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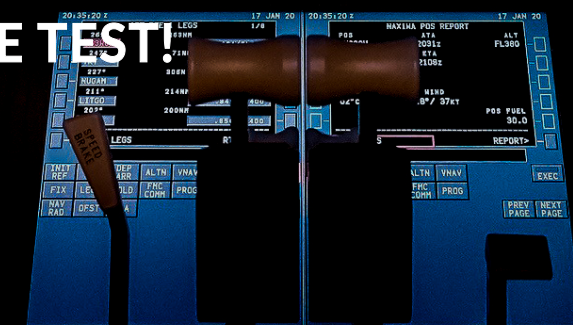
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## Time to fly...



**L**earning to fly is a real challenge but one with a fantastic, tangible result. Not many people can say they can fly an aircraft, and those who can have many different reasons for wanting to fly. For some, it's the sheer freedom you have in the air, being able to bank, climb and descend, not quite as agile as birds, but as near as possible. For others, it's being in command of the aircraft with all the planning and operational decisions required. For some, it turns into a career.

Whatever your motivation, this is a great time to learn to fly. There are many different types of flying available, from light aircraft to microlights, helicopters, gyrocopters and gliders.

In **FLYER's** annual *Learn To Fly Guide*, we talk about the choices available, how to train for a career as a professional pilot, the military options and also explain the medical criteria and groundschool elements.

Once you've decided what sort of flying is right for you – and there's nothing to stop you trying several types – check out our extensive Clubs and Schools Listings. Here, we have details of places where you can learn to fly, what courses they offer and contact details.

And, of course, become a member of the **FLYER** Club with its dedicated Learn To Fly section, and where you read our fabulous articles and take advantage of the special offers. Just visit our website: [www.flyer.co.uk](http://www.flyer.co.uk)

Dave Calderwood, Editor



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# Aeroplanes

## So you want to learn to fly? What's involved? **Dave Calderwood** guides you through the process...

**W**hat is your reason for thinking about learning to fly? Is it because you know someone who flies and they seem to be having the time of their life? Perhaps you travel across the UK and Europe for business and/or pleasure and flying yourself seems a good idea? Or maybe it's some romantic notion about freedom of the air, or twisting and turning in 3D, just like the birds?

All the same, what you must do first though, is try the experience of flying a light aircraft and make sure you really do enjoy it. Take a trial flight (sometimes called a 'flight experience') at a local airfield. All flying schools and clubs offer these. The bigger clubs may have a range of flying experiences, from a flight in a simple four-seat touring aircraft such as a Cessna 172 or Piper PA-28, right up to an aerobatic sortie in a specialist Pitts biplane.

### What next?

So, you've had the trial flight and you're ready to start PPL training. If you're thinking of turning it into a career, such as an airline pilot, then make sure that you can pass the medical (see p18) and turn to our feature on becoming a commercial pilot (page 24). If you want to fly as a private pilot, the first decision is what type of licence you want to end up with (see below) and then decide on an airfield and a flight school.

### Which licence?

**PPL(A)** This is the main private pilot's licence, as regulated – now – by the UK Civil Aviation Authority (CAA). The UK has left the European system run by EASA but the CAA has pretty much copied over the EASA regs,, and will be issuing its own PPLs. These licences will be internationally recognised around the world, including across Europe, and in the USA, Africa, Middle East, Australia and New Zealand.

The good thing about the full PPL(A), whether issued by EASA or the UK CAA, is that it is internationally recognised and you can add ratings such as an Instrument Rating (IR). The PPL is also the first step to a commercial career, should you want to go that route. The only downside, if there is one, is that to exercise the full privileges of the licence you will need to pass and hold a Class 2 Medical.

**LAPL(A)** The Light Aircraft Pilot's Licence (LAPL) is purely a UK national licence. It is not internationally recognised although as time goes on, it's possible that Europe will accept it. The main differences to the full PPL are that the training course is shorter, just 30 hours, and the medical requirements less onerous. A LAPL allows you to fly aircraft up to 2,000kg in weight with a maximum of three passengers. You can't add an Instrument Rating, but you can a Night Rating. The LAPL is perfectly suitable for most leisure pilots and can be upgraded to

Aircraft like this Cirrus SR22 allow you to use your licence to travel far and wide in comfort

a PPL with further training. **NPPL** The National Private Pilot's Licence (NPPL) is UK-only and is rarely taught for light aircraft these days.

A microlight-only licence is still an NPPL, although you can also fly microlights on either a PPL or a LAPL.

### Choosing a flying school

There are plenty of flying schools to choose from in the Clubs & Schools Directory section, which starts on page 66. They range from big companies at busy regional airports to smaller operations based on a grass airfield. So how do you choose the right one?

You're going to be spending a lot of time at your chosen school, so an important consideration is the time needed to travel there and back. Most flying lessons last an hour or two, with a pre- and post-flight briefing. Add in a drive to and from the airfield of, say, an hour, and that's a half-day gone, which may test your resolve.

Also, the UK's weather isn't always co-operative. There will be days when you turn up at the airfield only to find that it isn't flying weather. Yes, you can make good use of the time by going over the theoretical knowledge books, or by practising radio calls, but you may simply end up driving home again. Some flight schools have invested in a flight simulator, which can be a good (and relatively inexpensive) way to practise such procedures as radio navigation and make use of bad weather days.

A big decision is whether to train with a big school at an airport, or one based at a smaller airfield. There are pros and cons with each. The bigger airport will

“A big decision is whether to train with a big school at an airport, or one based at a smaller airfield”

prepare you for the radio calls and procedures, and it'll probably be in controlled airspace, which means you'll get used to talking to air traffic control. A bigger school is also likely to have a larger number of aircraft and instructors, giving a degree of flexibility.

However, such schools are usually orientated around the business of getting pilots through their training, and less likely to have a social side than, say, a club at a smaller airfield.

The smaller airfield is likely to be less busy than the bigger airport, meaning that your hard-earned money will be spent in the air rather than in a queue. Spend some time at the airfield, watching aircraft come and go, so you can get an idea of the time it takes to get airborne.

Of course, flying schools make use of other airfields in their area, partly to widen your experience and also because circuit training might be discouraged at

**Below** The very modern cockpit of a Tecnam P2010





## Harry's PPL and beyond

**I**n last year's *Learn To Fly Guide*, we told the story of Harry Beaven, who learned to fly with Freedom Aviation at Cotswold Airport and had just passed his PPL Skill Test.

We've been in touch with Harry since then and we're happy to report his flying is progressing well. More of that later. First though a bit about Harry's PPL training. Here's what he said a year ago:

I'm a graphic designer in my early 20s in Bath, and I've wanted to fly for as long as I can remember. I was initially going through the RAF route, but I chose to do a trial flight with Freedom, as the last time I'd flown was with the Air Cadets about five years ago.

This was just to test the water and allow me the opportunity to work out what I really wanted to do, as joining the RAF was looking less and less likely.

I was instantly bitten by the bug as the people at Freedom were kind, welcoming, professional – and showed the same passion about aviation as I did. Its aircraft are also in incredible condition, made up of mostly PA28s sporting Garmin G5s, and clearly with a pristine level of maintenance. They're a joy to fly.

Combined with the amazing airfield it operates from, surrounded by a mass of 747s and other airliners, as well as a HUGE runway, it's an environment I feel genuinely lucky to be flying from.

When it comes to the course itself, Freedom has a specific syllabus which it operates with PPL level students. The lessons are taught professionally and I never felt out of my depth. It's a lot of work – and that was to be expected – but it was taught in a way that was interesting and allowed me to work at my own pace.

If I needed to spend a few flights just revising PFLs (Practice Forced Landings) or a specific area of General Handling, my instructors were happy to accommodate and I think it's one of the key reasons I passed first time.

The groundschool element was definitely my least favourite part. The instructors do a fantastic job of making the content digestible and break the day into smaller lessons as not to burn us out. I'm just a very practical learner and love being in



the sky, so being in a classroom, while interesting, just can't compete with actually flying (not a lot can!).

The Skills Test was done in the least stressful manner I could imagine. It almost felt just like another flight lesson, just with a higher workload and some interesting changes that I hadn't expected. The examiner tried to push me slightly, allowing me to demonstrate a level of airmanship and competence beyond just the PPL level, which felt great and was a massive confidence boost for me. We also got incredibly lucky with the weather, clear skies and calm wind – almost made it go a little bit too smoothly!

I'd do it again in a heartbeat, as I'm genuinely sad that the training is over. Now I no longer need to fly with the instructors with whom I've made a genuine connection, I feel like I'm missing out on one of my favourite aspects, but I'm lucky to still have access to Freedom's aircraft.

Since we last spoke I've almost entirely been focused on ATPLs (the Theoretical Knowledge for an airline pilot's licence) at BCFT in Bournemouth. Definitely the most difficult and challenging experience I've ever faced. After spending so long falling in love with flying, it's been tough returning to a solely classroom based lifestyle.

I'm almost done and plan on going on to do my CPL and MEIR as soon as I can, with hour building

being done back at Freedom Aviation. I've got nine exams left with all the classroom time completed so I'm hoping to be done with this portion of my training and get back in the sky by late summer.

Unfortunately though not a massive amount of flying, I flew on Wednesday for the first time in almost 6 months just to get current again and it was a massive motivation boost. When you spend so long in the classroom and so much time revising you can start to forget why you're doing it all!

I also got my night rating in November of last year, we flew on bonfire night and it was a great chance to take a break from the revision and get back in the sky with some amazing views.

I was fortunate enough to get a great trip in before I headed off for my ATPLs in May last year though. One of the instructors from Freedom, myself and a friend took a PA-28 up to Easter, just north of Inverness, where my friend and myself then hopped back down to Dundee to spend the night. The next day we returned in slightly inclement weather to pick up the instructor from Easter, the first real experience both myself and my friend had flying in a situation like that. We then flew the Great Glen, dodging showers and generally enjoying the incredible scenery before flying home to Kemble. I don't think I could have had a better send off before starting the dreaded ATPLs!



You can even learn to fly using electric power, in the Pipistrel Velis Electro

bigger airports. Whichever type of school you go for, be cautious of paying for much of your training upfront. Although paying upfront may mean a slight discount, it's been known for flying schools to go under and students lose what they've paid. Also, although it's rare, you may find you don't get on with the club or school and want to move elsewhere to continue your training. If you do this, make sure all the paperwork is up to date and available. When it comes to your eventual licence issue, the CAA will need to see the training records.

Whatever school you choose, your progress will be much smoother if you can take regular lessons with as short a gap between each as possible – ideally, no more than a week. Ultimately, learning to fly should be a lot of fun, and if you aren't enjoying the experience, then don't be afraid to move onto another school which might suit you better.

For a PPL(A) you must complete a minimum of 45 flying hours, of which up to five hours can be on an approved flight simulator. Don't be surprised if you need more than 45 hours – most people do and it won't go against you when it comes to the Skill Test.

The pilot training syllabus was originally put together for military pilots, who are usually young, training full-time on someone else's money, and facing the chop if they don't perform. So it isn't surprising that most civilians learning in their leisure time take a bit longer.

It's a good idea to budget for around 55 hours. The course contains a minimum of 25 flying hours of dual-instruction and 10 hours of supervised solo flight time.

## Your trial flight

So, you've booked a trial flight with a club/school. No what?

You'll be greeted at the club by the flying instructor, an experienced pilot who will probably sit in the right-hand seat, with you in the left, which is the conventional arrangement when training in fixed-wing aircraft. The instructor will talk to you before the flight and do point out that you're thinking of learning to fly, rather than just doing it as a sight-seeing jaunt.

As you settle into the aircraft, you'll see similarities with a car. There will be a dashboard, called an instrument panel in an aircraft, and normal seats and seatbelts. The controls are a bit different to a car, with either a yoke, which is a bit like a cut-down steering wheel, or a control stick. Some aeroplanes, such as a Cirrus, have a side-stick which frees up space in front of you.

The instructor will then talk through the checklist before starting the engine. At some point, you'll probably hear him/her talking on

the radio. Big airports with a lot of traffic will have a control tower, which issues instructions that must be followed, while smaller airfields and grass strips operate with a lighter touch.

Then the instructor will taxi the aircraft to a holding point for more checks, and when cleared, onto the runway. As you accelerate down the runway, the noise and vibration from the wheels fades as the wings develop lift, the instructor will pull back on the control yoke / stick, to 'rotate' and... you're flying!

Once airborne and away from the airfield, the instructor may ask you to take the controls, which is a great feeling. A few gentle turns left and right, a climb and a descent, and if you're game, maybe a steep turn. Local landmarks will be pointed out and, yes, you may even get to fly over your house, if you're lucky.

The final part of the lesson is, of course, landing the aircraft after making the correct return to the airfield circuit. Circuit? That's a

rectangular aerial path around the active runway, usually 1,000ft above ground, which is part of the procedure for landing.

The instructor will handle the landing but keep a close eye on what they're doing. They'll be gradually slowing the aircraft down and deploying what are called 'flaps', which are parts of the wing that change their shape and enable the aircraft to fly at lower speeds.

The actual landing is a mixture of science, skill and art. The science bit is getting the speed and rate of descent right. Skill comes in when dealing with sidewinds (known as 'crosswinds') and also changes in wind speed and direction close to the ground. At about 20ft off the ground, the instructor raises the nose up, to put the aircraft into the 'hold-off' position, and closes the throttle. As the aircraft slows, it'll settle onto its main wheels and land. The arty bit is turning the touchdown from a 'thump' into a 'greaser'!



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Flying isn't just about airports, there's plenty of opportunities to land elsewhere...

## Free Flying!

There are some flying scholarships and bursaries available to help pay for training but you'll need to apply early and build a case. Try these associations:

- The Honourable Company of Air Pilots: [www.airpilots.org](http://www.airpilots.org)
- The Air League [www.airleague.co.uk](http://www.airleague.co.uk)
- Light Aircraft Association [www.laa.uk.com](http://www.laa.uk.com)
- The Royal Aero Club Trust [www.royalaeroclubtrust.org](http://www.royalaeroclubtrust.org)
- British Women Pilots' Association [www.bwpa.co.uk](http://www.bwpa.co.uk)

**THE HONOURABLE COMPANY OF AIR PILOTS**  
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### FLYING SCHOLARSHIPS 2020

#### PRIVATE PILOT'S LICENCE SCHOLARSHIPS 2020

These scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45 hours of flying training, these scholarships can take a candidate with little or no experience to completion of their flying licence during the course of the summer; alternatively they can "finish off" someone who is already partially trained. The scholarships are awarded entirely on merit as evidenced on the completed application form and as assessed by a selection committee appointed by the Company. Candidates must be 17 or over on 1 June 2020 and the course must be completed by 1st October.

Applications are welcome from candidates world wide. International candidates should be aware that, if called to interview, the candidate must make their own arrangements to attend interview in person in London. Training must be take place at a UK flying school. All candidates should be aware that the scholarships only cover the cost of flying training and licence issue; no provision is made for transport, accommodation, subsistence etc.

**Terms and Conditions:**

The aim of the Scholarship Programme is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Licence. The Scholarship covers only direct training and examination costs. The costs of obtaining the Class 2 Medical Certificate and any associated travel, subsistence and accommodation expenses are the responsibility of the Scholarship winner.

The criteria for successful applications includes:

- your ability to demonstrate a serious ambition and ability to pursue an aviation related career
- your ability to undertake and complete the Scholarship during summer 2020
- your educational achievements, demonstrable knowledge and/or experience in science, mathematics or other aviation related subjects
- you must be able to satisfy the relevant medical standard to enable issue of a Class 2 Medical Certificate issued in the UK in accordance with Part Med
- you must be aged at least 17 on 1 June 2020

The Company will expect training to be carried out at a Flying School approved by the Company; to be commenced during June 2020 and to be completed by 1st October 2020. For successful candidates at interview, details of awards, along with the full terms and conditions will be sent for formal acceptance in due course.

A Selection Committee appointed by the Company makes the awards. Candidates who are short-listed for the PPL Scholarships are required to attend an interview in London on either the 23rd or 24th April 2020. The scholarship funding does not cover the cost of travelling to London for interview or travel costs during training. Alternative interview dates cannot be arranged. The interview process includes short tests to help ascertain aptitude and ability.

**Careers Information**

**Flying Scholarships**

- Flying Scholarships 2020
- Flying Scholarship Winners 2019
- Flying Scholarship Winners 2018
- Flying Scholarship Winners 2017
- Flying Scholarship Winners 2016
- Gliding at Lee on the Solent...

**Bursaries for current Flying...**

- Academic Bursaries

The solo flying includes one cross-country flight of at least 150nm, during which you must make two landings at different aerodromes away from your home airfield.

The minimum of 25 hours of dual-instruction, with the instructor sitting next to you, will largely take place in your local training area and be broken down into set exercises:

- Flying straight and level
- Climbing and descending
- Circuits, including take-offs and landings
- Stall recovery
- Recovery from unusual attitudes
- Steep turns
- Navigation and radio use.

## The Knowledge

At the same time, you'll also be working your way through the Theoretical Knowledge in groundschool. You'll need the relevant textbooks, which are available singly or in packages from pilot shops, and also as DVDs and even online. Do make sure that the textbooks you use are current, as details do change.

The PPL(A) requires nine exams to be studied for and passed (more on p22). Last year, 2021, the exams moved online.

Try to nail the exams the first time around by ensuring that you're thoroughly prepared. Books of typical exam questions are available, which can help you to identify areas that the exams commonly focus on and will help boost your confidence.

## Be prepared

Flying lessons are expensive, so it's important to make the most of your flying funds. Try to fly at least once a week during training or you'll be playing catch-up.

Be as structured and organised as possible during the training. Make sure you know what the next lesson is going to cover, read the relevant material in your textbooks, and be prepared for the lesson. Turn up early, make sure your instructor knows you're there and get a pre-flight briefing.

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## Returning to flying



If you've been away from flying for a while but would like to give it another go, then there's no better time than now. The flying season is about to start, offering longer days and better weather.

Whether you want to revalidate your old licence as a brand new sparkly PPL or as a LAPL may be down to whether you can pass a medical. Once you've decided which licence, the next step is to take some refresher training with a flying instructor and assess how rusty your piloting skills are.

The objective is to pass a Licence Proficiency Check (LPC), a slimmed down version of the full Skills Test, and obtain an appropriate rating, such as a single-engine piston (SEP) aircraft rating. You'll also need English Proficiency to Level 4, 5 or 6.

Pooleys publish useful guides which help you track the various exercises in the syllabus and how you should prepare. The guides also have space to record how the lesson went, and what you may need to practise more, which is a good way to monitor how you're getting on.

Use your free time to rehearse checklists, especially ones which apply in the air, such as the en route and downwind checks, so they're second nature. Rehearse radio calls and try to visualise what's likely to be happening when you make them.

Procedures such as the overhead join can be practised on the ground by walking around imagining you're in the air (don't worry about feeling a fool – aerobatic pilots do this before a flight to fix the routine in their mind).


All this free ground prep will mean that you'll get the maximum benefit from your expensive time in the air.

### Skill Test

The aim of the PPL training course is to pass the Skill Test, a thorough and demanding flight with an examiner who you'll never have flown with before.

Before your flying school enters you for the Skill Test, you'll have completed the full syllabus, both flying and groundschool, passed all the exams, and successfully practised all of its elements.

The examiner will check every aspect of your flying, including flight-planning, navigation, a diversion, handling the aircraft and various types of landing. It sounds daunting but your instructor wouldn't have put you forward if he/she wasn't confident in your ability.

Pass the Skill Test and, congratulations, you are now a pilot! 

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**365 FLYING DAYS**  
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# Next steps...

Earned your PPL and ready to explore the world of flight? Yes, you can fly to other airfields for lunch, but there's a whole world of opportunities that will help develop skills and experience. Plus, we guarantee you'll have plenty of fun along the way... **Dave Calderwood** reports



## Night Rating

One of the first extensions to the basic PPL that many pilots go for is the Night Rating.

It means that if you're running late, you can continue flying, although you can only land at an airfield or airport with runway lighting.

Flying at night is a special experience. The air is often smoother, and if there's a bright moon and clear skies, the views are fantastic.

It's also a good way to sharpen your instrument flying. In fact, the Night Rating is part of the Instrument Rating (and the IR (Restricted)) and a good introduction to those more advanced ratings.

The Night Rating course is five hours of night flying, including five solo take-offs and landings.



## Touring

Stretch your horizons by flying to new destinations, including overseas. Just a couple of hours in an average club tourer will take you to at least six different countries, where the formalities for visiting aircraft are simpler than you may think. You'll find regular accounts of pilots' trips overseas on [the FLYER website](#).

Consider also self-fly hire in other countries. The USA is well set up for this. You'll need a US Airman's Certificate which takes time to arrange so start the process early. Surf the 'net to find a flight school where you want to go, make contact and ask about formalities. A similar process applies in many other countries.



## Instrument Rating

Two Instrument Ratings are available to UK pilots, the full IR and the IR(R). The latter is a restricted rating devised to help pilots get out of trouble should they encounter IMC. The Competency Based IR is an Instrument Rating aimed at private pilots, rather than airline pilots. It allows private pilots to fly in cloud, in any class of airspace, including airways. You can fly a Class 1 ILS descent to a decision height of 200ft and RVR of 550m (two crew) or 800m (single pilot). The IR for private pilots has seven subjects of Theoretical Knowledge, plus a minimum of 40 hours of IFR flying time, including 25 dual, of which at least 10 must be with an Approved Training Organisation.



### Formation Flying

Flying in formation is a great skill set to develop. It will hone your planning and piloting skills, and improve your concentration, discipline and airmanship.

A number of schools offer the chance and during a typical course you'll be taught the essential skills of joining formation, station-keeping, formation departures and recoveries, and formation leading. Many are run by former military pilots who have all learned and practised formation flying to the nth degree.

It's best to learn at a flight school, which has specialist skills, rather than just 'wing' it with friends because it's not the kind of flying you want to get wrong.



### Aerobatics

Whether you want to go into competitions or 'bore holes in the sky', aerobatics is a fun way to explore the outer limits of flying.

British Aerobatics runs events at various levels and are very welcoming to newcomers. Other pilots are content to take-off, fly a 20-minute routine and revel in an outburst of rolls, loops, wing-overs and more.

It's now necessary to hold an EASA or CAA Aerobatic Rating if you want to fly aerobatics in an EASA or CAA CofA aircraft. The syllabus is similar to the AOPA Aerobatic Course. British Aerobatics has its own academy and several flight schools also offer the rating.



### Float and seaplane flying

Floatplane flying is one of the most fun flying skills to try and hugely exciting. There's a lot to learn about picking suitable water runways, working with the conditions, and handling the aircraft both on the water and during approach and climb-out, but there are plenty of specialist flight schools.

For a start, there's the Aero Club on Lake Como in north Italy. The club has a dedicated water runway though you can also land elsewhere in Italy's 'Lake District'.

Or, you can travel to North America where there are many floatplane opportunities. Best known is Jack Brown's Seaplane base in Florida, but there are also mountain flying schools such as Alaska Floats & Skis.



### Strip flying

Farm strip flying opens a whole new area of flying - for every 'normal' airfield there are four or five farm strips. Most will be rolled, with the grass cut and in reasonable condition but with a variety of approaches and facilities.

Some, like Draycott Farm in Wiltshire, are really a small airfield with straightforward approaches and flat runways. Others are more difficult with awkward approaches, short runways, and, occasionally, boggy conditions. One of the best ways to learn strip flying is the Strip Flying Diploma run by the Light Aircraft Association (LAA), which covers both theoretical and practical knowledge.



# Pilot Medical

**Dr Frank Voeten**, Aeromedical Examiner (AME) and medical advisor to the Light Aircraft Association (LAA) and the British Gliding Association (BGA), explains the different pilot medical certificates and declarations available, and what you need to do to obtain one...

**A**nyone wishing to fly any type of aircraft in the UK will need some form of medical certification or declaration. Usually a UK CAA Medical Certificate depending on what type of flying you'd like to do and where you want to go. Once you have got your licence there are further ways to get a medical validation, but these are not available to student pilots unless you are going to fly microlights or the unregulated SSDRs.

## EASA Medical Certificates PPL - Class 2

If you're working towards a UK CAA PPL, then you'll need to obtain an UK CAA Class 2 medical as part of the licensing requirements. But don't panic, most people will have no problem whatsoever in obtaining a Class 2 medical certificate. The Class 2 medical can be carried out by any Aeromedical Examiner (AME) or at an Aeromedical Centre – you can find the nearest one at [www.caa.co.uk](http://www.caa.co.uk) or asking at your local airfield will usually reveal where most local people go. The medical examination takes about an hour and the AME is responsible for setting the fee.

Before setting off to see an AME you will need to register with the CAA on its Cellma System. This takes a bit of time to set up, get verified and for you then to be able to do the application and pay the CAA fee.

The application goes into some detail. If there have been more serious health issues you may want to get a copy of your NHS medical notes and take these with you when you go for the examination.

After that has been done and you have booked an appointment with your AME you can set off for the medical. The AME will review the application you made on the Cellma System, then carry out the physical examination, including a vision and colour vision test, a simple hearing



test and an examination of various organs and body parts. It doesn't include any internal or intimate examination but will feature an examination of your groin to make sure there are no hernias.

For the very first Class 2 examination you have to undergo a more comprehensive eye examination which can be done by an optometrist or consultant ophthalmologist. Most High Street opticians can provide this service – the price varies so it is worth asking a few. Since January 2019 it is also a requirement again to have an ECG (heart trace) at your initial medical.

The Class 2 medical meets the international ICAO standard and is valid for flights all over the world in UK-registered aeroplanes.

## Light Aeroplanes Pilot's Licence - LAPL Medical

The LAPL medical certificate for the UK's Light Aircraft Pilot's Licence was introduced by EASA and the UK CAA in 2012, as an alternative to a Class 2. The LAPL medical certificate is valid in the UK. The LAPL medical certificate has slightly lower requirements and the privileges it confers are, therefore, also more limited than those of a Class 2 medical certificate.

In the UK, a registered GP may be able to issue a LAPL medical certificate for those who have no potentially serious

medical conditions, either at present or in the past.

You can check which conditions would preclude your GP being able to issue a LAPL medical certificate on the CAA website. The current list includes visual field defects, heart disease, hearing aids, neurological and psychiatric conditions (including antidepressant and sedative medication), diabetes requiring medication, chronic lung disease, organ transplant, alcohol and substance misuse, cancer, pneumothorax, epilepsy, personality disorder, and learning difficulties.

It'd be up to your GP to decide if, and when, they're able to carry out the assessment – it isn't an NHS service. The cost for an LAPL medical certificate via your GP is up to the GP.

There are no admin costs for the GP to register, nor is any fee required to be paid to the CAA for the certificate. If your GP isn't able or willing to do the LAPL medical assessment, you need to go to an AME. Your GP may also have to refer you to an AME if an issue is identified during the assessment, which precludes the issue of a LAPL certificate. A LAPL medical certificate is usually a bit cheaper than a Class 2 medical as fewer tests are required (no compulsory ECG) and is valid for five years if you're younger than 40, while over that age it's valid for two years.

Please note that when you are going to an AME for your LAPL Medical, you have to register with the CAA Cellma System, have your details verified and make the application online there too.

## Pilot Medical Declaration (PMD)

In August 2016 the CAA introduced a new pilot self-declaration, to replace the old-style NPPL Medical Declaration, which needed to be endorsed by your GP.

The scheme is simplified and to make the self-declaration you have to visit the CAA website and tick the boxes relevant

# “Don’t panic – most people will have no problem in obtaining a Class 2 medical certificate”



to your flying. It cannot be used as a declaration for solo flights by pilots who hold no licence.

The PMD, aka self-declaration, can be used to validate a number of licences, e.g. UK NPPL and UK CAA PPL. However, it’s important to check that your combination of licence and medical certificate is fit for your intended flying. On the CAA’s website CAP 1441 will tell you what works. The UK CAA self-declaration is only valid in the UK’s airspace and not abroad.

For most pilots, the box declaring that you’ll be flying aeroplanes with a maximum take-off weight (mtow) of 2,000kg is the important one. If your intention is to fly those aeroplanes you just need to be fit enough to drive a car and declare that you aren’t taking any medication for a psychiatric illness then you’re good to make the declaration and away you go.

If you want to fly something bigger, between 2,000kg and 5,700kg, you can only make the self-declaration if you don’t suffer from or have suffered from the list of conditions below:

- Being prescribed medication for any psychiatric illness
- Bipolar disorder, psychosis or a diagnosis of personality disorder
- Drug abuse or alcohol misuse or addiction (or conviction for drink/drug driving)
- Being prescribed medication or treatment for angina or heart failure
- Cardiac surgical procedures including cardiac device implantation
- Recurrent fainting or collapse (syncope)
- Unexplained loss of consciousness
- Insulin treatment
- Chronic lung disease with shortness of breath on exertion
- Any neurological condition requiring medication
- Seizures or epilepsy
- Significant functional physical

disability likely to impair safe operation of normal flight controls

If you have any of the above you must present yourself to an AME for a medical assessment, to obtain a LAPL or higher class of medical certificate.

## Commercial Flying Class 1

If you’re thinking of a commercial career, you’ll need to pass a Class 1 medical assessment, which can only take place at an Aeromedical Centre. The Class 1 medical includes Class 2 privileges and validities. It is recommended that you consider getting a Class 1 medical certificate before you commit to any financial agreement with a training provider for either the practical or theoretical study. After all, if you fail your medical, you won’t be able to complete your training.

## Specific requirements

There are a number of specific areas that regularly come up in discussions about pilot medicals, here are a few:

- **Vision** The standard requirement is that you have to be able to achieve satisfactory vision with correction if required. Correction by means of glasses or contact lenses is allowed.
- **Asthma** A history of asthma, providing it’s well controlled, is not a problem. You may require some additional tests but the use of inhalers is fine.
- **High blood pressure** People who suffer from hypertension but who

have this well controlled with medication can have a medical certificate, while all modern blood pressure medication can be used without any problems.

■ **Past history of medical conditions** When it comes to other conditions, I would suggest that anyone who is thinking about learning to fly should contact their local AME to discuss their personal circumstances.

Most AMEs are aviation enthusiasts and will try and help anyone looking to become a pilot to achieve their full flying potential.

## Gliding

The requirements for medical certification to fly gliders in the UK are governed by the BGA. In addition to the medical certificates you can also use a current driving licence to go gliding solo in the UK. It’s also possible to make a declaration that you meet the standard of the ordinary driving licence. For those wanting to fly passengers or instruct, a higher medical standard is required. Details on the [BGA website](#).

**Addendum:** *With the UK having left EASA, UK-issued licences and medicals are not automatically valid for flying EASA-registered aeroplanes outside the UK. Note LAPL licences and medicals are not ICAO compliant and it is not possible to use a UK-issued LAPL medical and licence to fly a G-reg aeroplane in EASA countries. EASA AMEs and AeMCs cannot undertake medicals for UK licence holders.* ▼

# Get Equipped!

From your first lesson, you're going to need certain bits of kit, and as you progress towards gaining a licence, there's additional equipment which can really help with your flying...



## Headset £100-£1,000

Clear communication is important, so from the outset, buy the best you can. Try as many as possible, including ones with ANR (active noise reduction). As well as being a good investment in your flying, a quality headset protects your hearing too.



## Protractor/ruler £5-£10

Even in the world of digital technology, you still have to prove that you can plot a route using a square protractor marked with 360°, and utilise a ruler marked in nautical miles to measure distance.



## Pilot manuals £23-£40

There are a wide range of books available to teach all of the ground subjects, usually with one subject per book. It's worth doing some research to decide which collection suits you best.



## Flight bag £40-£260

From the very first day of your pilot training, you'll begin to pick up accessories, guides and checklists. Make sure it's a sturdy bag, with plenty of pockets, including some big enough to take your headset and chart.



## Tablet £Various

Tablet computers offer a platform for many navigation, planning and calculation apps designed specifically for pilots. They also save the space, cost and hassle of printed charts and forms, and have become a must-have for most pilots.



## Flight computer £40-£50

Used for calculating speed, time, distance, weight, fuel, pressure and density altitude, conversions, heading, drift and wind, a flight computer will become a crucial part of your ground training and route-planning.



## Kneeboard £16-£40

Strapped to your leg, a kneeboard will provide a hard surface to write on and keep all the notes you need during a flight, plus provide a place for your pen. Various sizes are available, so pick one to suit your aircraft cockpit space.



## Chart £13-£43

Traditional navigation is still a central part of pilot training and for that you'll need a chart or two from the CAA. These half-million-scale charts cover the UK, showing airspace restrictions, airfield locations, topographical information and much more.



## Flight guide £26-£46

There are a number of flight guides available that list all the airfields across the UK along with usable runways, procedures and contact information, available in a range of different formats, or as a download for a tablet.



## Logbook £10-£30

For aviators, their logbook is a treasured possession. It's a record of every hour that you've flown, the type of flying, details of each aircraft and where you went. It's also proof of hours flown, should you aspire to fly for a career.



## Fuel tester £10-£20

An important pre-flight checks is to test for water in your fuel, using a clear plastic tube to take a sample from fuel tank drains. Avgas floats on water, so if there's any water present, you'll see it easily at the bottom.



## Sunglasses £40-£210

At higher altitudes, there's less natural protection for pilots' eyes from harmful UV rays. Good sunglasses will protect your eyes, blocking the harmful blue light which causes increased colour contrast and reduce glare.



## Handheld GPS £500-£1,765

In a world seemingly dominated by iPads and Apps, handheld GPS units may seem a little strange. But with bright screens, a long battery life and an easy-to-use menu structure, they can be a great portable tool for your flying.

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# Groundschool PPL e-Exams

The Theoretical Knowledge part of learning to fly is just as important as the flying lessons

**T**here are nine online PPL Ground exams you will have to pass within 18 months. The clock starts from the end of the calendar month when you attempt the first exam. Once the exams are done, you have 24 months from the end of the last exam month, to complete your flight training and obtain your licence. The Theoretical Knowledge syllabus is the same for PPL and LAPL.

Linda Wheeler, who runs Linda Wheeler Groundschool near Denham Aerodrome in Bucks says, "Following the recent launch of the new online PPL/LAPL exams system, many students say they are finding the new system more challenging."

You must complete the online exams before taking the flying Skill Test.

If time is at a premium, you might consider signing up for an intensive groundschool course, where you study and complete all your exams in one go.

PPL students are required to undertake at least 100 hours of theoretical knowledge training, which can be split among formal classroom work supported by other interactive forms of training and self-study. It may sound like a lot, but divide those hours by the number of exams, and you get a sensible amount of time per subject.

Talk to your flying school, who will advise you on the study required, provide groundschool support and, ultimately, ensure you're ready to sit each exam.

## The first step

The first step is to get [registered on the CAA portal](#) as that is the only step which has a lead time – usually five working days.

The student then uploads their ID information to use in the exam and inputs the correct ATO for approval. Once this is done, the training school takes over and books all the exams.

All of the PPL e-exams are multiple-choice, with between 12 and 16 questions giving you four possible choices and requiring a pass mark of 75%. These questions are randomly selected from a 1,000-question bank.

**Air Law** is often one of the first exams to be taken as many schools require you to have it before you fly solo. There are 16 questions and the exam time is 35 minutes.

Example question:

**Q.** How many take-offs and landings must a pilot make in the last 90 days to carry passengers?

**A.** Three

## Human Performance & Limitations

contains basic questions about your body and the effects of changes of the Earth's atmosphere. 12 questions/25 min.

**Q.** What happens to the proportion of oxygen in the atmosphere as a pilot climbs to 8,000ft?

**A.** The proportion remains constant.

**Meteorology** Understand the atmosphere and how weather patterns develop, along with how to interpret weather charts and briefing notes, is essential. 16 questions/50 min.

**Q.** You are flying into colder weather. The regional pressure is 1012 hPa and the aircraft is flying at 5,000ft. Without changing your pressure setting, how will your altimeter read?

**A.** The altimeter will over read.

**Navigation** Learn how to read a chart and use your navigation computer to complete an orderly flight plan, including radio frequencies, alternate aerodromes and a fuel plan. 12 questions/45 min.

**Q.** Your aircraft is cruising at 5,000ft, with an outside temperature of minus 5 degrees. Your indicated air speed (IAS) is 85kt, what is your true air speed (TAS)?

**A.** 90kt

**Aircraft General** Covering aircraft systems – engine, fuel, oil and electrical. It gives you a good background knowledge as to the working of an aircraft. 16 questions/35min.

**Q.** The wing structure that takes up the vertical bending of the wing is called what?

**A.** Spars

**Flight Performance & Planning** concentrates on how well an aircraft performs in differing situations, but with an emphasis on the practical aspects of flying. You will learn, among other things, the safest way to load your aircraft and how to get the best range and endurance out of it. 12 questions/45min.

**Q.** What is 16 USG of fuel in lb with a

SPG (specific gravity) of 0.72?

**A.** 96lb

## Communications Your Radio

Telephony RT Licence will allow you to fly through certain categories of airspace and into aerodromes with Air Traffic Services. 12 questions/20min.

**Q.** When carrying out a transmission test on an aircraft's radio, what does readability 2 mean?

**A.** Readable now and then.

**Operational Procedures** This is the operating rules and safety aspects of flying. 12 questions/30min.

**Q.** The length of the take-off run available plus the length of the clearway if provided is called what?


**A.** TODA (Take off distance available)

**Principles of Flight** Concentrates on how well an aircraft performs in differing situations, but with an emphasis on the practical aspects of flying. You will learn, among other things, the safest way to load your aircraft and how to get the best range and endurance out of it. 12 questions/45min.

**Q.** Why do aircraft have wing tips?

**A.** To reduce induced drag.

## Radiotelephony Practical

The Radiotelephony (RT) Practical exam will be based around an imaginary flight in a radio simulator or on a PC-based system, with your examiner playing the part of the air traffic controller. 

## Free stuff!

Some of the free stuff available [includes the Skyway Code](#), from the CAA.

[Get some tips on using the CRP flight computer in navigation and flight planning.](#)

The CAA also publishes a series of leaflets called *Safety Sense* which tackle a host of individual subjects such as good airmanship, care of passengers, winter flying, weight & balance, operating from grass strips and much more. [Download here.](#)



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Jamie Dickson, easyJet First Officer



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# Airline Careers





Future airline pilots have always been faced with tough choices, but Covid-19 has added an additional layer of complexity which makes taking the path that's right for you even more important.

**Rebecca Kwo** and  
**Ian Seager** report...

**Y**es the airlines are recruiting again. The Covid vaccination programmes are allowing world travel to restart and demand is growing fast for airline flights. Statistics issued by Eurocontrol and others show the aviation industry is recovering fast, and in some regions of the world, it's back to 2019 pre-Covid levels.

That's good news all round, although it's tempered by the recent upheaval created by Russia's invasion of Ukraine. Apart from the dreadful human suffering caused by the war, it's also having an impact on oil prices and that, in turn, will affect the cost of travel.

The simple fact is that the airline industry is, and always has been, cyclical. It has its ups and downs. An airline pilot has to be prepared for these eventualities, determined and resourceful.

Assuming that you haven't already started your journey, by the time you choose a school and pathway (integrated vs modular etc.), go through selection, get a Class 1 medical etc., it is likely to be something like 24 months before you graduate at the very earliest. Some pathways can take perhaps five years should you choose to spread your training over a longer period by going modular.

You are effectively trying to figure out what the airline world will look like in two to five years, and that's pretty much impossible to do with any degree of certainty.

However, it seems probable that the airline industry will be in a better place two to three years from now when oil supplies settle down and more of the world is vaccinated.

Good contingency planning is more important than ever, and you might want a plan C to add to your plan B. You will want to thoroughly research your options before making final decisions, and if you think this kind of industry disruption might not be for you, then you should probably have a very honest chat with yourself about an airline career.

So why train as a professional pilot? If you're reading this, you may already have the answer – to fulfil a deeply rooted ambition. This is enough for many. However, for those who require more reasons, it is worth considering the following. Varied rosters make for an exciting, if demanding, lifestyle. You

will visit large numbers of different places, see the world from a different perspective, and meet a wide range of people who feel as passionately about the job as you do, which makes for a unique and special workplace.

Before committing to the enormous challenge of training as a pilot, consider what your end goals are and tailor your journey accordingly. This guide is largely aimed at those considering airline flying, but some stages are applicable to other types of commercial flying.

### Q What do I need before I start?

Do your research. As you'll quickly realise the path to the flight-deck is long and complicated, with many route options and no standard narrative.

If you're too young to begin training, consider getting involved with the Air Training Corps or Combined Cadet forces – and if you're planning on going to university, consider joining the University Air Squadron. All of these experiences will help you to decide if a pilot career is for you, as well as setting you in good stead once you get to the selection stage and when competing for airline jobs.

ATO selection doesn't require a degree. However, one may still be of benefit, and for some airlines it is looked on favourably.

Having a degree means that you're going into the profession slightly older, with a bit more experience behind you, and if for any reason you're no longer able to pursue a flying career, you can use the skills gained while working for the degree to look for other work.

Aviation-related degrees are becoming more common, particularly since they may allow student pilots to access

government student loans, potentially to amounts up to £40,000. If considering full-time training, remember it is a professional course, and the typical 'university partying' will not be on offer.

Visit one of the Pilot Careers Live events – they're all virtual at the moment – visit flight schools, and talk to as many people in the industry as you can and interrogate marketing.

Your training provider will be one of the key choices in your flying journey. Before committing, visit the school and meet the current instructors and students. Will it provide the kind of experience you want?

Are the resources reliable? Is the training recognisable and acceptable to the kind of employer you're looking at going to? Remember, if it looks too good to be true, then it probably is.

All training providers would recommend taking a trial flying lesson before you start. This should be a memorable experience to ensure you both enjoy it, and have some basic suitability for operating an aircraft.

Obtain a Class 1 Medical. This will be a showstopper if you are unable to pass. This is a thorough medical exam, however not as strict as some would imagine. Wearing glasses isn't an issue as long as it falls between a wide band of correctability. All medicals must be carried out by a UK CAA-approved Aeromedical Centre (AeMC) and will take up to four hours. It looks at your medical history, eyesight, general physical check, hearing, heart rhythm, lung function and also includes blood and urine tests.

Medical fitness will become a bedrock of your flying career and your profession relies on you passing annual tests, increasing in frequency as you age.

Maintain a healthy lifestyle and have a back-up plan in the event of the loss of your medical should be considerations.

### Acronyms

Become familiar with acronyms, as you will discover they play a big part in the aviation dialect!

### Q What licence do I need?

To get into the right-hand seat of a commercial airliner, you will need an Air Transport Pilot Licence (ATPL) or a Multi-Pilot Licence (MPL). For smaller operations, you may only need a Commercial Pilot's Licence with a Multi-engine Instrument Rating.

An Air Transport Pilot's Licence is at first 'frozen', and allows you to act as a co-pilot on commercial operations. At 1,500 hours, it becomes 'unfrozen' and legally you may operate an aircraft as commander, although in practice this will become subject to an airline giving you a rank of captain. A Multi-Pilot Licence offers the same, although is restricted insofar as the training is tailored towards a specific airline, and you may not use the MPL at any airline other than the one it is affiliated with – there is no 'generic' MPL. At 1,500 hours it becomes an unfrozen ATPL.

For other commercial flying jobs, such as instructing, surveying, or parachute dropping, only a CPL may be needed. It is worth considering that there is a wide range of aviation careers beyond flying airliners, which is itself a unique lifestyle. At selection your motivation will be challenged, so proving that you have researched the career field thoroughly will be advantageous.

### Q How do I get these licences?

You need to decide what licence you are





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Please note that there are significant additional costs associated with this course.

going to get before you start training, as it affects how you will train. Two key types of training are available, integrated and modular. Regarding the ATPL, integrated and modular routes follow the same syllabus of exams and practical flying, although the modular route requires more hours. The modular route can be done on a timeline tailored to the cadet, separate elements of the course can be interspersed with jobs or other life demands. The integrated route requires less minimum hours as it is based on a full-time, 'zero-to-hero' style model of training that is often residential and can be completed within one to two years.

The MPL is only available for airline-affiliated courses, and you will need to pass selection for an airline's own MPL scheme before being accepted. Only integrated-style training is available for MPL schemes. These tend to be very competitive, with the numbers of applicants outstripping the number of places available, so multiple tries at selection may be required.

There are distinct advantages and disadvantages to both licences. As mentioned, a MPL is restricted for use at a single airline before 1,500 hours are obtained, so if you were to lose your job before that time you would be in a very tough position. An ATPL is less competitive to get onto, although typically all integrated courses require selection. Deciding which route is best for you will be a key part of your research.

### Q Integrated or modular?

Deciding whether you want an integrated or modular style of training is a personal choice. An integrated course has the

advantage of typically being faster than a modular course as it is full-time, requires fewer hours and should provide high consistency of training, which is good for learning skills rapidly.

Courses are normally residential, typically have phases of training at foreign bases, and you will be with your peers for a large amount of time, which should give its own support group.

Historically the integrated course has been favoured by airlines, but increasingly this bias is lessening as the airlines shift to new emphases in selection. A modular course has no fixed timeline and can be tailored around the candidate, and course prices typically end up cheaper than integrated courses. Both courses require discipline and focus but the modular course requires more organisational skills on the part of the trainee to schedule the various elements of the course. The 14 ATPL exams on a modular course are also typically done remotely and at home, requiring enormous discipline and organisation. Some full-time residential courses are available to modular students for ground school.

### Q How much will it cost and how do I fund it?

Courses to the point of licence issue will typically cost between £60k and £100k, plus living costs.

Scholarships are available for some elements of modular training, such as ground school and a Private Pilot's Licence. Very few airline schemes will fund the cost of training for those accepted onto their schemes.

Typically, airline 'schemes' will consist

of a 'sponsored' ATPL or MPL, with the sponsorship taking the form of provisional job offers upon completion of training, while requiring the cadet to shoulder the cost of training. Fewer bank loans are available than they have been in the past, and it is still a popular choice for trainees to get private loans from the bank of mum and dad...

The total cost of your pilot journey, will also include the cost of a Type Rating, which is an aircraft-specific course, only undertaken upon securing an airline job. The cost will range from around £15k to £40k, and each employer will have a different 'deal'. Typical arrangements are that a pilot is bonded for the cost of the type rating, a bond that diminishes with services or disappears after a length of time. Others will require the trainee to pay upfront.

Professional flight training is one of the most expensive investments you'll ever make. Whichever route you choose, make sure that your investment is secure by taking these steps:

- Research your chosen Approved Training Organisation (ATO). How long has it been trading? Does it have any history of financial problems? What links does it have with major airlines? Most ATOs operate on a strong financial footing, but sadly it isn't unknown for an ATO to go under, sometimes taking their students' money with them.
- Pay module-by-module, rather than all up-front. Even integrated courses offer a pre-designated schedule to draw down payments in instalments over the period of your training.
- Does your chosen ATO offer a payment protection programme? These



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guarantee to refund a percentage of your fees, should you fail to reach the required standard.

### Q What does pilot selection look like?

Selection and assessments will be a part of your pilot training career, before and after training. It will examine your interpersonal and technical skills, personality and motivation for the career. Your skills will be tested typically through aptitude tests, measuring your reactions, hand-eye coordination and other reflexes relevant to flying an aeroplane.

Maths tests also normally feature, to measure your ability to perform mental arithmetic quickly and accurately.

Personality tests are becoming more widespread and popular. It is possible to prepare to some degree, becoming familiar with the format of the tests. Schools will be able to offer guidance.

Your personal skills are measured through interview and group exercises to assess leadership and teamwork, key skills that will impact how you work within an airline crew.

An interview will examine your strengths and weaknesses, and achievements and challenges you have come across in your life so far. You will be examined on your motivation for the job, and knowledge of the industry.

### Q What is the training?

The training is split into specific sections, which typically run as follows:

- **ATPL ground exams.** You'll need to pass 14 exams, covering such subjects as navigation, flight-planning, aviation law and human factors. Full-time packages on either modular or integrated courses will take six to nine months on average,

with a busy classroom and independent study schedule.

- **Flight training.** Practical flight training can be split into further sections, and takes place across single and multi-engine piston aircraft. Much of the early sections of flying training require good weather, so ATOs will likely send you abroad to complete sections.

- **Night Rating.** Consisting of both solo and instructional flights.

- **Commercial Pilot Licence.** The CPL is a basic requirement to be allowed to fly for financial reward. This is a major stepping stone. You need a minimum of 150 hours of flight time to get this far, flying complex aircraft with retractable undercarriage and variable-pitch propellers.

- **Multi-engine rating.** Learning to fly a twin-engine aircraft, and what happens when one engine fails.

- **Instrument Rating.** Flying solely with reference to the aeroplane's instruments. This is the essential set of skills allowing a pilot through cloud and other inclement weather, and forms the base of airline flying.

- **Multi-Crew Co-operation.** Learning to work as a team, a requisite for the majority of professional pilots.

### Q How do I get an airline job?

If you have not been selected for an airline, upon graduating you will be looking for opportunities. Some schools will have dedicated careers services, who will help you prepare CVs, and for interviews and sim assessments, and may have dedicated 'pools' from which certain airlines recruit.

Proactiveness is always required on the part of the graduate and if there is a prolonged period between graduation and getting a job, you may need to

undergo refresher training to keep an Instrument Rating current, for example, which will be an additional cost.

### Q How will my career progress as a pilot?

After completing Type Rating, you will begin line training, which is operating commercial flights with a training captain.

After passing this phase, you will be a qualified First Officer, and from there will begin working towards the rest of your career, which usually involves becoming a Captain and moving to the left-hand seat on the flight deck.

A wide range of other opportunities are available as part of your career, such as training and management.

Short-haul flying and long-haul flying offer different lifestyles and rates of career progression.

### Q What next?

- Join us at Pilot Careers Live events, held throughout the year in the UK and other locations in Europe. Meet first-hand leading ATOs, future employers, universities offering relevant aviation degrees, who will be happy to answer your questions about professional pilot training and careers. There are also presentations from major airlines and trainers. To find out more details, visit [pilotcareernews.com/live](http://pilotcareernews.com/live)

- Visit [www.flying-start.org](http://www.flying-start.org) for more information about a broader range of professional pilot careers (including alternatives to airline flying), and available scholarships.

- You should also check out [www.pilotcareernews.com](http://www.pilotcareernews.com), where you'll find plenty of articles on training types and funding, plus interviews with people about their own training journeys. ▶





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# Living the dream

We talk to three recently qualified airline pilots about their training experience

## Paul Hodgetts

### Integrated ATPL student

### Leading Edge Aviation

**Paul's story:** I'm in the foundation flying phase currently, still dazzled by the first stripe! I completed my first solo in January, since then I've completed circuit lessons, first navigation flight, first instrument flight and several solo general handling flights. Currently I'm preparing for my first solo navigation. After that I'll be starting building hours on more complex navigations and starting night flying.

I initially started a PPL several years ago, however, owing to financial and life commitments I had at the time – mortgage and full-time career – I paused the idea of a flight-deck career.

Once I could resume my flight training I thought hard about maximising my potential. I recognised that I needed to immerse myself with no distractions. Once I was set on an Integrated course, Leading Edge's training guarantee was a key factor – that additional training would be covered if required.

I researched all the large well-known flight schools. Back then, I'd never heard of Leading Edge – it was still quite new – but I arranged a visit. I was guided around its academy, introduced to instructors and staff, as well as given an aircraft tour. I was immediately impressed with its people, the warmth, and the family feel that it has.

Coming to this a little later in life, I had savings and assets to sell, specifically my house! The equity from selling my home and my savings took care of most of it, and luckily my parents were able to top up the rest.

The toughest part of the course was definitely the ATPL Groundschool! By far the hardest thing I've ever done in my life! It's gruelling hard work. The academic level of some of these subjects is tough enough, but the sheer volume is incredible, 13 subjects in six months.

The flying has been the most fun and rewarding. I remember my first flight after passing ground school was such an amazing feeling, as was my first solo flight! These milestones are unforgettable, fun and things you'll remember forever!



Have I started looking for a job? Absolutely! I actively engage wherever I can, talk to pilots, look at recruitment sites and forums, check out what airlines are doing and attend any events that are on such as Pilot Careers Live. I also talk regularly with the team at Leading Edge about the market and how it's recovering.

The one piece of advice I'd offer is, know yourself. Sit down with a cuppa and have a very honest conversation with yourself! What are you good at? What do you think you'll find difficult? How are you going to mitigate that? Know your reason why! You have to have the desire that can sustain you for the long road of hard work ahead.





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Patrick - now flying with Envoy Air (American Airlines)



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## Cherry Charters Modular ATPL graduate Bristol Groundschool and Stapleford Flight Centre

**Cherry's story:** I was backpacking around Africa when I was 19 and saw a Cessna Caravan flying over Victoria Falls, was smitten and kept thinking about it. When I got to Malawi, I found an internet café and googled local flying schools near my home in Kent, and booked a trial lesson for my return to England... and went from there on the self-funded modular route.

I did some gliding at Challock, and my PPL with Skytrek at Rochester Airport. I did my ATPL written exams with Bristol Groundschool (BGS), and my commercial, Instrument and MEP training at Stapleford. I also did aerobatics and tailwheel flying with the Tiger Club. It was all either self-funded or

scholarships – the Air League Bristol Ground School scholarship, a night rating from the Air League and a Gliding scholarship.

BGS's online question bank was fantastic and I would just take it travelling with me. I remember going to Hong Kong from London by train for two months along the Trans Siberian express route and taking my whizz wheel and material to continue studying on the long journey across Russia and Mongolia. Sometimes, the train didn't stop for four consecutive days!

The classes in Bristol were very good and there was a good support system. I would always recommend the distance learning and modular route if you are a self-motivated individual, as you can build your hours and you will save a lot of money.

I had the initial interview with Susi Air in Indonesia in November 2019 and was put in the holding pool due to start March 2020, but this was postponed due

to coronavirus. I got a job as a delivery driver for Tesco and maintained my skill by flying the SuperCub every few weeks. In February 2021 Susi Air invited me out to Indonesia. By June 2021 I was in Indonesia completing training on the Cessna 208B Grand Caravan – and I've been here ever since.

The best part about my job is the views from the cockpit. Flying at 11,000ft and seeing volcanoes and mountains beside and above you. Gorgeous cloud formations and endless jungle, and island hopping in the Mentawai Islands or the Riau Archipelago.

Medical evacuations are very rewarding as you feel like you are helping people who would otherwise have to go by road which would take all day, or by boat if they live on one of the remote islands. There's never a dull moment flying for Susi Air!

The one piece of advice I'd give to women looking to become a pilot? Believe in yourself. ▼



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Training to be a pilot is an intense & exhilarating process, and there are different routes to the flight deck, to realising your dream. At Leading Edge Aviation, we offer both **Integrated** and **Modular** courses with UK CAA or dual UK CAA & EASA licenses, both result in achieving your 'frozen' ATPL, the qualification you need to become an airline pilot.

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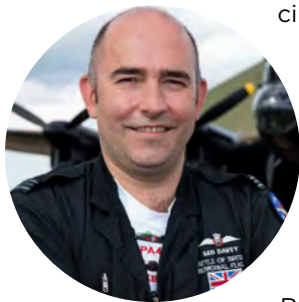


# Other careers

Don't think that being a pilot only means flying airliners! There are numerous great flying careers, such as, being an instructor, a maritime patrol pilot, or an RFDS pilot... Here are six stories from the pilots who know ALL about it...

## RAF QFI/display pilot

When **Seb Davey** was 11, while on a BAC One-Eleven airliner to France, he went to see the flight deck – and stayed in the cockpit the entire flight. He decided then and there that he wanted to become a pilot, and once back in the UK joined the Air Cadets.



circuit doing take-offs and landings, or on my way to Cyprus on a long-haul flight.”

Seb started as a Reserve in 1995.

Later, in 1999 he joined the regular RAF and became a military pilot. In 2013 he was taken on by BBMF, which is where he started training on the Dakota.

“My first operational airdrop in Afghanistan in 2006, the culmination of everything I'd trained for in my life. It was the heaviest ever airdrop from a British C130J.”

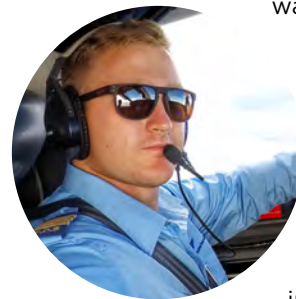
Seb's career advice is, “You have to know what you want, and do your best to get there, including putting yourself forward.”

Seb says, “As well as being a Qualified Flight Instructor (QFI) on the Atlas A400M at RAF Brize Norton, I'm a BBMF display pilot at RAF Coningsby.

“Instructing brings variety. One day I teach theory in the classroom, the next I'm in the simulator flying with night goggles, in the

## RFDS pilot

**Cornelius Mitchley** is the Royal Flying Doctor Service's senior base pilot, covering Australia's south-west region in a PC-12, providing 24/7 emergency retrievals and patient transfers.



ward in the back of the aircraft.”

He added, “As an RFDS pilot, you have to be able to adapt, to situations such as

inflight emergencies.”

Cornelius originally joined an airline on an ATPL cadetship in 2008, then moved to the RFDS in 2015.

“All company conversion training is conducted in aircraft and apart from flying the PC-12, you also learn about comms with crew and patients.” As for airfields, Cornelius loves ‘anything short and gravel’.

Career advice? Savour the moments in the air. As pilots, we get caught up in ‘work’ pressures.

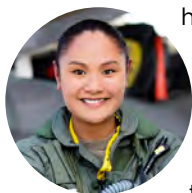
He says, “There are no scheduled flights. After a call out, we check weather, Notams and depart to the patient within an hour.

“A typical day consists of many short flights, transferring eight to nine patients with, in total, between two and eight hours of stick time.

“The PC-12 is essentially a flying intensive care unit. It's like having a hospital

## Production/training pilot

As a production and training pilot **Monessa Balzhiser** flies F-16 and F-35 fighters.



She says, "In high school I decided I wanted to become an astronaut. In 2000 I joined the USAF Academy, with a love of aviation, but zero flight experience. I decided to forego becoming an astronaut and continue to fly fighters."

After graduating from USAF Academy in 2004, she went straight into pilot training, learning to fly on the T-6 and the T-38.

"In 2006, I started my F-16 training and in 2007, I got to fly the F-16 for the USAF.

"In 2016, I left the USAF and was a stay-at-home mum – which was

harder than any training I've ever done – before joining Lockheed Martin in 2018. I was first selected to fly the F-16 and in June 2021, after six weeks of training and 12 simulator scenarios, I got to fly the F-35," adds Monessa.

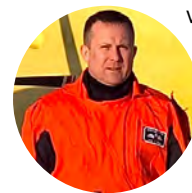
"Flying these fighter jets is incredible. You're hitting almost Mach 2.0, faster than the speed of sound."

Monessa says her favourite flight was a combat mission she flew in the Middle East in 2015.

"Our guys on the ground were overrun by enemy forces, so they called us in. Together with my wingman in another F-16, I dropped bombs nearby to provide time to escape."

## Maritime surveillance pilot

**Paul Gibbs** is a F406 maritime patrol captain for Marine Scotland, operating from Inverness, and recording any suspected illegal activity.



Paul says, "Scottish weather is notoriously changeable and challenging, which brings satisfaction after a successful flight.

"Another exciting aspect of this work is encountering marine wildlife. We often see dolphins and orcas, and one winter we spotted humpback whales west of Shetland.

"The flying is simply awesome. It's very dynamic. Our minima for low-level operations is 100ft on the altimeter."

After several years flying the F406 and DC-6

with Air Atlantique, Paul transferred to Highland Airways and became a training captain.

He says, "When joining Marine Scotland it'd been nearly 11 years since I'd last flown the F406, so I was required to do most of the type rating again."

As a Gosport boy born and bred, Paul enjoyed flying his little Topsy Nipper from Inverness back to Gosport several years ago – airborne over his childhood home, landing at Lee-on-Solent, an airfield where he spent many teenage years.

Paul has sage career advice, "Determination and motivation are key. I came from a humble council estate, but grabbed all opportunities I could."

## Instructor/Examiner

As Head of Training for RAF Sport Aircraft and an Air Experience Flight pilot, **Matt Lane** flies Air Cadets in the Grob Tutor.



"For some, it's the first time in an aircraft. Introducing these youngsters to aviation is a real honour.

"I'm also a civil flight instructor/examiner in Oxfordshire and Gloucestershire.

"An instructor's most important quality is empathy. You have to be able to put yourself in the mind of your student and see things through their eyes.

"Flight examining lets me help other pilots to achieve their dreams and ambitions, which is a big privilege."

In 1998, Matt became an RAF engineering officer and staff pilot, and since 2016 has been flying the Grob Tutor.

He is one of the few engineering officers who also has RAF Reserve pilot wings.

"Alongside my RAF work and family life, I've gradually built up my civilian qualifications. I'm a big fan of the modular commercial training route as it allows you to add ratings when time and money allow."

And Matt offers this advice, "Make the most of the people you know. While aviation is a big industry, it is also small – everyone knows each other, making networking important. Pilots are always happy to help."

## Pipeline survey pilot

Variety is the spice of life for helicopter pilot **James Geary**, who combines flying pipeline surveys with instructing.



Says James, "Utility flying is hands-on and takes me all over the country.

"Flying gas pipeline surveys are done at 500ft. Occasionally there's a threat and we need to land immediately – for example if someone is digging right on the pipeline. Depending on the terrain, these immediate landings can be very challenging."

On of the things James loves most about his job is the variety and the stunning scenery, particularly when he is flying in the Lake District, Wales or Scotland.

He adds, "Interpersonal skills are vital in this work.

Although it's a single-pilot operation, you need to operate as part of a team – the observer becomes your partner for the week."

As an instructor with Helicentre at Leicester, James teaches PPL, CPL and type ratings in the R44 and the Cabri G2. "Combining the two is a nice mix."

After obtaining his PPL(A), he became an Air Cadets instructor on the Vigilant motor glider which gave him a taste for instructing.

And James also loves the sea! He adds, "I sail in my spare time. It allows me to think of time in hours, rather than seconds."



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# Military Careers

Flying careers in the military offer some of the most exhilarating and dynamic flying possible. Whether you're at the sharp end of a fast jet at 50,000ft, or hovering off the back of a Royal Navy frigate in a storm, the training is world-class...

**H**ave you ever dreamed of flying for your country? The modern British Armed Forces consists of the Royal Air Force (RAF), Fleet Air Arm (FAA) and Army Air Corps (AAC). The variety of work undertaken by the military means that you could find yourself ferrying supplies to flooded villages in the UK, conducting anti-narcotics patrols in the Caribbean or hunting for submarines in the North Sea.

To succeed as a military pilot you'll need to invest plenty of time and energy into the various phases of recruitment and selection. However, the reward for success comes with one huge benefit – you won't need to pay for your training, you'll actually be paid to train.

The lifestyle of a military aviator is very different from that of a commercial pilot, however the adoption of proven

**Above, left to right** Royal Navy, Royal Air Force or the Army, all offer exciting flying opportunities

civilian airframes now means that the differences aren't as vast as you'd think.

With the RAF now operating the Airbus A330 Multi Role Tanker Transport (MRTT) and the Boeing P-8A Poseidon – based on the 737-800 – there are now career paths that can look and feel very similar to civilian pilots. You might still deploy for weeks at a time with your aircraft to far corners of the world.

While the peculiarities of military life might not suit some, the opportunities to travel, forge lasting friendships and see the world can more than make up for it. Most Officer roles will give the opportunity to further your education and obtain degrees or certifications that will help both your military career as well as a transition to a civilian life.

## Royal Air Force

[www.raf.mod.uk/recruitment/](http://www.raf.mod.uk/recruitment/)

Many people think of the RAF first when considering a flying career in the military. The youngest of the three main branches of the Armed Forces, the RAF is responsible for strategic and tactical transport, while also defending the skies of the UK 24/7.

Throughout the recruitment process, you will be assessed and streamed, based on your aptitude, toward various flying careers.

These include fast jet flying, where you could be conducting air-to-air or ground attack missions in the Typhoon or new F-35 Lightning. Other options include transport, supporting UK operations worldwide by flying people and equipment to far-flung destinations.

Other fixed-wing opportunities include flying the RAF's intelligence,

surveillance, and reconnaissance (ISR) aircraft, which includes the Beechcraft King Air, Boeing E-3D Sentry, RC-135 Rivet Joint or the future E-7A Wedgetail (based on the 737). The RAF also operates a frontline mixed rotary fleet of Puma, Chinook and Griffin helicopters.

You must enter the system between the age of 17.5 years old and the day of your 26th birthday. The minimum commitment is 12 years service.

You must pass fitness tests, medicals and hold the appropriate number of GCSEs and A-Levels. As an Officer you will begin service life with a 24-week training course at RAF Cranwell in Lincolnshire. You can expect to earn £27,818 during this (Modular) Initial Officer Training (MIOT), rising to £33,436 after training.

Flight Lieutenant Scotty Edmed said, “Showing that you’ve gone above and beyond during your education and training with things like sports or joining the Air Cadets will help you stick out and improve your chances of a successful application.”

Elementary Flying Training is conducted by Ascent Flight Training, responsible for delivering fixed- and rotary-wing training at RAF Cranwell, RAF Valley and RAF Shawbury. Initial training begins on the Grob Tutor and Prefect before you are then directed toward fast-jet, multi-engine or rotary. Fast jet pilots will train on the Texan and Hawk T2, multi-engine pilots on the Phenom 100 and those chosen for rotary will fly the Juno and Jupiter helicopters.

## Fleet Air Arm

[www.royalnavy.mod.uk/careers](http://www.royalnavy.mod.uk/careers)

The Royal Navy’s aviation branch is called the Fleet Air Arm and has an illustrious history and a bright future, thanks to the introduction into service of the new F-35 Lightning fighter.

As a pilot in the FAA you could find yourself hunting for submarines in any of the world’s oceans, supporting humanitarian supply missions after natural disasters or covertly dropping Royal Marine Commandos behind lines. It goes without saying that operating aircraft from vessels out at sea is one of aviation’s most challenging environments.

Before applying for a career as a pilot in the Royal Navy you must be aged between 17-34 with a minimum of 96 UCAS points, five CGSEs at grades A-C and be able to pass a swimming test.

Pay and benefits in the FAA include a starting salary of £27,000, rising to £33,000 within two years, additional flying pay, six weeks of paid holiday and free medical and dental care.

An Officer’s commission into the Royal Navy will be a minimum 12-year



**Above** Being a military pilot could see you flying some unusual missions

commitment and before you begin initial training, you will undergo Flying Aptitude Tests at RAF Cranwell, before going to Britannia Royal Naval College in Dartmouth for 30 weeks of military skills, maritime skills and fleet training.

Lt Commander Chris Suckling, a Merlin helicopter instructor said, “Research what you want to do, get online and read up on people’s experiences. Talk to people on social media who can help, many are willing to share their experiences. Then set yourself a step-by-step plan and concentrate on hitting each goal.”

After BRNC there are 15 weeks of training to learn more about the Royal Navy’s aircraft culminating in ‘grading’ tests to determine whether you are suitable for life as a pilot. If you complete this, your next task is 30 weeks of Elementary Flying Training at RAF Barkston Heath. Those streamed to rotary-wing flying will undertake another 30 weeks of flying at RAF Shawbury and 12 months flying your chosen helicopter. Fixed-wing pilots will train at RAF Linton-on-Ouse for 49 weeks, before a further two years of fast jet training.

## Army Air Corps

[www.army.mod.uk/careers](http://www.army.mod.uk/careers)

The Army Air Corps (AAC) is the combat aviation arm of the British Army.

It is unique among British military aviation as it selects not only commissioned (officer) but also non-commissioned officer (soldier) aircrew. Already in-service soldiers can apply to transfer for AAC pilot training or a number of direct entry officer pilots from the Royal Military Academy Sandhurst (RMAS) are commissioned each year.

## Selection process...

As part of the selection process candidates undertake 13 hours flying grading selection on a Grob Tutor light aircraft. This can be achieved as a civilian who

has accepted a commissioning course at RMAS. Scheduled from later this year, the Army Pilots Course will be rotary-wing only in a new fleet of Airbus H135.

Through basic, advanced and operational training courses students will be taught how to operate a military helicopter safely and tactically. This could be in any weather, at night, low level and cross-country to achieve a set time on a mission.

At the end of training the coveted and well-deserved Army wings are presented. With around 250 hours flying time aircrew will progress onto conversion for their frontline type. This is primarily the new Apache ‘Echo’ attack helicopter or Wildcat reconnaissance helicopter but opportunities also exist to fly Gazelle and Bell 212 in different roles.

As a frontline pilot you will play a key part in military exercises and operations at home and abroad. An Apache pilot may be supporting troops on the ground with Hellfire missiles or 30mm cannon and a Wildcat pilot will use sophisticated cameras and sensors to bring critical information to commanders. Moreover, during the Covid-19 crisis Wildcat were part of the national task force to support the NHS around the country.

On top of the excellent flying opportunities, army pilots are expected to apply their leadership skills to get the best from the diverse people they command.

You’ll earn £27,800 during your year at RMAS and this will rise to £42,800 as a Captain after a further three years.

On top of the pay (with extra remuneration for aircrew) and world-class flying training the army offers much more – such as free medical, dental and gym access.

Additionally there are opportunities for further education with Sandhurst graduates offered an optional MSc in Leadership and Strategic Studies and a pathway to BSc (Hons) in Aviation Systems Management for pilots. ▶

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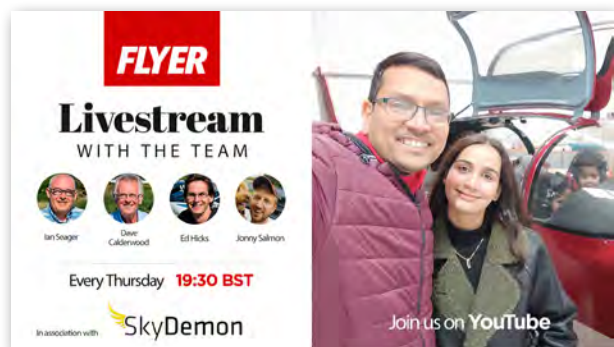
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# Helicopters



## Helicopters offer a world of flying opportunities that you can't get in a fixed-wing aircraft. **Rachel Ramsay** explains what's involved in learning to fly one

**C**onverting to helicopters after many years of flying fixed-wing was a real eye-opener for me. Not only did I have to learn to fly all over again, but there suddenly lay before me a host of new aviation experiences I'd never had. Hovering – not just forwards, but backwards and sideways. Taking off vertically. Coming to a stop in mid-air. Landing at pubs and hotels. When you don't need a runway, the world really is your oyster. But what does it take to master the skills needed to fly a helicopter?

### **Finding the right helicopter school**

Many prospective PPL(H) students choose the helicopter school nearest them, and there's a lot to be said for being as close to the airfield as possible when you're packing in regular lessons. If you're lucky enough to have the luxury of choice, the next consideration is the kind of helicopter you want to learn to fly on. If you're on a budget, you'll probably want to learn on a two-seat helicopter before going on to something bigger once you have your licence.

Robinson's ubiquitous R22 is a popular choice as it's affordable, there are plenty of them around, and there's natural scope for progressing onto the rest of the Robinson family. The other main options are the increasingly popular Cabri G2 – which costs more per flying hour than the R22 and doesn't currently have a four-seat version to convert onto – and the comparatively rare Schweizer 300. Take a look at the pros and cons of each before deciding which suits you best. If you're watching your budget, it's worth asking the school whether they offer discounts if you pay for blocks of hours upfront.

Before deciding on a school, check out its self-fly hire options for when you have your licence. Unless you're lucky enough to be able to buy your own helicopter, you'll be needing to hire one. Also take a look at its fleet, so you can see what other helicopters you could convert to in the future.

### **Your first few lessons**

Helicopter training begins with the basics: learning how the controls work and getting the hang of flying straight and level, climbing and descending, and turning. From your earliest lessons, you'll also be starting hover practice. Hovering is harder than it looks, as it requires precise coordination of all three controls: collective (with throttle incorporated) for up and down, cyclic for direction, and pedals to keep the nose straight. You'll wobble around practising each on its own before putting them together, and one day it'll suddenly click into place.

With a stable hover under your belt, you'll be able

Author Rachel Ramsay enjoying the fantastic visibility you have when flying in a helicopter – this one is a Robinson R44



Flying to country house hotels is one of the perks of becoming a helicopter pilot...

to start learning take-offs and landings, hover taxiing and spot turns. While you're getting to grips with flying the machine, you'll start learning how to communicate with ATC over the radio, and you'll begin to explore the basics of navigation.

Before you know it, you'll be ready to start carrying out your first autorotation – the procedure for getting a helicopter safely to the ground in the unlikely event of an engine failure. Helicopters don't just fall out of the sky if the engine stops. You're taught how to keep the rotors under control so that they act like a sycamore key, keeping the helicopter flying down to the ground.

Later, you'll practise Mayday calls and discover techniques for varying the rate of descent to give you more control over where you land.

### Your first solo and beyond

It's a nerve-wracking but exhilarating feeling when your instructor decides you're ready to fly a helicopter on your own. You'll concentrate like you've never concentrated before when you have only yourself to rely on. The helicopter handles differently with no instructor in the seat beside you, and I was surprised by how much further forward the cyclic needed to be. You'll usually only fly a six-minute circuit, but believe me when I say that the feeling of achievement when you finally lower the collective and land back on the grass is out of this world.

The journey doesn't end there though, and there's still lots of work to do before you're ready to take your Skill Test. You'll have the rest of your ground exams to study for and pass – you'll already have taken Air Law before your first solo – and

you'll be building up your solo hours with lots of circuits. You'll be doing more advanced handling training, including various types of departure, sloping ground landings and flying with limited power.

You'll be working on your navigation skills, even using an OS map in flight for finding landing sites (it's normal to pretend you're on *Treasure Hunt* when you do this!).

Towards the end of your training comes the moment it's all been leading up to: off-airfield landings. You'll learn how to plan your approach into a field or hotel site, assessing its suitability by doing reconnaissance orbits to check for

hazards such as livestock, telegraph wires or debris. It's your first taste of real-life flying and the adventures that await after you qualify.

### Skill Test and beyond

As your final big Skill Test looms closer, you'll have another hurdle to cross: your 'Qualifying Cross Country'. This is a solo flight of 100 nautical miles (nm), during which you'll land at two other airfields. It's at this point that you realise how far you've come, and after a lot of revision it won't be long before you pass your Skill Test and can officially call yourself a helicopter pilot.

In the world of helicopters, you need a 'type rating' – an official qualification on your licence – for each different kind of helicopter you want to fly. Having learned on the two-seat R22, I managed to find some extra cash to convert to the R44, the more powerful four-seat version. This is a five-hour flying course with a ground exam and another Skill Test, but I'd recommend budgeting for more than the minimum hours (and the hour-long Skill Test is on top of the five hours).

### Adventures by helicopter

You never stop learning, but once your coveted PPL(H) drops through the letterbox the learning becomes more fun.

It's time to put your licence to good use with some rotary adventuring, which I'd recommend doing with a more experienced pilot in the beginning.

You technically only need to fly two hours a year and complete a proficiency check (per type rating) to maintain your licence, but to stay current you'll need to fly a lot more than this. With a fantastic selection of exciting landing sites now at

### The PPL(H) at a glance

- Forty-five hours of flying – including 10 solo hours. Budget for more than this, as I'm told that the national average is 74 hours
- Class 2 medical – get this as early as possible, just to be sure you can get one before you go too far into your training
- Nine ground exams
- Qualifying Cross Country – a solo flight of 100 nautical miles, landing at two other airfields
- Skills Test – around two hours' flight time plus planning, verbal questioning and briefing
- Budget – around £15-20,000 (R22) for initial licence
- To maintain – two hours a year plus Proficiency Check.



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## I just got my PPL(H)!

**S**am Wyss passed his Skill test with Helicentre Aviation, based at Leicester. Sam's PPL(H) is the start of his journey into a civilian flying career. He tells us about his training and shares some tips.

I always wanted to be a professional pilot. I went to a Pilot Careers Live seminar in London and spoke to Helicentre Aviation at its stand. I spent a very long time talking to them and their industry partners from Bristow Helicopters. After my first ever flight at the controls of a helicopter, I knew it was meant to be!

I was in awe of how incredible flying a helicopter was and the feeling of hovering, and then going whichever direction you wanted. Another unique selling point for the school was its fantastic scholarship programme, and I'm grateful to say I was awarded their Flight Instructor Scholarship, which I'll start later in the year.

There is not one bit of my training that I enjoyed any more than the rest, as the whole experience was simply amazing.

The most memorable moment, however, has to be going solo for the first time, which gets sprung on you at the end of an existing lesson and amplifies the most fantastic feeling when you complete your first solo flight.

The most challenging part was the last few hours leading up to the end of my training and the Skill Test. You have to be able to demonstrate competency in everything you've learned over the

last 50-odd flying hours and hone in on those skills needed to pass. Cramming in all that into two hours of flying at the end was also challenging, as I'd never flown for such a long time without a break and was so nervous and uptight. It was big relief when I was told I passed!

My time in the Air Cadets and my A-level in physics gave me a good base of knowledge to help me understand how a helicopter works and what secondary and tertiary effects there are when you move the controls. That said, I would definitely make sure that you're comfortable with the phonetic alphabet and some general aviation terminology, just to give a good foundation. My flying school was very thorough – its training standards are very high, and anything I was struggling with was given extra attention.

The most important thing is to enjoy yourself. Take in the moment that you're flying in an awesome machine that can take you anywhere.



Pay attention and if you're unsure about anything, don't be afraid to ask your instructor. Talking to a senior member of staff from Bristow Helicopters, his most prudent piece of advice was, 'if something doesn't feel right, you can always go around'.

My next thing to do is get my commercial licence, and I've been studying for my ATPL(H)/IR exams and hour-building to meet the requirements for the course. Part of my hour-building was a trip from the Guimbal factory, taking a Cabri G2 from Aix-en-Provence through the Alps, over the English Channel and through the London heli lanes in the space of three days – amazing!

Once I have my CPL(H) and FI(H), I will be instructing future pilots. Thereafter, I aim to get my Instrument Rating and hopefully move on to either the offshore industry, air ambulance or the police in due course."

your disposal, you'll soon find that this is no great hardship.

One of the helicopter pilot's most enjoyable pastimes is flying to various country house hotels, where it's a safe bet that half the hotel guests will be out on the lawn taking photographs of your arrival and departure. If you have friends with a garden to land a helicopter in, that's a fun thing to do. Every landing is a challenge, learning something new.

Another item on the bucket list of many helicopter pilots is flying the London heli routes, a carefully mapped network of aerial lanes criss-crossing the capital. The incredible views you get en route are impossible to enjoy in a single-engine aeroplane, so it's a great way to impress your fixed-wing friends.

Also worthy of adding to your helicopter bucket list, once you're more experienced, is the flight into Weston-super-Mare Airshow, an approach that takes you in over the sea and has you landing by the beach, watched by hundreds of people.

There are always new things to learn, and if you're not ready for your training to come to an end yet then there's plenty more you can be studying for once you've got your PPL(H) in the bag.

Helicopter flying is a little different from fixed-wing in that it's primarily VFR – that is, we fly in sight of the ground.

Few private helicopter pilots have instrument ratings, as the course has to be completed on a prohibitively expensive

twin-engine helicopter. However, the five-hour night rating course is a realistic goal if you're up for a new challenge.

Some pilots go on to get their commercial licence, and in the helicopter world you'll need a minimum of 155 hours before you can take the 30-hour CPL(H) course. Competition for helicopter jobs is fierce and many of the cool jobs you see on television – such as air ambulance or police pilots – go to ex-military pilots. For many people, becoming a flight instructor is the only realistic way of hours building, and you'll need 250 hours before you can start.

Helicopters represent the ultimate form of flying – and the very fact that it takes so much effort to master them simply makes them all the more rewarding. ▼





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# Microlights

With a huge range of modern aircraft offering outstanding performance, and operating costs that make regular flying truly achievable, **Paul Kiddell** thinks there's never been a better time to get your licence

**F**lying for fun is fantastic and microlights offer a truly affordable and accessible route into this amazing world of aerial adventure. There's never been a better time to learn to fly microlights especially as 2021 saw the microlight weight limit increase from 450kg to 600kg, making an even greater range of highly capable aeroplanes available to microlight pilots.

Modern microlights enjoy exceptional performance, have an excellent safety record and generally, if you are medically fit to drive a car, then you are fit to fly.

There is also a strong UK community of disabled microlight flyers, some flying microlights with modified controls to help them overcome their limited mobility.

Importantly, you can get your licence for around half the price of an EASA PPL and go on to operate a microlight at a fraction of the cost of a traditional General Aviation aircraft like a Cessna 150 or Piper PA-28. With the same pot of money, you can fly more. In fact, a lot, lot more.

So why isn't everyone doing it? Well, microlights can only fly in daylight under visual flight rules (i.e. you can't fly in exceptionally poor weather or through cloud), cannot perform aerobatics and are limited to two seats. But if it's fun

grassroots flying you want, then microlighting is a seriously cost-effective option offering endless opportunities to explore the UK, Europe and beyond.

As it implies, the term microlight refers to a broad range of aircraft at the lighter end of general aviation and they come in two forms, fixed-wing and flexwing.

Fixed-wing microlights are effectively lightweight aeroplanes and are controlled using stick and rudder in the traditional sense. They range from the simple tube and fabric Thruster cruising at 65mph to the sleek, carbon-fibre Dynamic cruising at 125mph.

Flexwing microlights can trace their heritage back to powered hang-gliders and have the familiar triangular-shaped, fabric flexwing from which is suspended a tricycle fuselage pod accommodating the

crew and pusher engine mounted behind.

Flexwing flying is exciting stuff. You're sitting out in the elements with helmet, gloves and warm suit, manoeuvring the aircraft by use of the big horizontal bar in front of you. But don't be fooled by their heritage. The modern flexwing is a very capable tourer and UK pilots routinely fly them to Europe.

We start 2022 with a quantum increase in the weight limit defining microlights. The maximum take-off weight goes up from 450kg to 600kg. The current weight limit of 450kg (472.5kg when fitted with a Ballistic Recovery System – a large parachute deployed in an emergency to bring the entire aircraft and its occupants safely down) can be restrictive for heavier crew members. The introduction of the 600kg limit enables aircraft with exceptional load-carrying capability to be offered by manufacturers.

For example, the new 600kg Sportstar SLM has a useful load of around 285kg, allowing two 90kg adults to fly at 110mph carrying 25kg of luggage with nine hours of fuel available (100 litres in the 120 litre tanks). Of course heavier crew can be carried with a corresponding reduction in fuel but it gives you an idea of the impressive capability available at the top end of the market.





Microlighting in the UK is exceptionally popular with around 4,000 microlights registered with the UK CAA.

The British Microlighting Aircraft Association is the national body, overseeing training, pilot licensing and airworthiness in conjunction with, and on behalf of, the CAA. [The BMAA website](#) is a great resource when looking to get into microlighting and they also produce an excellent monthly magazine.

The UK has an extensive network of long-established microlight flying schools full of passionate and highly experienced instructors. If you suspect the fun world of microlighting is for you, then identify a local school and book a trial lesson.

Certainly age is no barrier. I have had friends who are in their seventies learn, and children of friends who get their licence at 17.

The National Private Pilot's Licence (NPPL) with a microlight class rating requires a minimum of 25 hours of flying training, 10 of which must be solo and you must complete two cross-country trips of 40nm. Medical fitness to fly is based on the DVLA Group 1 ordinary car standard and for most, there is no need for a medical – you self-certify online.

Like driving, there are a very limited number of medical conditions that will require follow-up, but there are very few that will actually prevent you from flying.

With lessons with an instructor costing from £100 per hour to perhaps £145 near London, a full course covering minimum 25-hour flight time with study material and examination fees will cost around

**Opposite** The new 600kg rules means you can fly machines like this Sportstar SLM – a useful load of around 285kg, allowing two 90kg adults to fly at 110mph carrying 25kg of luggage with nine hours of fuel available

**Above** Microlights are capable machines that will enable all sorts of adventures with friends – these EuroStars are at Glenforsa airstrip

**Below left** When you say 'microlight' people usually think of flex-wing machines like this Pegasus Quantum Leap

£4,000. Everyone learns at a different pace and your progress will be influenced by your age, budget, family and work commitments and, of course, the great British weather.

As with all flying training, few students pass in the minimum hours and the majority of students will take perhaps 35-45 hours so a budget of around £5,000-£6,000 may be more realistic.

### Principles of flight

Look to enjoy the training experience and try not set unrealistic deadlines. As well as passing a flying General Skills Test (GST) in the air with an examiner, you have to pass five multiple choice exams covering air law, principles of flight, meteorology, aircraft technical and navigation. It may seem daunting but I guarantee it will be an incredible experience and for many, learning to fly will remain one of the greatest achievements of their life.

Having achieved your dream, it's time to buy or rent within a club. While the convenience of renting will suit some, if you fly regularly, it is generally far more cost-effective to own a microlight, either outright or with a group of like-minded

enthusiasts in a syndicate. Again, you should carefully consider your needs. Do you want to tour extensively or are you happy flying around the local patch enjoying the views and maybe dropping in on local strips? Your level of ambition may develop as you gain experience but it's good to have a clear starting point.

The new and used microlight markets have something for everyone with prices ranging from maybe £2,500 for an older airworthy flexwing such a Flash II Alpha to around £100,000 for a brand new high-performance, modern tourer like the aforementioned new 600kg Evektor SportStar SLM with a fuel injected 100hp Rotax 912iS engine.

There is a huge choice in between in both the new and second-hand markets with some excellent UK manufacturers like Flylight with their very popular SkyRanger range and flexwings and Ascent who have sold 130 of their wonderful Eurofox aircraft. Most manufacturers also offer the option of self-building a microlight from a kit.

[Afors.com](#) has daily listings of used microlights for sale and the majority of modern, second-hand fixed or flexwings in good condition range from £8k to £40k.

Joint ownership is very common to split both the purchase and ongoing costs. While there is no limit to the size of the group, four to six is probably the most popular representing a good compromise between shared costs and aircraft availability. Besides sharing costs, groups pull together differing skills and most importantly, offer fantastic camaraderie as

you set off on exotic flying adventures.

Microlights are powered by modern, reliable engines and have an excellent safety record.

The most common engines are the 80hp and 100hp Rotax 912 series which use standard unleaded petrol from your local garage or unleaded aviation fuel though it can also use standard aviation gasoline (avgas) for short periods. It is very economical, and the 80hp 912 in our modern EuroStar aircraft only burns 10 litres per hour flying along at 95mph so an hourly fuel cost of around £13/hr.

The owner of a microlight is responsible for the airworthiness of their aircraft and, as a result, can undertake as much of the maintenance as they feel comfortable. Many owners change oil, plugs, tyres and filters and get professional engineers to do more complex tasks like gearbox maintenance.

We are lucky in the UK to have a number of excellent professional microlight engineers who have outstanding product knowledge and charge hourly rates around £45, much less than your local car dealer! Like your car, a BMAA Inspector will conduct an annual inspection and issue a Permit to Fly – this and the application fee will cost £300-400.

At this point it's worth mentioning Single Seat De-Regulated (SSDR) aircraft. SSDR aircraft weigh up to 300kg (315kg with a BRS), do not require any approval or annual inspection and owners have complete freedom to make experimental modifications as required. Some UK pilots are using this freedom to experiment with electric propulsion. Pilots still require a licence and third party insurance though. Around 700 aircraft of the 3,918 UK microlight fleet operate as SSDR. You can pick one up for a few thousand pounds and they provide exceptionally cheap flying.

### Exciting options

As they are light, modern microlights enjoy excellent performance and happily operate from grass strips as short as 200m and that opens up a huge number of exciting options for touring off the beaten track. There are at least 1,500 landing sites available to microlights in the UK with new grass strips coming online all the time. You may even know someone with a suitable field – under UK law you can land anywhere if you have the landowner's permission. Many owners choose to base their aircraft on farm strips away from the formality of larger airfields where hangarage is significantly more expensive.

From the above you'll get a sense of just how affordable microlighting is.

Our four-man group owns a wonderful 2008 Evektor EuroStar. G-CEVS is a high-performance and very well-equipped,

## Solo story

### Tamm Carr took a trial flight in a Eurostar, and was hooked...

"I had a trial flight with Alba Airsports at Perth and was instantly hooked. It was exhilarating and everything I had ever imagined. Not only did it look like a 'real' aircraft, the performance was way better than many small GA types that I've experienced. At 62 years old my training lasted much longer than the minimum hours required.

"Sometimes I thought I would never master landing the aircraft but after 45 hours of training I flew my first solo circuit. Ten months and 25 hours later I passed my GST and achieved a lifetime ambition of becoming a qualified pilot.

"The complete learning journey not only involved time in the air. The ground exams and Radio exam also required lots of studying but I found it very interesting and all were passed first time. Gaining my NPPL has given me a renewed enthusiasm for aircraft and flying. So much so that I was not satisfied with renting the club aircraft and began actively looking to either join a syndicate or form a new group. Microlighting is full of generous people and I received lots of friendly advice and



guidance to my seemingly endless questions. As a result, I purchased a second-hand Eurostar G-IDOL last September and formed a group with another pilot based at Perth.

"So far my most thrilling moment was when I collected G-IDOL from Sittles Airfield in Staffordshire and flew her for the first time on an adventure to her new home at Perth. This was the biggest challenge since gaining my licence. I stopped twice on the way north, at Brighton and then Fishburn. The feeling of achievement when I landed at Perth was immense.

"Having your own aircraft allows you to fly more regularly and at much reduced cost than when hiring club aircraft.

"I love the fact that I have the freedom to go wherever I want, for as long as I want, and have ventured much further with my own aircraft than club machines – Oban, Plockton and Bute on the West Coast of Scotland being the highlights.

"Learning to fly has been a lifelong dream, and I'm looking forward to many exciting microlight adventures in future."

two-seat tourer fitted with the latest GPS navigation and collision avoidance systems. We pay £35/hr which includes fuel, maintenance and a contribution to a fund to purchase a new engine at around 4,000 hours. In addition, we pay £60/month each to cover hangarage and insurance. As a result, we can afford to fly a lot, and I average about 140 hours a year costing me £5,620 (£4,900 for the hourly and £720 for the fixed costs).


Microlighting is a very sociable hobby and most of our exciting adventures involve flying alongside friends in other microlights allowing us to explore the beautiful planet like never before. In summer 2020, our group of four aircraft spent three days flying the entire coastline of Devon and Cornwall visiting 16 airfields and farm strips in glorious weather, meeting great people and camping overnight in stunning locations – it truly was magical!

Most European countries continue to accept UK microlights and the UK NPPL

(Microlight) pilot qualification. As a result, in summer months UK microlights can be found touring the length and breadth of Europe. Impressively, some intrepid British microlight adventurers have crossed the Atlantic to the USA and Canada while Yorkshireman Dave Sykes (a paraplegic) flew solo all the way to Australia in his flexwing.

For those coming from a more traditional GA background, one notable change in 2020 was that fixed-wing microlight hours can also now be used to maintain an EASA PPL or LAPL.

There's never been a better time to get into microlighting.

The licence is still relatively affordable, there is a huge range of modern microlights offering outstanding performance with great choice in the new and second-hand market and operating costs that make regular flying truly achievable. But most of all, it is full of funny, kind and generous characters who really know how to fly for fun. 

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# Gliding

**Pete Stratten**, CEO of the British Gliding Association, explains just how harnessing the power of nature to soar miles across open countryside at speeds of more than 100mph, makes gliding an fantastic adventure sport...

**G**liding has always been a great way to get into flying. And for many experienced pilots in other forms of aviation, getting involved with gliding opens an additional world of pure aviation that can be as exciting and challenging as you want.

Once a pilot has got to grips with the basics, or if converting from power has remembered what rudder pedals are for and established the different operating mindset needed, gliding gets really interesting as it involves staying airborne utilising the same naturally occurring currents of air that birds use to fly.

From flying close to the local airfield to cross-country, long-distance and mountain wave flying, and even onto competitions, aerobatics and vintage aircraft, there's a huge variety of challenges and interests.

## Glider pilots use three main types of rising air to stay aloft

■ **Thermals** Columns of rising air produced when the sun heats the atmosphere

■ **Ridge or hill lift** Air pushed upwards when it blows against the edge of a slope

■ **Mountain wave** Currents of air that rise to get over hills/mountains, then flow and rebound, creating a wave-like motion that can go on for hundreds of miles.

How far and how high are gliders flown? Cross-country flights or races of 300km returning to the starting point are routine in the UK. The current UK distance record is over 1,100km, and altitudes of over 35,000ft have been achieved in lee waves in Scotland.

The Airbus Perlan project involved a specially built pressurised glider reaching a world record 76,000ft in lee waves over the Andes! The farthest gliding flight of 3,008km was flown in the same part of the world.

With a minimum solo age of 14, the opportunity for having fun and relatively low costs mean that there is a vibrant junior gliding community which organises its own competitions, expeditions and social events.

At the other end of the age spectrum, as long as they can meet fitness levels which are essentially the same as those needed to drive a car, pilots can keep flying into their seventies and eighties.

For many, gliding is a great first step into aviation. Flight Lieutenant James Sainty, the current RAF Typhoon display pilot, started his flying career in gliders. BA senior first officer, B777 trainer, and gliding instructor Andy Perkins notes, 'gliding teaches you accurate handling, better understanding of weather, and develops the essential pilot competencies of leadership, teamwork, situational



awareness and effective communication'.

What is it about gliding that attracts pilots with broader flying experience, including fast jet and airline pilots? Tim Brunskill, a former RAF Lightning pilot, commercial pilot, paraglider pilot and now glider pilot enjoys the challenges, which he describes 'as similar to those associated with punching holes in the sky in a fast jet, and in many ways more so'!

Many active and retired airline pilots fly gliders in their spare time because of the freedom and different flying challenges. Experienced GA pilots who have discovered the joys of soaring cross-country in high performance sailplanes are usually very pleasantly surprised by the possibilities. Even astronaut Tim Peake occasionally defies gravity in a glider!

Flight training occurs throughout the year, weather permitting. Many gliding



**Above** The two main methods of getting airborne in a glider are on a winch launch or an aerotow



**Above** Glider pilots use nature's elements to find lift and stay airborne, sometimes for hundreds of kilometres

**Right** End of great day's flying which has used no fuel apart from the initial launch

**Below right** That vapour streaming from the glider is water ballast being dumped, at the end of a competition flight

clubs provide instruction on weekends only, but others arrange midweek training and courses. The first step is to try a club, and if it works for you, join the club and get involved.

At most gliding clubs, you can expect to pay around £30 per hour to hire a glider, £30 for an aerotow launch or £8 for a winch launch. Expect to pay less than £100/hour for TMG flying. Some gliding clubs also have powered aircraft onsite. The mix of operations works well, as care is taken and suitable briefings are held for all – when it comes to gliding, launch cables and ground movements need thinking about. Of course, powered aircraft should only fly into a gliding site with prior permission.

With gliding sites throughout the UK, from the Highlands of Scotland to the south-west tip of England, you're never far from a club. All of them welcome visitors, so please pop along and find out what our sport is about. Find your nearest club on our website, [www.gliding.co.uk](http://www.gliding.co.uk), and if you're driving past one, please just drop in and ask if you can have a look around. ▶





# Gyroplanes

**Steve Boxall** introduces you to the world of fun that is gyroplanes

I am old enough (and I'm not that old) to remember the days when gyroplanes were a niche within a niche. Roll forwards a few years and, with a TV cameraman in the back seat, I'm flying in formation with one of my former students as he completes the last leg of his record-breaking flight around the world. If you ever wondered 'what can I do in a gyroplane?' then just take a look at James Ketchell's YouTube channel and see him fly across Russia, over the Bering Strait, through North America and back across the Atlantic! More recently, gyroplanes took another step forward with the introduction of the Rotax 915 engine to the UK fleet – unleashing the potential of the airframes they were fitted to and powering a new surge in enthusiasm for rotary-winged flight.

So why are gyroplanes growing in popularity? What do they offer that more 'traditional' aircraft cannot? We could talk about the sleek, attractive designs. Or the factory-built convenience and reliability. Or we could ask ourselves 'what does a typical sport pilot want from their flying?' So let's ask ourselves those questions.

## I want to have fun when I fly

Read any technical book about aircraft and it will tell you that a high-wing loading (i.e. a small wing) will give you manoeuvrability. If you take a look at a gyroplane's 'wing' (the rotor) – it's tiny. Gyroplanes, being rotorcraft, are very, very manoeuvrable. A turn which would have the typical aeroplane pilot's false teeth and toupee making a bid for freedom is an undramatic standard manoeuvre in a gyro. Slow speed flight? No stall, so no problem. A vertical descent with the engine at idle? A standard beginner's manoeuvre. Steep approach? Every time. Short landing? It's a given. Fun? In a gyroplane it's on tap.

## I want to be able to see things

With no engine or wings getting in the way, the view is pretty much unlimited. The controllability of a gyroplane and its short landing roll mean that we can safely fly a gyroplane low(ish), because if the engine was to fail we don't need to be able to glide to a massive field in order to land. It is often said that you can land a gyro on a tennis court – that's true if you take the net down first...

## Where can I train?

Most of the UK is now served by gyroplane schools. You can find a list of instructors on the [Gyro Examiners](#) website or you can take a look at [The Gyrocopter Experience](#) which has a network of schools around the UK.

The minimum training requirement if you are starting from scratch is 30 hours of dual instruction and 10 hours of solo flight. If you already have an aeroplane / microlight / helicopter licence then it's 15 hours dual and 10 solo. The written exams are at the same level as those for microlight pilots, plus with an NPPL Medical Declaration you shouldn't even need to see a doctor to get a medical.

## What can I fly?

Once you have your licence then you can fly any of the gyroplane types currently approved in the UK, although you are required to take different training before flying a type that is new to you.

There is a glorious selection of open-cockpit and enclosed gyroplanes available, and if you ever wondered how important a sector gyroplanes are, then one of the main drivers for Rotax to develop its new 915 engine was the gyroplane market. The Rotax 915 is undoubtedly the latest and greatest buzz in the UK market, but other Rotax engines (the 912S and 914) still work just as well!

## Will the weather to stop me from flying?

"Aha! So you can't fly a gyroplane in any weather," I hear the cynics cry.


Now that is, of course, true. But let's not forget that this is sport aviation, and that there isn't much point in flying for fun if you can't see anything.

So, what we really want to be able to do is to go flying on the days when the weather is largely OK (a reasonable cloudbase and decent visibility) without having to worry about other stuff.

This is an area where the gyroplane really excels – with its tiny wing (rotor) turning at about 350mph at the tips, you really don't notice turbulence in the way that you would in an aeroplane. Our high rotor speed also means that we don't have to worry about stalling on a gusty, turbulent approach so our 'business as usual' range of windspeeds is much higher than for our fixed-wing friends.

Crosswinds? No problem – and if they do become an issue we can just land across the runway into the wind (did I mention the short landing roll?). One of the well-worn clubhouse jokes at my home airfield is, 'Steve isn't flying today because the weather isn't bad enough yet'. Well, it's not unusual for the gyros to be the only aircraft flying on a blustery day.

## How do I start?

Well that's the easy bit. Find yourself an instructor and book an experience flight. As soon as you have wiped the grin off your face after your first flight, get yourself booked in for some lessons and go from there. Flying gyroplanes is a fabulous, transformative experience – their draw was strong enough for me to leave my day job and build a new career with them. Even if that is a step too far for you, you'll still find your life changed by an encounter flying a rotating wing! 



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# The Light Aircraft Association

Helping pilots with affordable aircraft ownership for more than 75 years, **Ed Hicks** suggests the Light Aircraft Association can help you access some of the best value for money flying in GA...

**L**earning to fly remains one of the best things I've ever done, but what has enabled me to make the most of the licence – once it was in my flight bag – was to become a member of the Light Aircraft Association (LAA).

Like many people who get involved in flying, my first formal experiences of

General Aviation had been through flying clubs at airports, on the familiar certified trainer types like Cherokees and Cessnas. But at the same time I had already started to find out about aircraft which were operated on a Permit to Fly. The LAA turned out to offer lots of great opportunities to access flying at lower cost, and often in aircraft that were more sophisticated at lower price points

than their certified equivalents. Plus, while it's not for everyone, there is the whole world of homebuilding – making your own aircraft from raw materials and a set of plans, or from one of the many kit aircraft that are available in the UK.

You might be surprised to learn that the LAA has more than 75 years experience of helping pilots fly for lower costs. It all began



A typical scene at the Light Aircraft Association's annual Rally. A large number of the aircraft here have been built from plans and kits

The Association's monthly members magazine, *Light Aviation*, often highlights aircraft you can buy for under £20k. Operating costs from a strip are in the order of £2k-£2½k per year, but can more than double if you prefer to operate from an airfield. From then on, the options extend to over £100k for a second user LAA aircraft, with something for every pocket.

Aerobatic machines, fast touring two- and four-seaters, charming and characterful vintage types, gyroplanes, motor gliders, wartime liaison aircraft... the LAA caters for all manner of types. It's a world away from the typical training aircraft available at most flight schools.

### Building your own

How about building your own? No, it's not as daft as it sounds and hundreds of the aircraft

on the LAA's fleet have been built from plans or kits.

A new two-seater kit can be built from around £40k, and from there on up there are some fabulous types available with exceptional performance.

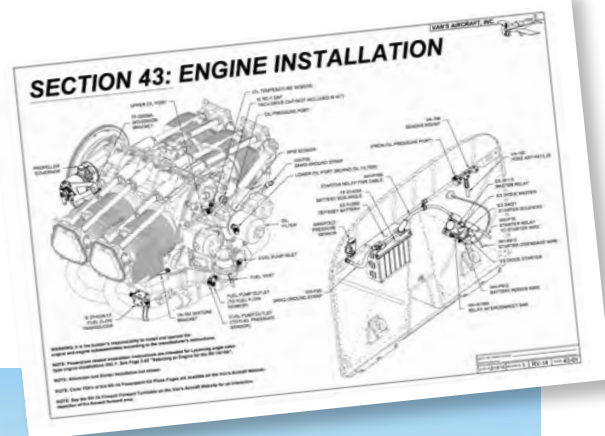
Van's Aircraft are at the pinnacle of the kitplane marketplace with a range of single-, two- and four-seat all-aluminium models available. Almost 11,000 kits have been completed and flown worldwide, with around 400 flying in the UK. With cruise speeds of up to 200mph, they provide exhilarating flying, making short work of a weekend down in the South of France.

### The magic formulae

So, what, you may ask, is the magic behind all this affordable flying fun? Well, it comes as a pair of benefits that, together, enable

**Right and below** Modern kits are well designed and documented - these are just some of the instructions for a Van's Aircraft RV-14, and that's a finished example, below

**Bottom** Some homebuilts allow you to truly indulge a fantasy - how about building your own replica Spitfire?



thanks to enthusiastic post-war pilots who wanted to expand their flying activity on a limited budget. It's the same today, while flying clubs are able to provide the beginner with access to aircraft for hire, once a pilot has their licence, they discover that there's so much they can do if they aren't held back by the costs of hiring. After all, when you learned to drive, I'm guessing you didn't rely on having to hire a car each time you wanted to make a journey? And if you're thinking that the costs of car ownership aren't comparable to aircraft, then think again... the LAA world can help you find similarly affordable opportunities.

LAA members own around 2,800 aircraft on valid Permits to Fly (the equivalent to an MoT'd in the car world), and there are at least another 1,500 aircraft in various stages of build or rebuild. Of the 7,800 members, many are aircraft owners, and the majority are active pilots.

### Your own aircraft

So what's your budget? You can get into sole ownership from well under £10k for a single-seater and costs of around £2k per annum operating from a farm strip (hangarage, insurance, Permit). Low-cost two-seaters start from around £10k and up.



**Above** A wide array of LAA Permit aircraft can start life from just plans and a stack of timber, like this beautiful Bowers Fly Baby

**Left** Microlights, fast touring aircraft, and classic and vintage aircraft are all available to LAA pilot owners

the ordinary working person to own and fly his or her own aircraft. The first is the LAA's Permit to Fly Scheme, an airworthiness regime designed around being able to build and maintain an aircraft yourself and have it overseen by an LAA approved Inspector to ensure that it is in an airworthy condition.

The LAA's approval to handle the airworthiness of its varied fleet of aircraft comes from the UK Civil Aviation

Authority, and is tailor-made for homebuilt and kit-built types, plus classic and vintage types where manufacturers have either ceased to exist, or no longer support the type.

The second benefit is that the LAA is, at its heart, a club made up of enthusiasts. Of course it has its business side. It employs about 15 staff – engineers and admin people – who oversee its operations, but the ethos of the Association is helping people attain their desire to own, maintain and fly their own aircraft.

A very important part of the organisation is a UK-wide network almost 400 Inspectors, who help, guide and educate aircraft owners and builders. But they are just the tip of the iceberg – the other nine-tenths are the members, who are ever willing to help each other with parts, knowledge and hands-on assistance.

### Looking after your rights


Another important aspect of the LAA's remit is advocacy – representing the needs of pilots and aircraft owners when it comes to regulation.

“These activities have grown hugely in the last few years, and now take up probably half of my working time, plus there's a huge amount of effort from fellow members who take part in specialist working groups,” says LAA CEO Steve Slater.

“As the UK's biggest powered sports flying organisation, we have access at the highest level with the regulator, the CAA, and we often make a strong case against those who sometimes threaten to jeopardise our freedom to fly safely, how we want and where we want.

“Our whole reason for being is to promote safe flying for fun at reasonable cost. Sometimes that is challenged by other vested interests, whether it is unscrupulous commercial operators trying to prevent others from accessing ‘their’ airspace, property developers trying to make a ‘quick buck’ by turning a vibrant airfield into a housing estate or sometimes, well-meaning but ill-thought-out legislation. The LAA speaks out for 7,800 members, the majority of whom are pilots and aircraft owners, so we are a powerful voice.

“It's not just about objecting either. The Department for Transport and CAA see us as an important source of knowledge and expertise, and we are working closely with them in planning and policy development for the future. The main thing that drives all of us is making sure we keep getting fun from our flying!”

So, what's stopping you? [Click onto the LAA website](#) and download a copy of *LAA Today* – there's a link on the homepage. It's the Association's 32-page booklet that explains what it does, as well as most of what you need to know about buying a PtF aircraft, building one, group ownership... and so much more. 

## Group flying

Like many people, Duncan Campbell learned to fly in middle age, when family and career were pretty well sorted. He did what most of us do, hired club aircraft, but eventually realised it was just too expensive and limiting. In 2009 he scoured the aviation classifieds and ultimately joined an established four-man group who operated an LAA Permit Luscombe Silvaire on a farm strip in Sussex. In his own words, he wrote in the Association's monthly magazine, *Light Aviation*... ‘this move cut my flying costs immediately, gave access to increased learning opportunities and that (no exaggeration here) this is when I really started to learn how to fly’. But this would be to skim over what continues to be a very rich and affordable experience.

Duncan went on to explain many of the delights of shared ownership, including the camaraderie, the ability to fly when you wanted, trips abroad etc., but not least is the affordability.

“We each pay a standing contribution of £70 a month to cover hangarage, insurance and permit renewal costs.

This also leaves a little towards our maintenance fund. When we fly, we charge ourselves £40 an hour, less the cost of fuel we put in. Roughly £15 of that £40 also goes into our maintenance fund. In the past 11 years, only one small call for extra cash has had to be made.

“If I was to hire a PA28 for one hour a month locally, it would cost me £160 plus £30 to land back... plus VAT at 20%, giving an outlay of £228. If I were to fly our own aeroplane for just one hour a month, it would

cost me £110, and if I flew five hours in that month, the hourly cost to me would be £54, a considerable saving whichever way you look at it!”

A typical 1/5 share cost for such a group share would be around £4k.





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# Learning overseas

With the pandemic easing, the idea of training overseas is worth considering for both cost and weather reasons

**C**ovid-19 really stitched up aviation at all levels but now that vaccination programmes are working and opening up the world, it's worth considering looking abroad at the training options.

Before looking however, think about the sort of flying you intend doing and what licence you'll need (see page 6). You'll need to make sure the flight school is capable of delivering that licence.

The big reason for training outside the UK is weather. Simply put, countries like the USA and in southern Europe have more reliable weather during spring, summer and autumn, and that can affect not only the continuity of training but also the cost.

Some of the big UK professional pilot training schools have an overseas 'fair weather base' for exactly that reason.

Skyborne Airline Academy, for instance, has acquired a flight school at Vero Beach in Florida, not only to attract US students but also as somewhere British students can get in a continuous chunk of training. Likewise, CAE has a base in the US at Phoenix, Arizona.

The better weather in parts of the US means the aircraft are used more, so the cost of purchase and maintenance is spread over more flight hours, which in turn means that the cost per hour in the air is less.

The average across the US is around \$170 per hour (about £130) though that varies from as low as \$125p/h for an older Cessna or Piper up to \$280p/h for something like a new-ish Cirrus SR20 with glass cockpit. Add on another \$50p/h for instruction and you're still looking at a substantial saving over UK prices. Of course, you have to price in

accommodation and air fares, but some schools have deals available.

Add in the tax relief available to US businesses on both new and used capital assets such as aircraft, and the fleets tend to be on the newer and better-equipped side.

One such fleet is that of Blue Line Aviation in North Carolina, which is not only building a new training centre, but has also ordered 50 new Diamond aircraft – with another 50 options.

The order is made up of single engine DA40 NG, twin engine DA42-VI and a Diamond Simulator.

"The timing of this aircraft order marks a significant milestone for Blue Line Aviation," said Scott McFadzean, CEO of Diamond Aircraft Industries. "We have followed the tremendous growth of this operation very closely and are impressed with its laser focused vision



More reliable weather can mean better training continuity...

towards the future during the pandemic, which has caused a drastic shift in short-term pilot demand in the industry.”

Over the last year Blue Line has increased its fleet of aircraft to 16 aircraft, including 10 single-engine DA40 NGs and two DA42-VI twins.

Over on the West Coast, South Bay Aviation at Torrance Airport, California is more tuned into serving private pilots rather than professional pilots. It has a fleet ranging from a 1978 Cessna 152 at \$125p/h, several late model Cessna 172s at around \$180p/h (depending on spec and age), up to a 2010 Cessna Corvalis TT400 at \$400p/h. And a couple of twins including Beech Duchess at \$270p/h. Something for everyone there.

But it's not all about a dollar. The fun aspect of flying in the US shouldn't be underestimated. The infrastructure, at both big and small airports, is usually superb. In the US you can walk into the wonderful world of a first-class FBO, to be met by smiling, helpful assistants, then sit in a luxurious lounge with fresh coffee and free Wi-Fi, use the onsite flight planning facilities and buy fresh charts if you need them.

Much of southern Europe also has better, more reliable weather than the UK, and a good infrastructure of airfields and flight schools. You will end up with an EASA licence however, which is not necessarily a bad thing, particularly for a professional pilot, but does come with a few challenges. Not all of these challenges have been completely sorted out between the UK CAA and EASA yet.


One challenge will be whether to convert your EASA licence to a UK CAA

licence, and then there's revalidating your licence every two years and also adding further ratings. And you will need a medical examination in an EASA state every time it needs to be renewed.

However, Spain is fast becoming a leading destination for student pilots, because of its generally fine weather, relatively uncluttered airspace, lower cost of living and, well, Spain is a fun place to be as well.

One flight school, Grupo One Air, based in Malaga, offers a full EASA PPL(A) course for €10,500. They train in new aircraft fitted with glass cockpits, such as a Diamond DA20 (two seats), Diamond DA40 (four seats) and Cirrus SR20 plus there's the latest flight simulators for practising navigation and procedures, and other elements of

training. That price includes not only the lessons, but also all landing fees, flight test and exam fees, and licence processing fees. You also get the One Air Pilot Aviation Kit which includes Android tablet, CR3 flight computer, aeronautical charts, plotter, headset, flight bag, Jeppesen logbook, One Air pilot's watch, fuel tester and One Air Club Card.

Further afield, Greece has a very active flying scene with some flight schools able to offer UK and EASA licence courses. One such school is Global Aviation SA which offers a six-month PPL(A) course for €13,500 at Pachi Airport, just 30km from Athens where ground school takes place. It's also an active training centre of professional pilots so if you did want to progress further, the options are there. 



The training fleet at Naples Air Center in Florida



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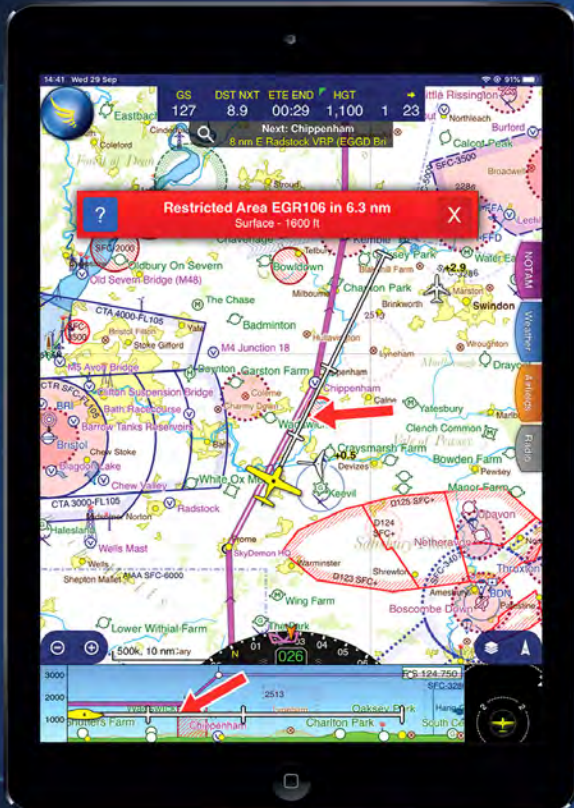
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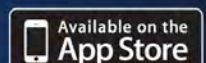


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# Clubs & Schools

This directory is the most comprehensive and up-to-date guide available. Updated by the **FLYER** team and the schools themselves, it features all of the information you need to make an informed choice about the best training solution for you. We've even a select few overseas flying schools...

## BEDFORDSHIRE

### CATS

**Address:** Innovation Centre, 110 Butterfield, Great Marlings, Luton, Beds LU2 8DL  
**Email:** [info@catsaviation.com](mailto:info@catsaviation.com)  
**Tel:** 01582 434 222  
**Web:** [www.catsaviation.com](http://www.catsaviation.com)  
**Training types:** PPL/CBIR/ATPL/CPL/IR (theory only).EU (Austro) & UK CAA Exam Centre

### Cranfield Flying School (ATO 0134)

**Address:** Building 187, Cranfield Airport, Wharley End, Beds MK43 OJR  
**Airfield:** Cranfield  
**Email:** [info@cranfieldflyingschool.com](mailto:info@cranfieldflyingschool.com)  
**Tel:** 01234 752272  
**Web:** [www.cranfieldflyingschool.com](http://www.cranfieldflyingschool.com)  
**Fleet:** PA-28 (Warrior), PA-28R (Arrow), PA-44 (Seminole), AA5 Cheetah, SIM FNPT 2  
**Training types:** PPL(A), NPPL/LAPL, IRR, IR, Multi Engine, Multi IR, CPL, Frozen ATPL, Flight Instructors, Night, ICAO Conversion

### Eagle Flight - Luton airport

**Address:** Hangar One, Bld 85, Cranfield Airport, Cranfield, Beds MK43 OJR  
**Airfield:** Cranfield  
**Email:** [shauneagle@aol.com](mailto:shauneagle@aol.com)  
**Tel:** 01525 406390  
**Web:** [www.eagleflight.co.uk](http://www.eagleflight.co.uk)  
**Fleet:** Socata TB10, PA-28, PA-32, PA-34

**Training types:** PPL(A), NPPL, IMC, Multi, FAA, BFR, Second Pilots, AOPA Radio Nav, Night

### Henlow Flying Club

**Address:** RAF Henlow, Beds SG16 6DN  
**Airfield:** RAF Henlow  
**Email:** [info@flyhenlow.com](mailto:info@flyhenlow.com)  
**Tel:** 01462 851936  
**Web:** [www.flyhenlow.com](http://www.flyhenlow.com)  
**Fleet:** 3 x C150/ C152, 3 x PA-28  
**Training types:** PPL(A), LAPL

### Sackville Flying Club

**Address:** Sackville Lodge Farm, Riseley, Bedford, Beds MK44 1BS  
**Email:** [sackville@avnet.co.uk](mailto:sackville@avnet.co.uk)  
**Tel:** 01234 708877

**Web:** [sackvilleflyingclub.co.uk](http://sackvilleflyingclub.co.uk)

**Fleet:** Quantum 912, AX 2000, CT2

**Training types:** Microlights, Hot Air Balloons

## BERKSHIRE

### Cloudbase Microlighting

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**Airfield:** Membury  
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**Tel:** 07795632710  
**Web:** [www.cloudbasemicrolighting.com](http://www.cloudbasemicrolighting.com)  
**Fleet:** Ikarus C42, Pegasus 912  
**Training types:** PPL(A), LAPL(A), NPPL(Microlight), Second Pilots



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**Address:** White Waltham Airfield Nr Maidenhead Berks SL6 3NJ  
**Airfield:** White Waltham EGLM  
**Email:** [info@helicopterservices.co.uk](mailto:info@helicopterservices.co.uk)  
**Tel:** 01494 513166  
**Web:** [www.helicopterservices.co.uk](http://www.helicopterservices.co.uk)  
**Fleet:** R22, R44, AS355, AW109, B206, EC120, AS350, GUIMBAL CABRI  
**Training types:** PPL(H), IR,PBN, CPL(H), Night FI (H), TRI, IRI.

## Ultimate Aerobatics

**Address:** West London Aero Club, White Waltham Airfield, Maidenhead, Berks, SL6 3NJ  
**Airfield:** White Waltham  
**Email:** [info@ultimateaerobatics.co.uk](mailto:info@ultimateaerobatics.co.uk)  
**Web:** [www.ultimateaerobatics.co.uk](http://www.ultimateaerobatics.co.uk)  
**Fleet:** Extra 330LX, Pitts S2a, Harvard  
**Training types:** Basic, Standard and Intermediate Aerobatics, Tailwheel, AOPA Aerobatic Certificate, EASA Aerobatic Rating

## West London Aero Club

**Address:** White Waltham Airfield, Maidenhead, Berkshire SL6 3NJ  
**Airfield:** White Waltham  
**Email:** [ops@wlac.co.uk](mailto:ops@wlac.co.uk)  
**Tel:** 01628 823272  
**Web:** [www.wlac.co.uk](http://www.wlac.co.uk)  
**Fleet:** PA-28-161, PA-28-180R, PA28R-201, PA-18-150, Pitts Special, Extra 300, Chipmunk, Tigermoth, Harvard  
**Training types:** PPL(A), NPPL, Night, IR (R), Flight Instructors, CRI, Radio, Part FLC/AOPA Aerobatics, Tailwheel, Complex Conversion, Safety Pilot course. PPL groundschool.

## BUCKINGHAMSHIRE

### Booker Aviation

**Address:** Wycombe Air Park, Booker, Marlow, Bucks SL7 3DP  
**Airfield:** Wycombe Air Park  
**Email:** [info@bookeraviation.aero](mailto:info@bookeraviation.aero)  
**Tel:** 01494 443737  
**Web:** [www.bookeraviation.aero](http://www.bookeraviation.aero)  
**Fleet:** PA-28 Warrior, Piper Arrow, Piper Dakota, C152, C172S G1000, DA-42, FNPT 1 & 2 sims, ALSIM AL42  
**Training types:** PPL, NPPL, Night, IMC, IR, Multi, CPL, Aerobatics, Tailwheel, Formation, Competency Based IR

### Booker Gliding Club

**Address:** Wycombe Air Park, Marlow, Bucks, SL7 3DP  
**Airfield:** Wycombe Air Park  
**Email:** [info@bookergliding.co.uk](mailto:info@bookergliding.co.uk)  
**Tel:** 01494 442501  
**Web:** [www.bookergliding.co.uk](http://www.bookergliding.co.uk)  
**Fleet:** Duo Discus, ASK21s, ASK13, Pegasus, Junior, Falke motorglider.  
**Training types:** Gliding ab-initio to solo, skill development Cross Country, Aerobatics, PPL Conversion, Upset Recovery for PPLs, Sailplane Towing Rating.

### Heli Air Wycombe

**Address:** Heli Air, London Wycombe Air Park, Marlow, Buckinghamshire, SL7 3DP  
**Airfield:** London Wycombe Air Park  
**Email:** [wycombeops@heliar.com](mailto:wycombeops@heliar.com)  
**Tel:** 01494 769976  
**Web:** [www.heliar.com](http://www.heliar.com)  
**Fleet:** R22, R44, R66, B206B, B206L, AS350, AS355, EC120, EC130, A109  
**Training types:** PPL(H), Night(H), IR, CPL(H)

## Halton Aero Club Ltd

**Address:** 3 Hangar, Aviation Avenue, RAF Halton Airfield, Aylesbury, Bucks, HP22 5PG  
**Airfield:** RAF Halton  
**Email:** [opsman@haltonaeroclub.co.uk](mailto:opsman@haltonaeroclub.co.uk)  
**Tel:** 01296 622697  
**Web:** [www.haltonaeroclub.co.uk](http://www.haltonaeroclub.co.uk)  
**Fleet:** 3x C152, PA-28-16, Tecnam 2002  
**Training types:** EASA PPL, LAPL, NPPL, All Ground Exams, IFR, IMC, Tailwheel, IRR, DTO registered, ELCAS

## Linda Wheeler Groundschool

**Address:** Gerrards Cross, Bucks  
**Airfield:** 10 mins from Denham Aerodrome  
**Email:** [Linda@pplstudy.com](mailto:Linda@pplstudy.com)  
**Tel:** 07970 173014  
**Web:** [www.lindawheelergroundschool.com](http://www.lindawheelergroundschool.com)  
**Fleet:** N/A  
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## CAMBRIDGESHIRE

### Ampsair

**Address:** Peterborough Conington Airport, Holme, nr Peterborough, Cambs PE7 3PX  
**Airfield:** Peterborough Conington  
**Email:** [gareth@ampsair.co.uk](mailto:gareth@ampsair.co.uk)  
**Tel:** 07977 217250  
**Web:** [www.ampsair.co.uk](http://www.ampsair.co.uk)  
**Fleet:** Ikarus C42B x 2  
**Training types:** NPPL Microlight and Microlight Assistant Flying Instructor Course, Ampsair Advanced Aviator Certificate, Light aircraft revalidations and renewals.

### Cambridge Aero Club

**Address:** Gate D General Aviation Centre Cambridge Airport Newmarket Road Cambridge, CB5 8RX  
**Airfield:** Cambridge  
**Email:** [reception@cambridgeaeroclub.com](mailto:reception@cambridgeaeroclub.com)  
**Tel:** 01223 373717  
**Web:** [www.cambridgeaeroclub.com](http://www.cambridgeaeroclub.com)  
**Fleet:** C172SP X 3, C172, C152, PA-28 ,Extra EA200  
**Training types:** PPL(A), IR(R), CBIR & IR Renewals, AOPA Companion courses, Revalidations & Renewals, EASA Aerobatic Ratings & AOPA Certificates, Tailwheel, Night, GrassStrip Skills & Experience flights.

### Cambridge Flying Group

**Address:** Cambridge City Airport, Newmarket Road, Cambridge, Cambs, CB5 8RX  
**Airfield:** Cambridge  
**Email:** [info@cambridgeflyinggroup.co.uk](mailto:info@cambridgeflyinggroup.co.uk)

Tel: 01223 293343

**Web:** [www.cambridgeflyinggroup.co.uk](http://www.cambridgeflyinggroup.co.uk)  
**Fleet:** DH-82A Tiger Moth, Fuji FA-200  
**Training types:** PPL(A), NPPL, IMC, Aerobatics, Tailwheel, Night

## Classic Wings Flight Training

**Address:** IWM Duxford, Duxford, Cambridgeshire, CB22 4QR  
**Airfield:** Duxford  
**Email:** [info@classic-wings.co.uk](mailto:info@classic-wings.co.uk)  
**Tel:** 01223 837453  
**Web:** [www.classic-wings.co.uk](http://www.classic-wings.co.uk)  
**Fleet:** C150,C152, C172, PA-18 Piper Super Cub  
**Training types:** PPL(A) LAPL. IMC Differences, Tailwheel VP Props and Retractable



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**Tel:** 01487 834161  
**Web:** [www.flying-club-conington.co.uk](http://www.flying-club-conington.co.uk)  
**Fleet:** C152 x 3, PA-28-161 x2, PA28R,  
**Training types:** PPL(A), LAPL(A), NPPL, IMC, Second Pilots, Night Rating

## Mid-Anglia School Of Flying

**Address:** Jetstream House, Cambridge Airport Gate F, Newmarket Rd, Cambridge, Cambs, CB5 8RX  
**Airfield:** Cambridge Airport  
**Email:** [masfcambridge@aol.com](mailto:masfcambridge@aol.com)  
**Tel:** 01223 294466  
**Web:** [www.masfcambridge.com](http://www.masfcambridge.com)  
**Fleet:** PA-28-161 x 2, PA28-181, PA28-180  
**Training types:** PPL(A), IMC, Night

For more information on getting the best from your flight training, visit [www.flyer.co.uk](http://www.flyer.co.uk)

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**Tel:** 07711 669325  
**Web:** [www.pegasusflighttraining.co.uk](http://www.pegasusflighttraining.co.uk)  
**Fleet:** EV-97 Eurostar  
**Training types:** NPPL, RT, Microlights, Flight Instructors,

## Peterborough Flying School

**Address:** Peterborough Flying School, Sibson Airfield, Peterborough, Cambs, PE8 6NE  
**Airfield:** Sibson Aerodrome  
**Email:** [steve@peterboroughflyingschool.com](mailto:steve@peterboroughflyingschool.com)  
**Tel:** 01832 280634  
**Web:** [www.peterboroughflyingschool.com](http://www.peterboroughflyingschool.com)  
**Fleet:** C150, C172 (Aerobat), PA-28-160, Cherokee  
**Training types:** PPL(A), NPPL, IMC, IR, Flight Instructors, Second Pilots, Aerobatics, Night

## Cambridge Gliding Centre

**Address:** Gransden Lodge Airfield, Longstowe Rd, Little Gransden, Cambridgeshire, SG19 3EB  
**Airfield:** Gransden Lodge Airfield  
**Email:** [office@camgliding.uk](mailto:office@camgliding.uk)  
**Tel:** 01767 677077  
**Web:** [www.camgliding.uk](http://www.camgliding.uk)  
**Fleet:** Puchacz, Grob 103, Schleicher K-21 x2, Rotax Falke motorglider, Junior, ASW19, Pegasus, Discus WL  
**Training types:** Gliding, Aerobatics

## CHANNEL ISLANDS

### Alderney Flying Club

**Address:** PO Box 1133, Alderney, Channel Islands, GY9 3ER  
**Email:** [contact@flyalderney.com](mailto:contact@flyalderney.com)  
**Tel:** 07781 428678  
**Web:** [www.flyalderney.com](http://www.flyalderney.com)  
**Fleet:** PA-28-181  
**Training types:** PPL(A), NPPL, IMC, Night

### Guernsey Flying Training Limited

**Address:** Aero Club, La Planque Lane, Forest Guernsey, Channel Islands, GY8 0DT  
**Airfield:** Guernsey  
**Email:** [manager@guernseyaeroclub.com](mailto:manager@guernseyaeroclub.com)  
**Tel:** 01481 265254  
**Web:** [www.guernseyaeroclub.com](http://www.guernseyaeroclub.com)  
**Fleet:** PA-28 Warrior III x2  
**Training types:** PPL(A), IMC, IR(R), Second Pilots, AOPA Radio Nav, Night

### Jersey Aero Club

**Address:** Jersey Airport, St Peter Jersey, Channel Islands, JE3 7BP  
**Airfield:** Jersey  
**Email:** [info@jerseyaeroclub.com](mailto:info@jerseyaeroclub.com)  
**Tel:** 01534 743990  
**Web:** [www.jerseyaeroclub.com](http://www.jerseyaeroclub.com)  
**Fleet:** PA-28 Chrokee  
**Training types:** PPL(A), Night, IRR, Second Pilots, AOPA Radio Nav, Tailwheel

## CHESHIRE

### Cheshire Microlight Centre

**Address:** 4 Adlington Drive, Sandbach, Cheshire, CW11 1DX  
**Airfield:** Dairy House Farm, Worleston, Nantwich CW5 6DN  
**Email:** [enquire@cheshiremicrolights.co.uk](mailto:enquire@cheshiremicrolights.co.uk)  
**Tel:** 01270 764713 or 07831 274201  
**Web:** [www.cheshiremicrolights.co.uk](http://www.cheshiremicrolights.co.uk)

**Fleet:** QuikR, C42  
**Training types:** NPPL, Microlights

### JD Aviation Ltd

**Address:** Aviation Park, Flint Road, Chester, Cheshire CH4 0GZ  
**Airfield:** Hawarden  
**Email:** [fly@jd-aviation.co.uk](mailto:fly@jd-aviation.co.uk)  
**Tel:** 07801 145644  
**Web:** [www.jd-aviation.co.uk](http://www.jd-aviation.co.uk)  
**Fleet:** PA-34-200T Seneca, PA-28R-201T Arrow  
**Training types:** IR, Multi, CPL, Night, PBN

### Merseyflight Ltd

**Address:** General Aviation Centre, International House, Aviation Park, Flint Road, Chester CH4 0GZ  
**Airfield:** Hawarden (Chester) Aerodrome  
**Email:** [info@merseyflight.co.uk](mailto:info@merseyflight.co.uk)  
**Tel:** 0560 387 8158  
**Web:** [www.merseyflight.co.uk](http://www.merseyflight.co.uk)  
**Fleet:** PA-28, PA-38 Tomahawk  
**Training types:** PPL(A), LAPL(A), IR(R), SEP, Night

## CORNWALL

### Cornwall Flying Club LTD

**Address:** Bodmin Airfield, Cardinham, Bodmin, Cornwall, PL30 4BU  
**Airfield:** Bodmin  
**Email:** [bodminairfield@gmail.com](mailto:bodminairfield@gmail.com)  
**Tel:** 01208 821419  
**Web:** [www.bodminairfield.com](http://www.bodminairfield.com)  
**Fleet:** C152, C172, RV-12  
**Training types:** PPL(A), LAPL(A), Night Rating, Instrument Rating, Second Pilots

### Flynqy Pilot Training

**Address:** Cornwall Airport Newquay, St Mawgan, Newquay, Cornwall, TR8 4RQ  
**Airfield:** Newquay  
**Email:** [fly@flynqy.co.uk](mailto:fly@flynqy.co.uk)  
**Tel:** 01637 861744  
**Web:** [www.flynqy.co.uk](http://www.flynqy.co.uk)  
**Fleet:** C152, Robin R3000  
**Training types:** PPL(A), LAPL(A), NPPL, CPL(Modular) IMC, IR(R), Night

### Moorgoods Helicopters Ltd

**Address:** Penvorder Lane, St Breward Bodmin, Cornwall, PL30 4NY  
**Airfield:** St Breward & Bodmin  
**Email:** [kevinfoster@moorgoods.co.uk](mailto:kevinfoster@moorgoods.co.uk)  
**Tel:** 01208 850543  
**Web:** [www.moorgoods.co.uk](http://www.moorgoods.co.uk)  
**Fleet:** R44  
**Training types:** PPL(H), LAPL(H), Ground school

### Perranporth Flying Club

**Address:** Perranporth Airfield, Higher Trevelas, St Agnes, Cornwall, TR5 OXS  
**Airfield:** Perranporth Airfield  
**Email:** [perranporthflyingclub@live.co.uk](mailto:perranporthflyingclub@live.co.uk)  
**Tel:** 01872 552266  
**Web:** [www.perranporthflyingclub.co.uk](http://www.perranporthflyingclub.co.uk)  
**Fleet:** PA-28-180 Archer, P&M Quik 450GT, Ikarus C42  
**Training types:** PPL(A), LAPL(A), NPPL, NPPL(M), IMC, Second Pilots, Night

## COUNTY DURHAM

### Cleveland Flight Training

**Address:** Durham Tees Valley Airport,

Darlington County, Durham, DL2 1NW  
**Airfield:** Durham Tees Valley Airport  
**Email:** [info@clevelandflying.com](mailto:info@clevelandflying.com)  
**Web:** [www.clevelandflying.com/](http://www.clevelandflying.com/)

## CUMBRIA

### Carlisle Flight Training & Aero Club

**Address:** Hangar 30, Carlisle Airport, Carlisle, Cumbria, CA6 4NW  
**Airfield:** Carlisle Airport  
**Email:** [info@carlisle-flight-training.com](mailto:info@carlisle-flight-training.com)  
**Tel:** 01228 573344  
**Web:** [www.carlisle-flight-training.com](http://www.carlisle-flight-training.com)  
**Fleet:** PA28, Robin HR200  
**Training types:** PPL(A), LAPL(A), NPPL, IR(R), Second Pilots, AOPA Radio Nav, Night

### Chris Jones Gyroplanes

**Address:** Kirkbride Airfield, Cumbria, CA7 5HP  
**Airfield:** Kirkbride  
**Email:** [chrisjonesgyro21@talktalk.net](mailto:chrisjonesgyro21@talktalk.net)  
**Tel:** 07796 955805  
**Web:** [chrisjonesgyroplanes.com](http://chrisjonesgyroplanes.com)  
**Fleet:** MT03, Magni M24  
**Training types:** PPL(G), Second Pilots  
**Training types:** PPL(G) Second Pilots

### Cumbria Microlight Training Centre

**Address:** D Block, Carlisle Airport, Crosby on Eden, Carlisle, Cumbria, CA6 4NW  
**Airfield:** Carlisle Airport  
**Email:** [cmtdeltapapa@gmail.com](mailto:cmtdeltapapa@gmail.com)  
**Tel:** 07711 064851/ 01228 526461  
**Web:** [www.cumbria-microlight-training.co.uk](http://www.cumbria-microlight-training.co.uk)  
**Fleet:** Ikarus C42, Flexwing  
**Training types:** NPPL Microlight

## DERBYSHIRE

### Airways Airsports Ltd

**Address:** Darley Moor Airfield, Ashbourne, Derbyshire, DE6 2ET  
**Airfield:** Darley Moor  
**Email:** [office@airways-airsports.com](mailto:office@airways-airsports.com)  
**Tel:** 01335 344308  
**Web:** [www.airways-airsports.com](http://www.airways-airsports.com)  
**Fleet:** Ikarus C42, Quantum 912, Tandem Hang Glider,  
**Training types:** NPPL(Microlights) Paraglider and Paramotoring instruction.

### Derby Aero Club And Flying School

**Address:** Derby Airfield, Hilton Rd, Egginton, Derby, DE65 6GU  
**Airfield:** Derby Airfield  
**Email:** [derbyaeroclub@btconnect.com](mailto:derbyaeroclub@btconnect.com)  
**Tel:** 01283 733803  
**Web:** [www.derbyaeroclub.com](http://www.derbyaeroclub.com)  
**Fleet:** C152, C140, C172N, Beagle Pup 150, Bulldog  
**Training types:** PPL(A), LAPL(A), Night, IR(R), AOPA Radio Nav, Aerobatics, Tailwheel

### Derbyshire & Lancashire Gliding Club

**Address:** Camphill, Great Hucklow, Nr Buxton, Derbyshire, SK17 8RQ  
**Airfield:** Camphill  
**Email:** [djgc@glidingclub.org.uk](mailto:djgc@glidingclub.org.uk)  
**Tel:** 01298 871270  
**Web:** [www.glidingclub.org.uk/](http://www.glidingclub.org.uk/)  
**Fleet:** Puchacz, K13, KA8  
**Training types:** Gliding, aerobatics

## DEVON

### AH Helicopters Service Ltd

**Address:** Knowle House Cottage, Lustleigh, Devon, TQ13 9SP  
**Email:** [info@ahhelicopters.co.uk](mailto:info@ahhelicopters.co.uk)  
**Tel:** 07775 533504 or 01647 277533  
**Web:** [www.ahhelicopters.co.uk](http://www.ahhelicopters.co.uk)  
**Fleet:** H269C, S300C, H500D, MD500E, AS350  
**Training types:** PPL(H), Night

### Aviation South West

**Address:** Aileron House, Exeter Airport, Exeter, EX5 2BD  
**Airfield:** Exeter International Airport  
**Email:** [info@aviationsouthwest.com](mailto:info@aviationsouthwest.com)  
**Tel:** 01392 447887  
**Web:** [www.aviationsouthwest.com](http://www.aviationsouthwest.com)  
**Fleet:** Beech 76 Duchess, PA28R, PA28, C150, FNPTII  
**Training types:** LAPL, PPL (A), CPL (A), MEIR, SEIR, ATPL, Night Rating, UPRT, FIC

### Devon & Somerset Flight Training

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**Airfield:** Dunkeswell  
**Email:** [info@dsft.co.uk](mailto:info@dsft.co.uk)  
**Tel:** 01404 891643  
**Web:** [www.dsft.co.uk](http://www.dsft.co.uk)  
**Fleet:** C152, C172M, PA28, Citabria  
**Training types:** PPL(A), LAPL(A), Night, IR(R), Second Pilots, AOPA Radio Nav,

### Eaglescott School of Flying

**Address:** Eaglescott Airfield, Burrington, Umlerleigh, DEVON EX37 9LH  
**Airfield:** Eaglescott  
**Email:** [info@eaglescott-airfield.com](mailto:info@eaglescott-airfield.com)  
**Tel:** 01769 520 404  
**Web:** [www.eaglescott-airfield.com](http://www.eaglescott-airfield.com)  
**Fleet:** Robin DR400, PA28, EV-97 Eurostar, Tiger Moth, Citabria, Bergfalke 4 Glider, Slingsby T31/T21, Cavalon gyro  
**Training types:** PPL(A), LAPL(A), PPL(H), PPL(G), Microlight, Second Pilots, Tailwheel

### The Gyrocopter Experience (Devon)

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**Email:** [devon@gyrocopterexperience.com](mailto:devon@gyrocopterexperience.com)  
**Tel:** 07734 055791  
**Web:** [www.gyrocopterexperience.com](http://www.gyrocopterexperience.com)  
**Fleet:** Cavalon, Calidus, MT-03  
**Training types:** PPL(G)

### Exeter Flying School (Exeter Aviation Ltd)

**Address:** Exavia Hangar, Northside, Exeter Airport.  
**Airfield:** Exeter Airport  
**Email:** [info@exeter-flying-school.com](mailto:info@exeter-flying-school.com)  
**Tel:** 01392 360370  
**Web:** [www.exeter-flying-school.com](http://www.exeter-flying-school.com)  
**Fleet:** Robin DR400/100 Cadet, 2x Robin DR400/120 Dauphin 2+2, 2x Robin DR400/180 Regent,  
**Training types:** PPL(A), LAPL(A), IR(R), Night

### Somerset Microlights

**Address:** Dunkeswell Aerodrome, Honiton, Devon, EX14 4LJ  
**Airfield:** Dunkeswell  
**Email:** [info@somersetmicrolights.org.uk](mailto:info@somersetmicrolights.org.uk)  
**Tel:** 01404 891880  
**Web:** [www.somersetmicrolights.org.uk](http://www.somersetmicrolights.org.uk)  
**Fleet:** Ikarus C42,  
**Training types:** NPPL(M)

## DORSET

### Bliss Aviation

**Address:** 444 Aviation Way, Aviation Business Park, Bournemouth Airport, Christchurch, Dorset, BH23 6NW  
**Email:** [info@blissaviation.com](mailto:info@blissaviation.com)  
**Tel:** 01202 590800  
**Web:** [www.blissaviation.com](http://www.blissaviation.com)  
**Fleet:** R44, EC120, Schweizer 300CBI, PA28 and Cessna 172  
**Training types:** PPL(A), LAPL(A), PPL(H), LAPL(H), Night, Type Ratings

### Bournemouth Commercial Flight Training

**Address:** 33 Bellman Road, Aviation Park West, Christchurch, Dorset BH23 6ED  
**Airfield:** Bournemouth  
**Email:** [info@bcft.aero](mailto:info@bcft.aero)  
**Tel:** 01202 596955  
**Web:** [www.bcft.aero](http://www.bcft.aero)  
**Fleet:** BE76, PA-28, FNPT II,  
**Training types:** Night, IR, IR(R), Multi, CPL, ATPL, Flight Instructors, Integrated

### Compton Abbas Airfield

**Address:** Compton Abbas Airfield, Ashmore, Nr Salisbury, Dorset, SP5 5AP  
**Airfield:** Compton Abbas Airfield  
**Email:** [fly@abbasair.com](mailto:fly@abbasair.com)  
**Tel:** 01747 811767  
**Web:** [www.comptonabbasairfield.co.uk](http://www.comptonabbasairfield.co.uk)  
**Fleet:** PA28-161, PA28-151, Ikarus C42, SNJ-5 Harvard, Stearman, Chipmunk  
**Training types:** PPL(A), LAPL(A), Microlights, IR(R), Second Pilots, Aerobatics, Tailwheel

### Shadow Aviation

**Address:** Shadow Aviation, Compton Abbas Airfield, Ashmore, Nr Salisbury, Dorset, SP5 5AP  
**Airfield:** Compton Abbas  
**Email:** [shadowaviationltd@hotmail.com](mailto:shadowaviationltd@hotmail.com)  
**Tel:** 01722 410567  
**Fleet:** Ikarus C42, Shadow  
**Training types:** Microlight NPPL M, Microlights, Flight Instructors, Second Pilots

## ESSEX

### Academy Aviation

**Address:** North Weald Airfield, Merlin Way, North Weald, Essex, CM16 6HR  
**Airfield:** North Weald  
**Email:** [info@academyaviation.co.uk](mailto:info@academyaviation.co.uk)  
**Tel:** 07767 757566

**Web:** [www.academyaviation.co.uk](http://www.academyaviation.co.uk)

**Fleet:** Cessna 172

**Training types:** PPL(A), LAPL(A), Night, IR(R), FAA BFR, IPC

### Easy PPL Training and Examiner Services

**Address:** Wayside Cottage, Church Road, Wickham St Paul, Halstead, Essex, CO9 2PN  
**Airfield:** Various in Essex and Suffolk - we also come to you!

**Email:** [info@easypppl.com](mailto:info@easypppl.com)

**Tel:** 07809 116676

**Web:** [www.easypppl.com](http://www.easypppl.com)

**Fleet:** Access to various types

**Training types:** Advanced Flying Training, Differences Training (Tailwheel, EFIS, Turbo, Retractable, CSU, SLPC), Type Conversions, Short Strips, Formation, IR(R), IR, Co-Pilot Courses, From-Fear-2-Flight Courses, Bespoke Training, Groundschool for PPL(A) and IR(R)

### Andrewsfield Aviation Ltd

**Address:** Saling Airfield, Stebbing, Dunmow, Essex CM6 3TH

**Airfield:** Saling

**Email:** [info@andrewsfield.com](mailto:info@andrewsfield.com)

**Tel:** 01371 856744

**Web:** [www.andrewsfield.com](http://www.andrewsfield.com)

**Fleet:** C152, PA-28, PA-28 Arrow, PA-18 Super Cub, Beechcraft Twin Duchess

**Training types:** PPL(A), LAPL(A), Night, CRI, IR(R), Multi, CPL, Flight Instructors, AOPA Radio Nav, Tailwheel

### Anglian Flight Centres

**Address:** Earls Colne Airfield, Earls Colne, Colchester, Essex, CO6 2NS

**Airfield:** Earls Colne

**Email:** [enquiries@flyafc.co.uk](mailto:enquiries@flyafc.co.uk)

**Tel:** 01787 223676

**Web:** [www.anglianflightcentres.co.uk](http://www.anglianflightcentres.co.uk)

**Fleet:** Robin HR200, Robin A-120, C172, PA28-161  
**Training types:** PPL(A), LAPL(A), IR, IR(R), ME, Second Pilots, AOPA Radio Nav, Night

### Clacton Aero Club

**Address:** The Airfield, West Road, Clacton on Sea, Essex, CO15 1AG

**Airfield:** Clacton

**Email:** [info@clactonaeroclub.co.uk](mailto:info@clactonaeroclub.co.uk)

**Tel:** 01255 424671

**Web:** [www.clactonaeroclub.co.uk](http://www.clactonaeroclub.co.uk)

**Fleet:** C152, C172, PA18-150 Super Cub, Beech Bonanza

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**Airfield:** Woringford Airfield

**Email:** [glide@esgc.co.uk](mailto:glide@esgc.co.uk)

**Tel:** 01206 242596

**Web:** [www.esgc.co.uk](http://www.esgc.co.uk)

**Fleet:** ASK 21, ASK 13, GROB 103C Twin III acro, ASTIR JEANS, ASTIR CS, SF 27, SZD PERCOZ

## Essex Gliding Club

**Address:** Ridgewell Airfield, Ashen, Sudbury, Essex, CO10 8JU

**Airfield:** Ridgewell Airfield

**Email:** [info@essexgliding.com](mailto:info@essexgliding.com)

**Tel:** 07538 639772

**Web:** [www.essexgliding.com](http://www.essexgliding.com)

**Fleet:** PW6, K13, Astir

**Training:** Gliding, Aerobatics

## Excel Helicopter Charter

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**Airfield:** Stapleford Aerodrome

**Email:** [operations@excelcharter.com](mailto:operations@excelcharter.com)

**Tel:** 01708 688110

**Web:** [www.excelcharter.com](http://www.excelcharter.com)

**Fleet:** S 341, AS355, A109

**Training types:** Type conversions/ratings

## London Airsports Centre

**Address:** Damyns Hall Aerodrome, Aveley Road, Upminster, Essex, RM14 2TQ

**Airfield:** Damyns Hall

**Email:** [londonairsports@hotmail.co.uk](mailto:londonairsports@hotmail.co.uk)

**Tel:** 0844 811 9820 Mob: 07540 899690

**Web:** [www.londonairsports.com](http://www.londonairsports.com)

**Fleet:** Pipistrel Alpha

**Training types:** PPL(A), LAPL(A), NPPL (Microlight)

## North Weald Flight Training

**Address:** Hangar 2 Apron, North Weald Airfield, North Weald, Essex, CM166HR

**Airfield:** North Weald Airfield

**Email:** [Enquiries@nwft.co.uk](mailto:Enquiries@nwft.co.uk)

**Tel:** 01992522090

**Web:** [www.northwealdflighttraining.co.uk](http://www.northwealdflighttraining.co.uk)

**Fleet:** PA-28 x 4, Cessna 150/152's x 7, and Cessna 172's x 4.

**Training types:** PPL, LAPL, IR(R) CBIR and Night Rating, Aerobatics.

## Seawing Flying Club

**Address:** South Road, Southend Airport, Southend on Sea, Essex, SS2 6YF

**Airfield:** Southend Airport

**Email:** [seawingfc@aol.com](mailto:seawingfc@aol.com)

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**Training types:** PPL(A), LAPL(A), IR(R), Night

## Southend Flying Club

**Address:** South Rd, Southend Airport, Southend-on-Sea, Essex, SS2 6YU

**Airfield:** Southend

**Email:** [southendflyingclub@btclick.com](mailto:southendflyingclub@btclick.com)

**Tel:** 01702 545198

**Web:** [www.southendflyingclub.co.uk](http://www.southendflyingclub.co.uk)

**Fleet:** PA28, PA28R, C152

**Training types:** PPL(A), IR(R), CPL, Flight Instructors, Second Pilots, Night

## Stapleford Flight Centre

**Address:** Stapleford Aerodrome, Stapleford Tawney, Essex RM4 1SJ

**Airfield:** Stapleford Aerodrome

**Email:** [lauraward@flvsfc.com](mailto:lauraward@flvsfc.com)

**Tel:** 01708688380

**Web:** [www.flvsfc.com](http://www.flvsfc.com)

**Fleet:** C152, C172, C182, Tecnam 2008, PA-18 Cub, PA-28, PA-28R, PA-34 Seneca, DA42 Twinstar, T67 Firefly

**Training types:** PPL, MEP, CIBR, ATPL, JAR FCL FI(A), Night, Instrument, Aerobatics, Instructor I

## Swords Aviation

**Address:** Hanger 4, North Weald Aerodrome, Epping, Essex CM16 6AA

**Airfield:** North Weald

**Email:** [enquiries@swordsaviation.co.uk](mailto:enquiries@swordsaviation.co.uk)

**Tel:** 07801 950398

**Web:** [www.swordsaviation.co.uk](http://www.swordsaviation.co.uk)

**Fleet:** BAC Jet Provost Mk. 52, BAC Jet Provost Mk. 5P

## The Tiger Club

**Address:** Damyns Hall Aerodrome, Aveley Road, Upminster, Essex RM14 2TN

**Airfield:** Damyns Hall

**Email:** [info@tigerclub.co.uk](mailto:info@tigerclub.co.uk)

**Tel:** 01708 524633

**Web:** [www.tigerclub.co.uk](http://www.tigerclub.co.uk)

**Fleet:** Tiger Moth, Super Cub, CAP 10C, D31 Turbulent

**Training types:** PPL(A), Aerobatics, Tailwheel, Formation, License conversions

## Vampire Preservation Group

**Airfield:** Contact for more info

**Email:** [enquiries@vampirepreservation.org.uk](mailto:enquiries@vampirepreservation.org.uk)

**Web:** [www.vampirepreservation.org.uk](http://www.vampirepreservation.org.uk)

**Fleet:** Vampire T11 (Training to shareholders)

## GLOUCESTERSHIRE

### Aeros Flight Training

**Address:** Hangar 16, Gloucestershire Airport, Cheltenham, Gloucestershire, GL51 6SP

**Airfield:** Gloucestershire

**Email:** [gloucester@aeros.co.uk](mailto:gloucester@aeros.co.uk)

**Tel:** 01452 857419

**Web:** [www.aeros.co.uk](http://www.aeros.co.uk)

**Fleet:** PA-28 Warrior, PA-28 Arrow, PA-38 Tomahawk, PA34 Seneca, Tecnam P2006T, DA42

**Training types:** PPL(A) IMC, IR, Multi, CPL, Night

### Babcock Mission Critical Services Onshore Training

**Address:** Gloucestershire Airport, Staverton, Gloucestershire GL51 6SP

**Airfield:** Gloucestershire Airport

**Email:** [elly.clark@babcockinternational.com](mailto:elly.clark@babcockinternational.com)

**Tel:** 01452 856007

**Web:** [www.babcockpilottraining.com](http://www.babcockpilottraining.com)

**Training types:** IR, Instrument Rating - full and conversion EC135 Type Rating, Multi Crew Cooperation Course, Dry lease of EC135 Level III FTD, Emergency Procedures Training

### Bristol Aero Club (Gloucester)

**Address:** Gloucestershire Airport, Cheltenham, Gloucestershire GL51 6SR

**Airfield:** Gloucestershire Airport

**Email:** [info@bristolaeroclub.co.uk](mailto:info@bristolaeroclub.co.uk)

**Tel:** 01452 260113

**Web:** [www.bristolaeroclub.co.uk](http://www.bristolaeroclub.co.uk)

**Fleet:** PA-28 Warrior, Sport Cruiser

**Training types:** PPL(A), LAPL(A), IR(R), Night

### Castle Air Academy

**Address:** Gloucestershire Airport, Cheltenham, Gloucestershire GL51 6SR

**Email:** [training@castleairacademy.co.uk](mailto:training@castleairacademy.co.uk)

**Tel:** 01452 716860

**Web:** [www.castleairacademy.com](http://www.castleairacademy.com)

**Fleet:** AW109 All Variants

**Training types:** FAA IR Conversions, IR(H), TRI(H), IRI(H), Type Rating (H), MCC

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**Airfield:** Gloucestershire Airport  
**Email:** [admin@cliftonaviation.co.uk](mailto:admin@cliftonaviation.co.uk)  
**Tel:** 01452 690898  
**Web:** [www.cliftonaviation.co.uk](http://www.cliftonaviation.co.uk)  
**Fleet:** Cirrus SR20-G2, Piper PA 28-161  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, AOPA Radio Nav, Night

**Cotswold Aero Club**

**Address:** Aviation House, Gloucestershire Airport, Cheltenham, Gloucestershire, GL51 6SP  
**Airfield:** Gloucestershire  
**Email:** [info@cotswoldaeroclub.com](mailto:info@cotswoldaeroclub.com)  
**Tel:** 01452 713924  
**Web:** [www.cotswoldaeroclub.com](http://www.cotswoldaeroclub.com)  
**Fleet:** Robin R2112, Robin DR400/120, Robin DR400/108, PA-28R 200  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, AOPA Radio, Nav, Aerobatics, Night

**Cotswold Gliding Club**

**Address:** Aston Down Airfield, Cowcombe Lane, Chalford Stroud, Gloucestershire, GL6 8HR  
**Airfield:** Aston Down  
**Email:** [office@cotswoldgliding.co.uk](mailto:office@cotswoldgliding.co.uk)  
**Tel:** 01285 760415  
**Web:** [www.cotswoldgliding.co.uk](http://www.cotswoldgliding.co.uk)  
**Fleet:** DG500, K21 (x2), K13 (x2), K23, K8

**Heli Air Gloucester**

**Address:** Heli Air, Hangar SE50, Gloucestershire Airport, Cheltenham Gloucestershire, GL51 6SR  
**Airfield:** Gloucestershire  
**Email:** [gloucester@heli-air.com](mailto:gloucester@heli-air.com)  
**Tel:** 01452 855500  
**Web:** [www.heli-air.com](http://www.heli-air.com)  
**Fleet:** R22, R44, R66  
**Training types:** PPL(H), CPL(H), Night Rating(H)

**Freedom Aviation Limited**

**Address:** C/o The Control Tower, Cotswold Airport, Kemble, Cirencester, Gloucestershire, GL7 6BA  
**Airfields:** Cotswold Airport, Kemble  
**Email:** [info@freedomaviation.co.uk](mailto:info@freedomaviation.co.uk)  
**Tel:** 07973 322698  
**Fleet:** 6 x PA28 Warriors, 2 x Citabria's  
**Training Types:** PPL (A), LAPL (A), IR(R), Tailwheel, Aerobatics, UPRT, Night,

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**Tel:** 01452 714555  
**Web:** [www.heliflightuk.com](http://www.heliflightuk.com)  
**Fleet:** R22, R44, B206, AS355, AS350, Cabri G2  
**Training types:** PPL(H), LAPL(H), CPL(H), FI(H), Night, Type ratings

**Heliflight UK Ltd.**

**01452 714555**  
[glosops@heliflightuk.co.uk](mailto:glosops@heliflightuk.co.uk)

**Helicopter Maintenance Ltd.**

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**Email:** [enquiries@horizonaviation.co.uk](mailto:enquiries@horizonaviation.co.uk)  
**Tel:** 03300 012420  
**Web:** [www.horizon.aero](http://www.horizon.aero)  
**Fleet:** PA28, Bulldog  
**Training types:** PPL(A), LAPL(A), IR(R), Aerobatics, Night

**Kemble Flying Club**

**Address:** Hangar 1, Woodside, Cotswold Airport, Kemble, Cirencester GL7 6BA  
**Airfield:** Cotswold Airport Kemble  
**Email:** [admin@kembleflyingclub.com](mailto:admin@kembleflyingclub.com)  
**Tel:** 01285 770077  
**Web:** [www.kembleflyingclub.com](http://www.kembleflyingclub.com)  
**Fleet:** EV-97 Eurostar, Pegasus Quik-R, Ikarus C42, Skyranger Swift, Microlight Aircraft lease hire scheme

**Training types:** NPPL (Microlights), Assistant Flying Instructor Courses (Microlights)

**Lyneham Flying Club**

**Address:** The Control Tower, Cotswold Airport, Cirencester, Gloucestershire, GL7 6BA  
**Airfield:** Cotswold (Kemble)  
**Email:** [enquiries@lynehamaviation.co.uk](mailto:enquiries@lynehamaviation.co.uk)  
**Tel:** 0330 113 7716  
**Web:** [www.lynehamaviation.co.uk](http://www.lynehamaviation.co.uk)  
**Fleet:** PA-28 Warrior, PA-28 Arrow, Bulldog  
**Training types:** PPL(A) IR(R), Aerobatics, Night, Formation

**SkySport UK**

**Address:** Threeways Cottage, Ampney Crucis, Gloucestershire GL7 5RZ  
**Airfield:** Kemble  
**Email:** [roger@skysport-uk.com](mailto:roger@skysport-uk.com)  
**Tel:** 01285 851311  
**Mobile:** 07860 257333  
**Web:** [www.skysport-uk.com](http://www.skysport-uk.com)  
**Fleet:** Beagle Pup, Bulldog  
**Training types:** PPL(A), LAPL(A), Advanced Training & Ratings including the Royal Aero Club Air Racing School, Endorsed by CAA for PROUD for upskilling training

**Starspeed Training Ltd**

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**Airfield:** Cotswold Airport (Kemble)  
**Email:** [training@starspeed.co.uk](mailto:training@starspeed.co.uk)  
**Tel:** 01285 611000  
**Web:** [www.starspeed.co.uk](http://www.starspeed.co.uk)  
**Fleet:** EC135, EC145, EC155, AS350, AS355, AS365, S76, SK76, B206, B429, AW109, AW139  
**Training types:** IR, TRI(H), TRE(H), IR(I), Type Ratings, PBN, MCC(H)

**Staverton Flying School**

**Address:** Hangar SE50, Gloucestershire Airport, Cheltenham Gloucestershire, GL51 6SR  
**Airfield:** Gloucestershire Airport  
**Email:** [info@stavertonflyingschool.co.uk](mailto:info@stavertonflyingschool.co.uk)  
**Tel:** 01452 712388  
**Web:** [www.stavertonflyingschool.co.uk](http://www.stavertonflyingschool.co.uk)  
**Fleet:** C152, C172  
**Training types:** PPL(A), LAPL(A), IR(R), Night, Second Pilots

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**Airfield:** Gloucestershire Airport and  
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**Email:** [fly@skyborne.com](mailto:fly@skyborne.com)

**Tel:** 01452 937020

**Web:** [www.skyborne.com](http://www.skyborne.com)

**UK Fleet:** 4 UK aircraft (3 x DA-42 & 1 x T67),  
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**US Fleet:** 51 US Aircraft (37 x PA28, 7x PA44 &  
7 X PA 28-R), 2 x Redbird simulators.

**UK Training Types:** Diamond DA-42 &  
Slingsby Firefly T67

**US Training Types:** Piper Warrior, Piper  
Seminole, Piper Arrow

## Voler Aviation Services Ltd

**Address:** Suite One, Cotswold Airport,  
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**Airfield:** EGBP Cotswold Airport

**Email:** [info@voleraviation.co.uk](mailto:info@voleraviation.co.uk)

**Tel:** 01285 339025

**Web:** [www.voleraviation.co.uk](http://www.voleraviation.co.uk)

**Fleet:** 2x Cabri G2, 1x R44

**Training types:** Cabri G2, R44

## HAMPSHIRE

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**Address:** Popham Airfield, Coxford Down,  
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**Airfield:** Popham Airfield

**Email:** [sales@flymac.co.uk](mailto:sales@flymac.co.uk)

**Tel:** 01256 398254

**Web:** [www.flymac.co.uk](http://www.flymac.co.uk)

**Fleet:** 5 x Ikarus C42, Diamond DA20, Dual  
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**Training types:** PPL(A), LAPL(A),  
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### The Gyrocopter Experience (Popham)

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**Tel:** 0790 505 9789

**Web:** [www.gyrocopterexperience.com](http://www.gyrocopterexperience.com)

**Fleet:** Magni M16C, Magni M24C

**Training types:** PPL(G), FI, CPL(G)

### Hampshire Aeroplane Club

**Address:** Lee-on-Solent Airfield, Broom Way,  
Lee-on-Solent, Hampshire PO18 0PH

**Airfield:** Lee-on-Solent

**Email:** [info@flyhac.co.uk](mailto:info@flyhac.co.uk)

**Tel:** 0333 355 0764, 07585 800959

**Web:** [www.flyhac.co.uk](http://www.flyhac.co.uk)

**Fleet:** Cessna 172, Robin DR400

**Training types:** PPL(A), LAPL(A), IR(R),  
Second Pilots, AOPA Radio Nav, Night

### Hampshire Microlight Flying Club

**Address:** c/o Club secretary, 4 Green Lane,  
Warsash, Hampshire, SO31 9JJ

**Airfield:** Colemore Common

**Email:** [hantsmicroflyclub@gmail.com](mailto:hantsmicroflyclub@gmail.com)

**Tel:** 07870 605194

**Web:** [www.hmfclub.co.uk](http://www.hmfclub.co.uk)

**Fleet:** A mix of fixed wing aircraft and  
flexwing aircraft

**Training:** NPPL(Microlight), PPL(G)

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**Address:** Hangar 2, Thruxton Aerodrome,  
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**Airfield:** Thruxton

**Email:** [thruxton@heli-air.com](mailto:thruxton@heli-air.com)

**Tel:** 01264 773373

**Web:** [www.heli-air.com](http://www.heli-air.com)

**Fleet:** R22, R44, R66, B206

**Training types:** PPL(H), CPL(H) flight  
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### Higherplane Aviation Training Ltd

**Address:** c/o Irv Lee, 3 Wyndham Mews,  
Portsmouth PO1 2NY

**Airfield:** UK

**Email:** [mail@higherplane.co.uk](mailto:mail@higherplane.co.uk)

**Tel:** 07779 190598

**Web:** [www.higherplane.co.uk](http://www.higherplane.co.uk)

**Training types:** PPL Masterclasses/ Seminars,  
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### Lasham Gliding Society

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GU34 5SS

**Airfield:** Lasham

**Email:** [office@lasham.org.uk](mailto:office@lasham.org.uk)

**Tel:** 01256 384900

**Web:** [www.lashamgliding.com](http://www.lashamgliding.com)

**Fleet:** 1x SF25C Rotax Falke 5x K21 3x K13, 2x  
Duo Discus, 3x Grob 102, 3x Discus

**Training types:** Gliding (SPL) and TMG  
(Touring Motor Glider)

### Phoenix Aviation

**Address:** Second Floor The Control Tower,  
Solent Airport Daedalus, PO13 9YA

**Airfield:** Daedalus Airport

**Email:** [information@phoenixaviation.co.uk](mailto:information@phoenixaviation.co.uk)

**Tel:** 02392 552703

**Web:** [www.phoenixaviation.co.uk](http://www.phoenixaviation.co.uk)

**Fleet:** PA-28 161 Warrior x4, PA-28 181 Archer,  
Ikarus C42 x2.

**Training types:** PPL(A), LAPL(A),  
NPPL(Microlight), IR(R), FI, Night

### Solent Flight Ltd

**Address:** Solent Flight Ltd, Lower Upham  
Airfield, Winchester Road, Bishops Waltham,  
Hampshire, SO32 1HA

**Airfield:** Lower Upham Airfield

**Email:** [info@solentflight.co.uk](mailto:info@solentflight.co.uk)

**Tel:** 01489 861333

**Web:** [www.solentflight.co.uk](http://www.solentflight.co.uk)

**Fleet:** Ikarus C42

**Training types:** NPPL(Microlight)

### Spitfire Flying Club (Popham)

**Address:** Popham Airfield, Micheldever,  
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**Airfield:** Popham

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### Western Air (Thruxton)

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**Tel:** 01264 773900

**Web:** [www.westernairthruxton.com](http://www.westernairthruxton.com)

**Fleet:** PA-28 Warrior , PA-28 Warrior EFIS,  
PA-28 Archer EFIS, C172, Super Decathlon

**Training types:** PPL(A), LAPL(A), Night, IR(R),  
Multi, FI, AOPA Second Pilots, Radio Nav,  
Aerobatics, Tailwheel

## HEREFORDSHIRE

### Herefordshire Aero Club Ltd

**Address:** Shobdon Airfield, Herefordshire,  
HR6 9NR

**Airfield:** Shobdon

**Email:** [flighttraining@shobdonairfield.co.uk](mailto:flighttraining@shobdonairfield.co.uk)

**Tel:** 01568 708369

**Web:** [www.shobdonairfield.co.uk](http://www.shobdonairfield.co.uk)

**Fleet:** C152, PA28

**Training types:** PPL(A), LAPL(A), IR, IR(R),  
FI, Night

### Rotorflight Limited

**Address:** Shobdon Airfield, Herefordshire,  
HR6 9NR

**Airfield:** Shobdon Airfield

**Email:** [info@rotorflight.co.uk](mailto:info@rotorflight.co.uk)

**Tel:** 07831 146455

**Web:** [www.rotorflight.co.uk](http://www.rotorflight.co.uk)

**Fleet:** R22, R44, B206, MD500

**Training types:** PPL(H), LAPL(H), Night,  
CPL(H), ATPL(H)

### Swift Light Flight

**Address:** Shobdon Airfield, Herefordshire,  
HR6 9NR

**Airfield:** Shobdon

**Email:** [steve@swiftlightflight.co.uk](mailto:steve@swiftlightflight.co.uk)

**Tel:** 07973859756

**Web:** [swiftlightflight.co.uk](http://swiftlightflight.co.uk)

**Fleet:** Ikarus C42, Thruster T600, Quik GT450

**Training types:** NPPL(Microlight)

### Tiger Helicopters

**Address:** Tiger Helicopters, Shobdon  
Aerodrome, Shobdon, Leominster,  
Herefordshire, HR6 9NR

**Airfield:** Shobdon Aerodrome

**Email:** [info@tigerhelicopters.co.uk](mailto:info@tigerhelicopters.co.uk)

**Tel:** 01568 708028

**Web:** [www.tigerhelicopters.co.uk](http://www.tigerhelicopters.co.uk)

**Fleet:** R22, R44, B206, A109

**Training types:** PPL(H), LAPL(H), CPL, Night,  
IR, FI (TRI and IRI)

## HERTFORDSHIRE

### Elstree Helicopters Ltd

**Address:** Hogg Lane, Borehamwood, Herts  
WD6 3AW

**Airfield:** Elstree Aerodrome

**Email:** [info@elstreehelicopters.co.uk](mailto:info@elstreehelicopters.co.uk)

**Tel:** 0208 099 7766

**Web:** [www.elstreehelicopters.co.uk](http://www.elstreehelicopters.co.uk)

**Fleet:** R22, R44, R66, Cabri G2, Bell 206

**Training types:** PPL(H)/LAPL(H), Type Ratings,  
Ground School

### Exodus Airsports

**Address:** Plaistows Farm, Chiswell Green Lane,  
Chiswell Green, St. Albans, Herts, AL2 3NT

**Airfield:** Plaistows Farm

**Email:** [robert\\_grimwood@hotmail.com](mailto:robert_grimwood@hotmail.com)

**Tel:** 01727 865 328 or 07786 034439

**Web:** [www.exodusairsports.co.uk](http://www.exodusairsports.co.uk)

**Fleet:** P&M GT450, Eurostar EV97,  
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**Training types:** NPPL(Microlight)

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**Web:** [www.flighttraininglondon.co.uk](http://www.flighttraininglondon.co.uk)  
**Fleet:** 3 x PA28-161 Warrior, 4 x PA28-181 Archer, 5 x C152, 1 x Piper Arrow, 1 x DA42 & 1 x Alsim DA42 Simulator  
**Training types:** PPL, LAPL, IMC / IR(R), ME, MEIR & SEIR, CBIR, FIC, Night Rating, Differences Training, Co-Pilot Course, Ground School

**Fly Elstree Ltd**  
**Address:** Elstree Aerodrome, Borehamwood, Herts, WD6 3AR  
**Airfield:** Elstree  
**Email:** [fly@flyelstree.com](mailto:fly@flyelstree.com)  
**Tel:** 02089 536868  
**Web:** [FlyElstree.com](http://FlyElstree.com)  
**Fleet:** PA28 Archer II (two), PA38 Tomahawk (two), A152 Aerobat, PA28 Turbo Arrow IV (with intercooler).  
**Training types:** PPL(A), LAPL(A), IR(R), Aerobatics, Night, Complex Training

**Flyers Flying School (ATO)**  
**Address:** Elstree Aerodrome, Hogg Lane, Borehamwood, Herts, WD6 3AL  
**Airfield:** Elstree  
**Email:** [Vicky@flyersflying-school.co.uk](mailto:Vicky@flyersflying-school.co.uk)  
**Tel:** 07810 597273 0207 4854949  
**Web:** [www.flyersflying-school.co.uk](http://www.flyersflying-school.co.uk)  
**Fleet:** Piper PA-28-161 & 181, Cessna 172 with G1000, Cirrus SR20  
**Training types:** PPL(A), LAPL(A), IR(R), MEP, Second Pilots, Night, Differences training

**Flying Pig Helicopters**  
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**Airfield:** Elstree Aerodrome  
**Email:** [info@flyingpighelicopters.co.uk](mailto:info@flyingpighelicopters.co.uk)  
**Tel:** 0207 118 8998  
**Web:** [www.flyingpighelicopters.co.uk](http://www.flyingpighelicopters.co.uk)  
**Fleet:** R22, R44, R66, Cabri G2, Bell 206  
**Training types:** PPL(H)/LAPL(H), Type Ratings, Ground School

**Lion Flying Group**  
**Address:** x Aerodrome, Borehamwood, Hertfordshire, WD6 3AW  
**Airfield:** Elstree  
**Email:** [jose99@lionflyinggroup.com](mailto:jose99@lionflyinggroup.com)  
**Tel:** 07940 584799  
**Web:** [www.lionflyinggroup.com](http://www.lionflyinggroup.com)

**Fleet:** C172, PA-38  
**Training types:** PPL(A), LAPL(A), IR(R), Night

**Modern Air UK LTD Self Fly Hire**  
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**Airfield:** Fowlmere Aerodrome  
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**Tel:** 01763 208281  
**Web:** [www.modair.co.uk](http://www.modair.co.uk)  
**Fleet:** Piper Archer PA28-1 III x 2, PA-32R 301 Saratoga, Genpro, Extra 300, Extra 200, C177 RG, Grob 115 D2, Grob 115B, C140 Tailwheel, Argus.

**British Aerobatic Academy**  
**Address:** Fowlmere Aerodrome, Royston, Herts, SG8 7SH  
**Airfield:** Fowlmere Aerodrome  
**Email:** [adrian.willis@BritishAerobaticAcademy.com](mailto:adrian.willis@BritishAerobaticAcademy.com)  
**Tel:** 01763 208281  
**Web:** [www.britishaerobaticacademy.com](http://www.britishaerobaticacademy.com)  
**Fleet:** Piper Archer PA28-1 III x 2, PA-32R 301 Saratoga, Genpro, Extra 300, Extra 200, C177 RG, Grob 115 D2, Grob 115B, C140 Tailwheel, Argus.  
**Training types:** Aerobatic, LAPL(A), PPL(A), SEP, Night, FI, CRI, CBM IR

**Stars Fly Flying School**  
**Address:** Elstree Aerodrome, Hogg Lane, Borehamwood, Hertfordshire, WD6 3AW  
**Airfield:** Elstree  
**Email:** [info@starsfly.co.uk](mailto:info@starsfly.co.uk)  
**Tel:** 08455 194845  
**Web:** [www.starsfly.co.uk](http://www.starsfly.co.uk)  
**Fleet:** C150, C152, PA-28 Warrior PA - 42, DA-42.  
**Training types:** PPL(A), LAPL(A), IR(R), Night MEP IMC, CB IR, FIC

## HUMBERSIDE

**Hull Aero Club Ltd**  
**Address:** Beverley Airfield, Linley Hill Road, Leven, East Yorkshire, HU17 5LT  
**Airfield:** Beverley EGNV  
**Email:** [info@hullaeroclub.co.uk](mailto:info@hullaeroclub.co.uk)  
**Tel:** 01964 544994  
**Web:** [www.hullaeroclub.co.uk](http://www.hullaeroclub.co.uk)  
**Fleet:** C150; C150 Aerobat; C152; C172, PA28 Warrior.

**Training types:** PPL(A), LAPL(A), IR(R), Aerobatic, RT Practical, PPL Ground School Theory (online).

## ISLE OF ANGLESEY

**Mona Flying Club**  
**Address:** RAF Mona Gwalchmai, Isle Of Anglesey, LL65 4PB  
**Airfield:** RAF Mona  
**Email:** [ron.kelsall@gmail.com](mailto:ron.kelsall@gmail.com)  
**Tel:** 01407 720581  
**Web:** [www.flymona.com](http://www.flymona.com)  
**Fleet:** C152  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilot, Night

## ISLE OF WIGHT

**Bembridge Flight Training School**  
**Address:** Sandown Airport, Isle of Wight, PO36 0JP  
**Airfield:** Isle of Wight Sandown  
**Email:** [jim@birnieair.co.uk](mailto:jim@birnieair.co.uk)  
**Tel:** 07967 284410  
**Web:** [www.birnieair.co.uk](http://www.birnieair.co.uk)  
**Fleet:** C172  
**Training types:** PPL(A), LAPL(A), IMC, Night.

**Isle of Flight Microlights**  
**Address:** c/o Sandown Airport, Isle of Wight, Hampshire, PO36 0JP  
**Airfield:** Sandown Isle of Wight  
**Email:** [enquiries@isle-of-flight.co.uk](mailto:enquiries@isle-of-flight.co.uk)  
**Tel:** 07762 268505  
**Web:** [www.isle-of-flight.co.uk](http://www.isle-of-flight.co.uk)  
**Fleet:** Thruster T600N x2, Flight Design CTSW x2  
**Training types:** NPPL(Microlight), Revalidations, Ground school

## KENT

**Alouette Flying Club**  
**Address:** Building C700, Biggin Hill Airport, Biggin Hill, Bromley Kent, TN163BN  
**Airfield:** Biggin Hill  
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**Tel:** 01959 573243  
**Web:** [www.alouette.org.uk](http://www.alouette.org.uk)  
**Fleet:** PA-28, C172  
**Training types:** PPL(A), NPPL, IMC, Second Pilots, Night

**Echelon Air Flight Training Ltd**  
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**Email:** [hello@echelonair.com](mailto:hello@echelonair.com)  
**Phone:** 01959576788  
**Web:** [www.echelonair.com](http://www.echelonair.com)  
**Fleet:** SR20, SR22, SR22T  
**Training Types:** PPL(A), Night, IR(R), IR, Second Pilots, Technically Advanced Aircraft, FAA

## EFG Flying School

**Address:** Maitland View, Biggin Hill Airport, Kent, TN16 3BN  
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**Email:** [ops@flyefg.co.uk](mailto:ops@flyefg.co.uk)  
**Tel:** 01959 540 400  
**Web:** [www.falcon.aero](http://www.falcon.aero)  
**Fleet:** C152, PA-28, Seneca, PA28R  
**Training types:** PPL(A), LAPL(A), IR, IR(R), Multi, CPL, Night, FI

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**Tel:** 07930 538111  
**Web:** [www.flights-with-rosie.co.uk](http://www.flights-with-rosie.co.uk)  
**Fleet:** Ikarus C42  
**Training types:** NPPL(Microlight)

#### Weald Air Services Ltd

**Address:** Headcorn Aerodrome, Headcorn, Kent, TN27 9HX  
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**Email:** [enquiries@headcornaerodrome.co.uk](mailto:enquiries@headcornaerodrome.co.uk)  
**Tel:** 01622 891539  
**Web:** [www.headcornaerodrome.co.uk](http://www.headcornaerodrome.co.uk)  
**Fleet:** PA-28, Robin DR400-108, DR400-120, DR400-160, C150, C150 Aerobat, C152, C172  
**Training types:** PPL(A), NPPL, LAPL, IMC, Second Pilots, Aerobatics, Tailwheel, Night

#### Lydd Aero Club

**Address:** Lydd Airport Lydd, Kent, TN29 9QL  
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**Tel:** 01797 320734  
**Web:** [www.lyddaero.co.uk](http://www.lyddaero.co.uk)  
**Fleet:** C152, x2 PA-28 Archer  
**Training types:** PPL(A) LAPL(A), IR(R), IMC, MEP, Radio, Night

#### Polar Helicopters

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**Airfield:** Manston  
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**Tel:** 01843 823067  
**Web:** [www.polarhelicopters.co.uk](http://www.polarhelicopters.co.uk)  
**Fleet:** R22, R44, B206  
**Training types:** PPL(H), LAPL(H), CPL, ATPL, Night

#### Rochester Microlight Club

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**Tel:** 07775 742582  
**Web:** [www.sunflight.info](http://www.sunflight.info)  
**Fleet:** Jabiru,  
**Training types:** NPPL Microlights

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**Tel:** 01634 200787  
**Web:** [www.skytrekair.com](http://www.skytrekair.com)  
**Fleet:** C152, C172SP, C172P, C152 Aerobat  
**Training types:** PPL(A), LAPL, IR(R), Night, Aerobatics



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**Tel:** 01843 823656  
**Web:** [www.tgaviation.com](http://www.tgaviation.com)  
**Fleet:** C152, PA-28, PA-28R, Stearman  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, AOPA Radio Nav, Night

#### Thurston Helicopters

**Address:** The Aerodrome, Shenley Road, Headcorn, Ashford, Kent, TN27 9HX  
**Airfield:** Headcorn Aerodrome  
**Email:** [mail@thurstonhelis.co.uk](mailto:mail@thurstonhelis.co.uk)  
**Tel:** 01622 891158  
**Web:** [www.thurstonhelis.co.uk](http://www.thurstonhelis.co.uk)  
**Fleet:** R44 Clipper 2, R44 Raven 1, R22 B II  
**Training types:** PPL(H)

#### LANCASHIRE

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**Tel:** 01253 345396  
**Web:** [www.airnav.co.uk](http://www.airnav.co.uk)  
**Fleet:** PA28-140, PA28-180, C150 Aerobat, C150  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, Aerobatics, Night

## Attitude Airsports

**Address:** Rossall Field, Tarn Farm, Gulf Lane, Cockerham, LA2 0ER  
**Airfield:** Rossall Field  
**Email:** [info@attitudeairsports.co.uk](mailto:info@attitudeairsports.co.uk)  
**Tel:** 07961 398164  
**Web:** [www.attitudeairsports.co.uk](http://www.attitudeairsports.co.uk)  
**Fleet:** EuroFox 912s, Nynja 912S, Quantum 912  
**Training types:** NPPL(Microlight), Tailwheel Endorsement, Strip Skills Provider.

## BAE (Warton) Flying Club

**Address:** Hangar 2, Blackpool Airport, Lancashire FY4 2QY  
**Airfield:** Blackpool  
**Email:** [learn-to-fly@baeflyingclub.co.uk](mailto:learn-to-fly@baeflyingclub.co.uk)  
**Tel:** 01253 343434  
**Web:** [www.baeflyingclub.co.uk](http://www.baeflyingclub.co.uk)  
**Fleet:** PA28 Warrior, PA28 Warrior, C152  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, Night

## Bickerstaffe Aviation

**Address:** Beeston Manor, Quaker Brook Lane, Highton, Preston, Lancashire, PR5 0RA  
**Airfield:** Beeston Manor Country Hotel  
**Email:** [sales@bickerstaffeaviation.co.uk](mailto:sales@bickerstaffeaviation.co.uk)  
**Tel:** 01254 851996  
**Web:** [www.bickerstaffeaviation.co.uk](http://www.bickerstaffeaviation.co.uk)  
**Fleet:** R22, R44  
**Training types:** PPL(H), LAPL(H)

## Blackpool Air Centre

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**Airfield:** Blackpool  
**Email:** [blackpoolaircentre@live.com](mailto:blackpoolaircentre@live.com)  
**Tel:** 01253 341871  
**Web:** [www.blackpoolaircentre.com](http://www.blackpoolaircentre.com)  
**Fleet:** C150, C172, PA28, PA38, PA23, C210, C310  
**Training types:** PPL(A), LAPL(A), IR(R), Multi, Night

## Flight Academy

**Address:** Barton Aerodrome, Manchester, M30 7SA  
**Airfield:** Barton Aerodrome  
**Email:** [info@flightacademy.co.uk](mailto:info@flightacademy.co.uk)  
**Tel:** 0161 7888489  
**Web:** [www.flightsandlessons.com](http://www.flightsandlessons.com)  
**Fleet:** C152, C172, R22, R44, Gyrocopter  
**Training types:** PPL(A), PPL(H), PPL(G), IR(R)

## Flight Path Blackpool

**Address:** Blackpool International Airport, Squires Gate Ln, Blackpool, FY4 2QS  
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**Email:** [info@flightpathblackpool.co.uk](mailto:info@flightpathblackpool.co.uk)  
**Tel:** 07713 754473  
**Web:** [www.flightpathblackpool.co.uk](http://www.flightpathblackpool.co.uk)  
**Fleet:** PA28, PA38  
**Training types:** PPL(A), LAPL(A), IR(R), Night

## Heli 2000

**Address:** Blackpool Airport, Blackpool, Lancashire, FY4 2QY  
**Airfield:** Blackpool  
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**Tel:** 01253 298802  
**Web:** [www.heli2000.co.uk](http://www.heli2000.co.uk)  
**Fleet:** R22, R44  
**Training types:** PPL(H), LAPL(H)

## Helivation Ltd

**Address:** Hangar 3, Blackpool Airport, Lancashire, FY4 2QS  
**Airfield:** Blackpool  
**Email:** [training@helivation.co.uk](mailto:training@helivation.co.uk)

**Tel:** 01253 405945

**Web:** [www.helivation.co.uk](http://www.helivation.co.uk)

**Fleet:** R22, R44, Schweizer 300, Hughes 500  
**Training types:** PPL(H), Night, CPL

## High-G Flight Training

**Address:** Hangar 2 East, Blackpool Airport, Lancashire FY4 2QY  
**Airfield:** Blackpool  
**Email:** [eddie@high-g.co.uk](mailto:eddie@high-g.co.uk)  
**Tel:** 07703838680 / 01253407179  
**Fleet:** Chipmunk, Bulldog, Cessna 172, Robin R2120  
**Training types:** PPL, LAPL, Night, IMC, Aerobatics, Tailwheel, Formation

## LAC Flying School

**Address:** Barton Aerodrome, Liverpool Rd, Eccles, Manchester, Lancashire, M30 7SA  
**Airfield:** Barton Aerodrome  
**Email:** [LACFlyingSchool@gmail.com](mailto:LACFlyingSchool@gmail.com)  
**Tel:** 0161 7877326  
**Web:** [www.lacflyingschool.co.uk](http://www.lacflyingschool.co.uk)  
**Fleet:** C150, C152, C172, PA28 x 2  
**Training types:** PPL(A), LAPL(A), IR(R), Tailwheel

## Mainair Microlight Centre

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**Email:** [mainairmark@ntlworld.com](mailto:mainairmark@ntlworld.com)  
**Tel:** 07837 380014  
**Web:** [www.mainairmicrolightcentre.com](http://www.mainairmicrolightcentre.com)  
**Fleet:** Pegasus Quik 912ULS  
**Training types:** NPPL(Microlights)

## Microlight Flying Club

**Address:** Moss Edge Farm, Cockerham, Lancaster LA2 0ER  
**Airfield:** Moss Edge Farm  
**Email:** [barry@microlight.me.uk](mailto:barry@microlight.me.uk)  
**Tel:** 07831 454142  
**Web:** [www.microlight.me.uk](http://www.microlight.me.uk)  
**Fleet:** Quik GT450, Flash 1  
**Training types:** NPPL, Microlights

## Northern Microlights

**Address:** 2 Ashlea Cottage, St Michaels Rd, Bilsborrow, Preston, Lancashire, PR3 0RT  
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**Email:** [northernmicros@aol.com](mailto:northernmicros@aol.com)  
**Tel:** 01995 641058  
**Web:** [www.northernmicrolights.co.uk](http://www.northernmicrolights.co.uk)  
**Fleet:** x2 Mercury 503. Skyranger Classic.  
**Training types:** NPPL(Microlight), FI (Microlight)

## Northwest Aerobatics

**Address:** Barton Aerodrome, Liverpool Road, Eccles, Manchester, Lancashire, M30 7SA  
**Airfield:** Barton  
**Email:** [info@northwestaerobatics.co.uk](mailto:info@northwestaerobatics.co.uk)  
**Tel:** 0161 710 2290  
**Web:** [www.northwestaerobatics.co.uk](http://www.northwestaerobatics.co.uk)  
**Fleet:** Extra 200/300, Bellanca Citabria 7GCAA.  
**Training Types:** SEP Renewal, Part-FCL Aerobatics, Formation, Advanced stall/spin, Tailwheel.

## Westair Flying School

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**Tel:** 01253 342660  
**Web:** [www.westair.uk.com](http://www.westair.uk.com)  
**Fleet:** 2 x C150, C152, C172S, PA-28

**Training types:** PPL(A), LAPL(A), IR(R), AOPA Radio Nav, Night, CPLA

## LEICESTERSHIRE

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**Tel:** 01332 810444  
**Web:** [www.donair.co.uk](http://www.donair.co.uk)  
**Fleet:** C152, PA28-161, PA28-181, PA34  
**Training types:** PPL(A), LAPL(A), IR(R), Multi, Second Pilots, Night.

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**Tel:** 01509 856464  
**Web:** [www.eastmidlandshelicopters.com](http://www.eastmidlandshelicopters.com)  
**Fleet:** R22, R44, B206, A109  
**Training types:** PPL(H), CPL(H)

### Helicentre Aviation Ltd

**Address:** Leicester Airport, Gartree Road, Oadby, Leicester, Leicestershire LE2 2FG  
**Airfield:** Leicester  
**Email:** [info@flyheli.co.uk](mailto:info@flyheli.co.uk)  
**Tel:** 0116 259 0186  
**Web:** [www.flyheli.co.uk](http://www.flyheli.co.uk)  
**Fleet:** Guimbal Cabri G2 x6, R44 x6  
**Training types:** PPL(H), LAPL(H), CPL(H), ATPL(H), FI(H)

### Leicestershire Aero Club Ltd

**Address:** Gartree Rd, Leicestershire, LE2 2FG  
**Email:** [info@leicesterairport.com](mailto:info@leicesterairport.com)  
**Tel:** 01162 592360  
**Web:** [www.leicesterairport.com](http://www.leicesterairport.com)  
**Fleet:** C152, C172, PA28-161, PA28-181, Super Decathlon  
**Training types:** PPL(A), LAPL(A), IR(R), FI, Second Pilots, AOPA Radio Nav, Aerobatics, Tailwheel, AOPA Companions

### The Gliding Centre

**Address:** Husbands Bosworth Airfield, Husbands Bosworth, Nr Lutterworth, Leicestershire LE17 6JJ  
**Airfield:** Husbands Bosworth  
**Email:** [office@theglidingcentre.co.uk](mailto:office@theglidingcentre.co.uk)  
**Tel:** 01858 880521  
**Web:** [www.theglidingcentre.co.uk](http://www.theglidingcentre.co.uk)  
**Fleet:** ASK 21, Duo Discus, Discus, Junior, Rotax Motorfalke, DG505 Elan Orion  
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## LINCOLNSHIRE

### AAA Microlight

**Address:** Boston Aerodrome, Boardsides, Boston, Lincolnshire, PE21 7NY  
**Airfield:** Boston Aerodrome  
**Email:** [hasellchris@gmail.com](mailto:hasellchris@gmail.com)  
**Tel:** 07866 430861  
**Web:** *Boston Aerodrome FaceBook Page*  
**Fleet:** Ikarus C42  
**Training types:** Fixed wing Microlight

### E-Plane Ltd

**Address:** Sandtoft Airfield, Sandtoft Road, Belton, DN9 1PN  
**Airfield:** Sandtoft  
**Email:** [e-plane@live.co.uk](mailto:e-plane@live.co.uk)  
**Tel:** 01427 872 034  
**Web:** [www.sandtoft-airfield.com](http://www.sandtoft-airfield.com)  
**Fleet:** C152, C172  
**Training types:** PPL(A), LAPL(A), NPPL, Night, IR(R), IR, MEP, FAA BFRs & IPCs

### Fenland Flying School

**Address:** The Airfield, Hogbeach St Johns, Spalding, Lincolnshire, PE12 8RQ  
**Airfield:** Fenland  
**Email:** [info@fenland-flying-school.co.uk](mailto:info@fenland-flying-school.co.uk)  
**Tel:** 01406 540461  
**Web:** [www.fenland-flying-school.co.uk](http://www.fenland-flying-school.co.uk)  
**Fleet:** C152, C172, S205R, DR360, Chipmunk  
**Training types:** PPL(A) LAPL(A) Night, IR(R), BFR, FAA, GST, FRTOL, Tail-wheel

### Fly 365

**Address:** The Old Control Tower, Wickenby Airfield, Langworth, Lincs, LN3 5AX  
**Airfield:** Wickenby & Aerodromo De Lagos, Portugal  
**Email:** [info@fly365.co.uk](mailto:info@fly365.co.uk)  
**Tel:** 07831 439651  
**Web:** [www.fly365.co.uk](http://www.fly365.co.uk)  
**Fleet:** 2 x C42 3 Axis, 1 x Quantum 912 Flexwing  
**Training types:** UK NPPL, Microlight

### Lincoln Aero Club

**Address:** Sturgate Airfield, Heapham, Gainsborough, Lincolnshire, DN21 5PA  
**Airfield:** Sturgate  
**Email:** [info@lincolnaeroclub.co.uk](mailto:info@lincolnaeroclub.co.uk)  
**Tel:** 01427 838305  
**Web:** [www.lincolnaeroclub.co.uk](http://www.lincolnaeroclub.co.uk)  
**Fleet:** TB200  
**Training types:** Type rating

### Lincolnshire Gliding Club

**Address:** Strubby Airfield, Alford, Lincolnshire LN13 ODD  
**Airfield:** Strubby  
**Email:** [lincolnshireglidingclub@gmail.com](mailto:lincolnshireglidingclub@gmail.com)  
**Tel:** 07576 528930  
**Web:** [www.lincsglidingclub.co.uk](http://www.lincsglidingclub.co.uk)  
**Fleet:** ASK13 x2

### North Coates Flying Club

**Address:** Hangar 4, North Coates Airfield, North Cotes, Lincolnshire, DN36 5XU  
**Airfield:** North Coates Airfield  
**Email:** [chairman@northcoatesflyingclub.com](mailto:chairman@northcoatesflyingclub.com)  
**Tel:** 01472 388850  
**Web:** [www.northcoatesflyingclub.co.uk](http://www.northcoatesflyingclub.co.uk)

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**Email:** [info@helicentre.com](mailto:info@helicentre.com)  
**Tel:** 0151 448 0388  
**Web:** [www.helicentre.com](http://www.helicentre.com)  
**Fleet:** R22, R44, AS350  
**Training types:** PPL(H), CPL, Night, TRE on site

### Liverpool Flying School Ltd

**Address:** Hangar No 4, Business Aviation Centre, Viscount Drive, Liverpool JL Airport, Merseyside, L24 5GA  
**Airfield:** Liverpool  
**Email:** [enquiries@liverpoolflyingschool.com](mailto:enquiries@liverpoolflyingschool.com)  
**Tel:** 0151 4489808  
**Web:** [www.liverpoolflyingschool.com](http://www.liverpoolflyingschool.com)  
**Fleet:** PA-38 Tomahawk, PA-28  
**Training types:** PPL(A), LAPL(A), IR(R), Night

### Merseyside Aviation

**Address:** 95 Tithebarn Road, Knowsley, Merseyside, L34 OEY  
**Email:** [merseysideaviation@msn.com](mailto:merseysideaviation@msn.com)  
**Tel:** 0151 547 3362 and 07702 201341  
**Training types:** Groundschool for PPL(A), LAPL(A), Night, IR(R), RT training and testing

### Ravenair

**Address:** Business Aviation Centre, Viscount Drive, JL Airport, Liverpool, L24 5GA  
**Airfield:** Liverpool  
**Email:** [ops@ravenair.co.uk](mailto:ops@ravenair.co.uk)  
**Tel:** 01514 866161  
**Web:** [www.ravenair.co.uk](http://www.ravenair.co.uk)  
**Fleet:** PA28, PA38, PA28R, PA23, PA34, P68B, TBM900, PC-12  
**Training types:** PPL(A), LAPL, IR(R), IR, Multi, CPL, Night

### West Lancashire Microlight School

**Address:** Ince Blundell Airfield, Ince Blundell, Merseyside, Lancashire, L38 6JJ  
**Airfield:** Ince  
**Email:** [info@wlms.co.uk](mailto:info@wlms.co.uk)  
**Tel:** 0151 929 3319  
**Web:** [www.wlms.co.uk](http://www.wlms.co.uk)  
**Fleet:** GT450, Ikarus C42  
**Training types:** PPL(M), NPPL(Microlight)

## NORFOLK

### Norfolk Gliding Club Ltd

**Address:** Tibenham Airfield, Norfolk, NR16 1NT  
**Airfield:** Tibenham  
**Email:** [info@norfolkglidingclub.com](mailto:info@norfolkglidingclub.com)  
**Tel:** 01379 677207  
**Web:** [www.norfolkglidingclub.com](http://www.norfolkglidingclub.com)  
**Fleet:** K21 fitted with hand rudder for pilots with restricted or no use of lower body, K13, Grob 103, Grob 109 Motorglider, SZD-50 Puchacz

### Old Buckenham Aero Club

**Address:** Old Buckenham Airfield, Abbey Road, Old Buckenham, Norfolk, NR17 1PU  
**Airfield:** Old Buckenham  
**Email:** [info@flyingmadeeasy.co.uk](mailto:info@flyingmadeeasy.co.uk)  
**Tel:** 01953 860 806  
**Web:** [www.flyingmadeeasy.co.uk](http://www.flyingmadeeasy.co.uk)  
**Fleet:** PA-28, C172, C152.  
**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, AOPA Radio Nav, AOPA Aerobatic ratings, tailwheel conversions.

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**Tel:** 01362 820709  
**Web:** [www.shipdhamflyingclub.co.uk](http://www.shipdhamflyingclub.co.uk)  
**Fleet:** Piper Warrior, IS28, Skylark 4

### Sky Blue Flight Training

**Address:** 9 Hillcrest Avenue, Dereham, Norfolk NR19 1NF  
**Airfield:** Lt Snoring Norfolk  
**Email:** [fly@skyblueflighttraining.co.uk](mailto:fly@skyblueflighttraining.co.uk)  
**Tel:** 01362 697932 07768335835  
**Web:** [www.skyblueflighttraining.co.uk](http://www.skyblueflighttraining.co.uk)  
**Fleet:** PA28, C150  
**Training types:** PPL(A), LAPL(A), IR(R), Night

## NORTH LINCOLNSHIRE

### Heliorks Ltd

**Address:** Humberside International Airport, Franklin Way, Kirmington DN39 6YH  
**Airfield:** Humberside International  
**Email:** [mail@heliorks.co.uk](mailto:mail@heliorks.co.uk)  
**Tel:** 07703 260593/ 01652 688859  
**Web:** [www.heliorks.co.uk](http://www.heliorks.co.uk)  
**Fleet:** R44, R22  
**Training types:** PPL(H), LAPL(H) Night Ratings

### The POM Flying Club

**Address:** The Main Terminal, Humberside Airport, Kirmington, North Lincolnshire, DN39 6YH  
**Airfield:** Humberside Airport  
**Email:** [info@gbpom.co.uk](mailto:info@gbpom.co.uk)  
**Tel:** 07985 753336  
**Web:** [www.gbpom.co.uk](http://www.gbpom.co.uk)  
**Fleet:** x2 PA28-161  
**Training types:** PPL(A), LAPL(A), IR(R), Night.

### Trent Valley Gliding Club

**Address:** Trent Valley Gliding Club Ltd, The Airfield, Kirton In Lindsey, North Lincolnshire, DN21 4GG  
**Airfield:** Kirton-In-Lindsey  
**Email:** [info@tvqc.org.uk](mailto:info@tvqc.org.uk)  
**Tel:** 01652 648777  
**Web:** [www.tvqc.org.uk](http://www.tvqc.org.uk)  
**Fleet:** Grob Acro, Grob Astir, Puchacz,

Motorfalke, Janus, EuroFox.  
**Training types:** Gliding

## NORTHAMPTONSHIRE

### Cirrus Training Centre (CTC).

**Address:** Aerodrome (EGBK), Sywell, Northampton, NN6 0BN  
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**Email:** [info@cirrusaircraft.co.uk](mailto:info@cirrusaircraft.co.uk)  
**Tel:** 01604 643 987  
**Web:** [www.cirrusaircraft.co.uk](http://www.cirrusaircraft.co.uk)  
**Fleet:** SR20 G6  
**Training types:** PPL, Night Rating, IR(R), IR, CBIR, Cirrus Transition

### Flylight Airsports

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**Airfield:** Sywell  
**Email:** [info@flylight.co.uk](mailto:info@flylight.co.uk)  
**Tel:** 01604 494459  
**Web:** [www.flylight.co.uk](http://www.flylight.co.uk)  
**Fleet:** Eurostar, GT450  
**Training types:** NPPL(Microlight)

### Go Fly Oxford

**Address:** Hinton Airfield, Steane, Brackley, Northants, NN13 5NS  
**Airfield:** Hinton, Oxford Airport  
**Email:** [info@goflyoxford.co.uk](mailto:info@goflyoxford.co.uk)  
**Tel:** 01865 842 492  
**Web:** [www.goflyoxford.co.uk](http://www.goflyoxford.co.uk)  
**Fleet:** C150, Piper PA28, PA28R, PA34  
**Training types:** PPL(A), LAPL(A), CPL, ATPL, IR(R), MEP, ME-IR, Second Pilots, Night, Sim sessions

### Northampton Microlight Club

**Address:** 114 Gipsy Lane, Kettering, Northamptonshire, NN16 8UB  
**Email:** [charles.madden1@ntlworld.com](mailto:charles.madden1@ntlworld.com)  
**Tel:** 07704 348344  
**Web:** [www.northamptonmicrolightclub.org.uk](http://www.northamptonmicrolightclub.org.uk)

### Sloane Helicopters

**Address:** The Business Aviation Centre, Sywell Aerodrome, Northampton, NN6 0BN  
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**Email:** [training@sloanehelicopters.com](mailto:training@sloanehelicopters.com)  
**Tel:** 01604 790595  
**Web:** [www.sloanehelicopters.com](http://www.sloanehelicopters.com)  
**Fleet:** R22, R44, R66, A109, FNPT II  
**Training types:** PPL(H), LAPL(H), CPL(H), IR, Multi, ME-IR(H), FI, Night, Type ratings

### Sywell Aviation

**Address:** Brooklands Flying Club, Sywell Aerodrome, Sywell, Northampton, NN6 0BN  
**Airfield:** Sywell Aerodrome (EGBK)  
**Email:** [contact@flybrooklands.com](mailto:contact@flybrooklands.com)  
**Tel:** 01604 801620 weekdays or 01604 801636 weekends  
**Web:** [www.flybrooklands.com](http://www.flybrooklands.com)  
**Training types:** x 3 Aero AT3, C172sp, C150 and Robin 2160 Aerobatic  
**Flight Instructors:** CFI, 2 FI's, 2 FI (R)'s, IR and Aerobatics

### Turweston Flying Club

**Address:** Turweston Airfield, Biddlesden Road, Brackley, Northants, NN13 5YD  
**Airfield:** Turweston  
**Email:** [info@turwestonflyingclub.org.uk](mailto:info@turwestonflyingclub.org.uk)  
**Tel:** 01280 701167  
**Web:** [www.turwestonflyingclub.org.uk](http://www.turwestonflyingclub.org.uk)  
**Fleet:** x3 PA28, x2 Grumman AA5  
**Training types:** PPL(A), LAPL(A), IR(R),

Second Pilots, AOPA Radio Nav, Aerobatics, Tailwheel, Night, Formation

## NORTHUMBERLAND

### Borders Gliding

**Address:** The Borders (Milfield) Gliding Club, The Airfield, Milfield, Northumberland, NE71 6HD  
**Airfield:** Milfield  
**Email:** [information@bordersgliding.co.uk](mailto:information@bordersgliding.co.uk)  
**Tel:** 01668 216284 (weekends)  
**Web:** [www.bordersgliding.co.uk](http://www.bordersgliding.co.uk)  
**Training types:** Gliding

### Northumbria Gliding Club

**Address:** Northumbria Gliding Club, Currock Hill, Chopwell, Newcastle-upon-Tyne, Northumberland, NE17 7AX  
**Airfield:** Currock Hill  
**Email:** [enquiries@northumbria-gliding-club.co.uk](mailto:enquiries@northumbria-gliding-club.co.uk)  
**Tel:** 01207 561286  
**Web:** [www.northumbria-gliding-club.co.uk](http://www.northumbria-gliding-club.co.uk)  
**Fleet:** Puchacz, Astir, Pawnee  
**Training types:** Gliding

### Northumbria Helicopters Ltd

**Address:** Southside, Newcastle International Airport, Woolsington, Newcastle, Tyne and Wear, NE13 8BT  
**Airfield:** Newcastle International  
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**Tel:** 01912 866999  
**Web:** [www.northumbria-helicopters.co.uk](http://www.northumbria-helicopters.co.uk)  
**Fleet:** R22, R44, B206  
**Training types:** PPL(H), CPL(H), Night Rating, Type Rating

### Purple Aviation Ltd

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**Airfield:** Eshott Airfield  
**Email:** [contact@purpleaviation.co.uk](mailto:contact@purpleaviation.co.uk)  
**Tel:** 01670 787881  
**Web:** [www.purpleaviation.com](http://www.purpleaviation.com)  
**Fleet:** Ikarus C42, EV-97 Eurostar, P&M Quik, other microlight and GA types  
**Training types:** PPL(A), NPPL(Microlight)

## NOTTINGHAMSHIRE

### Central Helicopters

**Address:** Nottingham Heliport, Fosse Way, Widmerpool, Nottinghamshire NG12 5PS  
**Airfield:** Nottingham Heliport  
**Email:** [info@centralhelicopters.com](mailto:info@centralhelicopters.com)  
**Tel:** 01664 823846  
**Web:** [www.centralhelicopters.com](http://www.centralhelicopters.com)  
**Fleet:** R22, R44, Bell 206, Bell 206L  
**Training types:** PPL(H), LAPL(H), Night

### Gamston Flying School

**Address:** Gamston Airport Retford, Nottinghamshire, DN22 0QL  
**Airfield:** Gamston Retford  
**Email:** [info@gamstonflyingschool.co.uk](mailto:info@gamstonflyingschool.co.uk)  
**Tel:** 01777 838222  
**Web:** [www.gamstonflyingschool.co.uk](http://www.gamstonflyingschool.co.uk)  
**Fleet:** DA62, C152, C150 Aerobat, PA28 Warrior, PA28 Arrow  
**Training types:** PPL(A), LAPL(A), FRTOL, Night, IR(R), MEP, Aerobatic, FI(A), CRI, CBIR(A)

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**Web:** [www.kuki.co.uk](http://www.kuki.co.uk)  
**Fleet:** R22, R44, B206L, MD500, Cessna 152, PA28, Pitts S2B  
**Training types:** PPL(A) & (H), LAPL(A) & (H), CPL(A) & (H), FI  
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### Microflight Aviation

**Address:** Clover Close Lane, off Thorpe Street, Headon, Retford, Nottinghamshire, DN22 ORD  
**Airfield:** Headon  
**Email:** [martin@microflight.co.uk](mailto:martin@microflight.co.uk)  
**Tel:** 01777 248767  
**Web:** [www.microflight.co.uk](http://www.microflight.co.uk)  
**Fleet:** P&M GTR  
**Training types:** NPPL(Microlight)

### Phoenix Flying School

**Address:** Netherthorpe Airfield, Worksop, S80 3JQ  
**Airfield:** Netherthorpe  
**Email:** [info@phoenix-flying.co.uk](mailto:info@phoenix-flying.co.uk)  
**Tel:** 01909 481802  
**Web:** [www.phoenix-flying.co.uk](http://www.phoenix-flying.co.uk)  
**Fleet:** FRA-150 Aerobat, C150 Taildragger, C172  
**Training types:** PPL(A), LAPL(A), IR(R), Aerobatics, Night

### Phoenix Microlights

**Address:** 3 Kirby Close, Newthorpe, Nottingham, Nottinghamshire, NG16 3QP  
**Airfield:** Watnall/Nottingham  
**Tel:** 07970 012060  
**Fleet:** Eurostar, AX3  
**Training types:** NPPL, Microlights

### Sheffield Aero Club

**Address:** Netherthorpe Aerodrome, Nottinghamshire, S80 3JQ  
**Airfield:** Netherthorpe Aerodrome  
**Email:** [info@sheffieldsaeroclub.net](mailto:info@sheffieldsaeroclub.net)  
**Tel:** 01909 475233  
**Web:** [www.sheffieldsaeroclub.net](http://www.sheffieldsaeroclub.net)  
**Fleet:** C152, C172, PA28  
**Training types:** PPL(A), LAPL(A)

### ALH Skytrain Flight Training

**Address:** Retford Gamston Airport, Retford, Notts, DN22 0QL  
**Airfield:** Retford Gamston Airport  
**Email:** [a.hather@sky.com](mailto:a.hather@sky.com)

**Tel:** 01777 838202

**Web:** [www.alhskytrainft.com](http://www.alhskytrainft.com)

**Fleet:** C152, Piper PA28, PA28R, DA42, PA32, GA-7

**Training types:** PPL(A), LAPL(A), NPPL, IR(R), MEP, FAA, Night

### The Sherwood Flying Club

**Address:** Nottingham Airport, Tollerton Lane, Tollerton, Nottinghamshire, NG12 4GA  
**Airfield:** Nottingham Airport  
**Email:** [info@sherwoodflyingclub.co.uk](mailto:info@sherwoodflyingclub.co.uk)  
**Tel:** 0115 9811402  
**Web:** [www.sherwoodflyingclub.co.uk](http://www.sherwoodflyingclub.co.uk)  
**Fleet:** PA-28, G115  
**Training types:** PPL(A), LAPL(A), IR(R), Night, FI

### True Air Speed Training Groundschool

**Address:** Linda True, Gamston Airport, Retford, Nottinghamshire, DN22 OQL  
**Airfield:** Retford (Gamston) Airport  
**Email:** [Linda.True@PPLGroundschool.co.uk](mailto:Linda.True@PPLGroundschool.co.uk)  
**Tel:** 07747 047686  
**Web:** [www.trueairspeed.co.uk](http://www.trueairspeed.co.uk)  
**Training types:** Ground school training

## OXFORDSHIRE

### Enstone Flying Club

**Address:** Enstone Airfield, Banbury Road, Enstone, Chipping Norton. OX7 4NS  
**Airfield:** Enstone  
**Email:** [info@enstoneflyingclub.co.uk](mailto:info@enstoneflyingclub.co.uk)

**Tel:** 01608 678204

**Web:** [www.enstoneflyingclub.co.uk](http://www.enstoneflyingclub.co.uk)

**Web:** [www.spitfireclub.co.uk](http://www.spitfireclub.co.uk)

**Fleet:** C152, C172, PA28, Chipmunk, Stearman, Firefly, SF25, C42

**Training types:** PPL(A), LAPL(A), Night, IMC IR(R), Tailwheel, TMG, SMLG.

### Enstone Microlights

**Address:** The Microlight School, Enstone Airfield, Church Enstone, Oxfordshire, OX74NP  
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**Tel:** 07415 735683  
**Web:** [www.finesthourexperiences.co.uk](http://www.finesthourexperiences.co.uk)  
**Fleet:** x2 Tiger Moths, CAPIO and Stearman.  
**Training types:** PPL(A), Aerobatics, Tailwheel

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**Tel:** 01865 546300  
**Web:** [www.leadingedgeaviation.com](http://www.leadingedgeaviation.com)  
**Fleet:** Diamond DA40 & DA42 and T67 Slingsby Firefly  
**Simulators:** FNPT II Alsim 42, FNPT II Diamond 42, MPS A320  
**Training types:** ATPL (Integrated & Modular), ATPL ground school, CPL, MEIR, AUPRT, APS MCC, graduate services

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**Web:** [www.lightssportflying.org](http://www.lightssportflying.org)  
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**Web:** [www.pilotflighttraining.com](http://www.pilotflighttraining.com)  
**Fleet:** PA28, PA32, PA46, P2008 G1000  
**Training types:** PPL(A) - LAPL(A) - IR(R) - Night - Advanced PPL - FIC - SET Charter - Aircraft Management

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**Tel:** 07917 861950  
**Web:** [www.brizeflyingclub.com](http://www.brizeflyingclub.com)  
**Fleet:** PA28  
**Training types:** PPL(A), LAPL(A), Night, IR(R), IR

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**Tel:** 01295 680008  
**Web:** [www.shenington-gliding.co.uk](http://www.shenington-gliding.co.uk)  
**Training types:** Gliding

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**Tel:** 01608 695896  
**Web:** [www.takeflightaviation.com](http://www.takeflightaviation.com)  
**Fleet:** C152, C152, C172, PA28, Piper Saratoga,  
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**Web:** [www.shropshireaeroclub.co.uk](http://www.shropshireaeroclub.co.uk)  
**Fleet:** C152, C172, PA28 Archer, T67, Tecnam P2002  
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**Training Types:** Microlight NPPL M

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**Tel:** 01895 833838  
**Web:** [www.thepilotcentre.co.uk](http://www.thepilotcentre.co.uk)  
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**Web:** [www.centralflighttraining.com](http://www.centralflighttraining.com)  
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**Training types:** Microlights

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**Tel:** 01737 474118  
**Web:** [www.theflyingschool.co.uk](http://www.theflyingschool.co.uk)  
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**Tel:** 01737 822124  
**Web:** [www.cubair.co.uk](http://www.cubair.co.uk)  
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**Web:** [www.phoenixhelicopters.co.uk](http://www.phoenixhelicopters.co.uk)  
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**Tel:** 01737 822959  
**Web:** [www.redhillaviation.co.uk](http://www.redhillaviation.co.uk)  
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**Web:** [www.skyfever.com](http://www.skyfever.com)  
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**Web:** [www.flysynergy.com](http://www.flysynergy.com)  
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**Fleet:** R22, Cabri G2, R44, B206, AS350  
**Training types:** PPL(H), LAPL(H), CPL(H) Night, FI

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**Email:** [rhwheeler@aol.com](mailto:rhwheeler@aol.com)  
**Web:** [www.gridline.co.uk](http://www.gridline.co.uk)  
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**Training types:** PPL(H)

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**Address:** Parham Airfield, Pulborough Road, West Sussex, RH20 4HP  
**Airfield:** Parham Airfield  
**Email:** [office@southdowngliding.co.uk](mailto:office@southdowngliding.co.uk)  
**Tel:** 01903 742137  
**Web:** [www.southdowngliding.co.uk](http://www.southdowngliding.co.uk)  
**Fleet:** DG505, Astir, LS4, 2 x K21, Grob 109b  
**Training types:** Trial lessons/introductory flights.

### SportAir

**Address:** SportAir & SportAir Microlights, c/o Court Cottage, Moat Lane, Pulborough, RH20 2DF  
**Airfield:** Goodwood (Chichester)  
**Email:** [sportairflyingclub@gmail.com](mailto:sportairflyingclub@gmail.com)  
**Tel:** 07917 500551  
**Web:** [www.sportair.co.uk](http://www.sportair.co.uk)  
[www.sportairmicrolights.co.uk](http://www.sportairmicrolights.co.uk)  
**Fleet:** Christen Eagle, Piper Arrow, two Robin DR400, Piper Pacer, SportsCruiser, Comco Ikarus, EuroFox. Fuji by arrangement.  
**Training types:** Revalidation, Aerobatics, NPPL(m) Touring.

### Ultimate High Academy

**Address:** Goodwood Aerodrome, Chichester, West Sussex, PO18 0PH  
**Airfield:** Goodwood  
**Email:** [info@ultimatehigh.co.uk](mailto:info@ultimatehigh.co.uk)  
**Web:** [www.ultimatehigh.co.uk](http://www.ultimatehigh.co.uk)  
**Fleet:** T67, Extra 300  
**Training types:** Aerobatics, Upset Recovery Training (UPRT), Aerobatic (incl AOPA Basic, Standard, Intermediate & BAeA Competition training), Advanced PPL, Formation, SEP Revalidation & Renewal, VP Differences, Spin-Upset

### VoliAmo Flying School

**Address:** Office Address, 57 Graham Crescent, Portslade, Brighton, East Sussex, BN41 2YA  
**Airfield:** Heathfield  
**Email:** [voliamomicrolight@gmail.com](mailto:voliamomicrolight@gmail.com)  
**Tel:** 07899 724432  
**Web:** [www.voliamo.co.uk](http://www.voliamo.co.uk)  
**Fleet:** Ikarus C42B, Alpha Trainer Pipistral  
**Training types:** PPL(A), NPPL(Microlight)

## WARWICKSHIRE

### Aeros (Coventry)

**Address:** Aeros Holdings Limited Anson House Coventry Airport, West Coventry, CV8 3AZ  
**Airfield:** Coventry Airport  
**Email:** [coventry@aeros.co.uk](mailto:coventry@aeros.co.uk)  
**Tel:** 02476 516456  
**Web:** [www.aeros.co.uk](http://www.aeros.co.uk)  
**Fleet:** PA-28-161, PA-28-140, PA-34-200T, PA-28-RT201, Tecnam 2006T twin  
**Training types:** PPL(A), PPL, IMC, IR, Multi, CPL, Flight Instructors, Second Pilots, AOPA Radio Nav, Aerobatics, Night

### Aeros (Wellesbourne)

**Address:** Aeros Holdings Limited, Wellesbourne Airfield, Wellesbourne, Warwickshire CV35 9EU  
**Airfield:** Wellesbourne  
**Email:** [coventry@aeros.co.uk](mailto:coventry@aeros.co.uk)  
**Tel:** 01789 841066  
**Web:** [www.aeros.co.uk](http://www.aeros.co.uk)  
**Fleet:** PA-28-161, PA-28-140, PA-34-200T, PA-28-RT201, Robin 2160, Robin 200  
**Training types:** PPL(A), PPL, IMC, IR, Multi, CPL, Flight Instructors, Second Pilots, AOPA Radio Nav, Aerobatics, Night

For more information on getting the best from your flight training, visit [www.flyer.co.uk](http://www.flyer.co.uk)

## Almat Flying Academy Ltd

**Address:** Dakota House, Coventry Airport, West Baginton, Coventry, Warwickshire, CV8 3AZ

**Airfield:** Coventry

**Email:** [info@almat.co.uk](mailto:info@almat.co.uk)

**Tel:** 02477 220 399

**Web:** [www.almat.co.uk](http://www.almat.co.uk)

**Fleet:** C152, C172, PA28, Robin 2160, Robinson R22

**Training types:** PPL(A), PPL (H), LAPL(A) LAPL (H), SEP Rating, R22 Type Rating, Fixed wing to Helicopter Conversions, IR(R), Second Pilots, Night, Aerobatics, Renewals, Intensive Ground School Courses

## Coventry Flying School Ltd

**Address:** Coventry Airport, Rowley Road, Coventry, West Midlands, CV3 4FR

**Airfield:** Coventry

**Email:** [operations@covaero.com](mailto:operations@covaero.com)

**Tel:** 02476 301428

**Web:** [www.covaero.com](http://www.covaero.com)

**Fleet:** PA28

**Training types:** PPL(A), LAPL(A), Night, IR(R), Second Pilots

## Heli Air Wellesbourne

**Address:** Wellesbourne Airfield, Loxley Lane, Wellesbourne, Warwickshire, CV35 9EU

**Airfield:** Wellesbourne Mountford

**Email:** [reception@heli-air.com](mailto:reception@heli-air.com)

**Tel:** 01789 470476

**Web:** [www.heli-air.com](http://www.heli-air.com)

**Fleet:** R22, R44, Hughes 269, Hughes 369, Bell 206, B206L, EC120, AS350, AS355, Jet Ranger

**Training types:** PPL(H), Night(H), CPL(H)

## Midland Air Training Ltd

**Address:** Coventry Airport, Rowley Rd, Warwickshire, CV3 4FR

**Airfield:** Coventry

**Email:** [info@mats.uki.net](mailto:info@mats.uki.net)

**Tel:** 02476 304914

**Web:** [www.midlandairtraining.uki.net](http://www.midlandairtraining.uki.net)

**Fleet:** PA-28-140 x 3

**Training types:** PPL(A), PPL, IMC, Night

## On-Track Aviation Ltd

**Address:** Unit 2, Lowes Lane Business Park, Walton Road, Wellesbourne, Warwickshire CV35 9RB

**Airfield:** Wellesbourne Mountford Aerodrome

**Email:** [info@ontrackaviation.com](mailto:info@ontrackaviation.com)

**Tel:** 01789 842777 / 01789 842755

**Web:** [www.ontrackaviation.com](http://www.ontrackaviation.com)

**Fleet:** Robin 2160, C152, C172, PA28, T67, Super Cub, C172 Amphibian, DA42

**Training types:** PPL (A), LAPL (A), IR(Restricted), MEP (land), SEP (sea), Cessna 208 SET (land and seaplane) Class Rating, C-BIR, FAA (BFR), Instructor training (FI, CRI, IRI, STI, UPRT, FIC), Instructor Seminars, AOPA Radio Nav, AOPA Aerobatics, AOPA Ground Instructor, Examiner training (FE, CRE, FIE, IRE) Examiner Seminars, Senior Examiner Seminars, Tailwheel, Night, Aerobatic, UPRT.

## South Warwickshire Flying School

**Address:** Loxley Lane, Wellesbourne Mountford Aerodrome Warwick, Warwickshire, CV35 9EU

**Airfield:** Wellesbourne Mountford

**Email:** [ops@southwarwickshireflying-school.com](mailto:ops@southwarwickshireflying-school.com)

**Tel:** 01789 840094

**Web:** [www.southwarwickshireflying-school.com](http://www.southwarwickshireflying-school.com)

**Fleet:** C152, C172, C177, Piper Warrior, Piper Arrow, Frasca 101G Simulator

**Training types:** PPL(A), LAPL(A), IR(R)/IMC, FAA BFR, Night, Second Pilots, AOPA Radio Nav

## WEST MIDLANDS

### Air Midwest Ltd

**Address:** Unit 3 West, Wolverhampton Halfpenny Green Airport, Bobbington, Stourbridge, DY7 5DY

**Airfield:** Wolverhampton Halfpenny Green

**Email:** [operation@airmidwest.co.uk](mailto:operation@airmidwest.co.uk)

**Tel:** 01384 221 777

**Web:** [www.airmidwest.co.uk](http://www.airmidwest.co.uk)

**Fleet:** Grob 115 Tutor, PA28, PA28R

**Training types:** PPL(A) LAPL(A), IR(R), Night

### Coventry Groundschool

**Address:** 11 Sansome Road, Shirley, Solihull B90 2BJ

**Airfield:** Midlands area

**Email:** [richardbellaby@yahoo.com](mailto:richardbellaby@yahoo.com)

**Tel:** 0121 745 3192 (after 7.00pm)

**Web:** [www.coventrygroundschool.co.uk](http://www.coventrygroundschool.co.uk)

**Training types:** Groundschool and examiner for all nine PPL subjects in the Midlands. One-to-one or small groups. Experienced flying instructor. No prior knowledge required. Tuition also available for ATPL distance learners

### Flightpath UK

**Address:** Building 11 Wolverhampton Business Airport, Bobbington, Nr. Stourbridge West Midlands, DY7 5DY

**Airfield:** Wolverhampton Halfpenny Green

**Email:** [fly@flightpath.club](mailto:fly@flightpath.club)

**Tel:** 01384 221456

**Web:** [www.flightpath.club](http://www.flightpath.club)

**Fleet:** PA-28, C172, Grob 115, Robin 2160.

**Training types:** PPL(A), LAPL(A), Aerobatics, IMC, Night, Hour Building Packages.

### HadAir

**Address:** Unit 14, Wolverhampton Business Airport, Bobbington, Nr. Stourbridge, West Midlands, DY7 5DY

**Airfield:** Wolverhampton Halfpenny Green

**Email:** [hadair.office@yahoo.co.uk](mailto:hadair.office@yahoo.co.uk)

**Tel:** 01384 221130

**Web:** [www.hadair.co.uk](http://www.hadair.co.uk)

**Fleet:** 3-axis, flexwing

**Training types:** NPPL(Microlight)

### RAF Cosford Flying Club

**Address:** DCAE Cosford, Nr Wolverhampton, West Midlands, WV7 3EX

**Airfield:** Cosford

**Email:** [charliemcgee@bluevonder.co.uk](mailto:charliemcgee@bluevonder.co.uk)

**Tel:** 01902 373361

**Web:** [www.cosfordflyingclub.org](http://www.cosfordflyingclub.org)

**Fleet:** PA-28 Warrior 2

**Training types:** PPL(A), PPL

### The Flying School

**Address:** Unit 29B Halfpenny Green Airport, Bobbington, Nr. Stourbridge, West Midlands, DY75DY

**Airfield:** Halfpenny Green

**Email:** [enquiries@theflyingschooltld.co.uk](mailto:enquiries@theflyingschooltld.co.uk)

**Tel:** 01384 221700

**Web:** [www.theflyingschooltld.co.uk](http://www.theflyingschooltld.co.uk)

**Fleet:** C152, PA28

**Training types:** PPL(A), LAPL(A), IR(R), Night, Revalidations

## Wolverhampton Flight Training Ltd

**Address:** Wolverhampton Business Airport, Bobbington, Nr. Stourbridge West Midlands, DY7 5DY

**Airfield:** Wolverhampton Halfpenny Green

**Email:** [flywft@hotmail.com](mailto:flywft@hotmail.com)

**Tel:** 01384 221727

**Web:** [www.wolverhamptonflighttraining.com](http://www.wolverhamptonflighttraining.com)

**Fleet:** PA28, PA38

**Training types:** PPL(A), Night, IR(R)

## WILTSHIRE

### Bath, Wilts & North Dorset Gliding Club

**Address:** Kingston Deverill, Warminster, Wiltshire, BA12 7HF

**Airfield:** The Park

**Email:** [sec@bwnd.co.uk](mailto:sec@bwnd.co.uk)

**Tel:** 01985 844095

**Web:** [www.bwnd.co.uk](http://www.bwnd.co.uk)

**Fleet:** 3 Puchacz, Venture motorglider, 2 Astir, K6CR, Pawnee Tow Plane

### Cotswold Flying School Limited

**Address:** Draycott Aerodrome, Chiseldon, Swindon, Wiltshire SN4 0HX

**Airfield:** Draycott Aerodrome

**Email:** [info@cotswoldflying-school.com](mailto:info@cotswoldflying-school.com)

**Tel:** 01285 610 610

**Web:** [www.cotswoldflying-school.com](http://www.cotswoldflying-school.com)

**Fleet:** C172SP, C150 Aerobat, Tecnam P2002JF

**Training types:** PPL(A), NPPL, IMC, BFR, Second Pilots, AOPA Radio Nav, Aerobatics, Night

### GS Aviation

**Address:** Clench Common Airfield, Marlborough, Wiltshire, SN8 4NZ

**Airfield:** Clench Common

**Email:** [info@gsaviation.co.uk](mailto:info@gsaviation.co.uk)

**Tel:** 01672 515535

**Web:** [www.gsaviation.co.uk](http://www.gsaviation.co.uk)

**Fleet:** C42 Alpha x3, Eurofox Microlight, Eurofox Light Sports, Calidus Gyroplane.

**Training types:** Microlight NPPL M, PPL(G), NPPL SSEA Upgrades. Bi Annuals, LPC.

### Wiltshire Microlight Centre

**Address:** Yatesbury Field, Nr Cherhill Calne, Wiltshire, SN11 8HS

**Airfield:** Yatesbury Field

**Email:** [tonyhughes@wiltsmicrolights.com](mailto:tonyhughes@wiltsmicrolights.com)

**Tel:** 07836 554554

**Web:** [www.wiltsmicrolights.com](http://www.wiltsmicrolights.com)

**Fleet:** Thruster T600, C42, CT2K, Pegasus Q, CTSW, Pegasus Quantum, Pegasus GT450

**Training types:** PPL, Microlights, Tailwheel

## YORKSHIRE

### Airsports Training

**Address:** Full Sutton Airfield, Nr Pocklington, York YO41 1HS

**Airfield:** Full Sutton Airfield

**Email:** [info@airports-training.co.uk](mailto:info@airports-training.co.uk)

**Tel:** 07595 219309

**Web:** [www.airports-training.co.uk](http://www.airports-training.co.uk)

**Fleet:** GT450, Ikarus C42, EV-97

**Training types:** Microlights, PPL(A), Flight Instructors

### Advanced Flight Training

**Address:** The Airfield, Lennerton Lane, Sherburn-in-Elmet, Nr Leeds, Yorkshire, LS25 6JE

**Airfield:** Sherburn-in-Elmet

**Email:** [info@advancedflighttraining.co.uk](mailto:info@advancedflighttraining.co.uk)



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Tel: 01977 680998  
 Web: [www.advancedflighttraining.co.uk](http://www.advancedflighttraining.co.uk)  
 Fleet: PA28  
 Training types: PPL(A), LAPL(A), IR(R), IR,  
 Multi, CPL, FI, Night

**BM Aviation**  
 Address: (UK Head Office) 40c Lee Lane East,  
 Horsforth, Leeds LS18 5RE,  
 Email: [info@bmaviation.com](mailto:info@bmaviation.com)  
 Tel: 07970 950360  
 Web: [www.bmaviation.com](http://www.bmaviation.com)

Training site: Lee-on-Solent, with Phoenix  
 Advanced Flight Training  
 Tel: 02392 552703  
 Training types: MEP(L) Class Rating, MEP(L)  
 Class Rating Instructor, Flight Instructor, CPL,  
 CBIR Instrument Rating

**Baxby Airsports Club**  
 Address: Baxby Manor, Hushwaite, York,  
 Yorkshire, YO61 4PW  
 Airfield: Baxby Manor  
 Email: [flying@baxbyairsports.co.uk](mailto:flying@baxbyairsports.co.uk)  
 Tel: 01347 868443  
 Web: [www.baxbyairsports.co.uk](http://www.baxbyairsports.co.uk)  
 Fleet: Ikarus C42  
 Training types: NPPL(Microlight)

**CAVOK Aviation**  
 Address: Bagby Airfield, Bagby, Thirsk, YO72PH  
 Airfield: Available UK Wide  
 Email: [info@cavokaviation.co.uk](mailto:info@cavokaviation.co.uk)  
 Tel: 07557 132063  
 Web: [www.cavokaviation.co.uk](http://www.cavokaviation.co.uk)  
 Fleet: Piper PA28-161 Warrior & Piper PA38  
 Tomahawks  
 Training types: NIL as we're not a training  
 organisation.

**Doncaster Sheffield Flight Training**  
 Address: Hangar 3, Robin Hood Airport,  
 Fourth Avenue, Doncaster, Yorkshire, DN9 3RH  
 Airfield: Robin Hood Airport  
 Email: [info@flydsft.co.uk](mailto:info@flydsft.co.uk)  
 Tel: 01302 623232  
 Web: [www.flydsft.co.uk](http://www.flydsft.co.uk)  
 Fleet: C150, PA28  
 Training types: PPL(A), LAPL(A), IR(R), Night

**Full Sutton Flying Centre**  
 Address: The Airfield, Full Sutton, York,  
 North Yorkshire, YO41 1HS  
 Airfield: Full Sutton  
 Email: [learntofly@fullsuttonairfield.co.uk](mailto:learntofly@fullsuttonairfield.co.uk)  
 Tel: 01759 373277  
 Web: [www.fullsuttonairfield.co.uk](http://www.fullsuttonairfield.co.uk)  
 Fleet: C150, C172, PA28, T67, C310

Training types: PPL(A), LAPL(A), Night, IR(R),  
 Second Pilots, Aerobatics, Tailwheel

**Heli-Jet Aviation**  
 Address: Leeds Heliport, Coney Park,  
 Harrogate Road, Leeds, Yorkshire, LS19 7XS  
 Airfield: Leeds Heliport  
 Email: [info@helijet.co.uk](mailto:info@helijet.co.uk)  
 Tel: 0113 250 0588  
 Web: [www.helijet.co.uk](http://www.helijet.co.uk)  
 Fleet: R22, R44, B206  
 Training types: LAPL(H), PPL(H), Type ratings

**Hields Aviation**  
 Address: Sherburn-in-Elmet, Leeds, Yorkshire,  
 LS25 6JE  
 Airfield: Sherburn-in-Elmet  
 Email: [fly@hieldsaviation.co.uk](mailto:fly@hieldsaviation.co.uk)  
 Tel: 01977 680206  
 Web: [www.hieldsaviation.co.uk](http://www.hieldsaviation.co.uk)  
 Fleet: R44, B206, B505  
 Training types: PPL(H), CPL, Flight Instructors,  
 PPLA/ LAPL, Night, IRR

**Multiflight Flight Training Centre**  
 Address: South Side Aviation, Leeds/Bradford  
 International Airport, Yorkshire, LS19 7UG  
 Airfield: Leeds/Bradford Airport  
 Email: [training@multiflight.com](mailto:training@multiflight.com)  
 Tel: 0113 2387100  
 Web: [www.multiflight.com](http://www.multiflight.com)  
 Fleet: AS350/355/AS365, B206  
 Training types: ATPL(H), Type ratings, TRI(H),  
 RT, CRM

**PPL Cruiser**  
 Address: Aviation Building, Teesside Airport,  
 Darlington, DL2 1NJ  
 Email: [info@pplcruiser.co.uk](mailto:info@pplcruiser.co.uk)  
 Tel: 07572 441385  
 Web: [www.pplcruiser.com](http://www.pplcruiser.com)  
 Training types: Online PPL exam database,  
 PPL Flight Training, PPL Ground School

**RM Aviation**  
 Address: Beverley (Linley Hill) Airfield, Leven,  
 Beverley, Hull, East Yorkshire, HU17 5LT  
 Airfield: Beverley (Linley Hill) Airfield  
 Email: [rob@rmaviation.co.uk](mailto:rob@rmaviation.co.uk)  
 Tel: 07881 828514  
 Web: [www.rmaviation.co.uk](http://www.rmaviation.co.uk)  
 Fleet: Pegasus Quantum 912, Thruster T600N  
 Sprint, Ikarus C42,  
 Training types: PPL(A), NPPL, Microlights

**Sherburn Aero Club**  
 Address: The Airfield, New Lennerton Lane,  
 Sherburn-in-Elmet, Leeds, Yorkshire, LS25 6JE

Airfield: Sherburn Aerodrome  
 Email: [flightdesk@sherburnaeroclub.com](mailto:flightdesk@sherburnaeroclub.com)  
 Tel: 01977 682674  
 Web: [www.sherburnaeroclub.com](http://www.sherburnaeroclub.com)  
 Fleet: PA28, Aero AT3, Robin 2160  
 Training types: PPL(A), LAPL(A), PPL(H), CPL,  
 Night, IR(R), FI, Second Pilots, AOPA Radio  
 Nav, Aerobatics

**York Flying School**  
 Address: The Aerodrome, Brighton, Selby,  
 North Yorkshire, YO8 6DS  
 Airfield: Brighton  
 Email: [info@yorkflyingschool.co.uk](mailto:info@yorkflyingschool.co.uk)  
 Tel: 07817 925283  
 Web: [www.yorkflyingschool.co.uk](http://www.yorkflyingschool.co.uk)  
 Fleet: C150, EV-97  
 Training types: PPL(A), PPL(M)

**York Gliding Centre**  
 Address: The Aerodrome, Rufforth Airfield,  
 Rufforth, York, Yorkshire, YO23 3NA  
 Airfield: Rufforth Airfield  
 Email: [office@yorkglidingcentre.co.uk](mailto:office@yorkglidingcentre.co.uk)  
 Tel: 01904 738694  
 Web: [www.yorkglidingcentre.co.uk](http://www.yorkglidingcentre.co.uk)  
 Fleet: K13, DG505, Junior, Astir, T61  
 Training types: Gliding, NPPL

## NORTHERN IRELAND

### COUNTY ANTRIM

**Spectrum Aviation Ltd**  
 Address: Belfast Flying Club,  
 Belfast International Airport, BT29 4AB  
 Airfield: Belfast International  
 Tel: +44 (0) 2894 452153.  
 Web: [www.belfast-flying-club.com](http://www.belfast-flying-club.com)  
 Training types: PPL(A), LAPL(A), IR(R), Night,  
 Aerobatics

### COUNTY DOWN

**Ulster Flying Club**  
 Address: Portaferry Road, Newtownards,  
 Co Down, BT23 8SG  
 Airfield: Newtownards  
 Tel: 02891 813327  
 Web: [www.ulsterflyingclub.com](http://www.ulsterflyingclub.com)  
 Email: [fly@ulsterflyingclub.com](mailto:fly@ulsterflyingclub.com)  
 Fleet: 2x C152, 3x C172, R44, R22  
 Training types: PPL(A), NPPL, Microlights,  
 Helicopters, Airbus A320 Simulator

### COUNTY LONDONDERRY

**Cutting Edge Helicopters**  
 Address: City of Derry Airport, West Apron,  
 Airfield Road, Eglinton, Derry/Londonderry,  
 BT47 3GY  
 Airfield: Eglinton/City of Derry  
 Email: [info@cuttingedgehelicopters.com](mailto:info@cuttingedgehelicopters.com)  
 Tel: 02871 812555  
 Web: [www.cuttingedgehelicopters.com](http://www.cuttingedgehelicopters.com)  
 Fleet: R22, R44  
 Training types: PPL(H), LAPL, Type Ratings

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## SCOTLAND

### ABERDEENSHIRE

#### Aberdeen Air Ltd

**Address:** Terminal Building, Longside Airfield, Glendaveny, Nr Peterhead, Aberdeenshire AB42 3DY

**Airfield:** Longside

**Email:** [flywithAA@outlook.com](mailto:flywithAA@outlook.com)

**Tel:** 07772 150066

**Web:** [www.aberdeenair.com](http://www.aberdeenair.com)

**Fleet:** PA28, Cyclone AX2000

**Training types:** PPL(A), LAPL(A), NPPL(Microlight), IR(R), Night

#### Deeside Gliding Club Ltd

**Address:** Deeside Gliding Club, Aboyne Airfield, Dinnet, Aberdeenshire AB34 5LB

**Airfield:** Aboyne Airfield

**Email:** [office@deesideglidingclub.co.uk](mailto:office@deesideglidingclub.co.uk)

**Tel:** 01339 885339

**Web:** [www.deesideglidingclub.co.uk](http://www.deesideglidingclub.co.uk)

**Fleet:** Puchacz, SZD Junior, ASW19b, Schempp-Hirth Discus B

**Training:** Gliding

#### HJS Helicopters Ltd

**Address:** Culter Helipad, Lower Baads, Anguston, Peterculter, Aberdeen, Aberdeenshire AB14 0PR

**Airfield:** Culter Helipad

**Email:** [info@hjs helicopters.co.uk](mailto:info@hjs helicopters.co.uk)

**Tel:** 01224 739111

**Web:** [www.hjs helicopters.co.uk](http://www.hjs helicopters.co.uk)

**Fleet:** R22, R44

**Training types:** PPL(H), LAPL(H), CPL, Type Ratings, Night

### ANGUS

#### Tayside Aviation

**Address:** 1 Mercury Way, Dundee Airport, Dundee, Tayside, Angus, DD2 1UH

**Airfield:** Dundee

**Email:** [enquiries@taysideaviation.co.uk](mailto:enquiries@taysideaviation.co.uk)

**Tel:** 01382 644372

**Web:** [www.taysideaviation.co.uk](http://www.taysideaviation.co.uk)

**Fleet:** 4x Aquila 211, 13x PA28 warriors, 2 PA28 Arrows, 2x Seneca IV (Glass), Grob 115, Alsim

ALX MCC JOC simulator.

**Training types:** PPL, LAPL, Modular ATPL, IR, IRR, Multi CPL, CPL, MEIR, AURPT, MCC, JOC, ATPL Theory.

### AYRSHIRE

#### Caledonian Advanced Pilot Training

**Address:** 155 Logan Drive, Troon, KA10 6XB, UK

**Email:** [exams@captonline.com](mailto:exams@captonline.com)

**Tel:** 01292 310968

**Web:** [www.capt.gs](http://www.capt.gs)

**Training types:** ATPL(H), ATPL(A), CRM, CPL(A), CPL(H), IR, EIR/CIBR (theory only)

#### Prestwick Flight Centre

**Address:** Hangar 22A, Prestwick International Airport, Ayrshire, KA9 2PQ

**Airfield:** Prestwick

**Email:** [info@prestwickflightcentre.com](mailto:info@prestwickflightcentre.com)

**Tel:** 01292 476523

**Web:** [www.prestwickflightcentre.com](http://www.prestwickflightcentre.com)

**Fleet:** C152 (Aerobat), C172, PA28, AA-5, C310

**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, Night

#### Prestwick Flying Club

**Address:** New Dykes Farm, Shaw Farm Road, Southside, Prestwick Airport, Strathclyde, KA9 1HE

**Airfield:** Prestwick

**Email:** [enquiries@prestwickflyingclub.co.uk](mailto:enquiries@prestwickflyingclub.co.uk)

**Tel:** 01292 475583

**Web:** [www.prestwickflyingclub.co.uk](http://www.prestwickflyingclub.co.uk)

**Fleet:** DR400

**Training types:** PPL(A), LAPL(A)

### FIFE

#### Pathway Pilot Training

**Address:** Rosyth Business Centre, Rosyth Europarc, Fife, KY11 2WX

**Email:** [info@path2pilot.com](mailto:info@path2pilot.com)

**Tel:** 01383 252001

**Web:** [www.path2pilot.com](http://www.path2pilot.com)

**Fleet:** N/A - Groundschool

**Training types:** ATPL Groundschool.

Residential and distant learning courses.



Personalised Residential and DL ATPL ground school courses delivered by expert instructors. Small class sizes allow individual tuition maximising your results and giving best chances of success.

**email:** [info@path2pilot.com](mailto:info@path2pilot.com)  
[www.path2pilot.com](http://www.path2pilot.com)  
**Tel:** 01383 252001 / 07899 903480

### GLASGOW

#### Leading Edge Flight Training

**Address:** Glasgow International Airport, Walkinshaw Road, Glasgow, PA4 9LP

**Airfield:** Glasgow Airport

**Email:** [info@leadingedgeflighttraining.com](mailto:info@leadingedgeflighttraining.com)

**Tel:** 0141 404 1830

**Web:** [www.left.aero](http://www.left.aero)

**Fleet:** C172, PA38

**Training types:** PPL(A), LAPL(A), IR(R), Night, CB-IR, FIC, ATPL Theory

### INVERNESS-SHIRE

#### Moray Flying Club

**Address:** Kinloss Barracks, Nr Forres, Moray IV36 3UH

**Airfield:** Kinloss

**Email:** [enquiries@morayflyingclub.com](mailto:enquiries@morayflyingclub.com)

**Tel:** 01309 617361

**Web:** [www.morayflyingclub.com](http://www.morayflyingclub.com)

**Fleet:** C152, C172

**Training types:** PPL(A), LAPL(A), IR(R), Second Pilots, AOPA Radio Nav, Night NPPL(A) and IMC. ELCAS Approved Training Provider. Hours Building available.

### LANARKSHIRE

#### Sportflight Scotland Ltd

**Address:** Strathaven Airfield, Strathaven, South Lanarkshire, ML10 6RW

**Airfield:** Strathaven Airfield

**Email:** [fly@microlightscotland.com](mailto:fly@microlightscotland.com)

**Tel:** 07979 971301

**Web:** [www.sportflightscotland.com](http://www.sportflightscotland.com)

**Fleet:** C42 Ikarus, Pegasus GT450, Quantum 912

**Training types:** NPPL(Microlight)

### PERTSHIRE

#### ACS Flight Training

**Address:** Hangar 3, Perth Airport, Perth, Perthshire, Scotland, PH2 6PL

**Airfield:** Perth Airport

**Email:** [info@acsflighttraining.co.uk](mailto:info@acsflighttraining.co.uk)

**Tel:** 01738 550003

**Web:** [www.acsflighttraining.co.uk](http://www.acsflighttraining.co.uk)

**Fleet:** C152, PA28, DA42, Alsim AL42 Sim

**Training types:** PPL(A), CPL, IR(R), ME/IR, Night Rating and ICAO License Conversions

## Scottish Aero Club Flight Training

**Address:** Hangar 1, Perth Airport, Perth, Scone, Perthshire, PH2 6PL  
**Airfield:** Perth  
**Email:** [office@scottishaeroclub.org.uk](mailto:office@scottishaeroclub.org.uk)  
**Tel:** 01738 550055  
**Web:** [www.scottishaeroclub.org.uk](http://www.scottishaeroclub.org.uk)  
**Fleet:** 2 x Eurostar EV-97 Fixed Wing  
 Microlight, GT 450 Flexwing Microlight, MTO Sport Gyrocopter, Calidus 914 Gyropter (enclosed)  
 Above aircraft are also available for self hire once licence has been gained.  
**Training types:** NPPL(A) Microlight, PPL(G) and 3 x Full Time Instructors

## Alba Airsports

**Address:** c/o The Scottish Aero Club, Hanger 1, Perth Aerodrome Scone, Perthshire, PH2 6PL  
**Airfield:** Perth  
**Email:** [kevin@alba-airsports.co.uk](mailto:kevin@alba-airsports.co.uk)  
**Tel:** 07411 747272  
**Web:** <https://alba-airsports.co.uk>  
**Fleet:** MTOsport Gyrocopter, Calidus Gyrocopter, EV97 Eurostar Microlight SL, Pegasus Quik GT450  
**Training types:** PPL(G) NPPL(A) microlight.

## WALES

### GWYNEDD

#### Snowdonia Flight Training Ltd

**Address:** Llanbedr Airfield building 276, Llanbedr, Gwynedd LL45 2PX  
**Airfield:** Llanbedr  
**Email:** [Staff@flsnowdonia.com](mailto:Staff@flsnowdonia.com)  
**Tel:** 01341 429252  
**Web:** [www.flysnowdonia.com](http://www.flysnowdonia.com)  
**Fleet:** Robin DR400/180 Regent, Robin DR400/140 Major, Super Decathlon, Simulator based on PA28 Warrior.  
**Training types:** PPL(A), LAPL(A), IR(r), Aerobatics, TailWheel

### POWYS

#### Black Mountains Gliding Club

**Address:** The Airfield, Talgarth Brecon, Powys, LD3 0EJ  
**Airfield:** Talgarth Airfield

**Email:** [enquiries@blackmountainsgliding.co.uk](mailto:enquiries@blackmountainsgliding.co.uk)  
**Tel:** 01874 711463  
**Web:** [www.blackmountainsgliding.co.uk](http://www.blackmountainsgliding.co.uk)  
**Fleet:** ASK-13 x 2, SZD51-1, Ka6CR  
**Training types:** Gliding.

### Dragon Wings Microlights

**Address:** Welshpool Airport, Welshpool, Powys, SY21 8SG  
**Airfield:** Welshpool  
**Email:** [dragonwingsmicro@aol.com](mailto:dragonwingsmicro@aol.com)  
**Tel:** 07833 684654  
**Web:** [dragonwingsmicrolights.com](http://dragonwingsmicrolights.com)  
**Fleet:** Team Eurostar EV-97, Ikarus C42  
**Training types:** NPPL(Microlight)

### Welshpool Flying School

**Address:** Mid-Wales Airport, Welshpool, Powys, SY21 8SG  
**Airfield:** Welshpool  
**Email:** [info@welshpoolflyingsschool.com](mailto:info@welshpoolflyingsschool.com)  
**Tel:** 07850 400 136  
**Web:** [www.welshpoolflyingsschool.com](http://www.welshpoolflyingsschool.com)  
**Fleet:** PA38  
**Training types:** PPL(A), LAPL(A), Night, IR(R)

### Whizzard Helicopters

**Address:** Mid-Wales Airport, Trehelig, Welshpool, Powys, SY21 8SG  
**Airfield:** Welshpool  
**Email:** [info@whizzardhelicopters.co.uk](mailto:info@whizzardhelicopters.co.uk)  
**Tel:** 01938 555860  
**Web:** [www.whizzardhelicopters.co.uk](http://www.whizzardhelicopters.co.uk)  
**Fleet:** R22, R44, B206  
**Training types:** PPL(H), LAPL(H), Night, CPL, FI, Type ratings

## PEMBROKESHIRE

### Fly Wales

**Address:** Fly Wales, Terminal Building, Fishguard Road, Haverfordwest, Pembrokeshire, SA62 4BU  
**Airfield:** Haverfordwest  
**Email:** [training@flywales.co.uk](mailto:training@flywales.co.uk)  
**Tel:** 01437 760822  
**Web:** [www.pilottraining.org.uk](http://www.pilottraining.org.uk)  
**Fleet:** C150, C172  
**Training types:** PPL(A), LAPL(A), IR(R), Night

## SOUTH GLAMORGAN

### Aeros (Cardiff)

**Address:** The White Building, Southside, Cardiff International Airport, Barry, Vale of Glamorgan, CF62 3EQ  
**Airfield:** Cardiff Airport  
**Email:** [cardiff@aeros.co.uk](mailto:cardiff@aeros.co.uk)  
**Tel:** 01446 710000  
**Web:** [www.aeros.co.uk](http://www.aeros.co.uk)  
**Fleet:** PA38-112, PA28-161, PA28-RT201, DA42 TDI, DA40 NG, Grob G115  
**Training types:** PPL(A), LAPL(A), IMC/IR(R), MEP (land), CPL(A), MEIR(A), CBIR (A), SEIR (A), SEIR (A) to MEIR (A) upgrade, FI(A), Night \*seasonal\*, Night instructor upgrade, Aerobatics, ICAO CPL(A) to UK Part FCL CPL(A) Conversion, ICAO IR(A) to UK Part FCL IR(A) Conversion, FCL.710: EFIS, FCL.710: T, FCL.710: SLPC, SEP (land), BIFM. Aeros is dual approved under the UK CAA and EASA. Approval numbers GBR.ATO.0105 and EASA. GBR.ATO.0105

### Cambrian Aero Club & Aviation Consultancy

**Address:** Business in Focus, Ty Menter (Venture House), Parc Navigation, Abercynon, Nr Cardiff, Wales, CF45 4SN

**Airfield:** Cardiff/StAthan  
**Email:** [info@cambrtian-aero.co.uk](mailto:info@cambrtian-aero.co.uk)  
**Tel:** 0345 345 0933, Mob 07802 709137  
**Web:** [www.cambrtian-aero.co.uk](http://www.cambrtian-aero.co.uk)  
**Fleet:** PA28-180, PA18-Cub, Citabria,  
**Training types:** PPL(A), LAPL(A), Microlights, IR(R), IR, CPL, AOPA Ground instructor, Second Pilots, AOPA Radio Nav, Tailwheel, Night

### Whizzard Helicopters - Cardiff

**Address:** Cardiff Heliport, Foreshore Road, Cardiff CF10 4LZ  
**Airfield:** Cardiff Heliport  
**Email:** [info@whizzardhelicopters.co.uk](mailto:info@whizzardhelicopters.co.uk)  
**Tel:** 02920 461361  
**Web:** [www.whizzardhelicopters.co.uk](http://www.whizzardhelicopters.co.uk)  
**Fleet:** R22, R44, B206  
**Training types:** PPL(H), LAPL(H), Night, Type ratings

## SWANSEA

### Cambrian Flying Club

**Address:** Cambrian Flying Club Ltd, Cambrian House, Swansea Airport, Fairwood Common, Swansea SA2 7JU  
**Airfield:** Swansea Airport  
**Email:** [info@cambrtianflyingclub.co.uk](mailto:info@cambrtianflyingclub.co.uk)  
**Tel:** 01792 205688  
**Web:** [www.cambrtianflyingsschool.co.uk](http://www.cambrtianflyingsschool.co.uk)  
**Fleet:** PA38, C172  
**Training types:** PPL(A), LAPL(A), IR(R), Night

### Planeweighs Limited

**Address:** Unit 14, Oxwich Court, Fendrod, Business Park, Swansea SA6 8RA  
**Airfield:** Swansea  
**Email:** [info@planeweighs.com](mailto:info@planeweighs.com)  
**Tel:** 01792 310566  
**Web:** [www.planeweighs.com](http://www.planeweighs.com)

## POLAND

### Adriana Aviation

**Address:** Adriana Aviation Sp. z o.o., Kosowizna, ul. Watorowo 19 86-253 Kijewo Krolewskie, Poland, NIP 8751464649  
**Airfield:** Watorowo, EPWT  
**Email:** [lotnictwo@adriana.com.pl](mailto:lotnictwo@adriana.com.pl)  
**Tel:** +48 56 686 49 56  
**Web:** [www.adriana-aviation.com/](http://www.adriana-aviation.com/)  
**Fleet:** C150, C172, P2002JF, P2006T, Zlin525F, Alsim ALX27 Sim, Elite 812 Sim  
**Training types:** Licence : LAPL(A), PPL(A), CPL(A), ATPL(A) theory, Ratings: VFR Night, SEP(L), MEP(L), IR(A)/SE, IR(A)/ME, AdvUPRT, FI(A), CRI, IRI, MCC, JOC, PC12, PA46.

## BELGIUM

### Kortrijk Flying Club

**Address:** Luchthavenstraat 1/5 Wevelgem, Belgium, B - 8560  
**Airfield:** EBKT  
**Email:** [info@kfc.be](mailto:info@kfc.be)  
**Tel:** +32 056 35 21 86  
**Web:** [www.kfc.be](http://www.kfc.be)  
**Fleet:** C152, C172, DR400, Grumman AA5, DA40  
**Training types:** PPL(A), SEP(A), Night



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For more information on getting the best from your flight training, visit [www.flyer.co.uk](http://www.flyer.co.uk)

## CZECH REPUBLIC

### Flying Academy

**Address:** Airport Brno – Turany, Brno, 627 00, Czech Republic

**Airfield:** Brno

**Email:** [fly@FlyingAcademy.com](mailto:fly@FlyingAcademy.com)

**Tel:** +420 228 882 444

**Web:** [www.flyingacademy.com](http://www.flyingacademy.com)

**Fleet:** C152, C172, C172RG, PA44, R22 R44, 737NG Sim

**Training types:** PPL(A), PPL(H), IR, Multi, CPL, ATPL

### AvioMarine Consulting Solution s.r.o.

**Address:** IBC – International Business Center, Příkop 843/4, Brno, 602 00, Czech Republic

**Email:** [info@aviomarine.eu](mailto:info@aviomarine.eu)

**Tel:** +420 776 042 452

**Web:** [www.aviomarine.eu](http://www.aviomarine.eu)

**Fleet:** Cessna 152, Cessna 172, Piper Pa28, Partenavia P66c

**Training types:** PPL(A), Night Rating, Atpl (A) Theory Airline. ATPL is the highest level of Aircraft certification, IR (A), MEP (A), CPL (A) TIME BUILDING Access to the Learning Management System and Ease question bank. Examination theoretical, practical exam in Czech Republic, ICAO English Proficiency check, radiotelephony exam, IR English exam.

## EIRE

### COUNTY KILDARE

#### National Flight Centre

**Address:** Weston Airport, Leixlip, Co. Kildare Ireland

**Airfield:** Weston Airport

**Email:** [info@nfc.ie](mailto:info@nfc.ie)

**Tel:** +353 1 6282930

**Web:** [www.nfc.ie](http://www.nfc.ie)

**Fleet:** C150, C172, C172RG, Super Cub, BE76, R44

**Training types:** PPL(A), PPL(H), IR, MEP, AUPRT, FI, IRI, CRI, CPL, ATPL, MCC, APS MCC, ICAO/EASA Conversions, A320 / B737 Type rating renewals / revalidations.

### COUNTY SLIGO

#### Sligo Aero Club

**Address:** Sligo Airport, Airport Road, Strandhill, Co. Sligo, Rep of Ireland.

**Airfield:** Sligo

**Email:** [info@SligoAeroClub.com](mailto:info@SligoAeroClub.com)

**Tel:** + 353 87 293 2884

**Web:** [www.sligoaeroclub.com](http://www.sligoaeroclub.com)

**Fleet:** C152, C172

**Training types:** PPL (A), LAPL(A), Night

## CORK

#### Atlantic Flight Training Academy

**Address:** Kinsale Road/Upper Ballygarvan, Cork, Co Cork

**Airfield:** Cork International Airport Second Base:

**Address:** Waterford Airport, Killowen, Co. Waterford, X91 E2WP

**Airfield:** Waterford Airport

**Email:** [info@afta.ie](mailto:info@afta.ie)

**Tel:** +353 021 4888 737

**Web:** [www.afta.ie](http://www.afta.ie)

**Training types:** Integrated and Modular programmes: PPL, Night Rating, SEIR, MEIR, MEP, CPL, ATPL, aUPRT, FI Rating, Tail Wheel Rating.

**Fleet:** Cessna 172s, Diamond DA42 Twin Stars, Piper PA34 Senecas , T67 Slingsby and a Bellanca BL8 Super Decathlon. Diamond DA42 simulator, PA 34 Simulator and a Boeing 737 NG simulator

### SkyWest Aviation Limited

**Address:** Ballygarvan Road Upper, Kinsale Road, Co Cork

**Airfield:** Cork

**Email:** [info@helicopters.ie](mailto:info@helicopters.ie)

**Tel:** + 353 021 488 8056

**Web:** [www.skywest.ie](http://www.skywest.ie)

**Fleet:** R22, R44

**Training types:** PPL(H), CPL(H), Night, Instrument, Type Rating

## FRANCE

### Airclub du Forez

**Address:** Aerodrome de Feurs Chambeon Chemin de l'aviation Chambeon, Loire, 42110, France

**Airfield:** LFLZ

**Email:** [instructeur@air-club-forez.org](mailto:instructeur@air-club-forez.org)

**Tel:** +33 0477 278 125

**Web:** [www.air-club-forez.org](http://www.air-club-forez.org)

**Fleet:** DR400, PA28, G1 SPYL, Lambada

**Training types:** PPL(A), Microlights, AOPA Radio, Nav, Tailwheel, Night

### Pegasus France Microlight School

**Address:** Aeroploe, Aerodrome Gap tallard, 05130 gap, France.

**Email:** [info@pegasusfrance.co.uk](mailto:info@pegasusfrance.co.uk)

**Tel:** +33 06 13 62 73 73

**Web:** [www.pegasusfrance.co.uk](http://www.pegasusfrance.co.uk)

**Training types:** Microlights

## GREECE

### Egnatia Aviation Training College

**Address:** 642 00 Chrysoupolis. Kavala, Greece

**Airfields:** Kavala International Airport

**Email:** [info@egnatia-aviation.com](mailto:info@egnatia-aviation.com)

**Tel:** +30 259 105 3390

**Web:** [www.egnatia-aviation.aero](http://www.egnatia-aviation.aero)

**Fleet:** Diamond DA42, DA40, DV20, DA20 (spin qualified), ALX-90 & AL-250 simulators

**Training types:** Integrated, PPL(A), IR, Multi, CPL, ATPL, Flight Instructors, Night, Advanced UPRT, APS MCC, PBN

## ITALY

### AEROCLUB "Vito Pretruzzelli"

**Address:** Foggia Airport "Gino Lisa" Via degli Aviatori 71100 FOGGIA

**Email:** [giorgio\\_bignotti@yahoo.com](mailto:giorgio_bignotti@yahoo.com)

**Tel:** +39 3772667752

**Fleet:** Partenavia P66C, CESSNA 172P

**Training types:** PPL, Multi, Flight Instructors, AOPA, Radio, Nav. IT.D.T.O. 0043

### AEROCLUB EAGLES NEST

**Air Surface:** Ceraso Bari Long: 40 "56" 32

**Lat:** 16 "29" 42

**School Number:** 130 Aeroclub D'italia

**Email:** [aviomarine.sro@gmail.com](mailto:aviomarine.sro@gmail.com)

**Tel:** +393772667752

**Fleet:** Tecnam P92 Echo Super

**Training types:** Multi-Axis, Autogiro, Advanced VDS Pilot, Pendulum, Italian English Radio

## NORWAY

### Pilot Flight School

**Address:** Hangarveien 13, Sandefjord, N-3241

**Airfield:** Torp Sandefjord

**Email:** [post@pilot.no](mailto:post@pilot.no)

**Tel:** +47 97056840

**Web:** [www.pilotflightacademy.com](http://www.pilotflightacademy.com)

**Fleet:** C172 x 5, C162 x 3, Piper Seneca x 2, Boeing 737 simulator, C172 simulator

**Training types:** Multi, CPL, ATPL, Flight Instructors

## SOUTH AFRICA

### 43 Air School

**Address:** 43 Air School, Private Bag x43, Port Alfred, 6170 South Africa

**Airfield:** Port Alfred

**Email:** [fly@43airschool.com](mailto:fly@43airschool.com)

**Tel:** +27 466 043 600

**Web:** [www.43airschool.com/](http://www.43airschool.com/)

**Fleet:** Piper Cherokee 140, Piper Cherokee 180, Piper Arrow, Piper Seneca,

Pipistrel Alpha Electro, Pipistrel Virus SW

**Training types:** Fixed Wing - PPL, ICPL, IATPL, MCC, APSMCC, Instructor Rating, Type Rating

## SPAIN

### FlyBy

**Main Base:** Burgos International Airport, Crtra Logrono, 107, 09007 Burgos, Spain

**Secondary Base:** Soria-Garray Aerodrome, Garray, Soria, Spain

**Email:** [info@flybyschool.com](mailto:info@flybyschool.com)

**Tel:** +34 665 38 61 73

**Web:** [www.flybyschool.com](http://www.flybyschool.com)

**Fleet:** PS28 Cruiser (10 units glass cockpit),

Tecnam P2002JF (3 units glass cockpit),

Tecnam P2006T (3 units glass cockpit),

Cessna 172 (3 units), Piper PA28 (1 unit),

SuperDecathlon (1 unit)

**Simulators:** FNPT II MCC A320/MEP/SEP (1

unit), FNPT II Tecnam P2006 (1 unit)

**Training types:** Integrated Training, Modular (PPL, ATPL, CPL, IR, ME, APS MCC, UPRT, PBN)

### FTEJerez (Flight Training Europe)

**Address:** Aeropuerto de Jerez, Base Aérea La Parra, 11401 Jerez de la Frontera, Cádiz

**Airfields:** Jerez International Airport, Trebujena Airfield.

**Email:** [info@ftejerez.com](mailto:info@ftejerez.com)

**Tel:** +34 956 317 800

**Web:** [www.ftejerez.com](http://www.ftejerez.com)

**Fleet:** Piper Warrior, Diamond DA42, Slingsby Firefly, Robin.

**Training types:** ATPL (integrated and modular).

### Whizzard Helicopters - Spain

**Address:** Son Bonet Airport, Palma, Majorca

**Airfield:** Palma

**Email:** [info@whizzardhelicopters.co.uk](mailto:info@whizzardhelicopters.co.uk)

**Tel:** 01938 555860

**Web:** [www.whizzardhelicopters.co.uk](http://www.whizzardhelicopters.co.uk)

**Fleet:** R22, R44, R66

**Training types:** PPL(H), LAPL(H), Night, FI, Type ratings

## USA

### American Aviation Academy

**Address:** 2035 N Marshall Ave, El Cajon, California, 92020

**Airfield:** Gillespie Field (KSEE)

Email: [info@flyaaa.com](mailto:info@flyaaa.com)

Tel: +1 619 448 9149

Web: [www.flyaaa.com](http://www.flyaaa.com)

Fleet: C152, C172, Piper PA-28, Beechcraft BE-76, C172RG, Piper PA-34 Seneca, R22  
 Training types: PPL(A), Multi, FAA, BFR, ATPL, AOPA Radio, Nav, Aerobatics, Tailwheel, Night

### Aviator College of Aeronautical Science and Technology

Address: College Admissions Office, Aviator College of Aeronautical Science & Technology, 3800 Saint Lucie Blvd, Fort Pierce, Florida 34946

Airfield: St Lucie County Intl Airport

Email: [contactus@aviator.edu](mailto:contactus@aviator.edu)

Tel: +1 772 672-8222

Web: [www.aviator.edu](http://www.aviator.edu)

Training types: PPL(A), IR(R), IR, Multi, CPL, ATPL, Night

### Crystal Aero Group

Address: Crystal Aero Group, Inc. P.O. Box 2050, Crystal River, FL 34423

Airfield: Crystal River Airport

Email: [learntofly@crystalaerogroup.com](mailto:learntofly@crystalaerogroup.com)

Tel: +1 352 795 6868

Web: [www.crystalaerogroup.com/](http://www.crystalaerogroup.com/)

Training types: PPL(A), IR(R)

### European Flight Training Llc

Address: 3800 Saint Lucie Boulevard, Fort Pierce, FL 34946

Airfield: Fort Pierce

Email: [info@flyeft.com](mailto:info@flyeft.com)

Tel: +1 772 466 4757

Web: [www.flyeft.com](http://www.flyeft.com)

Training types: EASA, PPL, CPL, ATPL, FI(A)

### Naples Air Centre

Address: Naples Air Center, 230 Aviation Drive, South Naples, FL 34104

Airfield: KAPF

Email: [fly@naples-air-center.com](mailto:fly@naples-air-center.com)

Tel: +1 239 643 1717

Web: [www.naples-air-center.com](http://www.naples-air-center.com)

Fleet: Piper Warrior & Arrow, DA-42, C152, C172  
 Training types: PPL(A), IR(R), IR, Multi, CPL, BFR, ATPL, Flight Instructors, Radio Telephony, Night

### Pelican Flight Training

Address: 1601 SW, 75th Ave, Pembroke Pines, FL 33023

Airfield: North Perry Airport

Email: [pelicanftc@pelicanflighttraining.com](mailto:pelicanftc@pelicanflighttraining.com)

Tel: +1 954 966 9750

Web: [www.pelicanflighttraining.com](http://www.pelicanflighttraining.com)

Fleet: C152, C172, C172RG, DA-20 Katana, Seminole Twin

Training types: PPL(A), IR(R), IR, Multi, CPL, ATPL, Night

### Pilots Paradise

Airfields: Sebastian Airport, Florida USA and Gloucestershire Airport, UK.

Email: [flyng@pilots-paradise.com](mailto:flyng@pilots-paradise.com)

Tel: 01172455799

Web: [www.pp.academy](http://www.pp.academy)

Training types: Zero to Hero - FAA, EASA and UK CAA courses.

### Sunrise Flight Academy

Address: PO Box 2050, Crystal River, FL 34423

Airfield: Ormond Beach

Email: [info@flysunrise.com](mailto:info@flysunrise.com)

Tel: +1 386 677-5724

Web: [www.flysunrise.com](http://www.flysunrise.com)

Training types: PPL(A), LAPL(A), IR(R), IR, Multi, ATPL

### Phoenix East Aviation

Address: 561 Pearl Harbor Drive, Daytona Beach, FL 32114

Airfield: Daytona Beach International

Email: [info@pea.com](mailto:info@pea.com)

Tel: +1 386 258 0703

Web: [www.pea.com](http://www.pea.com)

Training types: PPL(A), IR(R), IR, Multi, CPL, ATPL, Flight Instructors, Second Pilots, Night

### Voyager Aviation

Address: 475 Manor Drive, Merritt Island, FL 32952

Airfield: Merritt Island Airport

Email: [enquiries@voyageraviation.com](mailto:enquiries@voyageraviation.com)

Tel: +1 321 454 3090

Web: [www.voyageraviation.com](http://www.voyageraviation.com)

Training types: PPL(A), IR(R), IR, Multi, CPL, ATPL, Night

## WORLDWIDE

### CAE

Address: CAE Brussels, CAE Gatwick, CAE Madrid, CAE Oslo, CAE Phoenix (USA)

Email: [fto.enquiries@cae.com](mailto:fto.enquiries@cae.com)

Tel: 01865 841234

Web: [www.cae.com/becomeapilot](http://www.cae.com/becomeapilot)

Fleet: PA28, Piper Archer TX, PA44, DA40, DA20, DA42

Training types: ATPL, CPL, MEIR, APS MCC, A-UPRT



# Clubs & Schools

If your club or school wasn't listed in this edition and you'd either like it to be included the next time, or wish to amend an existing entry, please email **our sales team** on [sales@seager.aero](mailto:sales@seager.aero) or call them on 01225 481440.

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