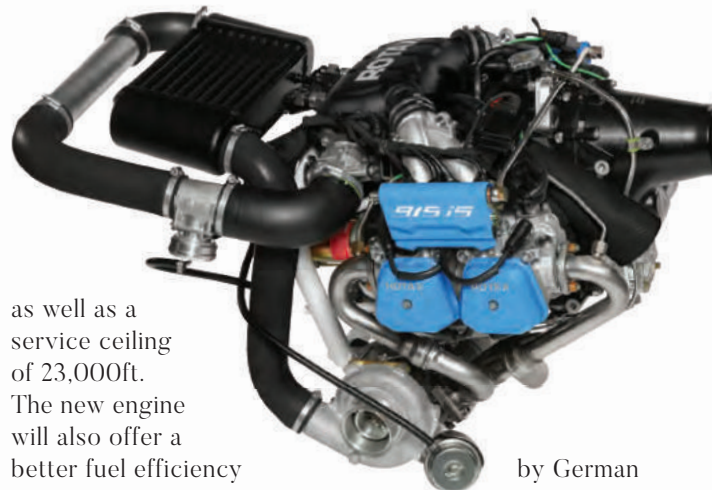
by **Robert Care**

The newest and even more powerful Rotax engine, the 915iS is on course to be fully EASA certified by the middle of this year, with deliveries beginning in the third quarter of 2017.

The 135hp engine has already completed 250 flight hours, 10,000 hours on test benches and is currently undergoing a final calibration in 'real flight' mode.

Rotax sent prototypes of the 915iS to OEMs back in August 2016 so they could be installed into their aircraft ready for certification. Rotax state that there are currently more than 40 Design-Ins in progress.

Rotax has said that the 915iS engine will provide the best power-to-weight ratio in its class and a full take off power up to at least 15,000ft (4,750m)



as well as a service ceiling of 23,000ft. The new engine will also offer a better fuel efficiency due to the electronic fuel injection system.

The target market for the Rotax 915iS aircraft engine are the high performance 2-seater, gyrocopter and amphibious market as well as the 4-seater and twin aircraft market.

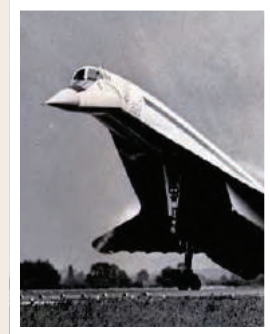
Whilst At Aero Friedrichshafen, Rotax picked up an award for it's new engine. It was awarded the Innovation Award 'Powertrain of the Future'

by German aviation

magazine aerokurier.

"We are pleased about the great response of aerokurier's readership, who voted for our 915iS aircraft engine as 'Powertrain of the Future'," said Thomas Uhr, General Manager BRP-Rotax. "This commitment demonstrates that we have the best product for our customers and we assure them that we will not stop here." ■

LOOK BACK... THIS MONTH 48 YEARS AGO



SUPERSONIC AIRLINER

On 5 June 1969 the Russian-built Tupolev Tu-144 became the first airliner to fly supersonic. The Tu-144 also claimed several other firsts. The aircraft, affectionately known as Concorde-ski, beat its Anglo-French rival by flying two months before Concorde. And after breaking the sound barrier, the Tu-144 also became the first commercial transport to break Mach2.

But it didn't all run smoothly for the Tu-144; one crashed at the Paris Air Show in 1973, which delayed development. This delay pushed back its launch into passenger service until November 1977, two years after Concorde.

The final nail on the coffin for the Tu-144 came in May 1978 when the newer 'D' version crashed on a test flight during a delivery. The passenger fleet was permanently grounded after only 55 flights. The Tu-144 was used as a cargo plane until 1983, by which time 102 flights had been flown. It was then used by the Soviet Space Program and then by NASA for research into supersonic flight.

**AOPA NEWS
HIGHLIGHTS****CONTINENTAL AND FAA**

Continental Motors is working with the FAA to dispel what they see as confusion and unnecessary concern about a mandatory service bulletin (MSB) issued by Continental Motors in early 2017 for a camshaft gear found mostly in older IO-520 and IO-550 engines.

TV STAR PROMOTES LAA

Pilot and TV presenter Arthur Williams has agreed to become an ambassador for the LAA to promote the organisations 'Flying for Fun' message. Williams is known as the host of Channel 4's Paralympic coverage and flies a J-3 Cub. He says he "can't wait to fly the flag for the LAA".

DELTA DEFENDS PILOT

A Delta airlines pilot is back at work after accosting two fighting passengers and hitting one of them. A Delta statement said: "The pilot has returned to work as our investigation found that his actions de-escalated an altercation between passengers during deplaning."

TWO DIE IN ICON TEST

As we went to press we heard the sad news that Icon's chief test pilot Jon Karkow crashed in California and died along with Icon employee, Cagri Server. Few details have been released at this point, but CEO Kirk Hawkins said: "We have no details on the cause of the accident right now."

CERTIFICATION FOR PIPER M600

Piper's CEO announces its new aircraft and takes a swing at EASA on its lengthy certification process

by **David Rawlings**

At the recent AERO show in Friedrichshafen, Piper's CEO Simon Caldecott took a metaphorical swing at EASA saying that its certification process is "not good enough," due to the certification process for the manufacturer's latest aircraft, the M600, taking nine months and counting. He mentioned that other countries including Canada and Australia take just 30 to 60 days.

Piper's new single-engine turboprop, was certified in the US by the FAA in 2016 and before the end of the year Piper had delivered more than 20 aircraft.

The first of the new M600s arrived in Europe for Aero Friedrichshafen. It was flown over from the US and thanks to its wing and fuel capacity,

additional tanks did not have to be added for the journey. The maximum range of the M600 is 1484nm with a maximum cruising speed of 274kts. The M600 has the Garmin G3000 upfront, with autopilot and Synthetic Vision, as you would expect from a machine of this type.

The M600 is on a demo tour of Europe for the next three months before heading over to Africa and Asia.

Piper believes there is a growing market for their new turboprop. Even though the price tag is \$2.89m, they feel it is a lot cheaper than the other options in the market. And with EASA's approval for commercial operations in IMC for single-engine turboprops, the M600 will be looking like a very attractive option for some.

There are also several modifications already

available for the new M600, including a five-blade propeller option from Hartzell (over the standard four-blade choice) that has already been approved by the FAA in the US. This is a composite, swept tip propeller that has been specifically designed for the M600, offering less vibration and increased performance.

Even bigger spenders, who want the biz jet feel can upgrade with the personisation package Piper are offering for \$22,500. Owners can travel to Piper's HQ in Vero Beach, to work with designers to choose colours and materials to suit them. Owners can choose custom threshold and cockpit plates, leather wrapped yokes, seat pattern styles and their own logo to have on the aircraft. ■



The M600 is on tour across Europe and then heads to Africa

ROBIN LOOKS TO FLIGHT SCHOOLS WITH NEW DR401 LITE

by **Lucy Field**

French manufacturer Robin Aircraft has announced two new versions of aircraft based on its extremely popular DR401.

The two new versions will be the DR401 Lite, aimed at flight schools, and a powerful DR401 200I.



The new DR401 Lite had many admirers at Aero

The Lite will be powered by a 118hp Lycoming O-235 engine with a DUC carbon fibre, ground adjustable propeller, and comes with a starting price of just €142,596 + VAT.

The company also said it has plans to release a version fitted with the Rotax 915iS (see P19 news).

The aircraft is an EASA certified two-seater, and the back seats, that are normally associated with a Robin DR401 will be removed, to save weight, money and space. However a third seat can be added into the aircraft. The Lite will also have a Maximum Take Off Weight of 800kg.

The design of the fuselage is identical to other DR401 models, but less material is used in the construction, thus lowering the mass and the price. The Lite will benefit from analogue instruments but there will be room to install an iPad.

A statement for Robin says: "The primary objective was to make an aircraft that was lighter and more obtainable. Because some flying clubs have difficulty affording new

aircraft, our strategy was to allow them to operate a trainer with the Robin qualities: certified, robust and dependable.

"The DR401 was thus relieved of equipment that was unnecessary for solo circuits and local flights,"

Robin wasn't quite finished with its announcements at Aero Friedrichshafen. They also had another aircraft for the other end of the buying spectrum – the new DR401 200I. This version will be powered by the Lycoming IO-360 200hp engine and will benefit from a cruising speed of 145kts.

The take-off run of the more powerful version is 320m to clear 15m. The DR401 200I will come with an expected price tag of €244,802 + VAT. ■

CAA HAS ALREADY RECEIVED 2,000 CLAIMS FOR 8.33KHZ FUNDS

by **David Rawlings**

The UK's CAA has received more than 2,000 applications for funding to install 8.33kHz radios in under three months since it launched its online application process.

The CAA has said that it will begin to review the applications and once they have assessed all applications, payments to successful claims will be made at the end of summer.

The new law comes into effect at the start of 2018 and everyone flying will need to make sure they comply and have a 8.33kHz radio installed.

The CAA has now opened a second round of applications that will run until 30 September 2017. The same eligibility criteria will be used as the previous round of applications and claims will be formally assessed after the stated closing date.

The claims must be supported by receipts to demonstrate that there has been payment for equipment.

The CAA will rebate 20% of the hardware costs of an upgrade until the funds from EASA run dry. There is a PDF form on the CAA's website that needs to be completed to claim the rebate, and this form will

also require the CAA Radio Licence to be updated.

Full information on the application process can be found in the last issue of AOPA UK magazine (April 2017). Note: For those

under LAA oversight, the approach is similar but uses the LAA modification procedure. See LAA Technical Leaflet TL 3.03 (plus form MOD 7) on the LAA website. ■



Everyone seems to be going radio ga-ga



The Korean and German venture, the KLA-100

A NEW FLIGHT DESIGN

German company, Flight Design surprised everyone at Friedrichshafen by announcing, and displaying, a new aircraft - the KLA100

by **Lucy Field**

There was a surprise on the Flight Design stand at the recent show in Friedrichshafen: a new aircraft. The KLA-100 is a brand new, low-wing two-seat aircraft and is a joint venture between Vessel and Flight Design. Flight Design stated that the KLA-100's development programme has been going quietly for two years, and that the aircraft took flight for the first time just before the show in April.

"The first flight was performed in Sumperk, Czech Republic in late March with test pilot Richard Ponizil at the controls. Since that time the plane has made seven more flights and met all expectations," said Flight Design COO, Daniel Gunther.

The KLA-100 is to be certified as a Light Sport Aircraft for sale in countries that accept ASTM Compliant aircraft, as a CS-LSA certified aircraft. This will allow access to virtually every major aviation market in the world.

WHO IS VESSEL?

Vessel was established in 2004 in South Korea. The company began by manufacturing LCD in-line systems. It then decided to go into the aviation world. As part of a national project it began developing the KLA-100 using the knowledge it had learned during the company's early days. The company plans to be a leader in aviation.

"The programme is a collaboration, between Vessel of South Korea and Flight Design," stated Matthias Betsch, CEO of Flight Design. "Our engineering staff has worked closely with the Vessel Engineers to develop the KLA-100 and they will work together to certify the plane in Europe and South Korea."

Vessel is running a parallel development and flight test programme in South Korea to gather as much experience for certification in Korea. A high-aspect ratio wing platform is used to reduce drag and increase climb. The new proprietary airfoil has an improved coefficient of lift and reduced drag through a greater percentage of laminar flow. The aircraft's

Stall Safe afe drooped leading edge is designed to keep the airflow attached at the tips, promote post-stall aileron control and resist spins. The long-span slotted flaps feature another proprietary airfoil developed in South Korea to slow the KLA-100 for low landing speeds and gentle stalls. The KLA-100 will use the Rotax 912iS and feature the Garmin G3X avionics suite combined with a Garmin GTN-650 MFD, Garmin GTX-335 Mode ES ADS-B out transponder and optional Garmin 2 axis autopilot.

To protect the occupants of the KLA-100, the engine mount and carbon fuselage attach points reduce the possibility of engine intrusion into the occupant's safety cell ■

THIRD COUNTRY LICENCE ISSUES

by **Martin Robinson**

The issue of third country licences suddenly raised its head in April as the DfT/CAA sent a notice that required pilots with third country licenses to have completed some forms that provided the ability for such pilots to continue to operate after 8 April. However, the timing of this action seemed to catch everyone out.

Previously the CAA said it was expecting some changes to happen in April 2018 which would initiate a 12 month period in which third country pilots would need to change their licence/ratings conversions to European ones. In a note from the DfT it is explained that the timing of the original derogation and the date in which the EU/US bilateral agreement comes into force would have left a gap in the legal sense, because the Commission was not able to amend Regulation 1178/2011

to extend the implementation derogation before the end of the current deadline.

The UK also was not able to extend the current derogation. The CAA and DfT have worked to make sure third country pilots could keep flying until such time the EU/US licensing annex to the original BASA comes into force next year.

So, in theory nothing has really changed other than the legal process that enables pilots to keep flying – so by April 2019 all third country licence holders will need to comply with the new requirements.

The issue with US class 3 medicals is simply that the standard used in the United States for Class 3 medicals is below that of ICAO- third country operations by definition are therefore subject to ICAO minimum standards unless the individual state allows/accepts the US class 3 for use only within that state. ■

VTOL FLYING CAR HAS FLOWN

by **David Rawlings**

Lilium Aviation says it has flown a prototype of its all-electric VTOL tilt-engine aircraft. A video provided by the company of the first flight shows the aircraft autonomously taking off vertically, turning tightly and transitioning to flight before landing vertically.

There has been no independent confirmation that the video is real, but if it proves to be the case then it

appears that breakthroughs have been made. "We have solved some of the toughest engineering challenges in aviation to get to this point," read a Lilium statement.

The aircraft is powered by 36 electric-powered ducted fans, 24 on rotating "flaps" on the wings and six on each of the canards ahead of the cabin. According to some reports, the motors have a total of 430hp and the main technological breakthrough is in the batteries. ■

JET A1

AVGAS 100LL

AVGAS UL91

Supplied, all over the British Isles in Bulk and Drums and around the World in ISO Tanks (23,000 litre stainless Steel) and Drums (200 litre, Mild Steel Epoxy Lined)

Speedy delivery service
Competitive prices
Quality assurance

We operate a Quality Management System, which complies with the requirements of BS EN ISO 9001:2000 in the Procurement, Importation, Storage and Distribution of Aviation Fuels.

We are DCL registered (Defence Contractors List) and we have recently been awarded, with a further two year contract to supply the Ministry of Defence with Aviation Fuels.

For more information call **Damian on 020 8440 0505** or E Mail: sales@cymapetroleum.co.uk



242-248 High Street, Barnet, Hertfordshire EN5 5TD
 Telephone: +44(0)20 8440 0505 Telefax: +44(0)20 8440 6444
 Email: sales@cymapetroleum.co.uk www.cymapetroleum.co.uk

Land yourself a better deal on insurance



DON'T RENEW
 before getting a quote from us



SYDNEY CHARLES
 AVIATION INSURANCE BROKERS

Light Aircraft & Jets
 Helicopters & Gyrocopters
 Gliders & Microlights
 Flying Clubs

+44 (0)1420 88664
info@sydneycharles.co.uk
www.sydneycharles.co.uk

Elevate your flying

We understand that flying isn't just flying. It's your passion. Your lifestyle. That's why Jeppesen offers several mobile solutions tailored for how you fly.

Jeppesen terminal charts + Garmin Pilot*

Fly with industry leaders!

Mobile FliteDeck VFR

Designed strictly for VFR pilots.

Mobile FliteDeck

Terminal and enroute charts on your iPad®.

Visit jeppesen.com/mobile40 for more information.



*Restrictions apply. Call for details.

AOPA UK FLIGHT DIRECTORY

*Your essential and comprehensive listing of all
AOPA Corporate Members, including flight schools,
from the UK and across the globe*

UK FLYING CLUB LIST

CHANNEL ISLANDS

ALDERNEY

ALDERNEY FLYING TRAINING

PO BOX 1133
Alderney GY9 3XD
Tel: 01481 823053
Email: contact@flyalderney.com
Web: www.flyalderney.com
Type: PA28 181 Archer II No: 1

GUERNSEY

GUERNSEY FLYING TRAINING LTD

LA PLANQUE LANE
FOREST GY8 0DT
Tel: 01481 265267
Fax: 01481 263830
Email: gft@guernseyaero club.com
Web: www.guernsey aeroclub.com
We offer flying training with two fully equipped PA-28 Warriors (new in 1999) operating from our own hard standing adjacent to our recently extended club house and hangar. There is no VAT in Guernsey.
We can also offer flying holidays in conjunction with Le Chene Hotel. One-to-one tuition PPL course with luxury accommodation in hotel with swimming pool just two minutes from the airport
Type: Piper Warrior III No: 2

JERSEY

JERSEY AERO CLUB

JERSEY AIRPORT
L'avenue De La Reine
Elizabeth the Second
ST PETER JE3 7BP
Tel: 01534 743990
Fax: 01534 741290
Email: info@jerseyaero club.com
Web: www.jerseyaero club.com
Type: Piper Warrior No: 3
Type: Cessna 150 No: 1

ENGLAND

BERKSHIRE

WEST LONDON AERO CLUB

WHITE WALTHAM AIRFIELD
Waltham Road
MAIDENHEAD SL6 3NJ
Tel: 01628 823272
Fax: 01628 826070
Email: ops@wlac.co.uk
Web: www.wlac.co.uk
Type: PA28 Warrior No: 9
Type: PA28-180R Arrow No: 1
Type: PA32R-301 No: 1
Type: PA18 Super Cub No: 1
Type: Cessna 150 No: 1
Type: Cessna 172 No: 1
Type: Cessna 182 No: 1
Type: Beechcraft Duchess No: 1

BUCKINGHAMSHIRE

AIRWAYS AERO ASSOC T/A BOOKER AVIATION

WYCOMBE AIR PARK
Booker
MARLOW SL7 3DP
Tel: 01494 529262
Fax: 01494 461237
Email: info@bookeraviation.aero
Web: www.booker aviation.aero
Trial lesson including aerobatic trial lessons, PPL(A), LAPL(A), LAPL(A) to PPL(A) conversions, EASA Aerobatic rating, EASA Night rating, IR (SE and ME), CPL (SE and ME), FI courses, IRI course, CRI (SE and ME) courses, MEP class rating, SEP class rating, all levels of renewals / revalidations including FI and FE PPL/LAPL/CRE
Type: DA42 No: 3
Type: Cessna 152 No: 9
Type: PA28-181 No: 4
Type: PA28-236 No: 1
Type: PA28RT-201 No: 1
Type: ENPTII No: 1
Type: FFPT1 Sims No: 1
Type: Cessna 172 No: 3
Type: T67M No: 1

BICKERTON'S AERODROMES LIMITED

DENHAM AERODROME
Tilehouse Lane
DENHAM
UXBRIDGE UB9 5DF
Tel: 01895 832161
Fax: 01895 833486
Email: manager@egld.com
Web: www.egld.com

LAPWING FLYING GROUP

Denham Aerodrome
Tilehouse Lane
Denham
UXBRIDGE UB9 5DF
Tel: 01895 833880
(Clubhouse, weekends only)
Email: MartinBowley@hotmail.com
Web: www.lapwingflying group.co.uk
A small friendly flying group, now in our 50th year of continuous operation.
Type: PA28-151 No: 1

THE PILOT CENTRE LIMITED

Denham Aerodrome
Tilehouse Lane
Denham
UXBRIDGE UB9 5DF
Tel: 01895 833838
Fax: 01895 832267
Email: operations@thepilotcentre.co.uk
Web: www.pilotcentre.co.uk
Type: PA28-161 No: 4
Type: Cessna 152 No: 7
Type: Cessna 172 No: 2
Type: Cessna 182 No: 1
Type: Cessna 182R No: 1

CAMBRIDGESHIRE

BRITISH AEROBATIC ACADEMY

Peterborough Conington
Airfield
Holme
PETERBOROUGH PE7 3PX
Tel: 07712 864413
Email: Adrian.Willis@BritishAerobaticAcademy.com
Website: www.britishaerobatic academy.com
The British Aerobatic Academy is the only Aerobatic Academy in Britain and are probably

the best in the world. They enjoy the huge experience of many famous names in aerobatics including Adrian Willis who has over 2,000 hours on Extra's. Their expertise covers competition aerobatics, display aerobatics, Upset Prevention and Recovery training, Formation Flying Training and Tail-Wheel Training. They have EASA Flight Examiners in their team and have a reputation for making their training fun.
Type: Extra 200 No: 1
Type: Extra 300 No: 1
Type: Cessna 140 TW No: 1
Type: Grob No: 1
Type: Cessna 177RG No: 1

CAMBRIDGE AERO CLUB

CAMBRIDGE CITY AIRPORT
Gate D
Newmarket Road
CAMBRIDGE CB5 8RX
Tel: 01223 373717
Fax: 01223 3399787
Email: enquiries@cambridgeaeroclub.com
Web: www.cambridgeaeroclub.com
Cambridge Aero Club is one of the few UK flying schools to be awarded 'Approved Training Organisation' (ATO) status by the UK Civil Aviation Authority. All aspects of the training syllabus, Safety Management System, aircraft and Instructors are continually monitored and audited to exceed the highest industry standards, unlike PPL flying schools that do not have ATO status.
Our highly experienced instructing team has an infectious enthusiasm for flying and teaching. Between them, they have amassed an unrivalled level of instructing expertise and have become highly specialised in everything from basic flight instruction to advanced

aerobatics.

Type: Cessna 172 SP No: 3
Type: Cessna 172SP G1000
No: 1
Type: Cessna 182 Skylane
No: 1
Type: Extra EA200

**FLYING CLUB CONINGTON
(AEROLEASE LTD)**

Peterborough Business
Airfield
Holme
PETERBOROUGH PE7 3PX
Tel: 01487 834161
Fax: 01487 834246
Email: info@flying-club-
conington.co.uk
Web: www.flying-club-
conington.co.uk
Type: Cessna 152 No: 3
Type: Piper PA28-161 No: 1
Type: Piper PA28R-201 No: 1
Type: Beech B76 Duchess
No: 1

RFC FLYING TRAINING LTD

BOURN AERODROME
CAMBRIDGE CB23 2TQ
Tel: 01954 719602
Fax: 01954 719602
Email: rfcbourn@btconnect.
com
Web: www.rfcbourn.co.uk
Type: Cessna 150 No: 1
Type: Cessna 152 No: 2
Type: Cessna 177 Cardinal
No: 1

CORNWALL

**PERRANPORTH
FLYING CLUB LTD**

Higher Trevellas
ST. AGNES TR5 OXS
Email: perranporthflyingclub@
live.co.uk
Web: www.perranporth
flyinclub.co.uk
Tel: 01872 552266
Welcome to Perranporth
Flying Club. We are based
at Cornwall's only hard
surfaced General Aviation
airfield. The airfield has two
asphalt runways, as well
as a grass strip. We have 3
experienced instructors. We
can also conduct flight tests

and ground examinations on
site as two of our instructors
are examiners. You can learn
either in our fully equipped
PA28 or your own suitable
aircraft for the NPPL, LAPL,
EASA PPL, IR(R) (IMC rating)
and Night rating. Hangarage is
available for your own aircraft.
Type: Piper PA28 Archer No: 1

CUMBRIA

**CARLISLE FLIGHT
TRAINING AND AERO CLUB**

Hangar 30
CARLISLE AIRPORT
CARLISLE CA6 4NW
Tel: 01228 573344
Mob: 07834 559560
Email: info@carlisle-flight-
training.com
Web: www.carlisle-flight-
training.com
Type: Piper Tomahawk No: 2
Type: Piper Warrior No: 1
Type: Piper Archer No: 1

DEVON

**DEVON & SOMERSET
FLIGHT TRAINING LTD**

Dunkeswell Airfield
Dunkeswell Industrial Estate
HONITON EX14 4LG
Tel: 01404 891643
Fax: 01404 891465
Email: info@dsft.co.uk
Web: www.dsft.co.uk
Night ratings: IMC ratings:
Tailwheel conversions.
Type: Cessna 152 No: 2
Type: Cessna 152 Aerobat
No: 1
Type: Cessna 172 No: 2
Type: PA28-161 No: 1
Type: Citabria No: 1

EAST YORKSHIRE

HULL AERO CLUB

BEVERLEY (LINLEY HILL)
AIRFIELD
Linley Hill Road Leven
BEVERLEY HU17 5LT
Tel: 01964 544994
Email: info@hullaeroclub.co.uk
Web: www.hullaero
club.co.uk

ESSEX

**ANDREWSFIELD
AVIATION LIMITED**

Andrews Field
Stebbing
DUNMOW CM6 3TH
Tel: 01371 856744
Fax: 01371 856500
Email: info@andrewsfield.com
Web: www.andrewsfield.com
Type: Cessna 152 No: 5
Type: Cessna 172 No: 1
Type: PA28R Arrow No: 1
Type: PA28 Warrior No: 1

SEAWING FLYING CLUB LTD.

SOUTHEND AIRPORT
South Road
SOUTHEND-ON-SEA SS2 6YF
Tel: 01702 545420
Fax: 01702 543343
Email: info@seawingflyingclub.
co.uk
Web: www.seawingfc.co.uk
Seawing Flying Club has
been operating from London
Southend Airport for over
30 years. We are the only
Members-Owned flying club
at the airport which enables
us to offer a fun, friendly and
social environment in which
we provide professional and
effective flight training. We
have a history of training
pilots who have gone on to
fly for the Royal Air Force and
various airlines worldwide.
Type: Cessna 152 No: 2
Type: Cessna Aerobat No: 1
Type: Cessna F172N No: 1
Type: Piper Cherokee 180
No: 1

STAPLEFORD FLIGHT CENTRE

STAPLEFORD AIRFIELD
Stapleford Tawney
ROMFORD RM4 1SJ
Tel: 01708 688380
Fax: 01708 688421
Email: reception@flysfc.com
Web: www.flysfc.com
Type: Cessna 152 No: 15
Type: Cessna 172 No: 1
Type: Cessna 182 No: 1
Type: PA28 No: 8
Type: PA28R No: 3
Type: PA34 No: 2

Type: Piper Super Cub No: 1
Type: DA42 SIM No: 3
Type: DA40D No: 1
Type: DA42D No: 2

GLOUCESTERSHIRE

COTSWOLD AERO CLUB

AVIATION HOUSE SE2
GLOUCESTERSHIRE AIRPORT
Staverton
CHELTENHAM GL51 6SP
Tel: 01452 713924
Fax: 01452 855223
Email: info@cotsworld
aeroclub.com
Web: www.cotswoldaero
club.com
Type: PA28R 200 No: 1
Type: Robin R2112 No: 1
Type: Robin DR400 No: 2

**STAVERTON FLYING SCHOOL
@ SKY PARK LIMITED**

HANGAR SE49
Gloucestershire Airport
Staverton
CHELTENHAM GL51 6SR
Tel: 01452 712388
Email: info@
stavertonflyingschool.co.uk
Web: www.stavertonflying
school.co.uk
Type: C152 Utility No: 1
Type: C152 Aerobatic No: 1
Type: C172 No: 2
Type: Boeing E75 No: 1

TIGER AIRWAYS

HANGAR SE47
GLOUCESTERSHIRE AIRPORT
Staverton
GLOUCESTER GL51 6SP
Tel: 01452 854141
Fax: 01452 856328
Email: mail@tigerairways.co.uk
Web: www.tigerairways.co.uk
We offer AOPA Aerobatic
Courses, PPL/NPPL Training,
Night & IMC Training and
Introductory Lessons and
Training in Vintage Bi-planes
and Tail-Wheel Conversions.
Type: Fournier RF 6B No: 2
Type: Stampe SV4C No: 2
Type: Slingsby T67M Firefly
No: 1
Type: Robin ATL No: 1
Type: Boeing Stearman No: 1

HAMPSHIRE
WESTERN AIR
(THRUXTON) LTD

Control Tower
Thrupton Airport
Thrupton
ANDOVER
SP11 8PW
Tel: 01264 773900
Fax: 01264 773913
Email: westernair@thruptonairport.com
Web: www.westernairthrupton.co.uk
We have a lot to offer from trainee pilots to commercial pilots including: NPPL, PPL, tailwheel, multi-engine night qualification, IMC, aerobatics, FIC, CPL & PPL examiner courses. We are ELCAS registered.
Type: PA28-161 Warrior No: 3
Type: PA28-161 EFIS Warrior III Avidyne No: 1
Type: PA28-181 EFIS Archer III Avidyne No: 1
Type: Super Decathlon No: 1
Type: GA7 Cougar MEP No: 1

HEREFORDSHIRE
HEREFORDSHIRE AERO CLUB

SHOBDON AIRFIELD
Shobdon
LEOMINSTER
HR6 9LT
Tel: 01568 708369
Fax: 01568 708935
Email: generalenquiries@shobdonairfield.co.uk
Web: www.shobdonairfield.co.uk
Type: Cessna 152 No: 3
Type: Piper Archer II No: 1

HERTFORDSHIRE
FLIGHT TRAINING LONDON

ELSTREE AERODROME
Hogg Lane
Elstree
BOREHAMWOOD
WD6 3AW
Tel: 0203 0053 276 / 07787 445537
Email: info@flighttraininglondon.co.uk

Web: www.flighttraininglondon.co.uk
Vibrant, EASA approved, professional and flexible flight training school, with friendly, helpful staff, a convenient location in North London, well maintained, high quality aircraft, great members events and open 7 days a week. PPL, NPPL, IMC/IR(R), Night Rating, Differences Training, Trial Flights, Gift Vouchers, PPL Starter Packages, Co-Pilot Course, Accelerated PPL Training, Aerobatics, Ground School, Merchandise, Hour Building, Self Hire, Members Events, Fly-outs. Follow us on Facebook & Twitter!
Type: PA28 Warrior No: 3
Type: PA28 Archer No: 2
Type: Cessna 150 Aerobat No: 1
Type: Cessna 150 No: 1
Type: Cessna 152 No: 3

FLYERS FLYING SCHOOL

ELSTREE AERODROME
Hoggs Lane
Elstree
BOREHAMWOOD
WD6 3AL
Tel: 0207 267 9049/07810 597273
Email: info@flyersflyingschool.co.uk
Web: www.flyersflying school.co.uk
In tune with current trend of aircraft with glass cockpits we also have a PA28 fully equipped with Avidyne.
Type: PA28 No: 3
Type: PA28 Avidyne Glass Cockpit No: 1
Type: AA5G No: 1
Type: DA40 No: 1

KENT
ALOUETTE FLYING CLUB LTD

BUILDING C700 CHURCHILL WAY
Biggin Hill Airport
Biggin Hill
WESTERHAM
TN16 3BN

Email: secretary@alouette.org.uk
Web: www.alouette.org.uk
Type: Cessna 172 No: 2

T G AVIATION LTD

LYDD AIRPORT
ROMNEY MARSH
TN29 9QL
Tel: 01843 823656
Email: info@tgaviation.com
Web: www.tgaviation.com
Family run, friendly flying school now based at Lydd Airport following the closure of Manston. We offer trial flights, introductory courses, "get me down" courses and the PPL in our fleet of well maintained aircraft. Looking for something different, why not take a trial flight or training flight in our 1940s Boeing Stearman? Vouchers, merchandise and training packages are available.
Type: Cessna 152 No: 2
Type: PA28-161 No: 2
Type: PA28R-201 No: 1
Type: Boeing Stearman No: 1

LANCASHIRE
BAE SYSTEMS
(WARTON) FLYING CLUB

C/O FTI W271F
WARTON AERODROME
PRESTON
LANCASHIRE
PR4 1AX
Tel: 01772 852362
Fax: 01772 856087
Email: chris.carnell@baesystems.com
Web: www.baeflyingclub.co.uk
Type: Cessna 152 No: 1
Type: Cessna 172 No: 1
Type: Piper Warrior No: 2

WESTAIR FLYING
SCHOOL LTD

Hangar 1
Blackpool Airport
BLACKPOOL
LANCASHIRE
FY4 2QS
Tel: 01253 342660
Fax: 01253 401121
Email: school@westair.uk.com

Web: www.westair.uk.com
Type: Cessna 172S No: 1
Type: Cessna F172P No: 1
Type: Cessna FA152 No: 1
Type: Cessna F150H No: 1
Type: Piper PA28 Warrior II No: 1

LEICESTERSHIRE
LEICESTERSHIRE
AERO CLUB LTD

LEICESTER AIRPORT
Gartree Road
LEICESTER
LE2 2FG
Tel: 0116 259 2360
Fax: 0116 259 2712
Email: info@leicestershiraeroclub.com
Web: www.leicesterairport.com
We have a bar and restaurant, classroom facilities and night flying Thursday.
Type: Cessna 152
Type: Cessna 172
Type: PA28-161
Type: PA28-181
Type: Slingsby T67M
Type: Pitts Special S2A
Type: Cessna 152 Aerobat

LINCOLNSHIRE
THE POM FLYING
CLUB LIMITED

THE TERMINAL
Humberside International Airport
Kirmington ULCEBY
DN39 6YH
Tel: 07985 753336 / 07711 438999
Fax: 01472 371700
Email: info@gbpom.co.uk
Web: www.gbpom.co.uk
We train for PPL/LAPL/IMC & night ratings.
Type: PA28-161 Warrior II No: 2

WICKENBY AERODROME LLP

THE OLD CONTROL TOWER
WICKENBY AIRFIELD
Wickenby
LINCOLN
LN3 5AX
Tel: 01673 885000
Email: info@wickenbyairfield.



If you fancy trying a tail dragger or a vintage aircraft of any kind, you'll be able to find one on these pages

com
 Web: www.wickenbyairfield.com
 Club House Facilities. Jet A1
 Bowser. 24 hour self service
 fuel pump Avgas. Hangarage
 available.
 Flying School. GA/microlight
 flex & 3 axis

NORFOLK
WINGTASK 1995 LIMITED

SEETHING AIRFIELD
 Upgate Road
 Seething
 NORWICH
 NR15 1EL
 Tel: 01508 550453
 Fax: 01508 550453
 Email: enquiries@seething-airfield.co.uk
 Web: www.seething-airfield.co.uk
 Members are expected to
 take an active part in the
 running of the airfield. Club
 aircraft can only be flown by
 members.
 Type: Piper Archer No: 1

Type: Cessna 172 No: 1

NOTTINGHAMSHIRE
SHEFFIELD AERO CLUB

NETHERTHORPE AERODROME
 Netherthorpe
 WORKSOP
 S80 3JQ
 Tel: 01909 475233
 Fax: 01909 532413
 Email: info@sheffieldsaeroclub.net
 Web: www.sheffieldsaeroclub.net
 Type: Cessna 172 (use of)
 No: 1
 Type: Cessna 152 No: 6

SHERWOOD FLYING
CLUB LTD

NOTTINGHAM AIRPORT
 Tollerton Lane
 Tollerton
 NOTTINGHAM
 NG12 4GA
 Tel: 0115 9811402
 Email: info@sherwoodflyingclub.co.uk

Web: www.sherwoodflyingclub.co.uk
 Type: Piper PA28 No: 1
 Type: Piper 38 No: 2

OXFORDSHIRE
CAE OXFORD AVIATION
ACADEMY

LONDON OXFORD AIRPORT
 Langford Lane
 KIDLINGTON
 OX5 1QX
 Tel: 01865 841234
 Fax: 01865 378797
 Email: oxfordacademy@cae.com
 Web: www.caeoxfordaviationacademy.com
 We can deliver complete
 spectrum of aviation training
 services for pilots, engineers
 and cabin crew. We also
 train pilots for commercial
 aviation from the start of a
 career through to captaincy
 and beyond. We operate
 from 11 training centres on
 5 continents. The range of

programmes includes CPL,
 ATPL and MPL, all of which
 combine premier ground
 school courses with high
 quality flying instruction
 delivered in accordance with
 national aviation authority
 requirements.

Type: Piper Warrior No: 30
 Type: Piper Seneca No: 19
 Type: Cessna 182 No: 3
 Type: CRJ-200 FNPT11 No: 1
 Type: B737-400 FNPTII MCC
 No: 2
 Type: PA28 FNPTI No: 1
 Type: PA34 FNPTII No: 6
 Type: PC Instrument trainer
 No: 10

MARTIN SMITH

Orchard House
 78 Hill Road
 WATLINGTON
 OX49 5AF
 Tel: 01491 612132/07802
 357597
 Email: smithmailhub@btinternet.com
 Highly experienced SEP/



The Piper PA-28, responsible for thousands of hours of flight training!

MEP instructor/examiner. Aerobatic instruction/tailwheel conversions/Differences training. IMC instructor/complex type refresher training. Can travel anywhere within the United Kingdom. 50% discount given by MR

TAKE FLIGHT AVIATION LTD

London Oxford Airport
KIDLINGTON OX5 1RA
Tel: 01865 236424
Email: admin@takeflightaviation.co.uk
Web: www.takeflightaviation.co.uk
Aircraft hire – without limits. An exclusive private aviators’ club and training venue offering one-to-one instruction.
Quality aircraft hire to members without usual restrictions. EASA PPL, LAPL, IMC, Night, Safety Pilot, tail dragger, twin and AOPA Aerobatics. FI’s: 2 Full Time, 8 Part Time

Type: Cessna 152 No: 3
Type: Cessna 152 TW No: 1
Type: Cessna 172S No: 1
Type: PA28 140 No: 1
Type: PA28 160 No: 1
Type: PA28 180/Archer/(VE) No: 3
Type: Slingsby T-67 No: 1
Type: PA32 Saratoga 6X No: 2
Type: BE-76 Duchess (Twin) No: 1
Type: PA46 Malibu Matrix (fractional ownership required) No: 1

SHROPSHIRE SHROPSHIRE AERO CLUB

SLEAP AERODROME
Sleap
Harmer Hill
SHREWSBURY
SY4 3HE
Tel: 01939 232882
Fax: 01939 235058
Email: info@shropshireaeroclub.co.uk
Web: www.shropshireaeroclub.co.uk
Type: Cessna 152 No: 3
Type: Cessna 172 SP No: 1

Type: PA28 Archer No: 2
Type: PA28 Warrior No: 1
Type: Tecnam 2002 JF No: 1
Type: Slingsby Firefly T67M-160 No: 1
Type: Aviat Husky No: 1

STAFFORDSHIRE TATENHILL AVIATION LIMITED

TATENHILL AIRFIELD
Newborough Road
Needwood
BURTON-ON-TRENT
DE13 9PD
Tel: 01283 575283
Email: mail@tatenhill.com
Web: www.tatenhill.com
Type: Cessna 152 No: 4
Type: PA28 Warrior No: 1
Type: PA28 Archer No: 1
Type: PA28 Arrow IV No: 1
Type: Comanche No: 1
Type: Robin DR400 No: 1
Type: Bellanca Decathlan No: 1

SURREY BLACKBUSHE AVIATION LTD

BLACKBUSHE AIRPORT
Blackwater
CAMBERLEY
GU17 9LB
Tel: 01273 877727
Fax: 01252 877707
Email: info@blackbusheaviation.com
Web: www.blackbusheaviation.com
Type: Cessna 152 No: 5
Type: Cessna 152 Aerobat No: 1
Type: Piper Archer No: 2
Type: Piper Arrow No: 1
Type: Piper Seneca III No: 1
Type: Piper Chieftain No: 1

CUBAIR FLIGHT TRAINING LTD

HANGAR NO. 8
REDHILL AERODROME
Kings Mill Lane
REDHILL
RH1 5JY
Tel: 01737 822124
Fax: 01737 822124
Email: ops@cubair.co.uk
Web: www.cubair.co.uk

Type: Katana DA20-A1 No: 2
 Type: Katana DA20-C1 No: 1
 Type: Super Cub PA18-150
 No: 1
 Type: Diamond Star DA40-180
 No: 1
 Type: Slingsby T67M No: 1
 Type: Piper Warrior No: 1

LONDON TRANSPORT FLYING CLUB LTD

FAIROAKS AIRPORT
 Chobham
 WOKING
 GU24 8HU
 Email: info@ltfc.org.uk
 Web: www.ltfc.org.uk
 An amateur sports club
 open to applications from all
 aviation enthusiasts whether
 with a licence or wishing
 to learn. Applications for
 membership are particularly
 welcome from those looking to
 enjoy a true flying club.
 Type: Cessna 172 No: 1
 Type: Piper Warrior No: 3
 Type: EV-97 Eurostar SL No: 1

SUSSEX

ULTIMATE HIGH ACADEMY

Goodwood Aerodrome
 Goodwood
 CHICHESTER
 PO18 0PH
 Tel: 01285 771200
 Email: info@ultimatehigh.co.uk
 Web: www.ultimatehigh.co.uk
 We offer all AOPA Aerobic
 courses with experienced
 ex-military instructors
 with hundreds of hours of
 aerobatics experience
 Type: Bulldog No: 2
 Type: Extra 300 No: 2

WARWICKSHIRE

ALMAT AVIATION LIMITED

ANSON HOUSE
 Coventry Road
 Baginton
 COVENTRY
 CV8 3AZ
 Tel: 02476 306440
 Email: info@almat.co.uk
 Web: www.almat.co.uk
 Coventry Airport West

Type: Robin 2160 No: 1
 Type: PA28 Warrior No: 1
 Type: PA28R Arrow No: 1
 Type: PA28RT Arrow No: 1
 Type: Cessna 152 No: 3
 Type: Cessna 172 No: 2
 Type: Grob 115 No: 2

COVENTRY FLYING SCHOOL LTD

THE CLUB HOUSE
 Rowley Road
 COVENTRY
 CV3 4FR
 Tel: 02476 301428
 Fax: 02476 306417
 Email: operations@covaero.com
 Web: www.covaero.com
 Type: Cessna 172 No: 1
 Type: PA28 161 Warrior III
 No: 2

ON-TRACK AVIATION LIMITED

WELLESBOURNE AERODROME
 Loxley Lane
 Wellesbourne
 WARWICK
 CV35 9EU
 Tel: 01789 842777
 Fax: 01789 642755
 Email: info@ontrackaviation.com
 Web: www.ontrackaviation.com
 Type: PA28R No: 2
 Type: PA28 No: 5
 Type: Cessna 152 No: 4
 Type: Cessna 172 No: 1
 Type: Robin 200 No: 2
 Type: PA44 No: 1
 Type: C172 Amphibian No: 1
 Type: Piper Cub No: 1

SOUTH WARWICKSHIRE FLYING SCHOOL

Airfield Estate
 Loxley Lane
 Wellesbourne
 WARWICK
 CV35 9EU
 Tel: 01789 840094
 Fax: 01789 842539
 Email: ops@southwarwickshireflying
 school.com
 Web: www.southwarwickshireflying
 school.com
 Type: Cessna 152 No: 4
 Type: Cessna 172 No: 1
 Type: PA28-161 No: 1

Type: Frasca 101G Flight Sim
 No: 1

TAKE FLIGHT AVIATION LIMITED

Airfield Estate
 Loxley Road
 Wellesbourne
 WARWICK
 CV35 9EU
 Email: office@takeflightaviation.co.uk
 Web: www.takeflightaviation.co.uk
 Aircraft hire – without
 limits. An exclusive private
 aviators' club and training
 venue offering one-to-one
 instruction. Quality aircraft
 hire to members without usual
 restrictions. EASA PPL, LAPL,
 IMC, Night, Safety Pilot, tail
 dragger, twin
 and AOPA Aerobatics. Fl's: 2
 Full Time, 8 Part Time
 Type: Cessna 152 No: 3
 Type: Cessna 152 Tail wheel
 No: 1
 Type: Cessna 172S No: 1
 Type: PA28 140 No: 1
 Type: PA28 160 No: 1
 Type: PA28 180/Archer/VE
 No: 3
 Type: Slingsby T-67 No: 1
 Type: PA32 Saratoga 6X No: 2
 Type: BE-76 Duchess (Twin)
 No: 1
 Type: PA46 Malibu Matrix
 (fractional ownership required)
 No: 1

WEST YORKSHIRE

SHERBURN AERO CLUB LTD

Lennerton Lane
 SHERBURN IN ELMET
 LEEDS
 LS25 6JE
 Tel: 01977 682674
 Fax: 01977 683699
 Email: flightdesk@sherburnaeroclub.com
 Web: www.sherburnaeroclub.com
 100LL, UL91, Jet A1
 Type: PA28 C adet No: 4
 Type: PA28 Warrior No: 3
 Type: Robin 2160 No: 1
 Type: Cessna 182 No: 1

Type: Cessna 152
 Type: Aero AT3 No: 3

WILTSHIRE

BUSTARD FLYING CLUB

MOD Boscombe Down
 AMESBURY
 SP4 0JF
 Tel: 01980 664519
 Email: scaryer@yahoo.com
 Web: www.bustardflyingclub.co.uk
 The Bustard Flying Club exists
 to stimulate air-mindedness
 and to encourage a practical
 interest in and knowledge of
 flying among the staff at MoD
 Boscombe Down and other
 eligible personnel linked to
 the MoD and QinetiQ. The
 Club aircraft are available for
 hire by Club members; the
 Club also provides training
 to the Private Pilot's Licence
 (PPL) standard. Some Club
 members operate their own
 aircraft under the auspice of
 the Club and this allows the
 Club to support significantly
 more flying than could be
 achieved with just the two
 aircraft. The Club has some
 eighty members, and is
 administered by a Committee
 which is elected annually.
 Type: Robin DR400 - 140
 Type: Slingsby T-67M MkII
 Firefly

COTSWOLD FLYING SCHOOL LTD

Draycott Airfield
 Chiseldon
 SN4 0HX
 Tel: 01285 610610
 Email: info@cotswoldflying
 school.com
 Website: www.cotswoldflying
 school.com
 Type: Cessna 172 No: 1
 Type: Cessna 152 No: 1
 Type: PA28 No: 1
 Type: Tecnam P2002 JF No: 1

GO FLY LIMITED

HANGAR 1, OLD SARUM
 AIRFIELD
 Old Sarum
 SALISBURY

GA RELATED TRADE SERVICES

ADAMS AVIATION SUPPLY CO LTD

MERCURY HOUSE
VULCAN WAY
NEW ADDINGTON
CROYDON CR0 9UG
Stocks and distributes widest range of aircraft parts in Europe. Multilingual team of aviation equipment experts.
Tel: 01689 842999
Website: www.adamsaviation.com
Fax: 01689 808966
Email: mail@adamsaviation.com

AIR WESTWARD LTD

DUNKESWELL AERODROME
DUNKESWELL INDUSTRIAL ESTATE
HONITON EX14 4LG
Operators of Dunkeswell Aerodrome.
Airfield Information: 01404 891643
Tel: 01404 891271
Fax: 01404 891465

AIRPLAN FLIGHT EQUIPMENT

UNIT 1A
RINGWAY TRADING ESTATE
MANCHESTER M22 5LH
Tel: 0161 499 0023
Website: www.afeonline.com
Fax: 0161 499 0298
Email: sales@afeonline.com

CAVOK LIMITED

3 LATYMER CLOSE
WEYBRIDGE KT13 9ER
Software for flying club operations. Continuous airworthiness maintenance organisations. Maintenance operations.
Tel: 01932 821905
Website: www.qudiem.com
Email: info@qudiem.com

E-PLANE

1 SANDOWN GROVE
TUNBRIDGE WELLS TN2 4RW
Hangerage, Airfield Services (Sandtoft), AVGAS, aircraft maintenance (Sandtoft and Fenland) - up to 5700Kg including TBM, LAA types, Avionics, Complex Repairs
Tel: 07802 902535
Website: www.sandtoft-airfield.com
Email: e-plane@live.co.uk

HISTORIC ENGLAND



Elstree is home to plenty of GA related trade services, including Pooley's

THE ENGINE HOUSE
FIRE FLY AVENUE
SWINDON SN2 2EH
Undertakes Aerial photography of archaeological sites and historic buildings.
Tel: 01793 414703
Email: damian.grady@english-heritage.org.uk

KEMBLE AIR SERVICES LIMITED

THE CONTROL TOWER
KEMBLE AIRFIELD
KEMBLE
CIRENCESTER GL7 6BA
Aerodrome operator
Tel: 01285 771076 / 771177
Website: www.cotswoldairport.com
Fax: 01285 771318
Email: ops@cotswoldairport.com

MONTCLARE SHIPPING CO. LTD

ELSTREE AERODROME
ELSTREE
BOREHAMWOOD WD6 3AR
Aerodrome Operator
Tel: 0208 953 7480 / 0208 953 3502
Fax: 0208 207 3691

POOLEYS FLIGHT EQUIPMENT LTD

ELSTREE AERODROME
ELSTREE

BOREHAMWOOD WD6 3AW
Manufacturers of flight training equipment since 1957. We supply to over 95% of UK flying schools and our equipment is sold to flight training organisations across the world. Please call us to set up a trade account or for any queries.

Tel: 0208 207 3749
Website: www.pooleys.com
Fax: 0208 953 2512
Email: sales@pooleys.com

SHAWBROOK BANK

SHAWBROOK HOUSE
THE DORKING BUSINESS PARK
STATION ROAD
DORKING RH4 1HJ
Our specialist aviation team at Shawbrook Bank arrange bespoke finance solutions for private and commercial aircraft owners. We respond rapidly to enquiries and provide finance for a wide range of aircraft and equipment. Shawbrook's flexible terms can also release cash into your business secured on your existing aircraft or equipment subject to our underwriting criteria. To arrange an onsite visit contact: North and Central England and Scotland: Richard Chapman on 07789 648 893 South of England and Wales on 07831 624680
Tel: 0845 604 0975
Website: www.shawbrook.co.uk
Fax: 0330 123 1748
Email: af.marketing@shawbrook.co.uk

SOUTHERN AIRCRAFT CONSULTANCY

TOWN FARM
POUND LANE
DITCHINGHAM
BUNGAY NR35 2DN
Register your aircraft on the FAA 'N' Register with complete confidence. Operating a friendly, competitively priced and professional service for over 16 years.
Tel: 01986 892912
Website: www.southernaircraft.co.uk
Fax: 01603 208256
Email: info@southernaircraft.co.uk

SP4 6DZ

Tel: 01722 444890

Email: enquiries@goflyuk.com

Web: www.gofly.com

Go Fly flying school offers aviation fans, or just those seeking a once in a lifetime thrill, the opportunity to get up into the sky and pilot their own aeroplane! Go Fly offers a wide range of flying lessons and flying courses so there's something for everyone. Based out of the Old Sarum Airfield, a place steeped in history stretching back to its creation during the First World War, Go Fly offers quality tuition with experienced, friendly instructors and a stunning venue that is second to none.

Type: PA28 Warrior No: 3

Type: Gruman Tiger No: 1

Type: Tiger Moth No: 2

NORTHERN IRELAND

COUNTY LONDONDERRY

EGLINTON FLYING CLUB LTD

EGLINTON AIRFIELD

17A Airfield Road

Eglinton

LONDONDERRY

BT47 3PZ

Tel: 028 7181 0962

Type: Piper Warrior III No: 1

SCOTLAND

ABERDEEN

CABRO AVIATION LIMITED

c/o Signature Flight Support

Ltd Aberdeen Airport

Wellheads Drive

Dyce

ABERDEEN

AB21 7GQ

Tel: 07891 249080

Email: info@cabroaviation.

co.uk

Web: www.cabroaviation.co.uk

Cabro Aviation Ltd was

formed in 2009. Since January

2011, we have operated as

a CAA Registered Training

Facility based at Aberdeen

International Airport. We are

the only PPL and NPPL(LAPL) fixed wing training facility in North East Scotland operating from Aberdeen International Airport and Inch Airfield.

We conduct training for Private Pilot Licences, Night qualifications, Instrument ratings (restricted), rating renewals, check flights, skills tests and aircraft hire.

Following a check out with an Instructor the aircraft can be hired to Pilots holding a PPL licence that is current for the rating and have suitable flying hours and a valid medical.

Type: Cessna 152 No: 1

Type: Cessna 172 No: 2

Type: Cessna 172SP No: 1

Type: PA28 No: 1

RENFREWSHIRE

GLASGOW FLYING CLUB LIMITED

Walkinshaw Road

RENFREW

PA4 9LP

Fax: 0141 840 2668

Email: info@glasgowflyingclub.com

Website: www.

glasgowflyingclub.com

PPL training, trial lessons,

revalidation and renewal

Tel: 0141 889 4565

Type: PA38 No: 2

Type: PA28 No: 1

Type: Cessna 172 No: 1

REST OF THE WORLD

HONG KONG

HONG KONG AVIATION CLUB

31 SUNG WONG TOI ROAD

KOWLOON

Tel: (852)-2713- 5171

Web: www.aviationclub.hk

Fax: (852) 2761 9511

Email: gm@aviationclub.hk

Type: Cessna 152 No: 3

Type: Cessna 172N No: 1

Type: Cessna 182P No: 1

Type: Cessna 172R No: 1

Type: Cessna 172S No: 1

Type: Robinson R44 No: 2

Type: Robinson R22 No: 4

Type: ZLIN-Z242 No: 1



A solid trainer for many years, every pilot must have at least one hour in their logbook...

OTHER FLYING CLUBS AND OWNERSHIP GROUPS

AIRWISE FLYING GROUP

87 SINGLETON ROAD
SALFORD
M7 4LX
Tel: 0161 828 1000 / 07974
728548
Email: davidnkaye@gmail.com

B17 PRESERVATION LTD

PO BOX 92
BURY ST EDMUNDS
IP28 8RR
Tel: 01638 721304
Operator and keeper of the
last remaining B-17 Flying
Fortress in the UK
Web:www.sallyb.org.uk
Email: b-17preservation@
sallyb.org.uk

CAMBRIDGE FLYING GROUP

CAMBRIDGE CITY AIRPORT
NEWMARKET ROAD
CAMBRIDGE
CB5 8RX
61st Anniversary Year of
training pilots in vintage
aircraft
Tel: 01763 264262
Web:www.cambridge
flyinggroup.co.uk
DH82A Tiger Moth
Fuji FA 200
Email: ian.glenn@virgin.net

FLYING FARMERS ASSOCIATION

BROOKER FARM
NEW CHURCH
ROMNEY MARSH
TN29 0DT
Web:www.ffa.org.uk
Email: chix@farmline.com

FREESTYLE AVIATION

C/O WHITE WALTHAM
AIRFIELD
WALTHAM ROAD
MAIDENHEAD
SL6 3NJ
Tel: 07808 059881
Specialist aerobatic training
at the West London Aero
Club under the supervision
of former UK Champion Alan
Cassidy.

Web:www.freestyle
aviation.co.uk
Pitts S-2A Special
Xtreme Air XA42
Email: accassidy@aol.com

HISTORIC AIRCRAFT ASSOCIATION

THE WHITE HOUSE
23 MILL ROAD
HARTFORD
HUNTINGDON
PE29 1YJ
Tel: 07792 659553
Web:www.haa-uk.aero
Email: info@haa-uk.aero

NORTH COATES FLYING CLUB

HANGAR 4
NORTH COATES AIRFIELD
KENNETH CAMPBELL ROAD
GRIMSBY
DN36 5XU
Tel: 01472 388850
Out of Hours: 01652 618808
The 05 threshold will be
moved slightly. Runway
numbers remain the same.
Web:www.northcoates
flyingclub.co.uk
Email: stevecharters@gmx.
com

SHOREHAM SUSSEX FLYING GROUP

THE OLD DAIRY
NEW ROAD
RIDGEWOOD
UCKFIELD
TN22 5TG
Tel: 01323 873634
Website:www.shorehamsussex
flyinggroup.com
Email: h.berryhill@yahoo.co.uk

SKYANGELS AIRHUB

BUILDING 00, LONDON
OXFORD AIRPORT
LANGFORD LANE
OXFORD
OX5 1RA
Tel: 0207 796 1007
International non-profit
air ambulance and rescue
foundation. Fleet includes
aircraft and helicopters with

alliance members around the
world.

Web:www.
skyangelsairambulance.org.uk
Email: base@
skyangelsairambulance.org.uk

SKYDIVE JERSEY

C/O JERSEY AERO CLUB
L'AVENUE DE LA REINE
ELIZABETH THE SECOND
ST PETER
JE3 7BP
Tel: 01534 747410
Web:www.skydivejersey.net
Fax: 07797 813944
Email: info@skydivejersey.net

SOUTHPORT & MERSEYSIDE AERO CLUB

C/O LIVER GREASE CO LTD
NORFOLK STREET
LIVERPOOL
L1 0BE
Tel: 0151 7097494
chris@wyliec.freemove.co.uk
Web:www.g-gyav.org.uk
Fax: 0151 709 3774
Cessna 172

THE REAL FLYING COMPANY LTD

3 CECIL PASHLEY WAY
SHOREHAM AIRPORT
SHOREHAM-BY-SEA
BN43 5FF
Tel: 01273 440288
PPL, LAPL, IMC, Night,
Tailwheel, Aerobatic
Rating, Safety Pilot, Glass
Cockpit conversions, cross
Channel checkouts, licence
revalidation, self fly hire. We
also offer gift vouchers and
trial lessons to all who are
interested.
Web: www.realflyingcompany.
com
Fax: 01273 464259
Stampe SV4C
DHC-1 Chipmunk
Piper Warrior 111 (glass
cockpit)
Piper Super Cub PA18-150
Email: ops@realflyingcompany.
com

THE SPITFIRE FLYING CLUB

POPHAM AIRFIELD
COXFORD DOWN
MICHELDEVER
WINCHESTER
SO21 3BD
Tel: 01256 397733
Tie downs available, overnight
camping available, low landing
fees, fuel available 24/7
Web:www.popham-airfield.
co.uk
Fax: 01256 397114
Rental Cessna 150/PA28
Gyrocopter
Microlight Training C42 +
Eurostar
Antonov AN2
Email: pophamairfield@
btconnect.com

THE TIGER CLUB (1990) LTD

DAMYNS HALL AERODROME
AVELEY ROAD
UPMINSTER
RM14 2TN
Tel: 01303 863180
The Tiger Club was founded
in 1957 with the aim of
encouraging sport flying. It
offers pilots the opportunity
to experience vintage flying,
as well as aerobatics and
formation flying. Glyn Richards
is manager of the club.
Web:www.tigerclub.co.uk
CAP 10C
DH82a Tiger Moth
PA18-90 Piper Super Cub
Rollason D31 Turbulent
Email: glyn@tigerclub.co.uk

UPLIFT AVIATION LIMITED

TURWESTON AERODROME
BIDDLESDEN ROAD
WESTBURY
BRACKLEY
NN13 5YD
Basic aerobatics, CAA PPL
examinations/skill tests, FAA
BFRs and IPCs.
Tel: 07850 345995
Web: www.upliftaviation.com
Cessna 152 Aerobat
Email: tollett@aol.com

GA ORGANISATION AND OFFICIAL BODIES

AEROBILITY

TERMINAL BUILDINGS
BLACKBUSHE AIRPORT
BLACKWATER GU17 9LQ
Tel: 0303 303 1230/0872 352 6811

With hand controls and hoist to aid aircraft access. Aerobility is the leading charity providing instruction for those with physical impairments. Our HQ is at Blackbushe but we also provide training at Tatenhill. Web: www.aerobility.com
PA28 Warrior
PA28 Archer
Tecnam P2002-JF
PA32 Cherokee Six
Email: info@aerobility.com

AIR SEARCH

BLUE BELL LODGE
178 WORLDS END LANE
ORPINGTON BR6 7SS
Tel: 0208 778 7531
Web: www.uk-airsearch.org

ASSOCIATION OF AERIAL WORK OPERATORS

OLD COASTGUARDS CENTRE
2 WESTGATE BAY AVENUE
WESTGATE-ON-SEA CT8 8AH
Tel: 07836 530446

We represent those UK commercial organisations providing aerial advertising services with fixed-wing aircraft towing banners.
Web: www.airads.co.uk
Email: simon@flyingbanners.co.uk

BRITISH AEROBATIC ASSOCIATION

C/O WEST LONDON AERO CLUB
WHITE WALTHAM AIRFIELD
MAIDENHEAD SL6 3NJ
Tel: 01628 823272
Web: www.aerobatics.org.uk
Fax: 01628 826070

BRITISH MEDICAL PILOTS ASSOCIATION

122 BRIDGE STREET
ROYSTON SG8 5SN
The BMPA is for doctors and affiliated professionals who are pilots or aviation medical examiners. It aims to promote safe practice in aviation and medicine by sharing and expanding knowledge in these areas in a friendly and supportive environment.
Tel: 02087 677 8081
Web: www.bmpa.org.uk
Email: secretary@bmpa.org.uk

BRITISH WOMENS PILOTS' ASSOC

WHITE WALTHAM AIRFIELD
WALTHAM ROAD
MAIDENHEAD SL6 3NJ
Web: www.bwpa.co.uk
Email: info@bwpa.co.uk

CRANFIELD AVIATION TRAINING SCHOOL (CATS)

110 BUTTERFIELD PARK

CAMPUS
LUTON LU2 8DL
Aviation Training and provider of Aviation training materials at all licence levels
Tel: 01582 434222
Web: www.catsaviation.com
Email: info@CATSAviation.com

HELICOPTER CLUB OF GT BRITAIN

RYELANDS HOUSE
CROUGHTON ROAD
BANBURY OX1 7 3AT
Tel: 01869 810646
Web: www.hcgb.co.uk
Fax: 01869 810755
Email: info@hcgb.co.uk

THE ROYAL INSTITUTE OF NAVIGATION

1 KENSINGTON GORE
LONDON SW7 2AT
Tel: 0207 591 3130
Fax: 0207 591 3131
Web: www.rin.org.uk



The Helicopter Club of Great Britain offers competitions and advice for rotary pilots

WORDS David Rawlings **IMAGES** Textron Aviation

Business or Pleasure?

When Cessna and Textron finally got the TTx off the ground they felt it had a unique place in the market and would fill a gap in GA... but does it?



Getting anything to market in the world of aviation can take time. But when it came to getting the TTx to market it would be an understatement to say that it took a little longer than Cessna expected.

The aircraft's roots can be traced all the way back to the mid-1990s and NASA, having gone through a number of incarnations before it became the aircraft we see today (read on for a fuller history). Nonetheless, Cessna feels as though it has been well worth enduring all the bumps in the road to get the TTx certified and finally into production.

BACK TO THE BEGINNING

Cessna and Textron put the TTx on a pedestal as one of the best aircraft they offer. And it's a 'local-boy-done-good' story that began in the 1990s. During this time, NASA were in the middle

“The aircraft's roots can be traced all the way back to the mid-1990s and NASA”

of their AGATE (Advanced General Aviation Transport Experiments) project. But it wasn't an easy period for General Aviation. "There were lots of expensive lawsuits in GA at the time," says Kevin Schmitz, Business Leader of Piston Aircraft at Textron when he spoke to AOPA UK. "So you saw a lot of manufacturers ignoring piston aircraft and going towards turboprops or small jets. NASA's plan was to make the market strong again," he adds.

One of NASA's aims was to make piston aircraft easier to fly. They wanted to make them less likely to spin and have docile stall characteristics – in essence, to develop aircraft handling that was similar to driving a car.

NASA looked at using flatscreen technology, instead of dated steam gauges, and also looked at using composite materials – could

they make the aircraft a better shape with a smoother aerodynamic surface? They also investigated what could be added to the leading edge of the wing to reduce the chance of spin.

"One of their test articles was a Lancair aeroplane," explains Schmitz. "Lancair learned a lot from NASA – it gave them years' worth of data. NASA even completed tests on the strength of the roll cage and Lancair was able to learn and apply all of that information to it's next generation of aircraft."

Lancair subsequently began work on the Columbia 300, building specific aviation composites in a bid to make a success of the new aircraft. In 1998 Lancair certified the Columbia 300, followed up in 2003 with certification of the Columbia 400. This version had the flatscreen displays and the turbo-charged engine. It was a lot like how



A cruise speed of 235ktas and a range of 1200nm means the TTx gets you a long way, quickly!

The fastest
production piston
aircraft looks
sophisticated
from every angle





The TTx is a serious toy! Why not treat yourself?

the TTx looks today.

However the Columbia struggled in the market. It was meant to be a homebuild aircraft and Lancair struggled to mass-produce it. "They could not get all their components consistent enough to make it efficient to mass-produce," says Schmitz. "They didn't have the tooling required to get consistent parts, and they didn't necessarily have aircraft parts on all the areas where they needed it," he explains. Schmitz believes that when Lancair eventually

"It's a wonderful aircraft and it was a great opportunity to add it to our piston fleet"

went bankrupt, it was a great opportunity for Cessna to add a wonderful aircraft and piece of technology to their established piston fleet.

So in 2007 Cessna bought the Columbia, renamed it the Corvallis and started production.

It didn't take long for Cessna to come to the same conclusion as Lancair. They needed to have a timeout and try to work out the most efficient way to produce the TTx so it would make sense and be profitable for the Kansas-based company.

Cessna paused production so it could work on certification, move the factory location, begin working on the tooling aspect and add in the powerful Garmin G2000 avionics suite. Cessna also looked at improving the supply chain, and both the size and buying power of Textron meant that it had the ability to leverage improvements.

"We've always been a very engineering and manufacturing-strong company and I feel our tooling group, engineering



Cessna's TTx customers tend to be businesses that travel far and wide



Looks fast when standing still – the TTx has impressive ramp presence

group and everyone involved saw an opportunity to manufacture this aeroplane a lot more efficiently than how we were doing. We really couldn't pass that up, it was a no-brainer investment. If we took the break, we knew that the TTx would easily pay for itself," says Schmitz.

Therefore in 2012 Textron announced the newest incarnation, the TTx. It was finally certified in 2013, with an additional certification in the second half of 2014 for flying into known icing.

Last year Textron finally

"If we took the break we knew that the TTx would pay for itself"

received EASA certification and the TTx has been well-received in Europe ever since.

WHO'S IT FOR?

The TTx is the fastest fixed-gear piston aeroplane in production on the market. As a big comfortable four-seater with a powerful TSIO-550-C Continental Motors engine, its performance is second-to-none. But with a price tag in the region of \$700,000, it certainly has a niche in the market, which could ultimately see many pilots and potential owners look elsewhere

The TTx is automatically compared to the Cirrus range of aircraft but Textron feel (as they would) that their aircraft is superior. "It has its own unique placement in the market," says Schmitz. "We find small companies buy this aeroplane and use it to fly to different locations across the East Coast of the United States.

They love it because of how easy it is to fly and how fast it is, they say they get a lot of enjoyment out of flying the TTx. We also have a lot of retired people that have been



An interior that is reminiscent of a sports car. Ferrari beige leather, anyone?

successful in their work life, and are ready to buy a toy. So they purchase the TTx as their flying sports car."

Speed is obviously one of the biggest strengths of the TTx with a cruise speed of 235ktas, but Cessna state that its performance and handling get overlooked. "We have the true sidestick where it ties directly into the controls. It's not a side yoke. The sidestick puts you right in touch with the flight controls," explains Schmitz. "It's also a very aerodynamic aircraft, which makes it quieter, faster to the point where we even need speed brakes to get it slowed down sometimes."

With the roots in NASA, who are used to having pilots sit in place for a very long time, the cockpit has been ergonomically designed, with a fit and finish similar to a luxury car. "It's also beautiful," says Schmitz. "And for lack of a better term, it's a sexy aeroplane – and people love that about it."

FLYING FUN

It's all well and good being a "sexy" looking aircraft but when you're sitting behind the controls for three to four hours, you want to be enjoying it. Pilots have said that the TTx is a dream to fly and that it's a real pilots aircraft.

The sidestick and design and feel make it feel like you're flying a piston fighter aircraft, thanks its responsiveness and incredibly stable handling.

Will Klein, Instructor Pilot at Textron says that one of his favourite things to do is: "Get it into really slow flight, just hang it on the propeller and to show people you still have full aileron control left and right and it's still really responsive and authoritative. Honestly it's so well designed it's the first aircraft I've ever flown that for a spin recovery

"Speed is obviously one of the biggest strengths of the TTx with a cruise speed of 235ktas"

procedure, is to do opposite aileron against the spin, which if you do in any other aircraft I've flown is a complete no-no because that would've aggravated the spin. And we demonstrate that as a recovery procedure."

Despite all the technology upfront, the TTx asks to be hand-flown. "It has a really wonderful autopilot built in, the GFC700, but I love to hand fly the TTx. I'll cruise by hand for hours because it is so comfortable – I don't want to use the autopilot and I'm lucky to be able to do it," adds Klein.

The aircraft's sidestick control means that even pilots with years of yoke experience can be apprehensive at first. "If I take someone on a demo flight that has only ever flown yokes before, then I brief them. Then as we take off I explain that for the first two or three minutes they're going

to have a strange feeling because they have to retrain their hand. But it happens so naturally it's almost instantaneous, and as we're passing 500ft on the climb out I can see them relax, they ease back into their seat and they're smiling. I have never had a demo or training where people didn't like the stick after 10 minutes," says Klein. "It's the same with the G2000, we have people come in, not sure if they can figure it all out. But it's so intuitive and power that in 10 minutes, they're tuning all the frequencies and altering the flight plan."

The TTx certainly has its place in the piston market, and there will be a lot of people looking at the Diamond DA40 and the Cirrus range. But Cessna firmly believes it has found a market leader, and beater in the TTx. ■

TECH SPEC CESSNA TTX

PERFORMANCE

TAKEOFF GROUND ROLL: 1,280ft (390m)
MAXIMUM CLIMB RATE: 1,400fpm (427mpm)
SERVICE CEILING: 25,000ft (7,620m)
MAXIMUM CRUISE SPEED: 235ktas (435kph)
MAXIMUM RANGE: 1,250nm (2,315km)

POWERPLANT

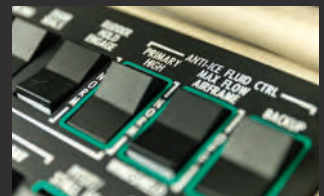
MANUFACTURER: Continental Motors
MODEL: TSIO-550-C
POWER OUTPUT: 310hp

WEIGHTS

MAXIMUM TAKEOFF: 3,600lb (1,633kg)
EMPTY WEIGHT: 2,600lb (1,179kg)
USEFUL LOAD: 1,000lb (454kg)

INTERIOR DIMENSIONS

CABIN HEIGHT: 49in (1.25m)
CABIN WIDTH: 48.2in (1.22m)
CABIN LENGTH: 11ft 8in (3.55m)
BAGGAGE CAPACITY: 120lb (54kg)
MAXIMUM OCCUPANTS: 4



History, fun, adventure and the warmest
welcome in the UK

Open year-round to all light aircraft

- Licensed café
- Flying training
- Aircraft fuels
- Hangarage and parking
- Special events
- Aviation museum

www.oldsarumairfield.co.uk • info@oldsarumairfield.co.uk • 01722 322525

NOW
 EASA APPROVED!
 EASA AML STC COVERS
 790 AIRCRAFT TYPES & MODELS



THE EASY CHOICE.

IFD540 & IFD440

FMS/GPS/NAV/COMS
FEATURING 'HYBRID-TOUCH'

- Direct replacements for existing 530 & 430-Series navigators
- Feature an award-winning Page & Tab user interface
- Highly-intuitive 'Hybrid-Touch' (touch screen or knobs & buttons)
- Built-In WiFi & Bluetooth™

Now you have a **choice**.
And the choice is easy. **Avidyne.**

Contact your authorized Avidyne Avionics Dealer or
Steve at sgrubbins@avidyne.com for more info.

Learn more and see for yourself at www.IFD540.com.



COULD THIS BE THE BOSE A20 BEATER?

DAs a relative newcomer, does headset manufacturer Factem have what it takes to rival the market leaders?

Product EF7-IA
Maker Factem

When French manufacturer Factem was researching into how it was going to build its new headset, it surveyed the flying public to see what they wanted in a headset that would be could rival the A20. The feedback received informed the design and production of the EF7-1A (and the cheaper, non-ANR EF7 Initial).

The company states that its headset has been designed for use in civil or military aviation environments, is exceptionally robust, has a unique design and was specifically designed with the hybrid ANR system

developed by Factem to maximise performance in high-noise locations.

The headsets are larger than some other ANR products on the market and they do look less stylish and more toy-like when compared to the likes of the Zulu and A20. The headset controls are integrated into the EF7-1A earcup meaning there is no control box to get in the way whilst flying. The controls, which include a multifunction wheel, USB charging socket and LED indicator are on the left cup.

The batteries to power the ANR are non-removable in the makeup of the headset, so if they go dead, that's it, you're out of ANR power!

The USB cable needs to be plugged into the headset to charge, and Factem state that a fully charged headset will last for up to 28 hours. The company also says that the passive attenuation will reduce noise by 25dB.

Other features of the EF7-1A include: Bluetooth, adjustable Talk-Through, auto shut-off, rotating earcups for flat storage and memory foam earpads.

Although Factem has a lot to live up to if it wants to sit alongside the forerunners, Bose and Zulu, thanks to its low cost, the EF7-1A is still an attractive alternative option.

The biggest hindrance that could put pilots off is the fact that you can't replace the batteries during flight. Some pilots might find losing ANR halfway through a flight unacceptable. ■

NEED TO KNOW

- ✦ No external battery box, and long battery life.
- ✦ Strong sturdy cables.
- ✦ Battery is not user-replaceable.
- ✦ Audio plugs not moulded.

Where www.factem.com **Price** £553

 DAHER

THE ULTIMATE

speed machine



As the world's fastest single-engine turboprop, the TBM 930 attains jet-like speed – yet is simpler to fly and maintain. Its 850-horsepower engine provides freedom to travel the skies effortlessly at 330 kts., smoothly climb to FL310 and travel up to 1,730 NM in economy cruise. And with Daher's all-inclusive maintenance program (5 yrs./1,000 hrs.), you can enjoy the ultimate combination of reliability, comfort and performance.

Speak to a TBM expert:
(Americas) +1(954) 893-1414
(International) +33 5 62 41 73 00

www.tbm.aero

TBM
930

PHOTO www.airteamimages.com



ALL ABOUT THE DE HAVILLAND

This book is not just about the aircraft – it also chronicles Geoffrey de Havilland's illustrious career

Book De Havilland Enterprises: A History

Author Graham Simons

Captain Sir Geoffrey de Havilland was one of the world's true pioneers of powered flight – a man as important to Britain in aviation terms as the Wright brothers were to America.

From humble beginnings, de Havilland went on to develop some of the finest aircraft to see action during the First World War, before going on to found the company that bore his name. De Havilland's legendary career began in his youth when, without experience, plans or instructions, he embarked on the task of building his very first flying machine, as well as constructing the engine to power it.

De Havilland Enterprises: A History explores the

influences and milestones of his early years before going on to examine the de Havilland Aircraft Company in detail. Amongst the momentous machines that de Havilland had a hand in creating were the Gipsy Moth and Tiger Moth – two iconic aircraft types destined to set a variety of aviation records whilst being piloted by de Havilland himself. Another highlight of the company's history saw the esteemed aviatrix Amy Johnson fly solo from England to Australia in a Gipsy Moth in 1930. The designs

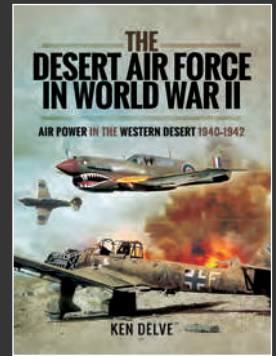
and monocoque wooden construction methods were subsequently passed through through the DH.91 Albatross into the Mosquito. The company followed up these successes with the Hornet fighter, which pioneered the use of metal-wood and metal-metal bonding techniques, resulting in the world's first jet airliner, the Comet.

All of de Havilland's products are here in detail, as are the designs never to leave the drawing board and the products of de Havilland's companies in Australia and Canada. ■

NEED TO KNOW

- ✦ Every one of de Havilland's products listed
- ✦ Written by Graham Simons, highly respect historian
- ✦ Not just aircraft, everything produced by de Havilland is included in this book

Where www.pen-and-sword.co.uk **Price** £25



DESERT WARFARE FROM THE AIR

Book The Desert Air Force in World War II

Author Ken Delve

This is a comprehensive reference to the structure, operation, aircraft and men of the 1st Tactical Air Force, or Desert Air Force as it became known. It was formed in North Africa to support the 8th Army and included squadrons from the RAF, SAAF, RAAF and the USAAF.

The book includes descriptions of many campaigns, the types of aircraft used, as well as the weapons and the airfields that played host to these events.

The five main sections of the book include a general historical introduction and overview, operations, operational groups, aircrew training and technical details of each aircraft type.

Annexes cover the squadrons in WWII, accuracy of attacks, orders of battle for each year, maps of airfield locations and numbers of aircraft downed.

Where www.pen-and-sword.co.uk

Price £25

CLASSIFIED ADVERTISEMENTS

AIRCRAFT FOR SALE

GA 7 Cougar



1979 4 Seater. Twin Lycoming o320 160HP engines. 4146 hours. Very well equipped with GNS 430 & 2nd Radio. Professionally maintained & in very good condition. Based Rochester, Kent. Price: £35,000.00. Tel: Ian Mason, 07973 242672 or ianm@london-marketing.com.

JUNGMANN AIRFRAME FOR SALE



1951 ex-Spanish Air Force C1131. In generally good condition, with wings off. Based west of London. £40,000 ono. Engine available separately.

CONTACT ROBERT EDMONDS
+44(0)1628 673392 rcsedmonds@btinternet.com



DHC-1 Chipmunk. G-BBMM. One owner since 'Demob' from Royal Air Force in 1977, in original colours. Military no: WD.359. Always hangared and CAA schedule maintained till 2016. Now completed under LAA schedule and all mods incorporated. Ready to fly away. Wings, ailerons & flaps re covered in Ceconite 1996. All engine hoses replaced, New batteries fitted 2016. AF 8449 hrs, TTE 1462 hrs as at April 2016. Situated Essex. UK. gipsymajor10@gmail.com or 0208 954 5080.



1987 BEECH BONANZA F33A

British Reg. Beautiful example maintained regardless of cost. TT since New: 1840, ET: 890 (October 2000), PROP: since Overhaul: 185 Jun 12, Annual/Arc due: New, Full logbook history from import-present day, Avionics installed. KMA24 Audio-Panel, GNS430Nav/Com/GPS, KX155A Nav/Com, KR87ADF, KMD540 Moving Map, TT31 Transponder, SPA400 Intercom, WX10A Stormscope, KN63 DME, KFC150 Autopilot + flight director KFC55 Compass System + HSI. Offers around £115,000 no VAT, private sale but PX considered. Contact : Tel: 0771196070. email: aircraft48@yahoo.co.uk



G-JAKI, 1995 MOONEY M20R

1468h TT, 154h SMOH, 12h PROP, 180kts, 280hp TCM IO-550-G, speed brakes, full IFR panel with Garmin 530 and Sandel 3308 EFIS, KFC-150 flight director, KX-165, KN-62A DME, KR-87 ADF, KT-73 mode S transponder. Shadin fuel computer, Insight GEM-602 engine monitor and SF-2000 Strikefinder. Wingtip recognition lights and electric standby vacuum pump. Fresh annual August/16. VAT paid. Further details available from David Abrahamson, email david@cs.tcd.ie or telephone +353 1 896 1716.

Derrick Ings Aircraft Sales

offer a professional, friendly & individually tailored service to both business & private clients to suit your specific requirements & budget



FOURNIER RF6B-100 (1976)

Serial number one. Aerobatic two-seater. A fun aircraft that was the first production RF6B-100 and was flown by Fournier himself. TTAF&E 2150. 296 Hrs STOJ at New Hoffmann wooden prop May/2016. Fresh Annual & ARC with sale. Microair 760 COM, King KT76A Transponder. Hangared. Currently G-BOLC, formerly F-BVKS. GBP£14,950 No VAT



PIPER ARROW III TURBO (1987)

Based at the fabulously friendly Sabadell Airport near Barcelona in Spain. Fresh Annual, ARC and Propeller overhaul underway at time of placing this advert. TTAF4631. Eng 548 (SFRB in 2003), Prop Zero. Dual GNS430, Dual VOR/LOGS, KR86 ADF, KN64 DME, GTX330 Mode S, System 55X A/P wAlt & VS Select, GMA340 Audio/Markers/ Intercom, Artex 345 406Mhz ELT. 2nd Altimeter. EUR85,500 NO VAT (Plus 4% Spanish tax).

CHECK WEB SITE FOR LATEST LISTING - WHICH CAN CHANGE AT SHORT NOTICE - IF YOU ARE A SELLER - DON'T FORGET TO CHECK THE WANTED PAGE ON THE WEB SITE.

For further information contact:

DERRICK INGS AIRCRAFT SALES

PO Box 1559, Gillingham, Dorset, SP8 4WB, UK.

Tel: +44 (0)1747 825378 Mobile: +44 7836 708564

Email: sales@derrickings.com

www.derrickings.com

CLASSIFIED ADVERTISEMENTS

PA23 APACHE

...with GERONIMO CONVERSION

FOR SALE



A fine example of PA23 Conversion based at Thrupton (EGHO).

Full details are available at www.warrenarmstrong.co.uk



DRUINE TURBULENT G-BUKH (£6500)

Build 1994 by RAF Engineer. VW 1600 cc with Leburg Electronic Ignition. EVRA Z3405 Propeller. Airframe 329 hours. Max weight 620 lbs. Empty weight 419 lbs. Hangared Pent Farm nr Folkestone Kent

CONTACT
afc.tulips7@gmail.com



PIPER PA-28R-201 ARROW

Registration: G-OTGA Serial Number: 28R-7837281. ARC Expiry: 15-09-17. Annual due: 14-09-17. Airframe: 5023. Engine: 486 hours (Overhauled 07-05-10). Propeller: 3 Blade Hartzell HC-C3YR-1RF/F7282 (Overhauled 14-07-15). KING KX155 NAV/COM. KING KR87 ADF. KING KT76A TRANSPONDER. KING KN64 DME. Based: Lydd. £55,000 PLUS VAT (Reasonable offers considered)

CONTACT SUE GIRDLER
01843 823656/07511526529 sue@tgaviation.com www.tgaviation.com



MOROVAN ZLIN 526 MASTER TRENNER FOR SALE £61,500

Built 1969 (Serial No 1082) TTAF 1418. Walter Minor 6 cylinder 160hp, 260 SMOH in 1995. Prop 1.0 SMOH in 2016. Garmin GTX 328 transponder, new Icom A220T radio. Retractable gear. Price includes Garmin Aera 500 GPS, canopy cover and tow bar. Averages 32 ltrs/hour at 2100 rpm. May use 100LL or UL91 fuel. One of the nicest examples of this beautiful historic aircraft.

CONTACT
David Cowden - david74cowden@gmail.com 01892 771310



AA5 Traveler

G-BBDM – AA5 Traveler 1/4 Share £3,500 £110 pcm and £80 per tacho hour (wet). Excellent availability - internet booking. Four seater, full IMC fit - Based Thrupton (EGHO). Contact: Tony Harris (0777 5504526 or anthonywharris@hotmail.com)

AIRCRAFT FOR SHARE



1/8TH SHARE IN TECNAM P2002JF (SIERRA) BASED AT BRIMPTON, BERKSHIRE.

G-TECI is an EASA certified real fun-to-fly 2 seat aircraft, capable of cruising at 100kt using only 15L per hour, which makes it cheap to operate and a real pleasure to fly.

The aircraft is powered by the Rotax 912S engine. She is fully certified to operate on AVGAS or MOGAS and you can even mix the two so that fuel at your destination is never a problem. The aircraft has an analogue panel plus Garmin 430 with built-in terrain warning, a Garmin 328 Mode S transponder and a Garmin intercom. It is already 8.33kHz capable. The Tecnam P2002JF is also authorised for flight training. The STOL and grass performance is very good and handles the relatively short 520m runway at Brimpton with ease even at full load.

TECI is comfortable and has enough luggage space for long trips.

I have flown her to Munich and to Scotland.

If you want a cheap to operate yet modern aircraft which can operate easily from short grass runways, this is the only aircraft to consider. Come and join this friendly and well run group and enjoy the good mix of social and group flying opportunities from Brimpton.

£9250 for an eighth share, £35/hour wet and £60 per month.
Please contact Bob Darby on 07951 206215.
bobdarby@hotmail.co.uk

N747MM DENHAM (1/5 SHARE)



£4000 plus costs renewing N reg Trust, £170/month and £90/hour wet

- Airframe 5768hrs - Engine TSN 4193hrs, TSO 1950 hrs (we have an engine fund)
- Cruise at 130-135kts true at FL090 - Fully IFR equipped - Bendix/King KLN89B IFR GPS - Garmin GTX330 Mode S transponder - Piper Autocontrol III autopilot (tracks heading, VOR, LOC, GPS) - Digital CHT monitor/Fuel flow computer

A friendly and well established 5 person group based at Denham is looking for a 5th member to join them.

PLEASE CONTACT andrewflyboy1@aol.com or 07956 282 940

CLASSIFIED ADVERTISEMENTS

AIRCRAFT FOR SHARE

PROBABLY THE BEST CESSNA FOR SALE IN EUROPE!



1984 CESSNA GOLDEN EAGLE 421

• Registration: G-JACK • Serial: 1411 • Total hours: 2274 • Price: £298,000

One of the last 421s built, original Cessna interior, cabin dividers, 2 stowable writing tables, flushing toilet, 7 belted seats, bare metal repaint 2004, excellent condition, always hangared.

CONTACT STEVE BORROWDALE

steve.borrowdale@multiflight.com or telephone 0113 238 7100

BEAGLE PUP150 - SHARES



At Cotswold Airport, this superbly agile 150hp Pup has new Garmin Avionics & long-range tanks, making it the ideal aerobatic sports-cruiser. Shares available for qualified or student pilots, whom we can train, are £2,000 plus £98phr wet.

For full specification of this British Classic, contact

ROGER HAYES

01285 851311 - 07860 257333 - roger@skysport-uk.com

LIBERTY XL2

Shares Available for Biggin Hill based touring aircraft

20% shares in this very comfortable 2-seat aeroplane are currently available at £10,000. (Reasonable offers for outright purchase will also be considered.) N518XL is hangared, and is equipped with complete IFR fit (Garmin 530, 2nd nav/comm, Mode S transponder, DME & 2nd Altimeter). The Liberty XL2 offers FADEC engine control and a 115 kias cruise at 6.0 US galls/hr. Current costs: £160/month and £80/ hr wet. Further details and demo flight available on request. FAA licence required for flights outside UK. (With a JAA/ EASA licence, acquiring an FAA licence is possible without a skill test or exams.) Trial period possible. Ideal candidate will have 200+ hrs. Contact Bill Roberts: 0207 564 5461, williameroberts2@aol.co.uk .



1/3 SHARE AVAILABLE IN A VAT PAID CIRRUS SR22G2 2004. LOADED WITH OPTIONS! £55,000

Based at Fairoaks Airfield. Dual Garmin GTN 650's (touchscreen), MLX770 satellite datalink, Fully IFR equipped, Fresh Annual (Jan 2016). Well established group including engine fund
Aircraft Stats: Serial Number 0977, 1675 TTSN. Brand new engine and propeller in March 2013. 245 hours on new engine/prop at annual Jan '16
Extras: DME & NDB, TKS ice protection - Leading Edge Protectant, H.I.D. landing light, Semi-portable oxygen system for 4, 3* Bose Aviation-X headsets, 4* lifejackets, Liferaft. If you'd like to find out more, please contact Ben: 07789625099 benlakin@lahitere.com or benlakin2@lahitere.com.



MESSERSCHMIT BOLKOW MONSUN 209

Semi aerobatic 2 seat tourer based at Biggin Hill. 160hp engine approx 700 hrs Prop 375 hrs. Constant speed prop & retractable nose wheel.

Good avionics with Mode S & new Trig 8.33 radio.

Always hangared. Good availability.

£100 PM £125 PH WET. OFFERED AT £2500.00

Contact Gary 07785340368 or papaechogroup@gmail.com



1/7TH SHARE PA28-161, FAIROAKS

Well-maintained 1989-built Warrior II. Excellent availability. Very friendly group. Zero-hour engine October 2012. Garmin GNS430 updated monthly. Garmin GTX330 Mode S transponder. Second Comm/Nav (Garmin GNC225A 8.33 comms on order). Fully IFR equipped. 1/7th share £5000 ONO. £130 monthly, £95 ph wet.

JEFF 07989 322870, jat_100@hotmail.com

NICK 07760 220830, nickclaxton@btinternet.com

CLASSIFIED ADVERTISEMENTS

INSURANCE

Aircraft Insurance Are you paying too much?

Visicover is a unique service that lets you buy and manage your aeroplane or helicopter insurance online whenever it suits you.

- Get an instant quote online
- Spread your premiums for free
- Select the cover you want
- 24-Hour claims hotline service

To find out more go to Visicover.com

Visicover

Authorised and regulated by the Financial Conduct Authority



life cover for pilots



Without specialist advice pilots can often face expensive premium loadings when applying for life cover.



We can usually secure standard rates with no aviation exclusions.



- Life assurance for your family, mortgage or business
- We help recreational, commercial, instructor and student pilots
- Cover can be arranged over the phone
- Our insurance advisor holds a PPL
- Online discounted quotes



stein pilot insurance



01793 491888
www.flyingcover.co.uk

TRAINING

Cubair
FLIGHT TRAINING
Redhill Aerodrome
Large Varied Fleet
PPL,IMC, Night, Tailwheel
& Aerobatics

Tel: 01737 822 124
email: ops@cubair.co.uk
www.cubair.co.uk

TECHNICAL

Planeweighs Limited
Aircraft weighing & technical services
PIPER CUB to BOEING 747
Load/Trim sheet design
CAA approval A1/8538/79
Engineers throughout the UK
Tel: 44+ (0) 1792 310566 Fax 310584
Mobile: 07798 662 939
email: info@planeweighs.com
www.planeweighs.com

OTHER

Cambrai Covers

Specialist Covers Since 1979

www.cambraicovers.com

**Cambrai Covers
- Home and Dry**

- Reduce Aircraft Deterioration
- Reduce Pre-Flight Time
- Improve Engine Starting
- Reduce Maintenance Costs
- 400 Patterns in Stock!



email: info@cambraicovers.com

+44 (0)1377 267426

LIVE THE DREAM!



Secluded contemporary designed large 3/4 bedroom house on Atlantic Air Park Lucon, France, for sale. Large Hangar DA42/PA46 or similar, adjacent to taxiway and 760m tarmac runway. Garage and swimming pool with mature gardens. For further details contact: www.atlanticairpark.com.



3 BEDROOM HOUSE WITH HANGER

on

Atlantic Air Park in the Vendee area of France

450,000€

Traditional style 3 bedroom house located just inside the entrance of the Air Park with beautiful views of the runway and surrounding countryside. Plot size 3040m², area of building including hangar 260m².

SOLD FURNISHED



ENQUIRIES TO: TREVOR HOUGHTON

Email: newbarn_flier@hotmail.com

Tel: +441474 706470 Mobile: +44 7867803108

**CLASSIFIED
ENQUIRIES**

Please contact **Charlotte Pulham** with any queries you may have - charlotte@aopa.co.uk
+44(0)1487 830 105 or +44(0)7583 140 127

MENDELSSOHN

THE UK & EUROPE'S AVIONICS SUPPLIER

2018 8.33kHz COMPLIANT RADIOS



Garmin GTR 225A VHF Transceiver w/8.33



Garmin GNC 255A Series VHF NAV/COM



Trig TY96 Slimline VHF Radio



Icom IC-A220 VHF Air Band Transceiver



Trig TY91



Dittel Avionik KRT2



Funke ATR833S



Becker AR6201

For full specifications and pricing on all our 8.33 kHz Coms and Nav/Coms please check our website.

GPS.CO.UK

+44 (0) 131 447 7777

Suppliers of all leading manufacturers

BOSE

LIGHTSPEED

rc allen
instruments

ICOM

GARMIN

BendixKing

DYNON AVIONICS

David Clark

DITTEL AVIONICS

f.u.n.k.e.

AVMAP
SATELLITE NAVIGATION

TRIG

Bad Elf