

Instrument Pilot

The PPL/IR Europe Magazine

SUMMER 2016

CESSNA P210N "Silver Eagle"

TOURING IN
AFRICA

WEEKENDERS
Blackpool

Spring Meeting
and AGM

AEROEXPO
FRIEDRICHSHAFEN
2016



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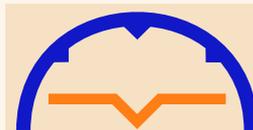
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Seasonal salt pans slowly evaporating in Namibia

Chairman's corner

by Paul Sherry



It is two weeks since our Spring Meeting at Cranfield and my personal reflection is that this was an enjoyable and educational day. I am indebted to John Shannon who has kindly written a more detailed report but I must also express my thanks to Stephen Dunnett for all his persistence and attention to detail. I say 'persistence' because he was working with two groups of people – the events management team at the university and ATC at the airfield. Stephen reported that the first of these groups were excellent. Nothing was too much trouble and my experience was that Cranfield proved to be an excellent venue. ExCo met on the Friday evening and we were able to stay overnight in the simple (but perfectly adequate) accommodation. Being able to park up the aircraft on the Friday evening and not to have to use ground transport to get to the meeting was a relaxing pleasure. On the Saturday the team made us all feel very welcome and the facilities were some of the best that we have experienced.

Unfortunately, the same could not be said, at least initially, of ATC. Only a few weeks before the meeting Stephen was informed that the airport planned a supplement charge of some £2,000 + VAT so that they may be able to 'handle' such a large (and of course unruly and predictably poorly behaved) visiting group of pilots. Stephen patiently negotiated with the relevant managerial team and we eventually reached a mutually agreeable arrangement – albeit at a slightly higher price than we had originally envisaged. However it is perhaps a little surprising to find that some GA airfields, which presumably struggle to make ends meet on aviation operations, take such a discouraging approach toward welcoming extra landing fee paying traffic. Nonetheless the feedback from everyone to whom I managed to speak was that they had enjoyed the day and it was good to see so many of you there and in good voice.

It was a particular pleasure to welcome Dr. Sally Evans, Chief Medical Officer at the UK CAA. To my recollection this was the first major presentation on medical matters relating to aviation that we have enjoyed at a major *PPL/IR Europe* gathering. It turns out that Sally and I were at medical school in London together way back in the late 1970's and early 1980's and we qualified as doctors one year apart. That discussion made us both feel a little part worn and her talk stimulated a lot of interesting questions. The reality is that, with a few notable exceptions, the mean age of our community is perhaps a little higher than the wider population. Given the costs involved in flying and the fact that it probably does take a little time to accumulate enough resource to be able to acquire all the relevant licenses and ratings to fly IFR then this is not surprising. Many of us are at an age in life where medical issues can impact on our continuing involvement with our passion so it pays to pay proper attention to our health and well-being. Nonetheless, I found it encouraging to hear how the UK CAA are leading the discussion in EASA on medical matters and making every reasonable effort to keep pilots flying where a proper review of the evidence (as opposed to opinion) shows that it is safe to do so. The questions and discussion after the presentation were stimulating and ranged across a wide field of

aviation medical topics.

On the subject of good working relationships with the regulators I am acutely aware that as an organization, we should be doing more to engage with some of the larger NAA's around Europe. But such engagement means having someone on the ground locally who is prepared to put in the legwork. In some ways we are fortunate with EASA because the work that we are able to do there filters down to all the NAA's. However whilst EASA writes the high level legislation that impacts on our day-to-day aviation activities, it is up to the NAA's to interpret, apply and oversee that legislation locally. As we all know, the devil is in the detail and never is that more true than in aviation. Having sat on a rule making task at EASA headquarters in Cologne, I have some insight about how difficult this can actually prove to be in practice.

The rule making group on which I sat was tasked with making the rules easier to import an aircraft onto the register of an EASA country. The main focus was really on commercial air transport and my job was to make sure (as Timothy Nathan so correctly states) that when something was agreed then GA did not get inadvertently forgotten. But once we started to open the lid on this particular box, the situation quite rapidly spiraled out of control and we found that we were impacting on the decision making of another group that was looking at a different aspect of airworthiness. No-one was particularly trying to be difficult (in fact very much the reverse) but we got to the stage where one group could not decide what to decide until another group had finished – and exactly the opposite happened in the 'other' group with respect to the work that we were doing. They were waiting until we had decided what to do. Add to that all the other regulations, acceptable means of compliance (AMC) and guidance material (GM) that impacts on airworthiness and what started as a genuine attempt to simplify the rules ended up all but 'defeated by complexity' (to refer to that document so eloquently written by Vasa Babic). Round the table were well meaning, motivated and intelligent people who wanted to try and make a positive contribution. But it proved very difficult to unravel all the relevant details and reach a sensible and shared conclusion.

On the subject of engagement, we continue to work as closely as we can with the UK CAA. Earlier in the year I asked for, and was granted, a meeting with the CAA focusing on the policy and processes surrounding the instrument rating test (IRT). Fortunately within the ranks of *PPL/IR Europe* we have at least four people who have huge practical experience of teaching and examining for the granting of an instrument rating. Many of you know Jim Thorpe, a previous chairman of *PPL/IR Europe*, who has sunk a lot of effort (and not a little of his own money) into building a flight school based at Gloucester specifically focusing on the IR. We also have Timothy Nathan who works at as independent IRI mainly around the London area. On the examining side we have Anthony Mollison from Bournemouth and John Dale from Hawarden. The meeting is scheduled for 31st May at CAA House at Gatwick so by the time you read this we will perhaps have more

news. The main focus of the meeting is how the skill test should be conducted in smaller aircraft and given the guidance material issued by the CAA.

This is, in many ways, a similar discussion to the issues with the rule making task I mention above. EASA sets the rules, but the NAA is tasked with administering them and performing proper audit and oversight. EASA has set down the requirements for the IR Skill Test in Commission Regulation (EU) No 1178/2011 of 3rd November 2011 (you can easily find it using a well known search engine). Scroll down the document to Appendix 7. Pages 141 - 142 is general information including tolerances and pages 142 - 144 refer to the 'Content of the Test' in aeroplanes - as opposed to helicopters or airships. I am intrigued by the idea of doing an instrument rating in an airship, especially Section 5 (holding procedures and missed approach) and Section 6 (flight with one engine inoperative). I quote - 'this section shall have regard to control of the airship, identification of the failed engines, immediate actions....'

But having let my mind (and perhaps yours) wander a little, let us get back to the topic under discussion. If we read through the relevant pages, we can see that that the exact process is not that proscriptive. The document tells us what has to be included in the test, and what standard needs to be reached in order to achieve a pass. Paragraphs 10 and 11 outline the general and specific criteria respectively. Speaking as an experienced examiner for a high stakes medical examination (the FRCS(Orth) - the final exam that our orthopaedic trainees sit before being eligible to apply for employment as a senior doctor), I find the document is easy to read as well as being pretty clear and unambiguous. If I had to apply that as an examiner, I believe I would have a good idea of the standard I was expecting to see.

More importantly it is important to note what is not there. There is no requirement in the EASA rules to individually approve an aircraft (*PPL/IR Europe* would argue that if an aircraft is properly equipped and legal to fly IFR then it is properly equipped for the test). There is no requirement to enter Class A airspace - which has become the default position in the UK. This has possibly crept in to show compliance with Section 3-h but could it be argued that such guidance is 'gold plating'? There is no requirement for a complex and expensive process (via the UK CAA) around the booking of the examiner for the test.

The NAA does have a vital role in standardization, oversight and audit. Again that is a point with which I am very familiar as an examiner in the medical arena. Every time I act as an examiner, an examiner assessor in both the clinical and oral sections of the exam, formally assesses me. Approximately two weeks after any exam I receive a comprehensive debrief about my performance as an examiner (including some learning points) with a breakdown of my average marks compared to all the other examiners. Thus I know whether I am a 'hawk' or a 'dove' and

modulate my performance appropriately. *PPL/IR Europe* strongly believes that this should be the role of the NAA in administering the IRT - leaving the day-to-day administration and examining to those who have been trained, examined and authorized to fill that role.

And finally - elsewhere in this issue you will find a more thorough report on Aero Expo Friedrichshafen so I will say no more here except to say a huge thank you, on your behalf, to Stephen Hallas, Timothy Nathan, Julian Scarfe, Alan South and Ben Hines. Aero Expo Sywell is approaching (1st to 3rd July 2016) and anyone who is attending would be most welcome to come and spend a couple of hours on the stand to help out. Currently the 'full time' staff are Peter Geldard, Andrew Lambert, Sali Gray (our membership secretary) and yours truly. All help gratefully accepted. Perhaps see you there?

Paul Sherry
Chairman - *PPL/IR Europe*





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Editorial

It has been a busy two months for PPL/IR Europe. First in April, there was Friedrichshafen AeroExpo where the PPL/IR Europe stand was manned over four days by a team of members headed up by chairman Paul Sherry. By all accounts, it was a busy time for them; a report on Friedrichshafen is in this issue. Then in May, we had the Spring Meeting, held for the first time at Cranfield and attended by around sixty members on a fine VFR weather day. For those members unable to attend, a report of this meeting has been written up by John Shannon. John Dale has kindly written up his presentation on IR revalidations and renewals.

Turbine engined aircraft have hitherto not featured in the members' aircraft series so David Weston's write up of his Silver Eagle, a turbine version of Cessna's pressurised model of their 210 puts this to rights. One can easily appreciate David's enthusiasm for his aircraft in reading this article; unfortunately the STC for this conversion has not been EASA approved so the small European cadre of Silver Eagles are all N reg. Twin engine aircraft have also not featured and

this we hope to put to rights in the autumn edition of IP.

Summer brings touring to mind whether it be within the UK, to Europe or further afield and Colin Williamson, who has just taken over as Events Organiser/Meetings Secretary, has put together an interesting social weekend gathering in July in Luxembourg. Details appear later in this IP and are on the website. For those who may want to venture further afield, two of the editorial team give tips on how to plan a visit to Africa. This is not as difficult as it sounds and is the ideal antidote for a cold and wet British winter! For those seeking a shorter trip, the third member of the editorial team tells us of the enticements that Blackpool has to offer in his Weekenders contribution - more than you may first think particularly if you are a golfer.

We are always on the lookout for new ideas for articles as well as articles themselves. Remember, Instrument Pilot only survives because of the contributions of members, helped by useful advertising revenue from those members offering 'commercial' services as well as outside organisations valuing our members' custom. Email editor@pplir.org with any suggestions. Meanwhile Good Flying to all!

Anthony Bowles
Phil Caiger
Graham Whittle

June 2016



Quiz

A different type of quiz this time!

A photograph never lies but is this always true? The front page of this magazine shows an approach made in February to Accra in Ghana. What is not quite right about this picture?

Answers to editor@pplir.org; these will be given in the Autumn edition.



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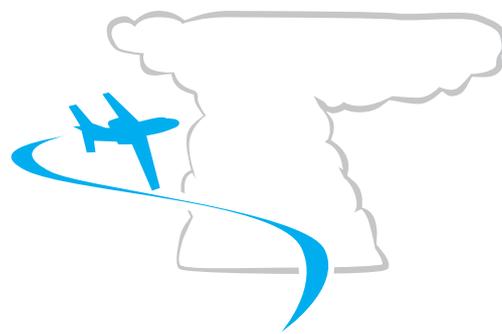
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New Members

PPL/IR Europe extends a warm welcome to new and re-joining members

Nestor Belicard	-	France
Andrew Brierly	EGKA	UK
Blancaclaeysens Claeysens	-	France
Stuart Clumpas	NZAR	New Zealand
Josephine Cockings	EGTB	UK
Martin Cundey	EGKR	UK
Jean-Pierre Delmas	-	France
Phil Durbidge	EGCJ	UK
Johannes Eder	-	Austria
Ian Exley	EGTO	UK
Victoria Farmer	EGTR	UK
Bob Gilchrist	EGKA	UK
Jonathan Goldstein	-	UK
Patrick Hendriks	EHLE	Netherlands
Alain Hermant	-	France
Michael Hochenrieder	LOWS	Germany
Peregrine Hood	EGLM	UK
Wolfgang Hueffer	EDLN	Germany
Heiko Lodes	-	Germany
Colin McGill	LSGS	Switzerland
Neil McGovern	EGSC	UK
Sven Miserey	EGKB	UK
Tonnes Puntervold	EKRK	Denmark
Graham Richards	-	UK
Jens Richter	EDLT	Germany
Paul S. Richter	KHEF	USA
Philip Rowing	EGKB	UK
Mark Saunders	EGLK	UK
Olaf Schumacher	EDKF	Germany
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Touring in Africa

by Anthony Bowles and Phil Caiger

On average, around two or three PPL/IR Europe members make a significant journey to Africa each year; significant in the sense that they go further than countries bordering the Mediterranean. So, while for individual members these journeys may be one off adventures, for our organisation as a whole, mainland Africa is a comparatively common place destination!

Some go as part of an organised group; for example, Prepare2go, run by Sam Rutherford, has organised biennial visits from Europe to South Africa over the past few years and one author of this article participated in his Libya tour in 2010. A prime advantage is that someone else does all the hard research work in organising route, clearances, handling and fuel (avgas) and such group travel can have the advantage of being fun and allow you to get to know like minded pilots. The main drawback is that you are tied to a timetable that may not suit and the journey proceeds

at the pace of the slowest aircraft; if your aircraft encounters technical problems the rest of the group has to leave you behind in order to maintain the schedule. As an aside, if you fly a vintage aircraft, then you have an opportunity to join a rally that Prepare2go is organising this coming autumn – see www.crete2cape.com.

The alternative is to make one's own arrangements and this article gives guidance on these. The authors have made two trips together to Africa in the last two years; one to Kenya in early 2014 and one circumnavigation of the continent at the beginning of this year. While this does not make us experts, it does give us some recent practical knowledge of what is involved. There are a number of different aspects involved – route, fuel availability, overflight and landing clearances, handling and any servicing requirements for the aircraft together with useful ancillary equipment. We shall deal with each in turn although to a significant extent, many are interdependent.

First route; assuming a trip to southern Africa is in prospect, there are essentially three potential ways across the continent. The first and most direct, as followed by Alex Henshaw when setting up his long held London to Cape Town and return record flight in February 1939 only recently beaten by Steve Noujaim in his RV7 in 2010, goes south through Algeria to Niger and then Nigeria and thereafter continuing south down the west African coast. Sam Rutherford has also followed essentially this route northbound in his biennial Africa tours. Unfortunately, in the last couple of years, transit through Algeria has become more uncomfortable and banditry is active in Niger and northern Nigeria so, in our view, this part of the route is presently best avoided.

An alternative is to fly through Morocco and Mauritania to Dakar in Senegal and then head eastwards through Mali and Burkino Faso to join the more direct route in southern Nigeria and thence proceed down the western coastline of Africa.



Above: three possible routes from Europe to Cape Town

Dakar is quite far west; it is also possible to take more of a short cut through Mauritania to Mali and Burkino Faso. Landing and overflying permits are easily obtainable for any of these countries as well as all countries south of Nigeria. On our most recent trip, we essentially followed this route although instead of stopping in Morocco, we landed in Lanzarote in the Canary Islands. This had the advantage that we did not need customs and so no handling was required on departure from Seville in Spain and also avoided potentially time-consuming bureaucracy in Morocco.

The third option is to take an easterly route down through Egypt, Sudan and Kenya. Once in Kenya, there are a number of variations on a generally southward theme, depending on what you may wish to see on the way.

Possibly more important than choice of route, unless you can use jet fuel, is the availability of avgas and relevant here is the range of the aircraft you will be using. In broadest terms, avgas can be obtained on both eastern and western routes but the eastern route is generally regarded as the easier for this. Putting a little more flesh on this, those countries on the western route formerly under French

Below: Refuelling from barrels using our portable hand pump and filter in Douala



influence tend to be better for avgas and at more reasonable prices. In some places, forward arrangements need to be made and fuel prepaid for. Again Sam Rutherford at Prepare2go can help here. Presently there is no avgas available between Douala in Cameroon and Luanda in Angola and indeed, in Luanda, our own prepaid avgas nearly failed to materialise! Once into Namibia and of course South Africa, avgas is readily available at usefully cheaper prices than in the UK.

The easterly route is easier for avgas

although you do need to make prior arrangements for it in Khartoum and Lokichoggio in NW Kenya. It is reputed to be very difficult to obtain in Addis Adaba. Once in Kenya and beyond, availability should not be a problem and prices are reasonable.

Perhaps the best tool for planning the route is just a spreadsheet having columns for origin and destination airports with ICAO codes, takeoff, enroute and landing times (local and UTC), timezone, sunset and sunrise times, distance, etc. One can

Low cloud shrouding the Skeleton Coast and Walvis Bay airport

take a simplistic approach with regard to cruise speed by simply reducing it by an appropriate amount to allow for a headwind on all legs. This allows one to supply the handling agents with arrival and departure times that can confidently be achieved and avoid arrivals and departures in the dark; although runways are well lit, sometimes one has to park in a remote, unilluminated, spot which would have been more difficult in the dark. For example, to reach the refuelling depot in Douala, Cameroon, one has to taxi down a potholed, disused runway and through narrow gates, barely wider than the wingspan - tricky enough in daylight!

It is worth noting that where you buy avgas in barrels, then once the sealed barrel is opened, you generally have to pay for the whole barrel, whether or not you use it. The spreadsheet comes in especially useful here to calculate a refuelling schedule that uses the maximum quantity of fuel from each barrel uplift. The barrels we bought were not always in date but provided they were still sealed and the colour looked ok, we considered them safe to use. A partially full, already open barrel should be used only with caution because of the risk of water contamination particularly in humid climates. You also need to carry a suitable pump and delivery hose to get fuel from barrel to aircraft with an appropriate electrical earth line and fuel filter. Although it is generally a good idea to refuel on arrival, sometimes it just is not possible and one just has to go with the flow! It is also worth avoiding refuelling in the dark as holding a torch as well as hose and filter can be surprisingly difficult! Fuel is usually paid for on delivery and cash is really the only way; on the western route, north of the equator, we could pay in Euros and generally everywhere else including all of the eastern route in US dollars. Thus one needs to carry a considerable cash sum and so should find good hiding places in the aircraft to store it whilst remembering to remove it all when having the aircraft serviced! In South Africa, a BP card works for some airfields and in Namibia, the usual credit cards were accepted.

With the exception of South Africa and for IFR flights Morocco, prior landing and/or overflight clearances are required for all countries. These are best obtained through specialist agents. We used and highly recommend Mike Gray of White Rose who has been in the business for nearly forty years. Mike can also often

recommend and/or arrange handlers although, with one exception, we chose to find our own handlers. Another possibility worth a mention is GASE, an Egypt based organisation set up a few years ago by Eddie Gould and Ahmed Hassan, with the intention of making GA flight easier and cheaper there and in adjoining countries. For flights in that region and the rest of the eastern route, they are worth considering and in some places, they will put you in touch with locally based pilots to help out with the formalities rather than going through a more expensive handler.

This brings us on to handling. In many countries in Africa, particularly the more southern and eastern ones, you can self handle without problems. In the more northern countries however, handling is obligatory and necessary to deal with the airport bureaucracy, customs and immigration people and liaison with the refuellers. Arrangements need to be made in advance and be prepared to bargain down any handling price quoted; sometimes you will be successful and other times not. A good handler can be well worth the cost in smoothing your passage particularly through the larger and busier airports. We found handling agents at each airport on our route predominantly by simply searching on the internet and emailing them for quotations and avgas prices and availability. In two cases, at Douala, Cameroon and Luanda, Angola, we used Perpare2Go to arrange fuel and handling because of the difficulty in finding a reliable agent and avgas supply; when the

fuel supplier at Luanda, Senangol, refused to give us the barrel we had already paid for, Sam Rutherford and his team were very helpful in obtaining it from elsewhere although we lost a day (and a good night's sleep!) on the schedule.

The aircraft you fly will be a vital factor in determining your route. In principle, the longer its range, the better. We used one of the authors' Beech Bonanza for both trips; it is fitted with long range tip tanks giving an absolute range of around 1,350 nm and many of the legs flown were in the 800 to 900 nm range. Certainly the trip can be done on the eastern route with aircraft of lesser range but refuelling arrangements will be more frequent and consequently the trip may be more expensive. The western route will be more complicated unless spare fuel can be carried in the aircraft; we know of some people using aircraft with low compression engines approved for mogas operation successfully using an avgas/mogas mixture. These circumstances also encourage a group fly out where expensive transport of avgas supplies can be shared out between a number of participants.

The aircraft should be fully serviced before departure and if EASA registered, you will need to have a basic 50 hour check carried out en route. Provided no compliance with any ADs is required, this can be signed off by the PIC as the South African engineers do not have the appropriate EASA qualification. We take some very basic spares – tyres, inner tubes and oil and air filters – on the basis that if anything more complicated is required,



Above: Dark clouds of the ITCZ above the island of Principe

then this can be quickly fedexed out. If you use multigrade oil, then you may need to take out sufficient for the 50 hour oil change.

It is worth mentioning that one should take an adequate supply of water for consumption in flight - long flights are surprisingly dehydrating and there is often not an opportunity to fill up with clean bottled water at each stop. Similarly, we usually had lunch in flight and dried fruit and cereal bars are ideal. An emergency supply of food and water really is a necessity and not to be overlooked in case your aircraft should let you down and you are stranded in a remote location until help can arrive.

Navigation will be primarily GPS based; VOR, DME and ADF exist but often with large geographical distances between them and the ground based radio aids do not always work. If your aircraft only has one GPS, then a portable spare, whether it be an iPad or dedicated Garmin unit is useful to have. ATC frequently asked for ETAs for every waypoint in their area, not just FIR boundaries and the new Garmin GTN boxes have a very useful feature in that entering the airway and exit point will automatically load all intermediate waypoints with their ETAs. Apart from a few very short legs, we flight planned IFR throughout and used a Jeppesen African trip kit which gave us the necessary charts on the iPad Jepp FD and Jepp TC apps, as well as the Avidyne MFD chart presentations in the aircraft. It is also worth noting that SkyDemon has VFR maps for a number of African countries.

If you go to South Africa, then an inevitable part of your journey will be two transits of the ITCZ. Both our African trips have been made in February, when the ITCZ is well south of the equator. Research and trip reports of others show that the western route is likely to produce worse weather and so it turned out to be. That said, overall our transit was less fraught than we anticipated; the most stormy areas were easily avoided using the stormscope and returning on the eastward route northwards through the ITCZ towards the end of February was comparatively straightforward; there were certainly some large CBs around but generally isolated and thus avoidable. As the calendar year progresses, the ITCZ moves northward and covers a rather wider land area so we would anticipate rather more problems with a transit in the northern summer months.

South Africa has its own tailored form of “Homebriefing” available for internet flight planning. This is available to non SA pilots for flights within and departing South Africa and is free to sign up and use. Otherwise once out of Europe, we wrote out our flight plans on the traditional form and gave these to the handler to file. Permit numbers should be quoted in field 18, together with EETs for crossing FIRs. Most African countries are not up with the finer points of PBN and complicated transponder equipment so field 10 – Equipment – is best filed as S/C with no additions in field 18.

North of the ITCZ, the weather is generally fair but with much dust in the atmosphere, very hazy and with no clear horizon, particularly on the western route. Instrument approaches are necessary; generally ILS is available and some out of the way places have quite complicated RNAV approaches. South of the ITCZ again takes you back to clear weather with rather better visibilities but with fog and low cloud along the ‘Skeleton Coast’ in Namibia and occasionally bad weather in the South African winter. Occasional winter depressions moving eastwards in the Mediterranean can generate sandstorms in Egypt and Sudan. Generally, we started and completed our flying as early in the day as possible, particularly where afternoon

P 24 ►

Below: Climbing out of Khartoum, following the Nile northwards.

Centre: Fuel pump, hose, filter and static cable all fits into the two plastic boxes.

Bottom: A rather minimal selection of spares parts for the aircraft.



What is the CBMIR (A)?

by Simon Atkins

Head of Training at Booker Aviation

DO WE ALL UNDERSTAND YET WHAT THE CBMIR (A) COURSE IS?

Airways Aero Associations trading as Booker Aviation received its approval to conduct the Competency Based Instrument Rating (Aeroplane) (CBMIR(A)) course for both Single-engine Piston (SEP) and Multi-engine Piston (MEP) and also for the En-route Instrument Rating (Aeroplane) course (SEP and MEP) in June 2014 and there has been no looking back since. All students showing an interest in completing an Instrument Rating with Booker Aviation are, the majority of the time, signed up to a CBMIR(A) course; but why? What are the benefits of completing the CBMIR (A) as opposed to the “full” Instrument Rating and what is the true story behind the qualification printed on the licence?

In simple terms, the CBMIR (A) course reduces the minimum amount of flying a candidate must conduct to progress onto their initial Instrument Rating Skill Test once they have received a recommendation for test from an EASA Approved Training Organisation (ATO).

For a candidate with no IFR experience and who has not completed the Basic Instrument Flying module (BIFM) from their Commercial Pilot Licence (CPL) training, the hours required on the CBMIR (A) course are 45 hours in the case of MEP (40 hours for SEP). For the full IR (A) course minimum hours are 55 hours in the case of MEP (50 hours for SEP).

For the full IR (A) course, all the hours required are dual instrument instruction to be completed at an ATO; on the CBMIR (A) not all hours need to be completed at the ATO of choice. The minimum required at an ATO (if the candidate holds all the pre entry experience) is only 10 hours dual instruction in the aircraft. This leads to cost savings for the student at the more expensive end of their flight training journey.

The CBMIR (A) requirements mean that a candidate could follow one of many paths, allowing a greater degree of

flexibility; for example:

CBMIR (A) Single-engine Piston:

- 1) IFR flight time completed during PPL(A) initial training course and skill test
- 2) Dual instruction towards an IR(R) rating
- 3) IR(R) skill test
- 4) IFR hour building after receiving IR (R)
- 5) Min 10 hours dual IFR training at an ATO

CBMIR (A) Multi-engine Piston:

- 1) IFR flight time completed during PPL(A) initial training course and skill test
- 2) Dual instruction towards an IR(R) rating
- 3) IR(R) skill test
- 4) IFR hour building after receiving IR (R)
- 5) Dual instruction outside of an ATO with a qualified IRI(A) and CRI (MEP) in an MEP aircraft
- 6) Min 10 hours dual IFR training at an ATO in an MEP aircraft

The advantages of the CBMIR(A) route is not only that of cost saving - the addition of an Instrument Rating (Restricted) Rating (IR(R)) to the student's licence (the equivalent of the Instrument Meteorological Conditions (IMC) Rating) means that the student has the option to explore all avenues of actual IFR flying during, ideally, a structured IFR hour-building programme. Added to this is the opportunity for the candidate to conduct a maximum of 10 hours in an approved FNPT1 and 25 hours in an approved FNPT2 with a mixture of solo and dual experience.

A commonly-held misconception is that following a CBMIR (A) course leads you to a CBIR (A) skill test and a restricted Instrument Rating on the licence; this is not the case. The successful candidate

will get full Instrument Rating privileges on their licence after passing the standard IR (A) flight test. The only reason a candidate would receive a restriction on the single-pilot IR is due to them completing the specific CBMIR (A) theory examinations rather than the ATPL (A) or IR (A) examinations. These examinations do not cover items on Single-pilot High-performance (SPHPA) topics and therefore it will be annotated on the candidate's licence that the IR (A) privileges cannot be used on such high-performance aircraft.

The only candidates who will sit a specific CBIR (A) Skill Test rather than the standard IR (A) Skill Test are those holding a current and valid ICAO IR(A) with and EASA licence and more than 50 hours solo IFR experience in an aircraft who wish to use their ICAO IR privileges on their EASA licence. Under EASA, these pilots may apply to the CAA to undertake a CBIR (A) Skill Test with an EASA Instrument Rating Examiner without having had to conduct any mandated training. They will be assessed on their theory knowledge (listed in Standards Document 1A) as well as all the flying elements that are normally covered on an initial IR skill test. Once passed they will be awarded an IR-SPA on their EASA license. One thing to keep in mind is that the CBIR (A) Skill Test must be completed on the same class of aircraft as that on the ICAO IR held - for example you cannot “convert” an ICAO single-engine IR (A) to an EASA multi-engine IR (A) by this route. It is, however, very simple to then convert an EASA IR-SPA-SE to an EASA IR-SPA-ME by conducting a minimum of 5 hours dual MEP-IFR flight training at an approved ATO followed by another IR skill test but this time in a MEP aircraft.

To summarise, hopefully I have explained how the CBMIR (A) course still leads the candidate to an Initial IR (A) Skill Test and to a full Instrument Rating being issued on the licence. There are

Advertisement Feature

no restrictions (if the IR (A) or ATPL (A) theoretical knowledge examinations have been passed) and it gives many candidates a more personal and bespoke route to achieving the qualification. The course and qualification uses the candidate's experience to better the final product and aims to produce pilots with a more rounded instrument-flying background.

In general, despite the EIR (A) not being as popular with pilots (perhaps due to the restrictions in its privileges), we have still conducted a few courses for pilots wishing to extend their licence privileges but the majority of our students have elected to complete the CBMIR (A) route. We have been really enjoying teaching these courses here at Booker Aviation and are really pleased to see students feeling confident enough to be using their rating from the day it is issued either on their own aircraft or on ours. Prior to this course, most of our successful IR (A) candidates only used their IR on their airline interview, or within the 90 days prior to their expiry date towards their revalidation. It is great to see confident Instrument-rated pilots using their training for the purpose it was designed!

Booker Aviation, alongside sister company Heliair, is part of British European Aviation (BEA). The group is devoted to the highest standards in general aviation flying and provides training to Bucks New University and Brunel University from all levels from PPL (A) to CPL (A) and IR (A) courses. Due to demand we have been able to acquire the latest DA42 ALSIM FNPT2 with 202-degree high-definition visuals which has proved to be a very popular and productive training tool for all of our IR, CBMIR, EIR, CPL, MEP courses and MEP instructor courses. We are equipped with three G1000 DA42 aircraft, two G1000 Cessna 172 aircraft, two analogue G430 single engine aircraft, one FNPT1 based on a single-engine and multi-engine piston aircraft (C172 and BE76/GA7), and another FNPT2 based on a GA7/BE76 multi-engine piston aircraft.

We have all the tools to provide a personal and bespoke training course for your individual needs, covering most areas of Single-Pilot Instrument Rating training.



Advertisement Feature

Cessna P210N “Silver Eagle”

a niche aircraft

by David Weston

I bought N67JK because the Cessna P210N “Silver Eagle” was the only aircraft available that was pressurised, turbine-powered, had a maximum weight below two tonnes and had enough headroom to accommodate my height (6’4” or 1.93m). I had coveted a P46T but was disappointed to find that its headroom was not quite enough. I have since come to appreciate that N67JK, although less sleek and modern than other single turbines, plays a strong hand overall. She can cruise up to F230 at 205-210 knots, get to cruising altitude from an MTOW take-off in 20 minutes, dive (at flight idle, with speed brakes, gear and flaps) at 6000 fpm without exceeding

120 KIAS and land to a full stop in just 300 metres. Zero-wind range tops 1000 nautical miles with 1 hour of reserves and the useful load is around 1200lbs. Fuel burn is 24-29 USG/hour and fuel capacity 147 USG.

I learned to fly in 1991. I was running a business in Chertsey and was intrigued by signs on my way to work that pointed to “Fairoaks Airport”. I had been fascinated by flight since my first experience as an eight-year-old transatlantic passenger, and I just had to find out what went on at this small and historic airfield. One lunchtime, I visited its flying school and found myself being shown over the controls of a very well-appointed Cherokee

160. I was hooked. Five months later I achieved my PPL and bought a 1/6 share in a Cherokee 180, an ex-Hamble trainer with slab wings and the ability to carry quite a load. The panel was sparse – a single VOR and a non-functioning ADF. I persuaded the group to add a Garmin 100 – one of the very first GPS receivers, picked up my IMC rating five months after that and then went on to hand-fly 250 hours in that very basic aircraft, 40 of which were in hard IMC, all over the UK and (VFR) in Europe. Some of these trips had legs of 4 hours or more. The aircraft had no autopilot and very minimal instrumentation. With long-distance IMC and night missions, I was pushing it, but



I was young and inappropriately fearless and the Cherokee never skipped a beat. It was built in 1964, air-raced extensively, landed hard on numerous occasions and is still going strong for its current owners!

In 1996 I moved on to a succession of overseas appointments and managed for the next ten years to keep current or revalidate, flying only around 18 hours in all in the UK, Canada and the UAE. Finally I returned to remain in the UK in 2006, and, confident of staying put, I started looking at new aircraft. I had tried a few hours flying a twin Comanche under instruction many years ago and rather liked the idea of a twin. I fell for the Diamond Twinstar (both the looks and the handling) and ordered a new one. Thielert, at that time the DA42's sole engine manufacturer, went into liquidation before the purchase could be completed, voiding any engine warranties, and I was lucky to escape a massive value hit. That purchase duly cancelled (Diamond Aircraft behaved very honourably), I bought instead a new

Cirrus SR22 Turbo Perspective that was delivered in 2008. It was a well-timed buy; I got US\$2 to the £GB. Six months later, to make the most of the Cirrus, I had added an FAA IR to my 61.75 FAA, completing the training and testing entirely in the UK. I had a lot of fun in my 500 hours over the next six years in the Cirrus, but my wife and I had a problem; she does not feel well at altitude, even with oxygen, and the Cirrus airframe performance dropped off at an alarming rate with even a light spattering of the ice that is all too often hanging around at the F100-F120 levels. The TKS panels did not add much to my confidence, frequently failing to wet out full length against the wings' dihedral. Too often we were faced with a choice between altitude and ice, and after a flight at F120 to Chambery where the glycol ran out, the alternative air intake opened and I had to go to full rich to keep the engine cool as I descended towards warmer air, I realised that I needed a pressurised aircraft, and preferably one with a significant

performance reserve. At F180 there would have been no drama at all. The search began.

Besides the JetProp P46T the only other options I was aware of were the Extra 500, of which hardly any had been built, the TBM850, which I test flew but felt was too much of a commitment in terms of annual fixed costs for the 150 hours per year that I expected to fly, and the PC12 which was always going to feel like turning up in a huge bus when there were usually only two of us on board. I had almost given up when I chanced upon a picture of a Silver Eagle. Up until then I had not known anything about the pressurised version of the Cessna 210 – with its square cross section it just did not look to me like a pressurised airframe. After a lot of research I decided that, despite its rarity, this Silver Eagle conversion might be the perfect aircraft for Europe.

The starting point for the aircraft is a conventionally-powered Cessna P210N. This aircraft was big news in its day. The





P210N was the first successful single-engined pressurised airframe, and the T210 and P210N were the first singles certified for flight in icing conditions and the first such to have the option of on-board radar. Given how long ago that was, and all the aircraft introduced since, it is amazing that the 210 family still has an enthusiastic following. The American aviation journalist Richard Collins kept his P210N from new and flew it nearly 9000 hours. He said “The P210 was probably the most comfortable and useful piston single ever and even with twins included it was close to the top of the list on comfort.” I also concur with Jim Hoddenback, another well-known figure, on the American GA scene, who, when asked why his all-time-favourite aircraft, of the countless types he had flown, was a Cessna 210, said “It’s not because the 210 is the prettiest of them all, and it’s not that the 210 is the fastest, or best flier. It’s because it does so many things well.” The proven premise of the Silver Eagle conversion is that the P210N can, albeit with some effort and expense, be made even better.

N67JK flew under 2400 hours as a standard P210N before conversion. She flew just 20 hours of that total between 2002 and 2014. That made her a very young airframe indeed. The windows are notionally life limited to 13,000 hours and the wing spar caps subject to periodic inspection after 8,000 hours of normal use. These are Cessna recommendations, not FAA airworthiness limitations, however. Fortunately, having been hangered in Arizona, there was almost no corrosion. The conversion swaps out a 450lb 300

horsepower engine for one of 210lb and 450 horsepower driving a reversible 90 inch heated propeller. Tip tanks, a fuselage tank, modern avionics, structural beefing up of the tail, paint, a hand-stitched Scottish leather interior and pneumatic de-icing round out the process. The POH numbers are left largely unchanged in the conversion, with the STC supplement stating merely that the take-off, landing, climb and cruise performance numbers will exceed those of the original aircraft. MTOW is unchanged at 4000lbs, basic empty weight depends on equipment but is typically 2800 lbs. VNE is reduced from 200 to 167 KIAS, with the amber caution zone being deleted from the speed dial (or tape).

The finished result is a 1981 aircraft that looks remarkably fresh and has great functionality. It is still, however, very much a Cessna P210N. I have never flown a piston P210N and cannot therefore comment on what the conversion changes in terms of handling. The P210N is still sought after as a very capable, fast IFR tourer but it is certainly not widely reputed to be “easy to fly”. I can say that I found the step-up from the Cirrus to N67JK to be about as challenging as my ab-initio PPL. In fact it took me 100 hours to become confident. That might be because the Cirrus was a very neutral handler requiring very little rudder and elevator trim work. Throw in the Cirrus’ GFC700 digital autopilot and I have to say that the Cirrus undoubtedly blunted my stick and rudder skills and made the transition harder for me than it might have been had I been a good C152 driver.

The 210 family has a very wide centre of gravity range requiring an extensive trim range and a rudder that needs to be used actively and trimmed for every change in airspeed or power. The engine on N67JK has a significant p-factor effect, too. The control cables run through tight seals in the P210N, contributing to the “truck-like” control feel that is already augmented by the additional rotational inertia around the yaw-axis from the tip tanks and the sheer mass of the loaded aircraft. As with almost all aircraft, however, an experienced pilot will learn to love its characteristics once they become familiar with them.

A key consideration for a European operator is how easy it will be to maintain an aircraft like N67JK outside the USA. Although this aircraft is unusual, her components are very well supported. The Cessna P210N is, after all, just a Cessna, and around 900 of these pressurised versions were built. Many of the airframe parts are common to the much larger 210 population. The engine, a 450hp Rolls Royce M250 variant, is very like those that power a vast number of helicopters around the world and many shops can work on them. The avionics (G500/GTN750/GTN650/GSR56 Iridium/Stormscope/2 G330ES transponders/Trilogy L3 backup PFD/STEC55X Autopilot/Honeywell RDR2000 radar) are all commodity STC / AML stock items. A competent avionics shop will know all these items well. There are at least six of these aircraft in Europe to my knowledge. GAMA at Fair Oaks seem to have become comfortable looking after mine. Overall, I have seen nothing to change my initial view that N67JK

will cost less to operate than my Cirrus did, and show about the same variable cost if one looks ahead to the admittedly expensive major engine overhaul at 3500 hours.

The combination of sturdy landing gear, short-field capability and decent speed at altitude make N67JK a versatile performer. A typical mission for which she is well suited was one I flew last week. My 93-year-old neighbour wanted to visit her son on the Isle of Mull. A pilot friend and I took her to Fair Oaks where at 0945 she easily boarded the aircraft (not needing to climb over a wing). We took off and climbed to cruise in the airways at F180, dropping 2 hours and 5 minutes later into low VFR conditions along the sound of Mull, landing in rain on Glenforsa's wet grass runway from the hilly end and stopping comfortably using beta in conditions that would have proved problematic for conventional braking. Having handed over our passenger and enjoyed a leisurely lunch at the hotel, we were back in the south of England by teatime, having flown 900nm that day without any sense of strain. I expect that, technically, one could do the same in



many other aircraft, but I would contend that this aircraft delivers against the brief whilst putting a lot less stress on the pilot.

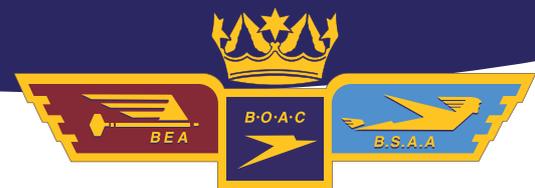
I intend to keep N67JK. She is a very comfortable aircraft – one in which one can spend four or even five hours without fatigue or discomfort. Jim Thorpe and I flew her with ease from Warsaw to London

in one bound quite recently, having flown her 900 miles the previous day.

Of course we all love our own aircraft, but after 350 hours of flying this one, I can say that she has made me a better pilot than I was and that I still look forward to every flight.



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PPL/IR Spring Meeting/AGM

14th May 2006 at Cranfield

by John Shannon

For all those who could not attend the Spring Meeting, here is a short summary of the highlights, as I see them. We had a fine turnout of some sixty attendees (including a few non-members) on a beautiful spring day. The Cranfield venue was very good and all the meeting arrangements, including food, were up to the usual excellent standard. All this is due to *PPL/IR Europe's* Meetings Secretary, Stephen Dunnett. Stephen has been doing this thankless task for the last ten years and this meeting, sadly, is the last that he will organise. I know all members are very grateful for his efforts over the years on behalf of *PPL/IR Europe*. Stephen will now be able to give all his attention to building his house in France.

By way of a general comment as an attendee of the meeting, I was struck by how all our invited speakers were important members of major aviation organisations and authorities involved in regulatory activities relevant to instrument rated pilots. It demonstrates the effectiveness of our organisation in maintaining these links. I should add that we also work closely with IAOPA (many of our members also belong to IAOPA).

Ed Bellamy (CAA and also *PPL/IR Europe* member) spoke on LPV for UK GA aerodromes and progress to date.

Europe in general and the UK in particular have been slow in implementing LNAV and LPV approaches. LNAV's started in the UK in 2006 and the first UK LPV was in Alderney in 2011. All so far have been implemented on instrument runways at airports with existing alternative instrument approaches.

The CAA issued a study CAP 1122 in 2013 which was designed to show how LPV approaches can be approved for airports with only an AFIS – (no controller), no approach control and perhaps no instrument runway but progress has been slow. The requirement to develop a full safety case from first principles with steps to mitigate perceived dangers has in practice been very difficult to achieve. The CAA staff involved in approach design have very little experience of General Aviation or the

uncontrolled airspace environment and find it difficult to judge risks in this context. The whole process is costly (LPV design alone is at least £20,000) and, without Commercial Air Transport support, usually beyond the capabilities of smaller general aviation airports.

Ed said that CAP 1122 is due for review to see if a proportionate standards based approach might be easier to achieve than the current 'ab initio' safety case approach. However, there is a good chance that a Wycombe LPV approach will be approved later this year and an approach at Sherburn is in the pipeline.

Questions: Ed was asked a number of questions. In particular, it was noted that HIAL in Scotland were introducing a number of GPS approaches but in certain instances – for example at Tiree, the LPV approach was restricted to certain operators. Ed did not know why this was so but would find out.

Robin Garrity (SESAR) spoke on the Single European Sky Air Traffic Management (ATM) Research (SESAR) Project.

SESAR is an ATM technology research project, related to the Single European Sky, which started in 2005 and is funded one third by the EU, one third by Eurocontrol and one third by Industry partners. It pools together the knowledge and resources of the entire ATM community through a public-private partnership – the SESAR Joint Undertaking.

The purpose of the research is to find, develop and test ways of increasing airspace capacity, allow more flexible airspace design (use of danger areas etc.) and develop time management and information processes to increase the capacity and efficiency of European airspace. Initially the focus was on airline and military traffic; however, now the project includes rotorcraft, General Aviation, and drones. Robin said that every program now has to include a consideration of General Aviation and its needs.

Some projects of interest to GA:

- Traffic avoidance ADS-B in and out (at a cost accessible to GA)

- SWIM System wide information management accessible via the internet on a tablet
- Low cost airborne data links (including weather) again presented via a tablet (USING 4 OR 5G networks?)
- New GNSS procedures
 - Low-level IFR Routes
 - GA-specific TMA procedures

Julian Scarfe (*PPL/IR Europe*) / Jyrki Paaanen (EU Commission). Julian and Jyrki gave a joint presentation on The New EASA Basic Regulation

The existing Basic Regulation, which sets the general parameters for European Aviation Regulation, is focused on the needs of CAT. Its principal objective is 'to establish and maintain a high, uniform level of civil aviation safety in Europe.' The Basic Regulation set up inflexible processes that, for example, may be suitable for manufacturers of public transport aircraft which are made in large numbers, but do not take account of the needs of General Aviation with its very small numbers of different and highly individual aircraft.

The current Basic Regulation includes quite detailed rules requiring certification and approval for all sorts of aviation related activities, regardless of whether the activity relates to large airlines or to a few general aviation pilots, or indeed whether there has been any evaluation of the risks involved in the activity. For example, each flight simulator has to be 'certified' in a process that makes it economically almost impossible to provide such a useful training device at a cost appropriate to general aviation.

The Basic Regulation and any changes to it has to be approved by the European Parliament and the Council of the EU, which can take a very long time (years). Implementing rules made by EASA and the Members States Committee cannot conflict with the principles laid down in the Basic Regulation.

Thus the crucial importance of getting a new Basic Regulation that helps rather than

hinders aviation and, in particular, General Aviation.

The new Basic Regulation focuses on ends, not means:

Article 4 ‘Lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while allowing different means of achieving compliance with these objectives.

The measures taken under this Regulation shall correspond and be proportionate to the nature and risk of each particular activity to which they relate.’

‘The Agency shall take account ...the extent to which the persons affected by the risks involved in the operation are able to assess and exercise control over those risks.’

Julian noted that Part NCC (Non Commercial Operations with Complex Aircraft) has been removed from the Basic Regulation. This will allow, amongst other things, a complete revision of the present unworkable crew licencing regulations that are caught up in the ‘Complex Aircraft’ category.

Discussions are continuing in the Council and the European Parliament and the new Basic Regulation is expected to be enacted in early 2017. Both Julian and Jyrki agreed that, if the new Basic Regulation is passed substantially unchanged, it would be a ‘Good Thing’ for both the Aviation Industry in general and GA in particular. We are all in Julian’s and Jyrki’s debt for their patient and diplomatic efforts to ensure that the voice and interests of European GA is properly heard and taken account of when aviation legislation is drafted.

In questions arising, one was when we could expect BASA to come into effect. Julian replied that negotiations are presently stalled and it is likely that there will be further delays.

Dr Sally Evans (Chief Medical Officer CAA) spoke on medical Issues for the private pilot.

Sally has been the Chief Medical Officer at the CAA for the last 11 years and before that was either in the CAA or in other aviation related medical work. Sally has a PPL but is not presently actively flying.

Purpose of Medical Requirements:

- Maintain flight safety at a level acceptable to society
- Improve flight safety
- Minimise medical incapacitation

A good deal of Sally’s talk emphasised that good Aviation Medical Supervision

should emphasise preventative medicine as much as regulatory medicine. Pilots should keep their AME informed of any medical problems they may have so that he or she is in a position to ensure that they can either keep flying with their condition – suitably monitored – or they can be helped to recovery and regain their licence as soon as possible.

Sally also agrees with the ICAO who are encouraging Aviation Authorities to implement aviation related health education programs. We can expect further initiatives in this area soon. Sally has been involved in the efforts to allow LAPL pilots to fly with the same medical requirements for driving a car. The EASA decision on this has been deferred until the first quarter of 2017 but UK PPL and NPPL holders will only need to meet the Ordinary Driving Licence (ODL) medical standard and self declare they meet it (>70 years 3 yearly). This comes into effect with the ANO change expected in August/September 2016.

However there is no current move to alleviate the need for a Class 2 licence for instrument rated pilots. Sally explained that EASA is most reluctant (unlike the FAA) to deviate from ICAO standards, which do require medicals for all instrument rated pilots. Sally mentioned that ‘Special Medical Circumstances’ now allow competent authorities to use new developments in medicine when assessing fitness.

Sally has been closely involved at a very senior level with the investigation of the German Wings Accident. She gave an authoritative and fascinating description of the work done so far.

The objectives of the German Wings Safety Investigation are to:

- Understand the medical history of the copilot
 - ↳ The copilot was suffering from a severe mental disorder
- Understand how a pilot with a mental disorder could be flying as a professional
 - ↳ Worldwide review of the process of medical certification of pilots
- Reduce the risk associated with mentally-ill pilots

Some of the recommendations that have come out of the investigations (issue and lead organisation following up) are shown in the adjacent table.

Sally also touched on research programs with respect to insulin treated diabetes, and lasers and potential eye damage. No less

than 1,439 laser incidents were reported in 2015!

She mentioned that she is involved with measures to prevent the spread of communicable diseases such as Ebola and Zika. She also advises on:

- Drugs and alcohol
- cabin air quality
- space weather
- fatigue
- passenger fitness to fly
- travellers’ thrombosis
- Allergies (nuts and airline food)
- Space Planes Projects – required original research!

As you can see, Sally is a very busy doctor and medical director. Finally, Sally pointed out that on the CAA web site at www.caa.co.uk/medical there is much good advice on aviation medical matters.

The principal question to Sally was ‘How effective are cardiograms – given that the FAA do not require them for some categories of pilots?’

Sally answered the question in two parts; firstly as a physician, she had had seen over the years numerous cases where cardiogram evidence had led to finding heart problems. Secondly, however, Sally said that good medical diagnosis should not rely on one test. Information should be used in the round; which is why a doctor who knows and has a trusting relationship with his patient is likely to be more effective in diagnosing and treating medical problems.

John Dale (IRE, PPL/IR Europe ExCo) completed the day with a talk on IR renewals from the examiner’s perspective. (See separate article in this magazine by John Dale).

Medical evaluation of pilots with mental health issues	EASA
Routine analysis of in-flight incapacitation	EASA
Mitigation of the consequences of loss of license	EASA and IATA
Anti-depressant medication and flying status	EASA
Balance between medical confidentiality and public safety	WHO, EC, Member States
Promotion of pilot support programmes	EASA



A Guide to Instrument Rating Renewals and Revalidations

14th May 2006 at Cranfield

by John Dale

By way of background, I spent 12 years in the RAF as an Air Traffic Control Officer, doing Tower, Approach and Area radar duties. I then spent 26 years at Manchester Airport doing Tower and Approach. During this time I had a parallel career, initially as a Flying Instructor but eventually as an AOC pilot and Instrument instructor. I have been an IR examiner since 1997. I now have 12,000 hours, mainly single crew but with over 1000 hours as multi crew on the Cessna 500 series. I am a current IRE and operate my own Approved Training Organisation for CPL's, MEP and Instrument ratings.

I may be telling the majority of you things that you are already aware of. However, many pilots seem unsure of the renewal/revalidation process and the terms used and I hope this will clarify things! Revalidation is the extension of an existing current rating. This can be done up to three months before the expiry date of the rating. Please try not to leave it until the last day!

Renewal: if you go past the expiry date, even by one day, you are into the renewal process. This requires you to go to an Approved Training Organisation (ATO) to have an assessment of how much training is required (if any) and to obtain a Course Completion Certificate (CCC) to present to the examiner. The IRE cannot do the renewal flight test without the CCC. If the rating has expired by more than seven years, then the renewal flight test has to be with an IRE appointed by the CAA.

How much training? This is at the discretion of the Head of Training (HoT) at the ATO. EASA issue guidance – but this is just guidance. So someone with a current FAA IR may be assessed as not needing any training, even if the EASA IR has lapsed by more than a year. But this is at the discretion of the HoT. The renewal test flight does not have to be done with the ATO – you can take the CCC to your favourite examiner if you wish.

Here is the guidance:

AMC1 FCL.625(c) IR – Validity, revalidation & renewal

RENEWAL OF INSTRUMENT RATING: REFRESHER TRAINING

(a) Paragraph (b) (1) of FCL.740 determines that if the instrument rating has lapsed, the applicant shall go through refresher training at an ATO, to reach the level of proficiency needed to pass the instrument element of the skill test prescribed in Appendix 9 to PART-FCL. The amount of refresher training needed should be determined on a case-by-case basis by the ATO, taking into account the following factors:

- (1) the experience of the applicant. To determine this, the ATO should evaluate the pilot's logbook, and, if necessary, conduct a test in an FSTD.
- (2) The amount of time lapsed since the expiry of the validity period of the rating. The amount of training needed to reach the desired level of proficiency should increase with the time lapsed. In some cases, after evaluating the pilot, and when the time lapsed is very limited (less than 3 months), the ATO may determine that no refresher training is necessary. The following may be taken as guidance when determining the needs of the applicant:
 - (i) expiry for a period shorter than 3 months: no supplementary requirements;
 - (ii) expiry for longer than 3 months but shorter than 1 year: a minimum of one training session;
 - (iii) expiry for longer than 1 year but shorter than 7 years: a minimum of three training sessions;
 - (iv) expiry for longer than 7 years: the applicant should undergo the full

training course for the issue of the IR

- (b) Once the ATO has determined the needs of the applicant, it should develop an individual training programme, which should be based on the initial training for the issue of instrument ratings and focus on the aspects where the applicant has shown the greatest needs.
- (c) After successful completion of the training, the ATO should give a certificate to the applicant, to be submitted to the competent authority when applying for the renewal.

Preparation for the renewal/revalidation test flight

In either case, be honest with yourself. You may not require training according to the guidance, but are you really current? Especially for a hand flown ILS with no flight director? Has all your flying been with the auto-pilot?

If you have to do tracking on a single needle display – especially tracking away from the beacon - can you remember how?

Consider doing some training in the aircraft, with either an instructor or safety pilot. Do you have a home simulator? Something like RANT is good to brush up techniques. Check your paperwork. Is your licence signed? The CAA issue new pages with any change of the licence and signatures are often overlooked.

Do you have the appropriate rating on your licence? It may seem daft to ask this; however, I had one candidate turn up with his IR pass certificate – but he had never applied to have the rating issued! This was some time ago and the CAA were very helpful about the error and did not insist on a new initial IR test. I do not think they would be so understanding today. You do not need a current medical to renew or revalidate. However, the examiner will advise you that you cannot use the rating until the medical is renewed.

Which aircraft will you be using?

Are you hiring or using your own? Is it fit for the test? Please do not make things difficult for the examiner by turning up with an aircraft that has unserviceable equipment – especially if there is no alternative approach available. If you know something is not working, talk to the examiner before the day of the test to confirm it will be OK. If the examiner does not know your aircraft, he will want to go through all the paperwork to ensure the flight is legal. So bring all the paperwork! Is it all in date? Matters like radio licences are easily overlooked. Most problems can be sorted out by a quick phone call, but cause delays and puts you under extra stress.

The day of the test

Turn up on time. Nothing is more frustrating to an examiner than to have booked slots for the beacon and approaches and then have to rush the briefing because the candidate is late and the slot cannot be changed. Did you check the weather? The wind is 35 kts across the hold or approach? Do you really want to test? Examiners make allowance for conditions, but why make it hard? Check NOTAMs the night before; if the aid you intend using is off for maintenance, this could make things difficult.

Planning

Have you got all the current charts and plates for planning? These can be paper or electronic. We do not mind which. But do not assume the examiner will provide any missing items. Which plates are you using, Aerad, Jeppesen or AIP? Do you know your way around them to find the information quickly? If you are using the AIP, do you know how to convert OCA/OCH to DA/DH? Do you know all the system minima? How will you determine the RVR needed? Can you file a flight plan? Do you have a current account with Rocket Route, EuroFPL etc?

Test format

The test format is on the back of the Examiner report form (SRG 1157 for non-complex SPA). If it is just an IR revalidation test, then it is sections 1, 3b and 6 (if MEP). The limited panel requirement is conducted using the equipment fitted to the aircraft.

The test itself

What are examiners looking for? We do not

expect perfection; we just want a generally competent performance. During the flight, do not worry about any errors; examiners are usually more interested in the recovery from an error than the error itself. We all make mistakes. Although it is easy to say, try to relax. Ensure you have the aircraft trimmed, which reduces your workload.

Deal with the ATC problems in a practical manner. Testing/training always causes problems to ATC, despite any prior phone briefing. Just let them know what you want. Are you using an EFB (i-pad etc), if so, is it firmly mounted and the battery charged? Examiners are not impressed when the EFB slips onto the floor or goes blank during an approach. If the examiner considers an item a fail, he does have the discretion to re-test that item. However, this is most common in the Section 2 items.

After the test

You should get a debrief, covering both good and poor items. Even if you have passed, you may be advised to practice certain things. Then there is the paperwork to complete. For a revalidation pass the paperwork is simple. The examiner completes SRG1157 and gives you a copy. He signs the rating section of your licence, you pay him his fee and off you go. A copy of the examiner report has to go to the CAA; normally the examiner will send this off.

If you have failed one item, the examiner can give you a Partial Pass, completes the SRG 1157 and gives you a copy. You

then have to retake only that section. The examiner also completes a Failure of Test report - SRG 2129 and will advise you that you cannot use the rating until you successfully pass the partial test. You have to sign the form to acknowledge this. You can go to another examiner for the partial test.

For a complete fail, the examiner completes SRG 1157 and a Failure of Test report - SRG 2129 and will advise you that you cannot use the rating until you successfully pass another test. You have to sign to acknowledge this.

The renewal paperwork is a bit more complicated. If the rating appears on the front of your EASA licence, then the process is the same as revalidation, except that a copy of the CCC must also go to the CAA.

If the rating is on the back of the licence, the examiner cannot sign your licence. You must apply to the CAA using SRG 1119C and pay the appropriate charge. The CAA will still need the SRG 1157 and CCC. Very recently, the CAA have agreed that examiners may issue a temporary certificate (SRG 1100). This allows you to use the rating immediately, but only for a period of 80 days.

The form filling is probably the most difficult part of the test. So, if you know that the SRG 1119C is going to be needed, fill it in before the test date and you can ask the examiner to look it over before you submit it.

Best of luck with your next renewal / revalidation test flight.



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AeroExpo - Friedrichshafen - 2016

by Anthony Bowles and Phil Caiger

Two members of the Editorial Board visited Aero-Expo at Friedrichshafen towards the end of April. We departed from Biggin Hill IFR, precisely on time for our pre-booked, early evening, arrival slot and were impressed at how smoothly the arrival and parking went – no holding and a follow-me motor bike led us directly to our parking bay alongside another Mirage and TBM850. It was the first visit for both of us and we were already impressed!



Above, top to bottom: Blackshape Prime Bk100T, Cicare and Volocopter VC200

The modern exhibition halls or “messe” are on the opposite side of the airfield from the main terminal, airport hotel and GA parking areas but minibus transport is available from each side to the other during exhibition opening hours. Airside access to the halls is available and indeed it was somewhat incongruous to see a very smart red and white Honda jet at the back of one hall parked on pile carpet one day and to find it on the main apron at Biggin Hill when we arrived back there the next day!

The exhibition covered eight halls in two wings of the exhibition area; one wing was devoted to ‘traditional’ aircraft covering everything from the latest diesel powered PA28 and Robin trainers to high-end turboprop and small business jet aircraft while the other wing majored on Light Sport / Ultra Light (ULM) aircraft. The fixed-wing ULM aircraft are dominated by those of Czech Republic manufacture but also with some interesting aircraft from other European producers, especially Germany and the Italian made Blackshape Prime Bk100T looked particularly fun to fly. The avionics in almost every one of these aircraft is all-glass and predominantly Dynon or Garmin, some with G500/G1000 but mostly G3X and the standard of aircraft controls and interior fittings for some of the aircraft is very high indeed. The ULM category also includes helicopters and the German made, EDM Aerotec CoAX 2D and Argentinian, Cicare 8 are fantastic looking new two-seater machines.

Also in this area, there were a number of drone manufacturers, some of whose products looked extremely sophisticated. The most extraordinary must be the Volocopter VC200; We were not quite sure whether it is actually a drone or ULM – powered by batteries and 18 electric motors it looks like a large drone but carries two passengers for 20-30 minutes and promises to be much easier and safer to fly than a traditional helicopter.

In the traditional aircraft section, the new Diamond DA62 was attracting considerable interest; modern, sleek and stylish with G1000 and 3 rows of seats, it can seat up to 7 people in its 2,300kg guise, is significantly larger and looks nicely beefier than its older DA42 sibling. Range is up to 1,300 nm, max. speed over 200 kts and now that Diamond have succeeded in overcoming the reliability problems of its earlier engines, it must be a serious contender for the twin market of the future.

Following our visit to Tarbes in December 2014, we spent a little time at the Daher-Socata TBM stand and learnt that sales continue to do well both in the US and Europe. The latest version of the 900 series – the 930 - has the new Garmin 3000 avionics. Next door on the Cirrus stand, there was only a mock up version of the SF50 jet – comfortable seating for pilot and co-pilot but somewhat strange arrangement of 5 seats in the rear leading to slightly cramped accommodation for the passengers. Two of these were clearly designed for small children but the more traditional

Below: The recently certified Honda Jet



2+4 seating arrangement is also possible. There is a large luggage compartment behind the cabin, accessed through a door on the side of the fuselage, which means that bags for 4-5 people could be easily accommodated and makes the passenger cabin space more reasonable. The Cirrus sales assistant suggested EASA certification would be a matter of weeks away and deliveries would start very soon. Adjacent to the Cirrus stand was a working SF50 simulator which is apparently already getting good use by those that have ordered an aircraft. Unfortunately, time and queue precluded us trying this out but we were told it has been designed such that SR22 pilots will immediately feel at home and the transition would be easy. Like the SR22, the SF50 promises to really shake-up the GA market [Ed - I can't wait!]. Nearby was a very stylishly painted Swiss registered Pilatus PC12; now that is a real team plane and one capable of operation from short grass strips. The interior is nothing if not luxurious in these aircraft and has speeds, in the latest model, approaching that of the much smaller TBM. Pilatus also had models of interior options for their new PC24 twin jet – we particularly liked the one with the Harley Davidson compartment though wondered about how this would work in practice when we recalled the regulations regarding carriage of petrol in cabin!

Also in the traditional aircraft section were the likes of Jeppesen, Garmin, BendixKing, Adams Aviation and a multitude of smaller companies producing every conceivable type of ancillary aviation related equipment. The Jeppesen TC iPad app can now include VFR plates as well as the more conventional IFR ones; this requires an extra subscription but a month's free trial is available. We learnt that the new BendixKing KI 300 solid state replacement for the obsolescent but very popular KI 256 AI will be EASA approved by the first quarter of 2017. At an expected price of about twice the usual cost paid for an overhauled exchange KI 256 unit and with a MTBF of 16,000 hours, it will certainly be on one editor's shopping list!

A visit to the Garmin stand is always fascinating to see the latest advances in avionics technology. One thing that caught our attention this year is the extent to which fixed aircraft installations, which need EASA or the appropriate other regulatory approval, can now interact with portable Garmin and other equipment such as iPads and Android devices which do not need any such approval. Garmin Connex enables you to download a flight plan by blue tooth to your aircraft GTN and this can be uploaded to your GNS unit if you have one of each in your aircraft installation. Certainly a useful time saver although entering flight plans on a GTN is much easier than the earlier GNS units.

Amongst the plethora of gadgets on show, a couple that caught out attention were the rather neat, EASA approved, MidContinent electrical backup AI/HSI unit incorporating speed and altitude tapes with one-hour battery back up in case of main power failures

Below, top to bottom: Stunning Cirrus SF50, model of Pilatus PC24 with Harley Davidson, the electric Siemens Extra 330 and the hybrid Hypstair.



and their panel mounted USB charging point with clock/timer which fits into a standard 2.3 in. circular panel hole. Plenty of machines were on display for movement of aircraft on the ground, many of which are now battery powered and we noted one that is

Below, left to right: Timothy Nathan with the flight simulator and a bustling PPL/IR Europe stand



even portable making self-parking at your destination effortless.

The entrance lobby was dominated by developments in electric aircraft, in particular Siemens with its Extra 330 aerobatic aircraft powered by a surprisingly small 350hp/260kW electric motor and supplied by a huge array of batteries where the bulk of the 6 cylinder Lycoming AEIO-580 would normally sit. The aircraft is essentially a flying testbed for different electric motors and batteries rather than being destined for production. Pipistrel exhibited a version of its Panthera aircraft incorporating a hybrid propulsion system – known as a Hypstair it features a 200kW Siemens electric motor and Rotax engine to keep the batteries charged.

No visit to Aero Expo at Friedrichshafen would be complete, of course, without calling in at the *PPL/IR Europe* stand. There was vibrant company there with Paul Sherry, Steven Hallas, Ben Hines and Alan South greeting members and potential new members and Timothy Nathan providing fascinating demonstrations on his

flight simulator. We also saw Julian Scarfe and Jim Thorpe, Julian with his EASA liaison hat firmly on and Jim wearing his CBM/IR instructor one. The feedback from all was very positive in terms of contacts made and renewed and new members enticed to join.

In the GA aircraft parking areas, there was a diverse collection of aircraft with most European registers represented, albeit with a preponderance of German and French aircraft, ranging in type from ultra lights through to club trainers to higher end piston and turbo prop aircraft to one member's bizjet. Having arrived on a warm sunny Friday evening in time for a post-flight beer outside; Saturday dawned cloudy and cooler with rain throughout the day and Sunday was positively cold so summer back to winter in three days. But all in all, a very worthwhile expedition and one to be recommended to others and repeated in future years – undoubtedly the trade air show in Europe.



◀ P II thunderstorms are the norm. On this general theme, we advise not too ambitious a timetable. One four to five hour sector a day with an hour at the airport before departure and an hour or so after arrival refuelling the aircraft and dealing with the various formalities worked well for us. Occasionally we needed to fit two sectors in and usually these required night landings and late arrival at our overnight accommodation.

It is not necessary to get any visas in advance. On many occasions, no one looked at passports and the only document required for both aircraft and crew is a GenDec – General Declaration – with the appropriate customs stamp. If you use a handling agent, they may generate the form for you but take plenty of spare ones along as often multiple copies are required. Most of the time when passports were looked at, no visa was required nor stamp put in the passport. Egypt and Kenya insist on charging you even for a transit visa but this can be obtained on arrival. At Khartoum, your passports are retained at the airport so you need to have a colour copy of the particulars page available to take to your overnight hotel. If you travel as crew then except for Namibia, South Africa and Kenya, you should dress as flight crew – this applies to non pilot members as well!

We have a satphone fitted in the aircraft linked to an exterior aerial; although we did not use this much, it proved very useful on the odd occasion, generally when we were running behind schedule and needed to alert our handler or hotel at our destination.

For family and friends, we have a Delorme tracker unit, which transmits our position every ten minutes via a sat link. While we can Bluetooth output to an iPad which gives a height and speed readout in feet and knots, rather irritatingly remote users can only see this data in metres and kilometres/hour. We tried to get Delorme to fix this bug before our departure without success. Garmin have recently taken over Delorme so perhaps a fix will now be forthcoming.

While southern Africa is a frequent destination, time or inclination may dictate other preferences. For example, you can just fly out to Kenya or Tanzania and visit a game reserve or two; most will have their own airstrips where you can land, but in Kenya at least, you need to include these as part of your overall Kenya landing permit. On the western side, the Bom-Bom resort on the island of Principe in the Gulf of Guinea offers a very pleasant holiday destination but fuel (of any kind) is unavailable.

We hope this article will encourage more people to visit Africa in their own aircraft and are happy to provide more detailed information to any *PPL/IR Europe* members contemplating such a trip. We also recommend Robert Limb's excellent narrative on the trip he made two years ago which can be found here: <https://www.pplir.org/using-the-rating/891-flying-a-twin-comanche-around-africa>. Robert gives excellent guidance on routes and places to see.





Events



Aero Expo Sywell

Friday 1st July to Sunday 3rd July

Sali Gray is coordinating this and, as ever, we depend on volunteers to make it all happen.

Luxembourg Weekend Fly Out

Friday 15th to Sunday 17th July

Our new meeting secretary, Colin Williamson, is in the process of researching a PPL/IR Europe visit.

We arrive on Friday at Luxembourg airport, ELLX and take a taxi to stay at the Hotel Sofitel Luxembourg Le Grand Ducal. Drinks followed by dinner at the L'Etoile restaurant in the hotel.

On Saturday, we start with a combined tour of the city (by bus and on foot), followed by Lunch at the Restaurant Osteria. Then, in the afternoon, a cultural guided stroll through the upper and lower parts of the city. Dinner at Apoteca (Essenza) restaurant.

On Sunday, a guided tour of the Palace of the Grand Dukes then lunch at the Brasserie Guillaume. Return to the airport for departures in the afternoon.

Crew/Cockpit Resource Management (CRM)

Saturday 24th September

A third seminar – back by popular demand. Colin Williamson is in the process of firming up arrangements to be hosted by John Dale at Hawarden (EGNR). Those who have attended this day, facilitated by a professional CRM instructor, have attested to how thought provoking the presentation and subsequent discussion can be. Come ready to have your ADM (Aeronautical Decision Making) challenged.

The airport is also the manufacturing base for Airbus wings. We are looking into the possibility of organizing a tour of the factory on the Friday with an overnight stay locally for those who might be interested.

Instrument Weather Seminar II

London, November 2016 (exact date tbd)

A re-run of the Instrument weather seminar presented by PPL/IR Europe members Anthony Bowles and Alan South is planned for a date in November 2016.

The first instrument weather seminar was held in Carlisle in June 2014 and was highly successful for those who attended. However, the gods of irony intervened and atrocious summer convective activity on the day meant that many did not make it.



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Weekenders

Blackpool

by Graham Whittle and Adrian Smith

Why would you fly there? Well to fly to the Fylde Coast area of Lancashire there is not much choice. The nearest alternatives of Carlisle, Leeds, Woodvale, and Barton are considerable distances away by road. Blackpool does have very good transportation links; there is an Eurocar facility in the airport carpark, a railway station within five minutes' walk and within 15 minutes' walk there is the sea front with the terminus for the Blackpool Tramway which had a £100 million refurbishment (Yes £100m!) concluded in 2012. You can travel by tram along the sea front to the Pleasure Beach, the piers, Blackpool Tower and all the way to Fleetwood.

The seafront from Lytham to Fleetwood stretches for about 15 miles. Along this front are vast areas of beach, sand dunes, promenades, and in some places seaside tat. There is a wide range of hotels and restaurants, lots of things to do, excellent links golf, the championship Royal Lytham course is just one example, promenade

and beach walks, and fairground fun at Blackpool Pleasure Beach. The highly commercialised seafront is not to everyone's taste but the light on the seafront and the aroma of the sea can be very appealing. Walking or cycling along the promenade is a delight. 'People watching' is best carried out while sitting on the terrace at the Velvet Coaster drinking a bottle of Hogs Back. The Velvet Coaster refers to the original name of the Roller Coaster, and is the name of an imposing J D Wethersoon pub virtually opposite the South Pier and 150 yards north of the Pleasure Beach.

Blackpool airfield is recorded as the location of the first officially air meeting in the UK in 1909 on the location of the current airport at Squires Gate Lane; one had been held at Doncaster the previous autumn but that was not officially endorsed by the Royal Aero Club. In its hundred plus year history Blackpool Airport has has a chequered story line. The airport moved to Stanley Park (site of the current zoo - look at the elephant house - it was clearly the



Control tower) then for a while there were two airports at the two sites simultaneously. This situation was untenable and the Stanley Park site closed leaving only the current Squires Gate site. Arguably, the airport's heyday was early this century with commercial jet flights by Ryanair, Monarch and latterly Jet2.

Sadly, these proved uneconomical for the airport and the airport company went into voluntary insolvency in late 2014.

Phoenix like, it rose from the ashes two months later in a severely slimmed down form; gone was the radar, staffing had been cut from 125 to 35 and fire cover was only available at category two. The airport is still operating, ostensibly from 7 am to 9 pm daily except Christmas Day and New Year's Day; current staffing issues require half hour closures during the day but these should soon disappear as more ATC staff become qualified. The airfield still boasts a 1869 metre main instrument runway with NDB/DME on runway 10 and ILS, RNAV and NDB/DME on 28.

Self handling is fine if that is what you want and professional handling from Hangar Three is available for those that choose to utilise it. The draconian security associated with major airports is nowhere to be found provided you avoid the hour when the Isle of Man flight is around (twice a day). The main terminal has been demolished; today the airport is mainly used for GA activity such as police, air ambulance, offshore operations, GA aircraft maintenance, pleasure flights, air taxi, flight training, as well as visiting military and private, fixed and rotary traffic. PPR is necessary because there are times when the airfield is closed due to staffing arrangements in the tower.

Graham Whittle



I started in ATC virtually straight from secondary school in November 1973 at the age of eighteen. Three years later I emerged from the NATS college system with ratings in Tower, Approach/Radar and Area (centre) control together with a shiny PPL which was part of the ATC training in those days.

I spent a total of 22 years at Glasgow airport, nine months at Ronaldsway, three years on a project job (New Scottish Centre, I was running the real time simulation programme) then 15 years at Blackpool.

I arrived at Blackpool in October 2001 as the "new boy" and through sticking with the company while those around me left (we have averaged an ATCO turnover rate of one every six months, with a staff of twelve you can work that out yourself!) I have risen to the position of Deputy Senior Air Traffic Control Officer or DSATCO for short. I would probably have got the SATCO job if I was not so close to retirement, at age 61 I am just waiting until we have enough staff to let me get out without too much impact on the operation.

As regards my flying, I gave up flying in 1982 because I could not afford it with a total of about 90 hours under my belt; I started again in 2002, regaining my PPL and adding night and IMC to that. In 2004 I embarked on an Instructor course, then my CPL, Flight Examiner qualification FRTOL examiner and FIC instructor. I now have a tad shy of 2,000 hours mainly SEP but a couple of hundred or so MEP.

My personal favourite places to eat are Barton Grange Hotel (excellent restaurant even if not staying in the hotel) and Guys Court (hotel and restaurant) which is about a thirty minute drive from the airport and sits on the bank of the Lancaster canal. I just love sailing up the canal, mooring outside, going in for dinner then sailing back down the canal.

Adrian Smith Adrian is an air traffic controller in the tower at Blackpool airport and has been a PPL/IR Europe member since 2007.

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