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ALL PPL, CAA Approved Modular CPL FLYING TRAINING - MULTI ENGINE RATINGS - INSTRUMENT RATINGS
IR RENEWALS - SINGLE and MULTI CLASS RATINGS - CAA APPROVED PIPER PA44 SIMULATOR -
ALL 170A CHECKRIDES - AIRCRAFT HIRE -

PROFESSIONAL TRAINING INFORMATION 1st. June 2005

Please note that much more information including prices is available to download from our website at www.humberflyingclub.co.uk

Thank-you for your interest in professional training with us. You may have been expecting a glossy brochure with lots of expensive photography. I am sorry to disappoint you about that, but there the disappointment should end. All these brochures cost money and are reflected in the prices that other companies charge. In most cases, the glossy brochures are intended to sell inferior training on the strength of the shiny handout. All we promise is no messing about and good value for money. We book your test slots so every item you require is booked before you arrive.

Here at HFC, the only recent changes are that wife Yvonne has taken over the reception desk from Sue. What you see is what you get with over 30 years experience in the UK training environment and 15 years training professional pilots. All the training will be done one to one and I **never ever** take more than three trainees at a time so you will not be sat around waiting to fly. Our aim is to get you qualifications you can be proud of and a prospective employer will be impressed with. The results speak for themselves.

Our group of companies operate in the professional atmosphere of Humberside International Airport. We have been established since 1982 when we started with one aircraft and six students. Since then we have purchased three more aircraft outright and in December 2000, a fabulous fully airways equipped Piper PA44 Seminole for Multi and Instrument Ratings. All the aircraft used for this type of training are maintained to the highest Transport (Passenger) category.

The Humberside International Airport is fully equipped with MET self briefing, Flight Plan Filing, an NDB on the field, ILS and DME on the main runway. The airport also has Radar plus SSR and can offer either radar vectors to the final instrument approach or monitor full procedural service for traffic separation.

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Within thirty miles of the airfield there are two VORs with DME, and four other NDBs to practice procedures in relative peace and quiet. Also nearby, only twelve miles away, is Airway L975, with a base of FL70. There is plenty of unregulated airspace to train in without accidentally infringing upon any other protected or restricted airspace.

THE STARTING POINT

Candidates for a JAR Professional licence should have a minimum of the following before commencing flying training with HFC. Foreign candidates whose mother tongue is not English should be fluent in both written and spoken English and be able to converse with ease.

MINIMUM FLIGHT EXPERIENCE JAR CPL Course	100 P1 150 total
PPL / IR Course	no minimum hours
MINIMUM FLIGHT EXPERIENCE non approved course	see * below
GROUND EXAMS	
as appropriate CPL, ATPL or PPL / IR	all passed **
MEDICAL class 1 for CPL	passed ***
For PPL IR - Class 2 with audio	passed ***

* Unfortunately this route has disappeared under JAR. At the time of writing, there is doubt about what credits an ICAO licence and considerable previous experience will be allowed towards training credits for the JAR CPL. Please enquire for the latest position.

** We require sight of all the pass certificates before commencing flight training.

*** It is desirable to be declared fit to fly to the appropriate standards before starting training as the UK Flight Tests cannot be taken without the appropriate medical.

TRAINING FROM HUMBERSIDE INTERNATIONAL

The ATC at Humberside International is staffed by fully licensed controllers, providing experience in an occasionally busy yet relaxed professional atmosphere. From the beginning, pilots become accustomed to requesting clearances, dealing with instructions and such like.

Set out below are some of the services available from our organisation for the experienced pilot wishing to make a career in professional aviation.

GFT TRAINING - Approved Modular JAR CPL Course - ideally full time

The full time approved course will be a minimum of 25 hours with 5 on the Simulator, 15 on the Cessna 172 and 5 on the PA44, which will be used as the **complex type**. These figures are MINIMUMS and it will depend on your abilities

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when you arrive to start training how little extra training is needed to finish the course to the required standard. **Successfully completing this course will give the candidate a JAR Modular CPL or frozen ATPL with a Multi Engine Class Rating.** The training is expected to last 3 plus weeks full time with the Flight Test during the 4th week. If the course is done part time, the maximum duration should be 3 months. Beyond that time, some refresher and further expense will be involved.

Note - Credits for an IMC rating have been phased out under JAR. After 30 June 2002, all candidates without an ICAO Instrument Rating must complete the full course, unless they are UK RAF qualified pilots. Please enquire for more details.

GFT TRAINING - Non Approved Course

We have yet to establish with the CAA exactly who is entitled to receive non approved training. There are many questions which remain unanswered. Currently we think only those with an ICAO CPL from another country will be able to do the training and testing via this route. Please keep in touch for the latest information. If you find out different, please call us.

Before commencing training, it is recommended that students should acquire a new Northern England ½ million scale map, fablon covered, and the Humberside Airport plate from either Pooley's or Aerad. If there is any problem, we can supply these after you have booked your course.

The 1st. May 1997 saw the introduction by the UK CAA of a new format six part GFT test in line with JAR. Now, a candidate must pass a test at a maximum of two attempts otherwise a new series of tests must be taken. A failure of 1 section is a **PARTIAL PASS** - a failure of 2 sections is a **COMPLETE FAILURE!** With this in mind, candidates need all the help they can get to pass first time.

BCPL to CPL UPGRADE

This route was withdrawn on the 30th. June 2002. Since that date, anyone without an IR loses all the credits for the frozen ATPL exams they previously had. If they want to convert their licence in the future, it will be necessary to re-sit the JAR ATPL exams.

INSTRUMENT RATING APPROVED COURSE

We can offer you a 55 hour approved multi engine IR course lasting up to 8 weeks full time. Anyone who takes the course part time can expect to need more training and therefore, expense. From June 2005, the requirements are 25 hours SIM, 15 Cessna 172, 15 on the PA44. Alternatively, the course can be 25 simulator and 25 PA44, which is what we do most regularly. Currently, a valid IMC rating does not give any reduction on the course. The first two weeks are all simulator, the third, fourth, fifth and sixth weeks are mixed simulator and aircraft. The last week of the course and test are currently done at Leeds to save

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expensive daily positioning. The GFT flight test must be passed before the IR test unless you already have a PPL.

To the best of our knowledge, there are no exemptions from the approved course unless you have another ICAO Instrument Rating to convert, in which case, then the **MINIMUM** you have to do is 10 hours simulator and 5 hours aircraft. To be realistic, you should allow a considerable amount more than that in order to be prepared for the final Skill Test with a CAA staff examiner.

INSTRUMENT RATING pre - entry requirements

Before the course commences, you must have all of the following:-

- Medical current (Class 1 CPL or Class 2 PPL with audio)
- Multi Engine rating
- Night Rating

To save money, it would help you enormously if before your training commenced, you could familiarise yourself with the Aerad Manual and charts for the airports we are likely to visit during your course. We use Aerads exclusively and can supply copies if you have any difficulty.

COMBINED GFT / INSTRUMENT RATING TRAINING

Experience has shown that the most economical way of attacking the issue of a JAR licence is to combine the training. Here at HFC, when a student elects to do all the training with me, common methods are used. Methods which are taught for the Instrument Rating are started during preparation for the CPL Skill Test. By doing so, it is often possible to save several hours on the more expensive PA44, particularly if a student is on a very strict budget (and who isn't these days)?

CLASS RATING

As part of the CPL training above, candidates are prepared for the MEP Class Rating skill test. This is now part of the same flight with the CAA examiner on CPL test day. Usually, no extra training is required for this.

CONVERSION OF NON UK LICENCES

Because the CAA and JAR are in complete turmoil, each licence conversion is considered on its merits. It is a good idea to contact us early on to confirm what exemptions are or are not allowable in the quest for the proposed JAR licence.

The only problems we have come across up to now in respect of conversion of non UK professional licences are discussed below. Initially the candidates are bamboozled by the differences between what ATC they are used to and what they get when they start training in UK airspace. Therefore, you should bear in

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mind that if you have not done much flying at a busy UK airport, you are likely to need an hour or three or four adjusting to the ATC terminology before settling into the training we provide.

If you work hard, training progress will be at maximum rate. I am being dishonest unless I make you aware that the training is up to a standard, not down to a price. You should not underestimate the time and effort which will be needed to convert another licence to the JAR standard. Too many schools operate a sausage factory. I do not - which is why my results are so good. You will be proud to show a prospective employer your CV with first time passes which should help enormously at interviews.

NON UK RESIDENTS

Now that the NVQ discount has finished, there are no other relevant schemes currently available even though you may be a UK tax payer.

HOURLY BUILDING See separate price list which can be downloaded from our website for more information. If you have difficulty, please contact the office.

We are able to offer you, the hard pressed student these prices because we own all the aircraft including the fabulous low time Seminole. Our Cessnas and Simulator are paid for in full. Prices are correct at the time of publication, but subject to change without prior notice. Normally, briefings are free of charge unless a considerable time must be spent on a particular problem.

SOME ADVICE ON DRESS

If you wish to become a professional pilot, it creates a good impression with the CAA examiners if you look like one. During your training you will be expected to report each day in a clean and tidy manner. We are not suggesting that you turn up for your tests dressed up to the nines but a clean smart appearance in white shirt, dark tie and pilots pullover will help you on your way, so, please, no tatty jeans, scruffy clothes or not shaven for three days.

SOME ADVICE ON EMPLOYMENT

Because of our reputation for high quality training, we are able to supply references to enable you to get worthwhile employment after successful completion. Some of the companies we have provided pilots for include Air UK (now KLM), Eastern Airways, British Midland, British Airways and Direct Flight. Please see our "**Where Are They Now?**" download on the website.

SOME ADVICE ON MOBILE PHONES

Please leave your mobile either in your car or at home. Mobiles irritate everyone nearby and become intolerable and disruptive if operating during ground lessons

or simulator practice. Please ensure that your employers are aware that you are not available for any purpose during the time you will spend with us. If you cannot do this, you will probably spend more time and money training than you should.

SOME ADVICE ON SMOKING

The Humber Flying Club operates a total non smoking policy. Smoking is also prohibited by the Airport Bylaws whilst airside. Now may be just the time to quit. Do you really want to be put at the bottom of the pile of CVs when applying for an airline job?

SOME ADVICE ON MONEY

Everything in aviation is costly, particularly at professional level. The best bit of advice I can think of is if you cannot comfortably afford the training, don't attempt it until you can. There is a lot of truth in the saying that 'if you need to keep an eye on the cost, you will not achieve it'. We have had students in the past who have been so tight on a budget that the extra stress of managing the finances has caused them to under perform and drop out of the training.

Whilst we are among the cheapest trainers around with a proven track record, money inevitably has to be considered. Recent experience has shown that you should budget for a considerable sum in reserve so that if the weather plays cruel tricks or you have to wait for a test, you should not go broke whilst waiting for training slots or tests.

If the money is not spent on the training, then this is a bonus and can be used to pay for the holiday you will need when you have finished to return to normal stress levels. If you try to do this training on a shoestring, the odds are against a happy conclusion.

Before we leave the subject, there has been considerable discussion with our accountants recently to provide a safeguard to both parties for your money whilst you are training here. There have been several instances with other companies where a candidate has paid a substantial sum up front, only to be informed that the company has gone into liquidation before the training has been done. Unfortunately this has led to loss of confidence in the financial state of the school and indirectly tarnishes every other genuine school.

With this in mind, we opened a **CLIENTS ACCOUNT** at the bank as solicitors are legally required to do, entirely for looking after your deposits when money is paid in advance. Your money will stay secure in this account until we inform the bank that your training is complete so they can then transfer your funds to our current account. This should give you the peace of mind to concentrate on the job in hand and do well.

Professional Pilot Training

We will, however expect you to maintain your account with us in credit with cleared funds. If you wish to pay by cheque, please allow sufficient time for this to clear before being used. We take any form of UK currency except plastic. Please enquire what the latest position is for booking courses.

SOME ADVICE ON FOREIGN LICENCES

The attraction of saving big money by going to the United States and doing some of their qualifications en-route to a UK or JAR licence can appear very attractive considering some of the equivalent costs in the UK. Be very wary. If you do go via this route, you should consider that you may have to do a considerable amount of **'retraining'** on your return before reaching the UK standard. You can hardly go back to the US to complain when you return to the UK only to find out that the qualification done in the US does not provide the stepping stone it originally appeared to do.

Our recent experiences with UK PPLs done in the US prompts me to mention the fact that all the pilots I have seen returning from the US have required the **minimum** of six hours dual training before going solo in UK airspace. One inferior candidate took **ten!!!** It will certainly not be a holiday and by the time you have added the cost of travel and accommodation plus UK checkout / conversion, there is unlikely to be little money saved overall. You would be better trained by my colleagues here to a high standard and then do an Approved Modular CPL course with me. There is no easy route to JAR licences.

GENERAL

All training is arranged to suit individual candidates after discussions on your requirements with our CFI, Capt John Greenfield. A first time full pass is the declared intention, so as to save you money and preserve our currently 82% pass rate on all tests with only 5 failures since we began in 1992. The training is geared to that sole aim. Test appointments are booked for you as training progresses.

I will be pleased to discuss your requirements at length anytime. Please contact me at the above address or E-mail me from the website.

STUDENT ACCOMMODATION

All lodgings will be the responsibility of the student. If you require it, please ask us to send you the current list of Guest Houses in the local area. No express or implied warranty will be given with regard to the quality of the accommodation. All accommodation bills will be the responsibility of the student and payment made direct to the hotel / guest house.

We are currently advertising for economical accommodation with local families in an effort to provide friendly surroundings whilst you are a long way from home.

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MODULES NEEDED FOR ISSUE OF ATPL FROM ZERO EXPERIENCE

Note- for students with some experience, the relative modules should be added together. All module hours are **MINIMUMS**.

1. Private Pilot

This JAR module consists of 45 hours training in a Group A aircraft. Extras are Flight Test and Written Exam fees.

2. Night Rating

This module requires 5 hours night training, terminating with 5 solo take offs and full stop landings. This training is mandatory for a modular JAR CPL and for the issue of an ATPL. Minimum start hours PPL, 25 P1 and 50 total.

3. IMC Rating

This qualification is currently only recognised in the UK. It used to exempt 12 hours of Instrument Flight training towards the JAR Instrument Rating before 30 June 2002. Minimum start hours PPL, 10 hours point to point cross country. Course length is 15 hours (or 12 if Night Rated) of actual or simulated IF training. We understand that the IMC rating can be attached to a CPL but do not know anyone who has tried or succeeded.

4. Hour Building block

What this module costs is ultimately up to you. There are several schemes which will allow cheap hours to be built up before the start of the CPL Flight Training at module 6. You can do either of the following:-

- Buy a share in a cheap home built and fly for around £10 per hour

- Go parachute dropping for free

- Go glider towing for free

- Ferry other owners' aircraft to maintenance for free

- Get checked out in a 4 seat aircraft and fly your friends. Legally, you must pay 1/4 of the cost. The remainder can be split equally between the other 3 passengers.

This module must be completed before starting module 6 and must also include a 300 nautical mile day cross country with two intermediate full stop landings.

Minimum hours must now be in excess of 165 total and 95 P1.

5. ATPL Written Correspondence Course

There are no hard and fast ways of completing this module. Candidates can either arrange their own Correspondence Course or book in on one of the Full Time courses offered by the various schools. Please enquire for the latest information on pass rates and reputations.

There are no minimum start hours but the candidate must have a **minimum** of 100 hours before the CAA will allow sitting of the final exams. It is necessary to book an exam date as early as possible to ensure minimum disappointment. Any resits must be passed before entry into module 6.

6. Modular JAR CPL Flight Training. Maximum recommended course duration 3 months part time.

Note - this module cannot be started before the candidate has completed module 4 and is in possession of a CAA Class 1 medical done at Gatwick. On completion of this module, including the Class Rating test, which we do on a multi engine aircraft, the candidate can apply for a JAR CPL with Multi Engine endorsement.

Module training hours are 25 dual. Total hours for issue of the CPL must be 200 total and 100 P1.

7. Hour Building Block

Note - this module can be ignored if the candidate is intending to proceed via an Instructors Rating because at this stage, the candidate meets all the requirements for pre entry into the Flying Instructor course.

Hours total at the end of this module should be 200.

8. Approved Instrument Rating course. Recommended maximum course duration is 6 months part time attendance.

This module can only be started when the candidate has fully completed the hours requirements of module 7. From June 2005, module contents are 25 hours simulator, 15 single engine and 15 twin engine, reduced to a total of 50 hours with JAR CPL.

Hours total at the end of this module for the issue of the IR must be 200 for Approved IR or 700 for non approved IR.

9. Hour Building Block

This module is required if the candidate is progressing towards the issue of a full ATPL. The block can consist of any of the following:-

Buy a share in a cheap home built and fly for around £10 per hour

Go parachute dropping for free

Go glider towing for free

Ferry other owners' aircraft to / from maintenance for free

Do aerial photography

Fly as a Flying Instructor

The candidate must also complete:-

1500 hours total time, including -

250 hours P1

50 hours P1 cross country

100 hours night flying as PIC, of which 25 hours must be on cross country or overseas flying, including two night cross countries terminating not less than 65 nautical miles from the departure airfield.

10 night take offs and 10 landings as PIC

75 hours as PIC by sole reference to instruments

A multi engine class rating (included in module 6).

At the end of this module, the candidate can apply for the issue of the full and unrestricted ATPL.

Note- before the new JAR ATPL can be issued, the applicant will be required to show completion of an MCC course (usually done when commencing work with an

airline) and 500 hours as co-pilot of multi crew aircraft. This is usually achieved by working for an airline for 2 years.

USEFUL INFORMATION AND CONTACTS

GROUND SCHOOL/S there may be others. Please mention Humber Flying Club when enquiring.

*****NEW * NEW * NEW * NEW *NEW * NEW *****

Atlantic Flight Training Ltd., Dakota House, Coventry Airport, Coventry, CV8 3AZ, tel: 012476 882640, FAX: 012476 882649. The only school we currently know about that does distance learning theory for the JAR CPL.

Aviation Training Associates, Coventry Airport. Tel: 01203 639929 FAX: 01203 639818 High quality instruction for all professional courses to ATPL. Highly recommended by many of our past GFT and IR students.

Bristol Flying Centre Bristol Airport, Bristol, Somerset. Tel: 01275 474601 FAX: 01275 474851. Groundschool well spoken of by previous students

CPM Enterprises, 24, Hazelcroft, Churchdown, Gloucester, GL3 2DT. Specialises in 1 to 1 tuition on individual requirements. Tel: 01452 855796.

Glasgow College of Nautical Studies 21, Thistle Street, Glasgow G5 9XB www.glasgow-nautical.ac.uk or e-mail maritime@glasgow-nautical.ac.uk tel: 0141 565 2700 / 2500. FAX 0141 565 2599. Highly recommended by previous students.

London Guildhall University, Dept. of Aviation Studies, 100, The Minories, London EC3N 1JY. The CAA will not admit it, but we are given to understand that the University has the highest pass rate for ground subjects in the country. Several of our past candidates have been through the University and all speak highly of the tuition. Tel: 0171 320 1757. FAX: 0171 320 1759

CAREER DEVELOPMENT LOANS

I did my own IR many years ago with a CDL and it worked very well for me. Information on CDLs can be obtained from the CDL Information line on 0800 585 505 or www.lifelonglearning.dfes.gov.uk/cdl The Department's information on the CDLs is kept up to date for those with Internet access. Please enquire at the HFC office for any further information.

CAR HIRE. There are several car hire companies operating in the area ranging from Rent - a - Wreck from about £30 per week for local running about to Hertz, Avis, Europcar etc. Please ask for details if you have any problems in this area.

IN CONCLUSION

I wish to place on record that I work the candidates hard here to try to get them the best training possible in the shortest time on the least amount of money. I hope there is sufficient information for your enquiry in the above, but if there are

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any questions left unanswered , please ask and I will inform you further. I look forward to meeting you when your specific needs can be assessed and suggesting how best to provide the training and testing you require.

All bookings are taken in good faith. However, the HFC cannot be held responsible for any circumstances, howsoever caused, beyond their control. Your placing an order for training with HFC signifies your acceptance of this condition. Every effort will be made to ensure as far as is possible that all test deadlines are met and full support given to aim for a first time full pass. Wherever necessary, tests take priority over training. I look forward to discussing your requirements with you. Thank you for contacting me. I will give you all the assistance I can.

Yours sincerely

Capt John Greenfield
Chief Flying Instructor

P.S. The information contained in this Information Pack is as up - to - date as possible. By way of the CAA continuously moving the goalposts, some items may not be 100% accurate. Hopefully, the CAA may make up their mind by the end of the next century. Don't hold your breath waiting.

In line with our desire to improve courses and services, all prices and services are subject to change without prior notice. The provision of information above is for the guidance of the candidate only. Every effort has been made to ensure the accuracy of the information contained above. The management reserve the right to refuse to accept any person on a training course without being required to give a reason. EOE excepted.