

LYNEHAM FLYING CLUB

A GUIDE TO MEMBERSHIP

MARCH 2008 EDITION

INTRODUCTION

This handout is designed to answer some of the questions that may be asked by prospective Lyneham Flying Club members whether they wish to learn to fly or already hold a Private Pilot's Licence (PPL). The first section gives a general background to the Club. The second part covers membership while the third contains information for PPL holders. The final section deals with flying training to gain a PPL. The purpose is to outline the workings of the Club and the PPL training requirements; greater detail will gladly be provided by any Flying Club official or instructor.

THE FLYING CLUB

BACKGROUND

The main aim of the Royal Air Force Lyneham Flying Club is to provide flying instruction to PPL standard to current Service personnel at the lowest possible cost. In addition it aims to provide facilities for instructional and recreational flying for Service dependants, Service reservists, members of the ATC/CCF, retired Servicemen and certain local civilians.

The Club is run on a self-help basis. All flying operations are in accordance with Civil Aviation Authority (CAA) regulations; the aircraft are on the civil register and instructors, although some are RAF pilots, hold commercial instructor's licences. Additionally, as a Club which may benefit from Service charities, the Club must comply with certain Service Regulations. However, in general the Club is self-financing through charges made to its members. By courtesy of the Station Commander, RAF Lyneham, the Club enjoys free use of Lyneham airfield, hangarage, and the Clubrooms.

The Club can thus offer some of the best flying in the UK. Nevertheless, it is not a commercial flying school. **IT IS A CLUB AND RELIES ON THE SUPPORT OF EACH AND EVERY ONE OF ITS MEMBERS FOR ITS CONTINUED SUCCESS.** Whether a member can volunteer specific expertise or merely offer an extra pair of hands for refuelling aircraft, answering telephones or even cleaning coffee cups, each is equally valuable to the smooth running of the Club. Furthermore, a lot can be learnt about flying from "crew room banter", so time spent at the Club is never wasted.

THE AIRCRAFT

The Flying Club operates Piper PA28 aircraft. These are modern, well-equipped 4 seat single engined aircraft. The aircraft are used for touring and instructional flying and are also used for club expeditions. The aircraft are also available to PPL holders for recreational flying, and, if required, advanced training.

MEMBERSHIP

AM I ELIGIBLE TO JOIN?

All Service personnel are eligible to join the Flying Club, including members of foreign military units attached to MOD units in the UK. In addition, dependants, retired Servicemen and members of the Reserve Forces and Service youth organizations (e.g. CCF and ATC) may join. Some civilians (who do not fall into the previous categories) may be invited to become Club members, but their numbers are limited by RAF regulations and they are usually required to offer some valuable service to the Club, e.g. instructor

Prospective members can join by completing a membership form and leaving it in the Secretary's mail slot in the clubhouse. If further advice is needed, prospective members can complete the joining procedures at the Flying Club room under the guidance of a Club supervisor or contact the Sec using the telephone numbers in the Clubhouse.

I AM ALREADY A MEMBER OF ANOTHER RAF FLYING CLUB?

As a member of another RAF Flying Club, you can use the privileges of reciprocal membership through the RAF Flying Clubs Association (RAFFCA). However, as some of the operating and flying cost is provided by our membership fees you must join our club as a member if you intend to fly with us on a permanent basis. Contact the Ops Manager for more details.

ANNUAL MEMBERSHIP FEES

FOR THE YEAR 1 July TO 30 June

MILITARY MEMBERS:-

CORPORAL AND BELOW	£40.00
WO and SNCO	£80.00
Officers	£120.00

CIVILIAN MEMBERS

All Civilian Members	£160.00
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Note: Cheques should be made payable to 'SFAS, RAF Lyneham'

WHAT DOES FLYING COST?

All hours are tacho with Flight Instruction provided at £20.00 per hour as reflected below

G-VICC	Aircraft hire	£75.00 per tacho hour
	Dual	Aircraft hire plus £20.00 per tacho hour
G-WFFW	Aircraft hire	£75.00 per tacho hour
	Dual	Aircraft hire plus £20.00 per tacho hour
G-BLLS	Aircraft Hire	£70.00 per tacho hour
	Dual	Aircraft Hire plus £20.00 per tacho hour

HOW DO I BOOK A FLIGHT?

All booking is done through an Internet based system at www.flightschedulepro.com. This is convenient and quick, and allows you to easily see the availability of aircraft and instructors. If you do not have access to the internet at home or work, you can access using the computer in the clubhouse. When your membership is processed you will be given you your own personal details to log in and book flights. If you have queries or problems with the Flight Schedule Pro get in touch with the Ops. Mgr.

PPL HOLDERS

WHAT MUST I DO BEFORE I FLY THE AIRCRAFT SOLO?

Before flying the Club aircraft as captain, PPL holders must carry out a Check Flight with an Instructor or Club Checker. Furthermore they must acquaint themselves with the Club rules in the Club Rule Book, and the Club Flying Order Book.

DO I HAVE TO FLY REGULARLY?

Club pilots must have flown the aircraft within the previous 42 days if they wish to fly the Club's aircraft as captain. Full details can be found in the Club Flying Order Book. If they have not met this requirement they need only fly a short check flight with a Club Instructor/Checker in order to regain currency. In addition, pilots are required to undertake an hour's flight with an instructor every two years.

CAN I FLY FAMILY AND FRIENDS?

PPL holders may fly non-members as passengers provided they complete a Temporary Membership form. There is no charge for temporary membership. Arrangements can usually be made for passengers to be flown by an experienced instructor if this is preferable.

CAN I TAKE AN AIRCRAFT TO LAND AWAY?

The Club encourages PPL holders to develop their skills by flying to land away at other airfields. Further guidance on landaways is given in the Club Rule Book. Watch out for regular group outings that members organise – details are always advertised on the club notice boards.

WHAT MUST I DO IF MY PPL HAS LAPSED?

The requirements for revalidation of a PPL are laid down in the CAA LASORS publication, available at the Flying Club. Further guidance is available from the club examiners, although in some cases amplification may be required directly from the CAA in writing. In any case all necessary instructional flying, flying tests and ground examinations can be conducted in the Club.

CAN I GAIN FURTHER RATINGS ON MY PPL?

The Club can conduct all training and testing required to gain an Instrument Meteorological Conditions Rating and the night qualification. The club can often, by special arrangement, arrange an introduction to formation or aerobatic flying. The Club aircraft are not cleared for aerobatic training.

LEARNING TO FLY

WHAT DOES THE PPL COURSE ENTAIL?

PPL training at the RAF Lyneham Flying Club is conducted in accordance with the Joint Aviation Authorities syllabus or the UK National Private Pilot syllabus. An example of the JAA syllabus broken down into typical individual lessons is included at Annex A. Further guidance is available at www.caa.co.uk/lasors

There is no limit to the length of time taken to complete the course. It is beneficial to complete the course as quickly as is (financially) practical to remain in flying practice and to avoid the need to do additional flying to revise previous lessons. Nevertheless, PPL students should reasonably budget for up to an extra 10 hours flying, particularly if much of the course is planned over the winter when progress might be impeded by poor weather.

DO I NEED A “STUDENT’S” LICENCE?

No licence is required to undertake flying instruction. However, student pilots do need a medical certificate before they may fly solo. Application for the JAA certificate can be made through most Station Medical Officers and CAA approved GPs, and the certificate for the National Licence may be signed by your own GP. A fee will usually be charged. The certificate will normally remain valid throughout PPL training but the validity period reduces with pilot age. A club instructor can advise on the procedures, or the CAA website is a mine of information at www.caa.co.uk/medical

I’M NOT SURE THAT I’LL BE ABLE TO PASS THE MEDICAL

If you have no intention of becoming a commercial pilot, flying at night or in cloud, or outside the UK, it is possible to get a medical certificate based on a reduced medical standard that will allow you to obtain an NPPL, which is a pilot license with some restrictions. The medical standard required is similar to that needed for a HGV driver; furthermore, your GP rather than an approved doctor with an aviation specialisation can issue the certificate. Further information can be found at <http://www.caa.co.uk/default.aspx?catid=49&pagetype=68&gid=305>

WILL I NEED ANY SPECIAL EQUIPMENT?

No special clothing is required. Aircraft occupants need wear only normal clothing and sensible shoes appropriate to the time of year. However, arms and legs should be covered and clothes manufactured from natural fibres are recommended.

Student pilots will need to purchase a pilot's logbook in which to record their flying and which is ultimately presented to the CAA for the granting of the licence. During the navigation phase of training, PPL students will need suitable maps, a navigation ruler, a protractor, a mechanical navigation computer, a stopwatch and a clipboard. Those items, which cannot be borrowed, can be easily purchased. Students should seek advice as to what they need from a Club instructor as the course progresses. The Club has a discount arrangement with the Transair Pilot Shop, www.transair.co.uk to obtain a significant saving on pilot supplies. Alternatively try looking on Ebay at www.ebay.co.uk

WHAT GROUND STUDY MUST I DO?

A certain amount of pre-flight and background study is needed in aviation. The PPL course includes examinations in aviation law, human factors, meteorology, navigation, radio procedures and aircraft technical knowledge. These examinations are mostly of a simple multiple choice format and can be taken with one of the Club's qualified ground examiners for a small fee. Details of the study required in each subject are given in the syllabus. PPL students may find it helpful to purchase their own books, which are written to complement the PPL course. Pooley's have published a series of guides which are also available through the club. Those wishing to study in more detail may find Volumes 1- 4 of the Trevor Thom series useful. These can be purchased separately or as part of a PPL student package. Second-hand copies can often be found on e-bay or in second-hand bookshops. The Club does not have the facilities in general to provide formal ground school lessons but Club instructors are happy to give tuition on request. (Students should make best use of those days when weather stops them from flying.)

WHAT ARE THE COSTS OF PPL TRAINING

The rough costs of JAA PPL training are as follows:

Minimum 35 hours dual flying at £95 per hour	£3325
Minimum 10 hours solo flying @ £95 per hour	£950
Budget for an extra 5 hours to allow for revision required after period of poor weather etc	£475
Medical certificate fee approx	£100
Ground examination charges 7 x £20	£140
PPL student pilots' equipment (maps, protractor, navigation computer, text books etc)	£120
Pilot's Logbook	£10
PPL Licensing and Test Fees approx	£320
TOTAL	<u>£5440</u>

The above figure is only an estimate. The minimum training for the National PPL is less, which may save up to 10 hours. Some expenditure on books and equipment may not be necessary as many items can be borrowed. Much of the cost can be spread over a period of time. However, learning to fly on a very limited budget may be a false economy in the long run. If flying lessons are infrequent, additional flying hours and therefore expense are necessary to achieve the required level of proficiency. Ideally, students should plan to fly not less than twice a month. Although the overall cost may look high, training with the RAF Lyneham Flying Club is one of the most competitive opportunities in the country to gain a PPL.

CAN I HAVE A TRIAL LESSON?

Before prospective flying students commit themselves to full membership and other expenses, they can book a trial lesson. A 30 minute sortie is generally suitable as an introduction to flying training. Contact any instructor or the Ops Manager on 01249 897567 to arrange one

WHERE IS THE FLYING CLUB?

The Flying Club is situated on the main airfield, close to J1 hanger. All visitors must report to the Guardroom for personal and car passes before entering the Station. On becoming a member of the Club, civilians must obtain permanent vehicle and social passes from the Passes and Permits Office at the RAF police flight Office.

PPL FLYING TRAINING SYLLABUS FLYING HOURS

Title	Dual	Total Dual	Solo	Total Solo	IFRemarks
1 Familiarisation	00:30	0:30			
2 Effects of Controls 1	00:45	1:15			
3 Effects of Controls 2	00:45	2:00			
4 Straight & Level 1	00:45	2:45			
5 Straight & Level 2	00:45	3:30			
6 Climbing & Decending 1	00:45	4:15			
7 Medium Turns	00:45	5:00			
8 Climbing & Decending 2	01:00	6:00			
9 Slow Flight	00:45	6:45			
10 Stalling 1	01:00	7:45			
11 Stalling 2	01:00	8:45			
12 Spin Avoidance	01:00	9:45			
13 Circuits	00:45	10:30			
14 Circuits (Dual to Solo)	00:45	11:15	00:15	0:15	Air Law + Medical
15 Circuit Consolidation	00:30	11:45	00:45	1:00	
16 Circuit Consolidation	00:30	12:15	00:45	1:45	
17 Circuit Consolidation	00:30	12:45	00:45	2:30	
18 Advanced Turning	00:45	13:30		2:30	
19 PFL 1	00:45	14:15		2:30	
20 PFL 2	00:45	15:00		2:30	
21 Solo GH		15:00	00:45	3:15	
22 Precautionary Landings	00:45	15:45		3:15	
23 IF 1	01:00	16:45		3:15	01:00
24 IF 2	01:00	17:45		3:15	01:00
25 IF 3	01:00	18:45		3:15	01:00
26 Nav 1	01:15	20:00		3:15	
27 Nav 2	01:30	21:30		3:15	
28 Nav 3	01:30	23:00		3:15	
29 Nav 4 Solo		23:00	01:30	4:45	Fit Planning Exam
30 Nav 6 Radio Nav	01:30	24:30		4:45	00:30
31 Nav 5 Solo		24:30	01:30	6:15	
32 GH	00:45	25:15		6:15	
33 Nav 7 - X Country	02:30	27:45		6:15	
34 Nav 8 - Solo X Country		27:45	02:30	8:45	Nav Exam
35 Skill Test Revision A/R	01:00	28:45		8:45	
36 Skill Test Revision A/R	01:30	30:15		8:45	Met Exam
37 Skill Test Revision A/R		30:15	01:30	10:15	
38 Skill Test Revision A/R	01:30	31:45		10:15	
39 Skill Test Revision A/R		31:45	01:30	11:45	Aircraft Gen Exam
40 Skill Test Revision A/R	01:30	33:15		11:45	
TOTALS	33:15		11:45	3:30	