



# Price List

September 2010

For enquiries and bookings please  
 Telephone: 01223 373717  
 Hours: 7 days, 8:30am – 6.00pm

## Cessna 172SP



G-HERC  
 G-MEGS  
 G-SHWK  
 G-UFCB  
 G-UFGD\*

Dual £179.80 per hour  
 Solo £159.00 per hour  
 IMC £188.00 per hour  
 Night £188.00 per hour

**Trial Lesson** £120.00 40 min  
 £179.80 60 min

## Extra EA200



G-GLOC

Dual £239.99 per hour  
 Solo £199.90 per hour

**Trial Lesson** £160.00 40 min

*Note: Extra 200 is available for both standard and aerobatic trial lessons.*

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|---|--|
| <b>Membership</b>                             | <b>£122.61</b>   |
| <b>PPL Course Ground Training Fee</b>         | <b>£148.00</b> Due at start of PPL Course                    |
| <b>PPL &amp; IMC Ground examinations</b>      | <b>£28.00</b> each   |
| <b>Aircraft Externals Lesson (non-flying)</b> | <b>£125.00</b> Includes aircraft & Instructor                |
| <b>PPL/NPPL/IMC Skills Test</b>               | <b>£210.00</b> ( + Aircraft charged at solo rate )           |
| <b>Revalidations/renewals – SEP/IMC etc</b>   | <b>£120.00</b> ( + Aircraft charged at solo rate )           |
| <b>Instructor only (p/h)</b>                  | <b>£65.00</b> ( £85.00 per hour for aerobatic or tailwheel ) |
| <b>Monthly Membership for passengers</b>      | <b>£10.00</b> Valid for one month per passenger              |
| <b>*Surcharge for use of GUFCD</b>            | <b>£25.00</b> per hour                                       |

Please note: Prices vary and may be subject to change at any time without notice



**Whether you are looking for a new flight training club, changing from your existing club, or a PPL holder looking for a place to hire aircraft from you are bound to have lots of questions you would like to have answered.**

**The 'frequently asked questions and answers' below will answer many of your queries. However, please do not hesitate to call us or drop in for a more detailed discussion about your precise requirements.**

**Q: How do I get my Private Pilots Licence (PPL)?**

A: You need to join a suitably accredited flying club or flight training school and complete a PPL course.

**Q: How long will it take to complete the training and get my licence?**

A: The Civil Aviation Authority (CAA) requires that you complete 45 hours of flying. Of this 25 hours must be 'dual' and 10 hours 'solo' as pilot-in-command. Of the latter, 5 hours must be flown on cross-country flights. Frequent and regular lessons may minimise the overall course duration.

**Q: How much will it cost?**

A: The flying part of your lesson is charged at our normal 'dual' rate. Please see the prices section of the website for up to date information.

**Q: What aircraft can I fly when I get my licence?**

A: You will be training for a European JAA PPL with a 'single engine piston class rating'. This rating entitles you to fly single piston engine aircraft within that class up to a maximum takeoff weight of 5700kg in any European country.

**Q: How long are the lessons?**

A: Our lesson 'slots' are two hours long. That time will include a pre-flight briefing, a flight, and post-flight de-brief. Your earlier flights will usually be limited to around 40-50 minutes within the two hour period. The duration of the flights will increase to around an hour as you progress through the course.

**Q: How do I pay for my lessons?**

A: You can either pay for your lessons one at a time or pay into an account at the Aero Club. You may also pay a lump sum in advance. Please see the prices section of the website for details of 'package deals'

**Q: Can I book several lessons in advance?**

A: Yes. You may book any number of lessons up to two months in advance.

**Q: How do I start my course and book my first lesson?**

A: All you have to do is call us and book your first lesson. Then, we will open a training file for you and brief you regarding the order of training.

**Q: Do I have to take any exams?**

A: Yes. You must study to take exams in the following seven subjects: *Air Law (to be passed before your first solo)*, *Meteorology*, *Radiotelephony*, *Navigation*, *Flight Performance and Planning*, *Aircraft General and Principles of Flight*, *Human Performance & Limitations and Radio Telephony*. The exams are multiple choice and are fairly straight forward once you have read the books!

**Q: Do I need a medical certificate?**

A: Yes. In order to exercise the privileges of your licence you must hold a CAA class 2 medical certificate. To obtain this certificate you must attend a fairly brief medical examination with an Aero Medical Examiner (AME). We will tell you how to arrange this when you start your course. For more information please see: <http://www.caa.co.uk/srg/med/document.asp?groupid=211>

**Q: When will I first fly solo?**

A: Most students make their first solo flight between 10-15 hours of flight training.

**Q: When can I take passengers?**

A: Once you have passed your skills test and received your licence.

**Q: Where can I get the books and equipment I will need for my training?**

A: You can buy all of the books and equipment you will need from the Aero Club.

**Q: Will I always have the same instructor?**

A: Where possible we will try and keep you with the same instructor particularly at crucial stages of training. However, it is often beneficial to fly with other instructors on a regular basis.

**Q: How will the weather affect my training?**

A: The weather plays a crucial role in flight training and during the early stages we need fairly good conditions to ensure you gain the maximum benefit from your lessons. As you progress some lessons may be flown in less favourable conditions but there will inevitably be times when we have to postpone your flight.

## **Aero Club FAQ (General)**

**Q: What type of aircraft do you have for training and PPL hire?**

A: We operate a new fleet of Cessna 172SPs, an Extra 200, and a Piper PA23 Aztec.

**Q: What facilities do you have for training students and PPL holders?**

A: We have the shared support of the Cambridge City Airport Operations staff, a well equipped pilot's lounge complete with video, DVD, widescreen TV. Also, two briefing rooms, a flight planning room complete with internet access, canteen (airport) and coffee & tea at the Aero Club reception. Ample car parking.

**Q: Who are your instructors?**

A: All of our instructors are full time Marshall Test pilots, or commercial pilots. We have a small number of part time instructors who are themselves ex-Marshall test pilots.

**Q: What are your opening hours?**

A: We are open from 0900 – 1800 seven days a week.

**Q: What courses do you provide?**

A: We can provide: JAR PPL, NPPL, IMC, Night, Tail wheel, Advanced, Formation.

**Q: Can I pay for my course in advance?**

A: Yes.

**Q: Can I take my ground exams for the PPL at your Club?**

A: Yes, we have our own ground examiner.

**Q: Can I have a trial lesson?**

A: Yes! Trial lessons are available for 40 and 60 minute sessions. Please see our prices and trial flight sections for more information.

**Q: Who looks after your aircraft?**

A: The Aero Club's aircraft are exclusively maintained to the very highest standards by Marshall Aerospace's light aircraft maintenance facility with whom we share the airport.

**SCHEDULE 1**  
**The Club Regulations – Effective 1<sup>st</sup> August 2005**

**1. Definitions**

- i) The Club shall mean the Cambridge Aero Club.
- ii) The Company shall mean the Cambridge Aero Club Limited.
- iii) The Chief Flying Instructor shall mean the Chief Flying Instructor of the Cambridge Aero Club Ltd and Flying Instructor shall be construed accordingly.
- iv) The Aerodrome shall mean Cambridge Airport.
- v) A Member shall mean either a Full Flying Member or a Daily Flying Member (as a passenger) of the Club as requested on the signed Application for Membership and shall not mean a shareholder. Full Flying Membership is renewable on 1<sup>st</sup> January each year and is valid for up to a year or year remaining if bought after January. Membership fees are not refundable. All persons to fly in the Aero Club's aircraft must hold a current membership with all fees fully paid in advance. Only persons undergoing a trial flying lesson may hold monthly membership status, the price of which is included in the cost of a trial lesson.
- vi) Club Flying Orders shall mean the Cambridge Aero Club Flying Order Book.
- vii) Authorisation Book shall mean the book maintained by the Club and in which are to be recorded the various authorisations required by the Club's Regulations.

**2. Opening Hours**

- i) The Club will ordinarily be open daily between 0900 and 1800 for flying instruction and hire of aircraft to Members.
- ii) In exceptional circumstances, flying outside the stated Aerodrome opening times may be authorised by the Chief Flying Instructor. The guidelines set out in the Club Flying Orders with reference to out of hours operation must be adhered to.

**3. Flying Charges**

The charges for flying instruction and the hire of aircraft shall be fixed by the Club and posted on the Club Notice Board and may be subject to revision from time to time. The appropriate charge must be paid immediately upon the completion of any flight unless arrangements have been made to open a deposit account with the Club.

**4. Booking & Cancellation of Flights**

All bookings must be made via, and approved by an Aero Club staff member. Subject to the availability of aircraft and/or a Flying Instructor, a Member may book in advance a time for instruction or for the hire of an aircraft and must be available at least ten minutes prior to that time. Cancellation of bookings whether for instructional or private hire purposes must be notified to Club staff no later than 24 hours prior to the booking commencement time. Cancellations made with less than 24 hours notice will attract a £75 charge for each booking cancelled. Exemptions will only be made under exceptional circumstances, and entirely at the discretion of the Club. Members failing to be present at the Club for the commencement of a booking or arriving too late to allow the flight to be fulfilled will be deemed as having made a late cancellation and will be charged in accordance the Club cancellation policy. Cancellation of bookings both for private hire or instruction for weather related reasons must be agreed with the Instructor or supervising Instructor assigned to your slot in advance of the booking commencement time. Failure to agree cancellations in this manner will attract a cancellation fee.

**5. Period of Hiring Aircraft**

- i) Aircraft must be hired for a specified period and full flying charges will be payable from the time the hire commences until the aircraft is returned to the Club less any waiting time authorised by the Club prior to the flight.
- ii) The minimum time for which an aircraft may be hired is fifteen minutes. The duration of every flight is taken to the nearest five minutes and shall be reckoned from the time the aircraft leaves the appropriate parking area until it returns. The minimum fee for full day hire will be the equivalent of 3 hours flying time charged at the current rate applicable to the aircraft to be hired.

**6. Priority of Hiring Aircraft**

Instructional flying, whether Dual or Solo, shall at all times take priority over hire of aircraft for recreational flying.

**7. Conditions of Flying Instruction and Hiring of Aircraft**

- i) A Member under instruction must, if required by an authorised official of the Club produce, a current medical certificate or a letter from the Civil Aviation Authority to the effect that he has been assessed as medically fit to hold a Private Pilot's License. Licensed pilots are responsible for maintaining the validity of their licenses in all respects. Pilots Log Books are to be kept up to date and available for inspection by a Flying Instructor when required.
- ii) A Member may hire, or fly as Pilot in command of a Club aircraft, only with the express approval of a Flying Instructor evidenced by an entry in the Authorisation Book initiated by a Flying Instructor and the Member. The decision of the Flying Instructor as to the suitability of the weather, the details of the flight, fitness of the aircraft and the settlement of competing claims of Members to priority shall be final, and approval shall be valid only for a flight authorised by these Regulations and shall not relieve the Member from liability from any breach thereof.
- iii) Before a Member is given an approval to fly as pilot in command of a Club aircraft, whether he holds a Private Pilot's License or not, he may be required to take a flight in an aircraft of the type in question accompanied by a Flying Instructor. The Member shall pay for such a flight at the current rate for dual instruction, and any such authorisation given to a Member may be revoked by the Club at any time at its sole discretion.
- iv) Before making any flight as pilot in command of a Club aircraft, a Member shall make himself acquainted with all Regulations which may from time to time be issued by the Club in regard to flying instructions, the hiring of aircraft and their safe handling on the ground and in the air, including all relevant technical data and handling notes, also with all Air Navigation Orders and Directions issued by the Civil Aviation Authority and other Competent Authorities and Regulations and Notices made hereunder. Such Orders, Directions, Regulations, Notices, Data and Handling Notes with any amendments thereto shall be deemed to be incorporated herein and Members to have knowledge thereof at all times, and a breach of any of the same shall be equivalent to a breach of these Regulations.
- v) A Member shall read and sign the Club Flying Orders on first joining the Club and annually, or on amendment, thereafter.
- vi) The minimum age at which any Member can be permitted to fly solo in a power driven aircraft is sixteen years.
- vii) Before two Members who are qualified pilots may commence any flight together in a Club aircraft they must obtain the permission of a Flying Instructor, who shall appoint one of the Members to be in command of the aircraft throughout the flight. This Member will be held responsible for the safety of the aircraft and the due observance of all relevant Rules and Regulations. The pilot in command shall be named in the Authorisation Book.
- viii) Members may be required to undergo periods of secondary or advanced Dual instruction at any time at the discretion of a Flying Instructor.
- ix) Unless otherwise authorised by a Flying Instructor and such authorisation is entered in the Authorisation Book, Members under instruction will operate within the Local Flying Area as defined in the Club Flying Orders.

**8. Carriage of documents and return of flying times**

Any Member flying in the Club aircraft unaccompanied by an official of the Club shall be responsible for completion of the Aircraft Technical Log and for ensuring that all relevant documents required by the Air Navigation Order and other legislation are aboard the aircraft. The Member shall also be responsible for making returns of flying times and of other information in the form required by the Club such returns to be prompt and accurate for the safe and systematic maintenance of the aircraft and their engines.

**9. Reporting Unusual Occurrences**

In the interests of safety, and in compliance with the Air Navigation Order Members must immediately, after landing, report to the Flying Instructor or Ground Engineer in charge any defect in the aircraft, engine or equipment, or any event or circumstances (e.g. heavy landing or rough running of the engine, sluggishness of controls, nose or tail heaviness, one wing low, etc) which may render advisable an inspection or adjustment to the engine or airframe. The importance of making such reports cannot be over-emphasised and neglect to do so may result in a serious accident.

**10. Carriage of passengers**

- i) Before being permitted to fly as pilot in command of a Club aircraft carrying a passenger, Members must be in possession of a valid Private Pilot's License or Pilot's Licenses of a higher grade, and have been authorised to carry passengers by a Flying Instructor as evidenced by an entry in the Authorisation Book initiated by the Flying Instructor and by the Pilot.
- ii) The pilot in command must fly from the left hand seat.
- iii) All passengers must be Members. The Pilot is responsible for ensuring that the passenger shall have read and understood Nos. 9, 10, 13 and 14 of these Regulations.
- iv) No dual instruction may be given in a Club aircraft except by a Flying Instructor, or a suitably qualified Flying Instructor appointed/approved by the Chief Flying Instructor.
- v) Any Member authorised by the Club to carry passengers shall ensure before each flight that the passenger is:
  - a) Instructed not to touch or otherwise interfere with the Controls, either on the ground or in flight; instructed in the location and operation of safety equipment in the aircraft
  - b) Properly secured in his safety harness and knows both how to release that harness and how to open the aircraft doors in the event of emergency.

**11. Restrictions**

- i) Smoking is prohibited in any hangar, or within 50 feet of any fuel installation or aircraft.
- ii) The consumption of intoxicating liquor or the taking of drugs by Members is prohibited within a period of eight hours before flying and if in the opinion of a Flying Instructor, any Member should not be permitted to fly in a Club aircraft, the Club shall refuse facilities for flying to such Member.
- iii) Members, when flying solo or with a passenger, are prohibited from carrying out any low flying, contour chasing, trick, exhibition flying, formation or aerobatic flying or spins.
- iv) Members must report to the Chief Flying Instructor immediately after landing from any flight on which bad weather or any other emergency necessitated flying below 1,000 feet above ground level.

**12. Cross country flying**

- i) Landing fees, hangarage and handling charges, and any similar costs incurred during the flight shall be paid for by the Member hiring the aircraft.
- ii) In any cross country flight involving a landing away from Cambridge Aerodrome, the Member in charge of the aircraft is responsible for taking, and at his own expense shall take, all responsible precautions for its safety and protection whilst on the ground away from Cambridge Aerodrome. At night, or during high wind, the aircraft must be housed in a hangar and should hangar accommodation be unavailable it must be properly picketed in a sheltered position as possible and control surfaces and cockpit controls properly secured.
- iii) Except when otherwise authorised by a Flying Instructor, Members carrying out cross country flights must, unless unavoidably prevented by bad weather or other bona fide cause, return the aircraft to Cambridge Aerodrome before the earlier of one hour before sunset or 1745 hours local time and, unless alternative arrangements have been made with a Flying Instructor, park the aircraft on the Light Aircraft apron within five minutes of arrival. Members who are unavoidably delayed must immediately communicate the circumstances to the Club at their own expense by telephone or such other means as are available. Late returns may render the Member liable for a late landing surcharge at prevailing rates.

**13. Landings away from Cambridge Aerodrome**

- i) No Member may land a Club aircraft away from Cambridge Aerodrome unless specifically authorised prior to commencement of the Flight.
- ii) In the event of an unavoidable forced landing, whether at an aerodrome or not, Members are totally prohibited from taking off again unless so authorised by a Flying Instructor. The pilot in command must immediately communicate with a Flying Instructor and report all the circumstances. Should the landing be at a licensed aerodrome the Flying Instructor may give oral authorisation for the return flight after consultation with a local Flying Instructor or Air Traffic Controller. Should the landing be at an unlicensed place the Flying Instructor will under no circumstances authorise a return flight. Members will be required to bear the cost of returning the aircraft to the Aerodrome in addition to the cost of effecting repairs (should the aircraft be damaged) unless he can show to the satisfaction of the Club that the landing was necessitated by circumstances beyond his control.

**14. Insurances**

- i) Legal Liability Insurance is arranged by the Club within limits promulgated from time to time on the Club Notice Board and is designed to protect the Club and Members against claims from Passengers and Third Parties arising from an accident for which the Club or Members are legally liable.
- ii) In the event of a Club aircraft being involved in any occurrence that, directly or indirectly, causes injury or damage to the person or property of Third Parties whilst it is in the charge of any Member, neither such Member nor any passenger shall in any circumstances make any admission of liability, or offer or promise of payment.
- iii) The Club does not provide the Pilot of a Club aircraft with Life insurance. Members acting as Pilots should accordingly consult their own Insurers. The Club also has details of a "Wings" policy.

**15. Members' Liability**

Subject to the discretion of the Club in special circumstances, any Member flying solo or with a passenger will be liable for the first £100 of any damage done to an aircraft or to a Third Party by reason of any accident whilst he is in charge of the aircraft concerned. However, in the event the damage is caused directly or indirectly by a breach on the part of the Member of these Regulations, the Member will at the Company's discretion be liable for the total sum, or such lesser proportion as the Company thinks fit of any damages, costs, claims, or expenses resulting there from.

**16. Disciplinary action for breach of Regulations**

In addition to any financial penalties or obligations imposed by the Club Regulations in respect of breaches thereof, and independent of any Penalties which may be imposed by Courts for contravention of the Air Navigation Order, the Member committing any breach may be suspended from flying either permanently or for any less period.

**17. Noise abatement**

The City of Cambridge, together with its environs and the University, is a particularly noise sensitive area. The co-operation of all Members obeying the Noise Abatement Procedures as published in the Club Flying Orders is essential at all times. Members are to avoid flying over other built-up areas whenever possible, subject to the requirement of safety and good airmanship.

**18. Handling of aircraft**

All aircraft stored, repaired, serviced or handled by the Club, its servants or its agents are accepted for storage, repair, servicing or handling at Owner's risk only.

**19. Priority of Regulations**

In the event of conflict, the Club Flying Orders shall prevail over these Regulations but neither shall prevail over Air Navigation Orders, Directions, Regulations and Notices issued by the Civil Aviation Authority or other competent Authority.



## Trial Flying Lesson Terms and Conditions

All Cambridge Aero Club trial flying lessons are sold subject to the following terms & conditions:

1. Cambridge Aero Club reserves the right to cancel any flight without notice if the prevailing weather is deemed unsuitable for flight.
2. Cambridge Aero Club reserves the right to cancel, postpone or re-schedule any flight for operational or aircraft serviceability reasons. In the unlikely event of a *full* cancellation a refund will be given.
3. Cambridge Aero Club shall not be liable for any expenses incurred from flight cancellations due to operational circumstances.
4. Trial lesson vouchers are valid for a period of 12 months from the date of purchase and are not refundable.
5. Trial lesson vouchers are valid for the named recipient only and are non-transferable.
6. Vouchers are valid only if the bearer is the named recipient on the voucher.
7. Vouchers re-sold by any means without the prior written permission of Cambridge Aero Club will be deemed invalid.
8. Vouchers purchased by telephone or via the Cambridge Aero Club website are valid for a period of 12 months from the date of purchase. Vouchers purchased in this manner may be returned for a full refund within 10 days of purchase. Vouchers must be returned with a written refund request before any refund can be made.
9. All flying participants must be a minimum age of 12 years old (adult supervision on airfield premises required for under 16 years).
10. Passengers on pilot experience flights should be family or friends of the pilot who are sharing the experience with a view to learning to fly.
11. All trial lesson passengers should ensure that they are in good health and if in doubt should seek the medical advice of their GP before flying.
12. The Captain of the aircraft can, at his/her discretion refuse entry to the aircraft for any reason. Participants are strongly advised to refrain from taking alcohol or any drugs within 24 hours of the period prior to flight. The Captain will refuse entry to the aircraft for anyone he/she suspects may be under the influence of alcohol or drugs. No refunds will be given under any circumstances if you are refused entry.
13. Trial lesson vouchers must be produced for inspection prior to the flight being conducted. Failure to produce the voucher will result in your flight being cancelled without refund.
14. Cancellations or re-schedule requests must be made 24 hours prior to the flight time. Failure to give 24 hours notice will attract a cancellation fee of £75.
15. Trial flight participants should present themselves at least ten minutes prior to the booked time of flight. Should a participant fail to be present themselves with sufficient time remaining to conduct the booked flight, the flight will be cancelled and no refund given.
16. Trial flight participants are strongly advised to telephone Cambridge Aero Club on 01223 373717 prior to departing for the airport to confirm their booking.
17. Whilst every precaution is taken for the safety of passengers the operator cannot be held liable for loss, damage or injury which does not result from their negligence.
18. Passengers wishing to take cameras and other photographic equipment on the flight do so entirely at their own risk.