

# 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 Kemble Airfield (Cotswold Airport), where it continues to operate successfully.

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 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 a Piper PA28 Warrior, Piper PA28R 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?

Simply contact the LFC Secretary ([enquiries@lynehamaviation.co.uk](mailto:enquiries@lynehamaviation.co.uk) with your enquiry. They will be able to answer any questions you have, issue you with a Membership Application Form and guide you through the process. The Ops Manager or Membership Secretary will then be pleased to arrange a conducted tour and briefing for you 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 RAFSA 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	£150 per annum
Warrant Officers & below	Free
<b>All Others</b>	
Full & Associate Members	£190 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	150	138	125	113	100	88	75	63	50	38	25	13
Full / Assoc	190	175	159	143	127	111	95	80	64	48	32	16

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	£160	£36
Arrow	£190	£36
Bulldog	£250	£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 (FOB) 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 FOB. 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. By including the passenger's full name and mobile number in the Journey Log they are classed as Temporary Members for that flight; 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 our social media.

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

If you plan to land away and stay overnight, you may do so. There are no Club rules on the flight time to do so.

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

The requirements for revalidation of a PPL are laid down in the CAA regulations, 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/IR(R) and Night Rating. 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 two main types of basic GA pilot's licence available: PPL and LAPL, which have variations in privileges. Training at LFC is conducted in accordance with the UK Private Pilot syllabus. Further guidance is available at [www.caa.co.uk](http://www.caa.co.uk).

There is no limit to the time taken to complete the course. However, 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 (AMEs). The LAPL requires a lesser level of health, but still needs to be signed by an approved 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 ARE THE TYPICAL COSTS OF PPL TRAINING?

Min 35 hrs dual flying @ £160 per tacho hr (each flying hr equates to ~ 0.8 tacho hr)	£4,480
Min 10 hrs solo flying @ £160 per tacho hr	£1,280
Budget for an extra 5 hrs to allow for revision required after period of poor weather etc	£640
Instructor fees (~ 50 hrs @ £36 per flying hr)	£1,800
Medical certificate fee	~ £100-180
Ground examination charges	£225
PPL student pilot's equipment (maps, protractor, navigation computer, textbooks etc)	~ £120
Pilot's Logbook	£15
PPL Licensing and Test Fees	£150
<b>TOTAL</b>	<b>~ £8,810</b>

The above figure is only an estimate. The minimum training for the 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.

LFC is an approved learning provider with the Enhanced Learning Credits Administration Service (ELCAS). Enhanced Learning Credits (ELC) can be used for training for qualifications recognised as NVQ level 3 or higher. The PPL course is an NVQ level 3 equivalent. Any subsequent courses are

therefore considered to be higher than NVQ level 3. Eligible service personnel can take advantage of the ELC scheme to greatly reduce the cost of their training. For example, our PPL course can be broken down into three ELC modules that cover the minimum flying requirement of 45 hours.

#### 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.

#### WHAT GROUND STUDY MUST I DO?

The courses include examinations in aviation law, human factors, meteorology, navigation, radio procedures and aircraft performance as well as technical knowledge. These examinations are taken online at the Club, and invigilated by one of the Club's qualified ground examiners. 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 online 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.**