

LYNEHAM FLYING CLUB at KEMBLE

A GUIDE TO MEMBERSHIP

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 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

Any Club member or instructor will be pleased to provide any further detail you may need.

Section 1: General Background

Lyneham Flying Club (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 (Kemble) Airport, where it continues to operate very successfully as one of the larger flying clubs (around 100 members) in the Royal Air Force Flying Clubs Association (RAFFCA). The Club has plans to return to Lyneham when it reopens as home to the tri-Service Defence College of Technical Training, but this will not happen before at least 2018.

LFC's main aim is to provide flying instruction to PPL standard to current Service personnel at the lowest possible cost. In addition the Club provides 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) and RAFFCA regulations. The aircraft operate on the civil register, and the instructors hold civil instructor's licences. Some are also serving RAF pilots holding commercial 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 modern, well equipped single-engined aircraft, ideal for

instructional flying. The aircraft are also available to PPL holders for recreational flying, expeditions, and also advanced training if required.

Section 2: Membership

AM I ELIGIBLE TO JOIN?

All Service personnel of all three Services are eligible to join LFC as Full Members, including members of foreign military units attached to MOD units in the UK, and members of University Air Squadrons (and Army/RN Officer Training Corps equivalents). In addition, dependants, retired Servicemen and members of the Reserve Forces and Service youth organizations (e.g. CCF and ATC) may join as Associate Members. Some civilians (who do not fall into the previous categories) may also be invited to become Associate Members, but their numbers are limited by RAF regulations and they are usually required to offer some valuable service to the Club, for example flying instruction.

Joining is straightforward, simply contact the LFC Ops Manager (07476 958 387 or email 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 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. Please contact the Ops Manager for more details.

Current Annual Membership Charges

Full Members (Serving Personnel including Active Reservists)	
Officers	£120 per annum
Warrant Officers & SNCOs	Free year 1, then £80 per annum
Cpl and Below	Free year 1, then £40 per annum
Associate Members	£160 per annum

Current Flying Hour Costs

Aircraft	Hire	Instructor Cost
Piper Warrior	£110 per hour	£30 per hour
Paper Arrow	£129 per hour	£30 per hour
S.A. Bulldog	£165 per hour	£30 per 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 Manager.

Section 3: 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 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 Flying Order Book. If exceeded, a pilot 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 in accordance with CAA licencing requirements.

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 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 (IMC) IRating and night qualification. The club can also provide aerobatic training to the AOPA standards.

Section 4: Training for a PPL

WHAT DOES THE PPL COURSE ENTAIL?

PPL training at the Lyneham Flying Club is conducted in accordance with the European Aviation Safety Agency syllabus or the UK National Private Pilot syllabus. An example of the EASA 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 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 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 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 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

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?

The PPL course includes examinations in aviation law, human factors, meteorology, navigation, radio procedures and aircraft technical knowledge. These examinations are mostly of a 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. 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 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

Minimum 35 hours dual flying @ £110 per hour	£3,850
Minimum 10 hours solo flying @ £110 per hour	£1,100
Budget for an extra 5 hours to allow for revision required after period of poor weather etc	£550
Medical certificate fee	£80 to £100
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
TOTAL	~ £6,065

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 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 detail at all.