

# Humber Flying Club

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ALL PRIVATE and CAA Approved COMMERCIAL FLYING TRAINING - MULTI ENGINE CLASS RATINGS  
APPROVED INSTRUMENT RATINGS - AIRCRAFT HIRE - PLEASURE FLYING - AERIAL PHOTOGRAPHY  
AIR OBSERVATIONS etc

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## It's EASY TO FLY - HERE'S THE WAY

Thank you for your enquiry about training with the Humber Flying Club.. Before explaining the training procedures operated by the Club, here is a little background information. The Humber Flying Club was formed in 1982 to provide the best possible training at the most sensible prices. Over the years the Club has grown from the original Cessna aircraft and 6 students to the 3 Cessnas, 1 Piper PA44 Seminole twin engined aircraft and simulator it operates today. All aircraft are maintained to the highest Public Transport category maintenance schedule and great care is taken to ensure that the aircraft are always in good condition. Because the aircraft and simulator are owned by us, we can operate them at the very competitive rates we charge.

More recently the Chief Flying Instructor, Capt. John Greenfield has been looking at ways of providing you, our qualified pilots and our other potential students with the same good value for money whilst expanding to meet the ever increasing demand for quality. All flying instructors are regularly checked to ensure that common teaching methods are use in case there is a need for a student to change instructors for any reason.

The Humber Flying Club has always operated as economically as possible, but our standard are second to none. The Chief Flying Instructor, Capt. John Greenfield is a current Commercial Pilot with Instrument Rating in addition to his instructors qualifications and has over 30 years flying experience. He is also a Civil Aviation Authority (CAA) approved flight and ground examiner with CAA approval to conduct the European JAR (Joint Aviation Requirements) Modular Multi-Engine, Commercial, Instrument ratings and Simulator training.. All of the other instructors hold full professional licences and are more experienced than normal club instructors.

## What do I need to start?

Very little, really. The greatest considerations are probably the financial aspects and the spare time necessary to devote to the exciting and absorbing new venture. We do not ask for large sums up front because we are quite solvent. Be very wary if you are asked by other organisations for large advance payments. There have been recent instances where this has been required and then the organisation has gone broke before the training has been done. At HFC you can simply pay for the services as you learn. You may start training at any age where you can reach the aircraft flying controls comfortably, though you must be over 16 years under European law before you can fly the aircraft solo.

We also recommend that you have a minimum of a JAR class 2 medical examination before much training is done. Only good normal health is required. We suggest you discuss learning to fly and any problems with your family GP for free before spending any money with a CAA examiner.

What may come as a bit of a surprise is that some forms of colour blindness and minor eye defects are allowable in certain circumstances. It is as well to check this out early if there are any doubts. Correcting spectacles are allowable even for airline pilots and the usual requirement is to carry two pairs whilst flying.

The Course itself consists of:

1. Flying Training - all minimum times:  
  
45 hours flying training to include:  
  
25 hours dual instruction, which incorporates 5 hours visual navigation,  
4 hours instrument flight,  
10 hours of solo flight.
2. Ground school examination subjects:
  1. Radiotelephony (RT) (communications with Air Traffic Control)
  2. Aviation Law (Pilots equivalent of the Highway Code)
  3. Meteorology
  4. Navigation, Operational Procedures
  5. Flight Performance and Planning
  6. Aircraft General Knowledge  
Part 1 - Aeroplanes in general, principles of flight and communication  
Part 2 - Your particular training aircraft (Cessna 150)
  7. Human Performance and Limitations - how environmental and atmospheric changes affect the pilot and his / her reactions.

After the RT and Air Law exams have been sat and passed, the class 2 JAR medical has been granted (see back page), and approximately 12 to 15 hours of flight training have been completed, then your instructor will send you off on your first solo flight. This involves a single circuit of the airfield.

Both dual and solo exercises follow this memorable flight, including a brief look at some basic flight manoeuvres on instruments. You will then start to fly 'Cross Country', which is where the training starts to be less routine and more interesting. At this stage you will be required to complete the study and examinations for Navigation, Meteorology and Human Performance subjects.

Several cross country flights gradually improve your navigation skills which put you at a sufficiently high standard to successfully complete the Solo Nav Test. This is probably the most demanding of all the flights during the PPL course. It comprises a 3 or 4 point cross-country 'Qualifying Cross Country' flight. The route we fly is from Humberside to Leicester, Peterborough and return to Humberside. The Air Traffic Controllers at the airfields are required to sign a form to say that your airmanship and aircraft handling are good enough to handle an aircraft without being a nuisance to anyone else.

General handling exercises and the technical exams are now completed ready for the final step - the Flying Skill Test. This is a test of basic aircraft handling with a short navigation leg, to show whether you are capable of handling the aircraft safely should you accidentally enter cloud, or have any other type of emergency. The aural part of the technical examination follows this flight. When this has all been completed, an afternoon at the desk working out figures to put into various forms will result in your application for your licence being posted to the CAA for issue. By this time you will have worked very hard, but will have an enormous sense of achievement, and hold a licence to be extremely proud of.

## **How do I Maintain the Licence?**

Maintaining the Private Pilots Licence is becoming more difficult. All you are legally required to do is to keep a current medical certificate and to fly no less than 12 hours in the preceding 2 years. There are certain recency requirements if you wish to carry passengers. To stay safe, we recommend the new pilot to fly at least 1 hour a month on a regular basis. At the HFC we hire out our training aircraft to PPL

holders at a reduced hourly rate. Our Cessna 172 aircraft is a natural progression for students who have learned to fly on the Company's Cessna 150 aircraft. This provides you, the pilot with 3 passenger seats. After a short conversion course you can impress your family or friends and invite them to help contribute to the cost of your own flying.

### What can I do with my PPL?

The PPL gives the holder the privilege of flying any light single engined aircraft in reasonably good weather during the daytime. Should you wish to fly the aircraft by night, or in typical British weather, then the HFC can offer you both Night and IMC (Instrument Meteorological Conditions) ratings. These then allow you to fly in some regulated airspace by day or by night. For the more experienced holder of the PPL, these ratings are very useful, especially if you are to use the aircraft as a means of transport (ie to travel to a business meeting on the south coast or in Scotland).

For the more experienced Private Pilot, the HFC also offers Multi-Engine ratings. This rating enables the holder to fly more complex and powerful twin engined aircraft types. These aircraft are capable of flying faster and over greater distances in worse weather - for the seriously experienced pilot only!!

At the HFC we train and fly to a very high standard indeed. SAFETY comes first in all our aviation courses. We can also offer any future Commercial Pilot or Flying Instructor an approved course to suit him / her. Wherever possible a place would be found to promote a new flying instructor from within our membership. We find that there are less problems in establishing the good standards required from the new instructor. Please ask at the club for further details on this or any other courses we offer. Remember - we are only a telephone call away and will make every effort to save you time and money whilst providing the best quality training money can buy.

If you would like to discuss a particular point or feel you have a problem, please do not hesitate to contact the Duty Instructor or if you wish, The Chief Flying Instructor. Every effort will be made to resolve your anxiety and provide an in depth explanation. Initially, flying training may seem a daunting prospect. We can assure you that the efforts are well worthwhile and you can be on your way to a professional aviation career. Everyone, including budding Concorde drivers start from the same point.

### Can I do Aerial Work?

Generally, NO!! This is still one of the grey areas created by the CAA with their Air Navigation Order, though some forms of hour building can be achieved for qualified private pilots building up hours for other qualifications. Basically, the pilot must not get paid for their flying - end of story. At the present time, there are only two forms of **legitimate** hours building available to the ambitious private pilot. The pilot must work for free and be a member of the same club.

1. Glider towing. Generally the Gliding Clubs favour being towed by one of their own ex - glider pilots who have converted onto powered aircraft, though this restriction may change if they are temporarily without a tug pilot.
2. Parachute dropping. Parachute clubs are usually more sympathetic towards using an enthusiastic PPL to build up their hours for other licences. Here, considerable experience can be gained flying some sophisticated aircraft with the larger parachute clubs. The flying is generally boring and monotonous, but good logbook padding when working towards a professional licence.

### Can I do a residential training course?

Yes if you wish to take some annual leave. We have contacts with several local guest houses and can book you the necessary accommodation to coincide with your flying training. Training done this way tends to be more intensive and you should give serious consideration to how much information you can digest in a very short time. Most students find that two or three hours flying training a week is enough to absorb along with the accompanying groundwork. However, one of the advantages of an intensive training programme is that there are usually fewer distractions in the student's free time.

Another recent development is to apply for a Career Development Loan. There are several Banks which specialise in this type of finance if you are going on to qualifying as a Professional Pilot. Please ask at the office for the latest details.

### **Are the American Residential Courses any Good?**

Basically, on what we have already seen, they leave a lot to be desired. They are very much like a sausage factory. Generally, they last for three weeks and that is not long enough to teach anyone to fly even if they were straight out of university and soak everything up first time. If you consider the cost of American training plus the additional cost of settling down in UK airspace and getting to grips with the fickle UK weather, then, in our opinion you would be better off training in the UK and taking a more leisurely time over it. The quality of the training in the UK would be well worth it particularly if you were intending to go on for a JAR professional licence in the future.

There are several problems associated with US training. The first is sitting JAR exams on JAR air law in the US and then having to fly a US registered aircraft in accordance with US law in the US!! I hope this makes sense. If not, we will be pleased to explain it to you. We have had several US qualified pilots with UK licences who have needed over four hours dual training before letting them loose on our aircraft.

### **Can I train on my own aircraft?**

This is now not so practical as previously. There are problems with regard to the maintenance of private category aircraft used for training. All training has to be done under the CAA registration of a school such as ours. Basically, the aircraft must be maintained to a slightly higher standard than is normal for a private aircraft. The aircraft must be insured to cover the flying instructor and examiner. We can do all the PPL ratings for you including Multi - Engine, though this MEP rating must be done on one of our approved courses on our own approved aircraft.

### **Why are your prices considerably less than other schools?**

For three main reasons:-

1. We own all our aircraft and simulator and do not hire any aircraft in so there is no profit margin to add into the cost for someone else - and -
2. We operate more of a club atmosphere where members can save themselves some serious money by - for example - doing simple chores about the office on a rota basis - and -
3. We are not out to make a killing financially, but provide facilities which the average student pilot can utilise without financially crippling themselves and their families on route to a professional flying career. In this industry, everyone starts at the very beginning.

### **Can I claim NVQ discount on my PPL training?**

We regretfully have to inform you that the NVQ discount scheme has now totally finished. The Inland Revenue have brought out an INDIVIDUAL LEARNING ACCOUNT scheme to replace the NVQ, but currently any form of flying lessons, even for professional licences is specifically excluded. Please keep in touch in case there are any further developments. If you learn anything useful on this topic, please tell us and we will tell everyone else.

### **What else can I train for at HFC?**

The HFC and its associated companies are not just involved in basic PPL training. If you require further information on any of the following subjects, please either read our Professional Information Pack or ask for further information at the office. We produce leaflets for some of these items.

Approved JAR Commercial training  
Approved Multi - Engine Instrument rating  
Instrument rating Renewal training and testing  
PPL Safety Pilot courses

Approved Multi - Engine rating  
Approved Simulator training  
Advanced PPL IMC training  
Night Rating courses

At the end of the day, our aim is your complete satisfaction. We strive to provide the best possible facilities and aircraft at the best possible prices. We also ensure that the club instructors are some of the best qualified around and teach to high standards. They are not just Jet Jocks waiting for an airline job and wasting students money in the process. If you wish to discuss any aspect of your proposed training, please do not hesitate to make an appointment to discuss this with the Chief Flying Instructor, Capt. John Greenfield or the Duty Instructor.

We would ask you to bear in mind that generally we get very busy at weekends unless the weather is bad, and may not have the necessary time to deal fully with your enquiry while you are at the airport. If you wish, Capt. Greenfield will contact you one evening by telephone to provide the information you require.

Good luck with your flying career. If you are prepared to put maximum effort into learning, you will be starting with the right attitude to enjoy a lifetime in aviation. If you have a problem, please initially discuss it with your instructor. If you are not satisfied with the result, then please contact the CFI, Capt. John Greenfield so that he can try to resolve the problem for you. The door is always open if you are not completely happy and making progress.

### **Local CAA Authorised Medical Examiners**

<b>LINCOLNSHIRE</b>	<b>EAST YORKSHIRE</b>
Dr. S. J. Bell 7, Watery Lane DUNHOLME Lincoln tel: 01673 860103	Dr. J. H. Loose 2, Church Street Sutton, Hull tel: 01482 826457
Dr. J. M. Lunn Silver Street CONINGSBY Lincs tel: 01526 342340	Dr. S. R. Ell Ward 11, Hull Royal Infirmary Anlaby Road, Hull tel: 01482 675971
Dr. J. M. Lunn The Broadway WOODHALL SPA Lincoln tel: 01526 354088	
Dr. P. J. Mansfield Good Healthkeeping Garod House, Manby Park, Manby, LOUTH, Lincs tel: 01507 329100	

Please note that there may be other approved medical examiners in the area. For the latest information, please contact the CAA Medical Branch on 01293 573685 or 01293 573700 and the best of luck with the automated exchange.

Every effort has been made to verify the information contained in this information pack. No liability is accepted for any inaccuracies or omissions.

## Stop Press

Since the above material was prepared, the eagerly awaited National Private Pilots licence (NPPL) has become available. Implementation date for the issue of the first licences is 29<sup>th</sup>. July 2002. Training can now start in earnest at long last. The new licence should be viewed as a recreation licence for good weather? operation in UK airspace by day.

Before training for this licence, the prospective student should ask themselves whether they intend to take their aviation career further in the future, because there are likely to be problems converting from the NPPL to the other JAR licences until all the bugs are out of the system. The following is a general breakdown of the new NPPL as compared to the full JAR PPL which is shown in brackets ( ).

Basic licence course	32 hours	(45 hours)
Written exams	6	(6)
Basic licence validity	life	(5 years)
Minimum annual flight time	6 hours	(6 hours)

### Frequently asked questions

Question	Answer
Where can I do the NPPL course?	The Humber Flying Club is registered with the CAA and will be promoting this course.
How many hours is the NPPL course?	32 hours plus tests (navigation skill test and general handling skill test).
Do I need a JAR - FCL medical?	No. You need a certificate of fitness to be signed by your GP. There are 2 levels, the first at DVLA car driver level and the second at HGV driver level. We recommend you to go for a JAR medical if you intend to eventually qualify for a higher licence.
Can I get a credit for previous flying experience?	Yes, from both gliding and microlighting. Also see <a href="http://www.nplg.org.co.uk.com">www.nplg.org.co.uk.com</a> .
How much will the new licence cost?	£132, payable to the CAA.
How long is the licence valid for?	Life, subject to the re-validation requirements.
Can I fly to France using my NPPL?	No. The privileges of the NPPL are restricted to the UK airspace system.
Is the NPPL valid anywhere else in the world?	Not at the moment but it is probably only a matter of time before other countries recognise it.
Can I join a flying group or own an aircraft?	Yes, but if the aircraft weight is more than 2000 kg or has more than 1 engine, you cannot fly it.
What about aircraft with variable pitch props or retractable undercarriage?	So long as the aircraft's weight does not exceed 2000 kg you can undergo differences training which qualifies you to fly more complex single engined types.
Can I upgrade to a JAR - FCL PPL?	Yes. 30 hours can be carried over as a credit.
Can I fly by night or in IMC?	No. The new licence is to fly by day in good weather. Minimum VFR visibility will be 5 km and Special VFR will be 10 km.

<b>Question</b>	<b>Answer</b>
If I have not flown for some time, can I revalidate?	Yes. No flying between 2 and 5 years - training and testing at the discretion of the FTO. No flying over 5 years - a short course of training plus test.