

# LYNEHAM FLYING CLUB at KEMBLE



## A GUIDE TO MEMBERSHIP

### Introduction

This guide is designed to answer some of the questions that may be asked by prospective Lyneham Flying Club (LFC) Members, whether they wish to learn to fly or already hold a flying Licence. The purpose is to outline the workings of the Club and the PPL training requirements, under the following headings:

- Section 1: General background to the Club
- Section 2: Membership
- Section 3: Information for PPL holders
- Section 4: Training for a PPL

### Section 1: General Background

LFC is so named because it was formed at RAF Lyneham in 2002. When Lyneham closed as a Royal Air Force station in 2012, LFC relocated to Cotswold Airfield (Kemble Airport), where it continues to operate successfully.

LFC's main aim is to provide flying instruction to PPL standard to current and retired Service personnel at the lowest possible cost. In addition, the Club provides recreational flying for Members.

The Club is run on a self-help basis. All flying operations are in accordance with Civil Aviation Authority (CAA) rules and uses RAF Sport Aircraft (RAFSA) regulations as a guideline. The aircraft operate on the civil register and all instructors hold full civilian instructor's licences.

As a Club which may benefit from Service charities, LFC is non-profit making and holds Charitable Status. It is not therefore a commercial flying school, but self-finances through membership and flying-hour charges made to its Members.

The Club 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 refueling aircraft, answering telephones or even cleaning coffee cups, every contribution 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.

LFC currently operates two Piper PA28 Warrior aircraft, a Piper Arrow and a Scottish Aviation Bulldog. These are reasonably modern, adequately equipped single-engine aircraft, ideal for instructional flying. The aircraft are also available to licence holders for recreational flying, expeditions, and advanced training if required.

### Section 2: Membership

#### AM I ELIGIBLE TO JOIN?

Full Membership can be given to serving personnel and their dependents, retired military personnel, military cadets, flight instructors and "civilians directly contributing to the primary purpose" (i.e. all the Committee Members, Instructors, Duty Members, and specific 'helpful people' as decided by the LFC Committee). Full Members have full voting rights. Associate Membership can be given to individuals who do not qualify for Full Membership; they have no voting rights at a general meeting.

## HOW DO I JOIN?

Contact the LFC Ops Manager by email [enquiries@lynehamaviation.co.uk](mailto:enquiries@lynehamaviation.co.uk) who will issue you with a Membership Application Form and guide you through the process. The Ops Manager will also be pleased to arrange a conducted tour and briefing on the training and recreational flying available if you are thinking of joining.

## 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 RAFSA. 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. Please contact the Ops Manager for more details.

## WHAT ARE THE COSTS?

### Current Annual Membership Charges

<b>Serving Personnel (including Active Reservists)</b>	
Officers	£120 per annum
Warrant Officers & below	Free
<b>All Others</b>	
Full & Associate Members	£160 per annum

Membership runs from April 1<sup>st</sup> on a pro rata basis

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Officers	120	110	100	90	80	70	60	50	40	30	20	10
Full / Assoc	160	147	133	120	107	93	80	67	53	40	27	13

Flight Instructors may join for free, but will also pay half Membership charges if they wish to hire Club aircraft for their personal use.

### Current Flying Hour Costs

<b>Aircraft</b>	<b>Hire cost per Tacho Hour</b>	<b>Instructor per hour chock to chock</b>
Warrior	£119	£36
Arrow	£149	£36
Bulldog	£205	£36

## HOW DO I BOOK A FLIGHT?

All booking is done through an Internet based system: [www.goboko.com](http://www.goboko.com). This is convenient, quick, and allows you to easily see the availability of aircraft and instructors. When your membership is processed you will be given your own personal details to log in and book flights. If you have queries or problems with the Goboko get in touch with the Ops Manager.

## Section 3: PPL Holders

### WHAT MUST I DO BEFORE I FLY THE AIRCRAFT SOLO?

Before flying the Club aircraft as Pilot in Command, licenced pilots must carry out a Check Flight with a Club Instructor. Furthermore, all Members must acquaint themselves with the Club

Operations Manual, Flying Order book and Health & Safety instructions (and sign the last two documents annually).

#### DO I HAVE TO FLY REGULARLY?

Club pilots must have flown within the currency requirements of the Club. These currencies vary depending on experience between 30-60 days; full details can be found in the Club Operations Manual. If exceeded, a pilot need only fly a short check flight with a Club Instructor in order to regain currency. In addition, pilots are required to undertake an hour's flight with an instructor every two years in accordance with CAA licencing requirements.

#### CAN I FLY FAMILY AND FRIENDS?

Licence 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 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 and landing away at other airfields. Further guidance on landaways is given in the Operations Manual. Watch out for regular group outings that members organise – details are always advertised on the club notice boards.

#### CAN I TAKE AN AIRCRAFT AWAY OVER NIGHT?

If you plan to land away and stay over night you may do so. There are no Club strict rules on the flight time to do so, but Members are encouraged to complete at least 90 mins hire charge flying per day that the aircraft is away from base.

#### WHAT MUST I DO IF MY PPL HAS LAPSED?

The requirements for revalidation of a PPL are laid down in the CAA publication CAP 804, available online. 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 LICENCE?

The Club can conduct all training and testing required to gain an Instrument Meteorological Conditions (IMC) Rating and night qualification. The Club can also provide aerobatic training to the AOPA standard and formation training.

### **Section 4: Training for a PPL**

#### WHAT DOES THE PPL COURSE ENTAIL?

There are several variations of the basic pilots licence, UK National PPL, NPPL, LAPL and full PPL, which have variations in privileges. Training at LFC is conducted in accordance with the European Aviation Safety Agency (EASA) syllabii or the UK National Private Pilot syllabus. Further guidance is available at [www.caa.co.uk](http://www.caa.co.uk) in the document CAP 804.

There is no limit to the time taken to complete the course. It is beneficial to complete it 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 at least for an extra 5 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 medical certificate can be made through CAA approved Aeromedical Examiners (AME’s), and the certificate for the National Licence may be signed by your own GP. A fee will usually be charged. The LAPL requires a lesser level of health, but still needs to be signed by an approved GP or AME. The certificate will normally remain valid throughout PPL training but the validity period is dependent on age. Any club instructor can advise on the procedures. The CAA website provides a list of approved doctors at [www.caa.co.uk/medical](http://www.caa.co.uk/medical)

## WHAT IF 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 licence with some restrictions. The medical standard required is similar to that needed for a HGV driver; furthermore, your GP rather than an AME can issue the certificate. Further information can be found at <http://www.caa.co.uk/>

## WHAT ARE THE TYPICAL COSTS OF PPL TRAINING?

Minimum 35 hours dual flying @ £119 per hour	£4,165
Minimum 10 hours solo flying @ £119 per hour	£1,190
Budget for an extra 5 hours to allow for revision required after period of poor weather etc	£600
Instructor fees (50 hours @ £36)	£1800
Medical certificate fee	£120 to £150
Ground examination charges	£180
PPL student pilots’ equipment (maps, protractor, navigation computer, text books etc)	£120
Pilot’s Logbook	£15
PPL Licensing and Test Fees	£150
<b>TOTAL (Circa)</b>	<b>£8,355</b>

The above figure is only an estimate. The minimum training for the National PPL or LAPL is less. 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 is 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 LFC is one of the most competitively priced clubs in the country to gain a pilot’s licence.

## 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 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](http://www.transair.co.uk) to obtain a significant saving on pilot supplies. Alternatively try looking on Ebay at [www.ebay.co.uk](http://www.ebay.co.uk)

#### WHAT GROUND STUDY MUST I DO?

The courses include examinations in aviation law, human factors, meteorology, navigation, radio procedures and aircraft performance and technical knowledge. These examinations are 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. Students may find it helpful to purchase their own books, which are written to complement the courses. The Club recommends volumes 1- 4 and volume 6 of the Trevor Thom "The Air Pilot's Manual" series. 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 have limited facilities to provide formal ground school lessons and club instructors are happy to give tuition on request. (Students should make best use of those days when weather stops them from flying.)

#### CAN I HAVE A TRIAL LESSON?

Before committing yourself to full membership, you are welcome to book a trial lesson. A 30-minute sortie is generally suitable as an introduction to flying training. Contact any instructor or the Ops Manager and they will be pleased to arrange.

**Please do not hesitate to contact us if you should need any further information.**