



CAMBRIDGE AERO CLUB

Members Solo Hire Manual

AMMENDMENT LIST

Date	Amendment	Item #
Aug 2018	Carriage of passengers & flight sharing	13
Aug 2018	Wake Turbulence edited to add Slipstream awareness	25
Feb 2018	Currency of TPs & CAC FIs & RM	8
Mar 2019	Land Away authorisation	9
Apr 2021	Recording of Landing and Touch & Go numbers	4
Apr 2021	Update persons allowed to self-authorise	8
Apr 2021	Land Away authorisers	9
Apr 2021	Addition of C152	8,16,21

1) SOLO HIRE

Solo hire includes flying alone and flying with passengers, all participants must be members of Cambridge Aero Club. Solo flying may be conducted only by pilots who are full or monthly flying members of CAC, and who are in possession of a current licence, relevant ratings and current medical certificate.

2) ACTIONS BEFORE FLIGHT

All flights in a CAC aircraft are to be authorised by a CAC instructor. Before flying solo in CAC aircraft, pilots must ensure that they understand and comply with the duties as commander of an aircraft in accordance with the ANO. Pilots are responsible for complying with NOTAMS, the POH, for obtaining the current and forecast weather and for complying with the outbrief.

All pilots are to satisfy themselves of the airworthiness of the aircraft and to dip the fuel tanks to determine fuel quantity (allowing for suitable reserve) before flight.

3) AUTHORISATION BOOK

Pilots must ensure that authorisation for the flight or flights have been correctly entered in the **Authorisation Book**.

In signing the Authorisation Book hirers are taking full responsibility for their actions as Pilot in Command of the aircraft, before, during and after their flight. The authorising Instructor will check the hirers licence, ratings and medical and will offer advice on flight planning if required. If hirers require a lengthy briefing period with an instructor, that time should be pre-booked and will incur a charge.

The hirer is entirely responsible for the conduct of the flight in accordance with CAA and NATS regulations. The authorisation provided by a CAC instructor is solely on the basis of authorising the pilot to conduct the flights (from Cambridge and elsewhere) based on the pilot's known abilities, the pilot's experience and the anticipated weather. CAC is not responsible for the action or actions of solo pilots flying aeroplanes belonging to or managed by CAC.

The authorising Instructor is not responsible for the flight, is under no obligation to authorise the flight and may decline if he/she has any issues regarding the safe conduct and safe conclusion of the flight. In the situation of refused authorisation, CAC is not liable for any out of pocket expenses whatsoever incurred by the potential hirer.

4) COMPLETION OF THE AUTHORISATION BOOK

Information included in the Authorisation Book:

- Aircraft to be flown
- Pilot's name
- Nature of detail intended
- Expected flying time
- Initials of CAC instructor
- Pilot's own initials

Actions after flight

The pilot is responsible for checking that his flying times are accurately entered in the Authorisation Book, for recording the number of landings (including touch and go landings) at Cambridge and is to sign in the column provided that his flight has been carried out as authorised.

5) COMPLETION OF TECHNICAL LOG & NOTIFICATION OF DEFECTS

Actions before flight

All pilots must satisfy themselves that their aircraft is serviceable, regardless of the fact that an instructor has authorised the flight.

The pilot's initials signify that he has examined the Technical Log and aircraft documents to this effect.

Information included in Technical Log:

- Aircraft registration
- Date
- Date Certificate of Maintenance Review expires
- Hours remaining on Certificate of Maintenance to next scheduled maintenance
- Any previous recorded defects
- Action taken on defects

- Fuel and oil record
- Certificate of Maintenance attached in front of log and showing details of last check completed.

Before flight the PIC should check that hours flown previously do not exceed hours remaining on the Certificate of Maintenance Review. Pilots should only use the fuel record as a guide and should satisfy themselves as to the aircrafts fuel load and endurance. Any defects written should have been cleared and signed up by an engineer, or transferred to the ADD log. The PIC should satisfy himself that their flight is legal if the aircraft is carrying any deferred defects. A list of ADDs is below.

Allowable Deficiencies – Single-Engine Aircraft			
(1) Deficiency	Acceptable		(4) Remarks
	(2) Day	(3) Night	
Cockpit or cabin lights	✓	✓	
Strobes/Flashing beacon	✓		
Landing light/Taxi light	✓	✓	
Navigation (Position) lights	✓		
OAT gauge	✓	✓	Flight to remain clear of known icing conditions
Pitot heater	✓	✓	Flight to remain clear of known icing conditions
Cabin heating	✓	✓	
Airspeed indicator			
Altimeter	✓	✓	One may be unserviceable if two are fitted, subject to legal requirement for the flight
VSI	✓	✓	
Attitude indicator	✓		Day VMC only
Turn co-ordinator	✓	✓	VMC only. No spin/stall awareness/avoidance training permitted. No solo student flights permitted
Directional gyro	✓	✓	
VHF comms	✓	✓	Continue to destination only if no requirement for radio at destination
Intercom	✓	✓	For non-instructional flights only
Radio nav aids/GPS	✓	✓	Subject to legal requirement for the flight
Transponder	✓	✓	Subject to legal requirement for the flight.
Fuel contents gauge	✓	✓	No solo student flights permitted Visual inspection must be carried out before every flight (Fuel for the planned flight with normal reserves, plus one hour contingency fuel is the minimum departure load)

All other non-airworthy defects are allowable only if agreed in writing with Cambridge Aero Club's maintenance providers, before any subsequent flight and entered into the Acceptable Deferred Defect log at the front of the Tech Log.

When satisfied as to serviceability, the PIC/hirer should transfer the flight serial number from the Authorisation Book into the next available space in the Technical Log and initial in the column provided.

6) DOCUMENTS TO BE TAKEN IF LANDING AWAY

The following documents are to be carried on each flight as originals or copies unless remaining in the London or Scottish FIRs.

- i. Pilots Operating Handbook or Flight Manual
- ii. Certificate of Airworthiness (original)
- iii. Airworthiness Review Certificate
- iv. Certificate of Registration (original)
- v. Noise Certificate, if applicable
- vi. List of specific approvals, if applicable
- vii. Aircraft Radio Licence, if applicable
- viii. Certificate of Third Party Liability Insurance
- ix. Aircraft Technical Log
- x. Details of the filed ATS flight plan
- xi. Current and suitable aeronautical charts for the route of the proposed flight
- xii. Procedures and visual signals information for use by intercepting and intercepted aircraft

7) ACTIONS AFTER FLIGHT

Any defect or suspected defect should be reported to a Flying Instructor and a suitable description of the defect agreed before entering it into the Technical Log. If a Flying Instructor is not immediately available, the pilot must hand the aircraft's keys and Technical Log to a member of the administration staff who are to ensure the aircraft is not flown again until the defect or suspected defect has been dealt with appropriately. If no defects are present at the end of the flight, the PIC/hirer should enter 'nil' in the Technical Log adding their initials in the appropriate column.

If the pilot is away from Cambridge and a defect is found, he is to telephone Cambridge Aero Club for instructions and advice before flying the aircraft.

8) CESSNA CURRENCY REQUIREMENTS

Club Requirement

Prior to initial authorisation for Solo Hire Pilots must complete an Initial Check Flight with a 'Monitoring & Mentoring Instructor' (MMI) to complete 3 circuits, stalling and a practice forced landing checkout. At that stage Pilots will be placed in the Gold or Silver category for continued Solo Hire privileges.

Club members may not fly solo without a previous dual check if more than 22 (Silver) or 30 (Gold) days have elapsed since their last flight MMI Flight. This may be extended to one calendar month for experienced pilots if their records are so endorsed by the CFI /HT.

Club members must produce evidence of a current, valid medical certificate, licence and suitable rating before solo authorisation will be granted.

Club members must complete differences training with a CAC instructor prior to first flying a new type of aircraft solo.

Club members who do not meet currency requirements will be required to have a dual check. **Currency maintained on other types of aircraft within the same class *may* be taken into consideration at the CFI's / HT's discretion.**

Currency

Before being authorised for solo hire, the following currency will be required:

Gold

Three dual landings with a Monitoring and Mentoring Instructor (MMI) including a successful glide approach within the last 30 days. Demonstrated a successful PFL and stalls as required in the previous 6 months.

Silver

Three dual landings with an MMI including a successful glide approach within the last 22 days. Demonstrated a successful PFL and stalls as required in the previous 6 months.

The MMIs have full discretion to place members in Silver or Gold, (or neither) category, following an initial and subsequent check flights and will be looking at situational awareness and decision making as well as skill.

The MMI's will have full discretion to insist members have a more extensive off circuit check if they feel it is necessary to determine the particular category most suited to that member. Members may be asked to demonstrate their abilities to the limits of their authorisation. (e.g. Gold, 15kt cross wind).

The member can count this time as P1 although the Instructor's name will be entered as Captain

Please see 'VFR Flying Minima and Currency Requirements' for weather limitations in each category

Marshall ADG Test Pilots/CAC Flying Instructors (Self Authorising)

Three landings, on aircraft type, within the previous 90 days, and having completed an MMI check flight within the previous 12 months.

9) LANDAWAY

The criteria for a solo hire land away is identical for both Silver and Gold. Authorisation will only be given to members who comply with one of the following:

- 1) Have previously visited the airfield with an instructor.
- 2) Completed the 'New Horizons' land away course to the satisfaction of the instructors delivering the course.
- 3) Previous experience to the satisfaction of the Head of Training. (100 hrs P1 will be taken into consideration in making this determination).

The land away check list is to be completed by the flying member prior to authorisation (to speed up the instructor authorisation process) including CAC approval from one of the following: Terry Holloway, Anthony Cooke, Rob Bryce-Smith, Joff Hicks, Ed Nevill, Adam Boyle, Mark Hasted.

10) EXTRA 200 PILOT CURRENCY REQUIREMENTS

Club Extra 200 pilots are permitted to fly the Extra without a pre-flight dual check at the CFI / HT discretion. There are four levels of authorisation listed below. Note that the number of days equates to the number of days that are allowed between solo flights without a dual check. Note also that the experience required is the minimum required and is stated for guidance only; the level of non-dual check solo flight authorisation is at the sole discretion of the CFI / HT.

0 days - for student pilots on the tailwheel course.

7 days - For pilots with less than 10 solo hours on Extra and no previous tailwheel experience

14 Days - For pilots with between 10-20 solo hours on Extra and no previous tailwheel experience, or for pilots with less than 10 hours on Extra but who have a reasonable level of previous tailwheel experience.

21 Days - For pilots with 20 or more solo hours on Extra.

30 Days – For pilots with an extensive background in high performance and taildragger aircraft.

The above requirements are specific to the Extra 200 or 300. Therefore currency requirements must be met in either an Extra 200 or 300. Flying other types or class of aircraft other than the Extra 200 or 300 will not count towards the currency quota. All Extra 200 pilots are to have read and understood the Extra EA 200/300 Supplementary Operational Instructions. A copy of this document is at the end of this file and is also available from a member of staff.

11) MUTUAL FLYING

When two Licence holders are flying together, the aircraft must be flown from the seat nominated as P1 in the Flight Manual. Changing seats may only take place on the ground, with the engine shut down and the parking brake applied and only when such a change has been authorised by a CAC Instructor.

12) POSSESSION OF CURRENT LICENCE

Club members are only permitted to fly as PIC if their licence, rating and medical are valid and are produced at the time of hire.

13) CARRIAGE OF PASSENGERS

Passengers must sign Club membership forms and be fully briefed by the pilot on their conduct in and out of the aircraft, with particular emphasis on airside hazards and safety procedures, aircraft safety aspects, health and safety issues, and FOD prevention.

The pilot in command must fly from the seat nominated as P1 in the Flight Manual. Flying instruction can only be given by CAC instructors.

Members are not permitted to sub hire or flight share Club aircraft, including the Wingly scheme. Using Club aircraft for financial gain is strictly prohibited.

Recency Requirements: Club members may not carry passengers unless within the preceding 90 days they have made 3 take-offs and landings as pilot in an aircraft of the same class. In the case of a night flight, one of the take-offs and landings must have been completed at night.

14) DISCIPLINARY ACTION FOR BREACH OF AGREEMENT

Anyone committing a breach of this agreement will render themselves liable to suspension from the Club, either temporarily or permanently, depending on the severity of the offence.

The current CAC regulations, as printed on the membership application form and displayed on the CAC notice board, apply in conjunction with these orders.

CAC Members wishing to hire aircraft are to sign as having read and understood this agreement at least once every 12 months and whenever an update is published.

15) INDEMNITY FOR PERSONAL INJURY

Club members are advised that the CAC Indemnity insurance covers only the Club aircraft and third parties. Members are not covered for personal injury and should arrange their own insurance.

16) MINIMUM ALTITUDE FOR STALLING AND SPINNING

Stalling may be practiced in C152, C172 and Extra 200 aircraft. Such practice is only to be carried out when clear of cloud and away from built-up areas, airfields, controlled airspace, restricted and danger areas and only entered at an altitude which will permit recovery not below 2000 ft agl, unless authorised by CFI / HT.

Spinning is not permitted, except in the Extra 200, and only if signed off to do so. It is to be entered at an altitude which will permit recovery not below 3000 ft agl, unless authorised by the CFI / HT.

17) WEATHER MINIMA FOR LOCAL AND CROSS COUNTRY FLIGHTS

These are constantly reviewed and updated and are dependent on the hirers experience. A complete and up-to-date version is contained at the end of this document and displayed on the Club notice board.

For IFR flights, pilots with a valid Instrument or IMC rating may be authorised to lower limits than those above, but never to limits below those approved for their rating and only if a diversion airfield is available within 30 nautical miles offering actual and forecast conditions at least as listed above.

Instructor's discretion is to be used in the consideration of a pilot's capability in applying these limits (or a more restrictive limit).

18) ACTION WHEN UNCERTAIN OF POSITION

As soon as pilot becomes uncertain of his position he should:

1. Continue to fly the aircraft at a safe height, and check fuel
2. Look around, particularly below the aircraft
3. Check heading against navigation log
4. Check DI/compass heading synchronisation

5. Note time since last known position, and assess a 'circle of uncertainty'
6. If radio serviceable, call nearest suitable airfield with radar/VDF to obtain fix/QDM
7. If radio inoperative or in very austere area look for a line feature and follow it to a 'fix': only then circle if necessary until location positively identified.

19) ACTION WHEN LOST

If, after carrying out the procedure above with no success or if more than 30 minutes or so from your last known position, the pilot should:

- Check fuel state
- Remain as high as practicable
- Make a PAN call on emergency frequency 121.5 stating predicament.

20) CARE OF AIRCRAFT AWAY FROM CAMBRIDGE

Pilots are responsible for the care and safety of CAC aircraft when away from Cambridge. If remaining overnight the aircraft must be tied-down in a safe area. If severe weather is forecast every effort must be made to have the aircraft hangared.

21) WEIGHT & CENTRE OF GRAVITY LIMITATIONS

Remaining within both weight and centre of gravity limitations is important in all aircraft. Pilots must be familiar with how to calculate weight and balance and should check for compliance with the limitations before every flight. Assistance and instruction in this area is available from a Club instructor.

The Extra 200 has a generous mass and GG range but some configurations can easily exceed appropriate mass and balance limitations, particularly for aerobatic flight. Therefore, a weight and balance calculation should be carried out before all dual flights.

Pilots are reminded that not only is it dangerous to fly an overweight or out-of-balance aircraft but the aircraft insurance and C of A may be invalidated by such actions.

22) FLYING OVER WATER

When authorisation is given to fly over large bodies of water all occupants of the aircraft must wear life jackets.

23) CONSUMPTION OF ALCOHOL AND DRUGS

It is illegal to fly under the influence of alcohol or drugs. At least 12 hours should be allowed after the consumption of alcohol in small amounts and 24 hours after moderate amounts before attempting to fly. The legal limit for breath/blood alcohol is a quarter of the level that would allow pilots to drive and the police have the right to test pilots before or after flight whether or not there has been any incident.

Pilots must not fly when taking drugs or medication unless specifically cleared to do so by a qualified AME.

24) STATE OF HEALTH

Pilots must not exercise the privileges of their licence or ratings if they know or suspect that their current physical or mental condition renders them temporarily or permanently unfit to perform pilot functions. They must seek advice from an AME without delay/immediately if:

- Having been admitted to hospital or clinic for more than 12 hours;
- Having undergone an operation or invasive procedure;
- Being prescribed medication which may impair physical actions.
- needing corrective lenses on a regular basis.

It is also a pilot's responsibility to inform the CAA before 21 days have elapsed in the case of:

- any significant personal injury or illness involving incapacity to function as a member of a flight crew;
- confirmed pregnant.

25) WAKE TURBULENCE/SLIPSTREAM

Wake turbulence is generated by all aircraft and becomes more significant as aircraft weight increases. In general, it is not a problem for light aircraft if the aircraft producing the wake is no larger than a Cessna Citation. However, many large aircraft operate into and out of Cambridge (and other airfields used by CAC aircraft) and their wake turbulence can be extremely dangerous, particularly in light wind conditions.

Whilst taxiing, aircraft slipstream should be avoided, particularly from large aircraft. Some aircraft may produce increased propwash prior to entering the runway. (The C130s as operated at Cambridge being an example of this.) If in doubt, Contact ATC. Be aware of the slipstream that you may inflict upon others.

Pilots must familiarise themselves with the contents of the latest AIC detailing the dangers of wake turbulence and slipstreams and recommended avoidance strategies

26) FOD AWARENESS AND PREVENTION

FOD – Foreign Object Damage – originally related to damage to turbojet engines caused by ingress of various hard objects that should not have been anywhere near aircraft. ‘FOD’ has grown to encompass a wide range of hazards to aircraft internally as well as externally caused by unintentional interaction with ‘foreign objects’ – stones, bolts, plastic, lost tools and equipment, and so on. Pilots must maintain a high level of awareness of possible FOD to avoid obvious FOD hazard areas and be meticulous in preventing articles from becoming FOD through lack of care or discipline. Pilots should be continually vigilant and should report any possible FOD hazard to Operations or ATC.

Pilots should also ensure that ‘loose articles’ are not left in Club aircraft.

27) SMOKING

Smoking is not permitted in any club aircraft or airside and in any Airport building at Cambridge. Pilots are to follow local rules at other airfields.

28) CARE OF EQUIPMENT

Loan headsets are available for hire subject to availability. Headsets are to be treated as delicate pieces of equipment and placed in a safe position out of direct sunlight. Headsets must not be placed on the aircraft panel glare shield.

All aircraft seats, equipment, fixtures and fittings should be treated with care and respect. Pilots **MUST** brief their passengers carefully regarding proper adjustment of seats and how to operate the door locking/latching mechanisms.

29) PRECAUTIONS WHEN STARTING ENGINES

When starting engines, pilots are to monitor the brakes to ensure that there is no aircraft movement. Engines should not be started if there are persons close to the aircraft. Such persons should have their attention drawn by a “clear prop” call. Engines should never be started in a hangar.

30) TAXYING AND RUNNING UP PROCEDURES

As soon as safely possible after release of the parking brake, pilots are to check the brakes for correct functioning. Brakes should also be checked prior to entering a confined or crowded area.

Taxying speed should be kept to a sensible minimum, having due regard to surface and surroundings and power should be kept to a minimum.

Pilots, when taxiing, must be aware of the effects of slipstream from aircraft with engines running. This applies particularly when aircraft are on the engine-running base where engines may be running up to take-off power.

A power check must be made before every flight (except when the engine has not been shut down since the last landing). The check must be made into wind whenever possible and the aircraft must be positioned so as to avoid damage to other aircraft, persons or property.

31) LOW FLYING REGULATIONS

Pilots must comply with the ANO requirements for minimum heights to fly. Particular attention of all pilots is drawn to the 2000 ft minimum height in the region of Newmarket and Cambridge city.

32) CHECKLISTS AND EMERGENCY PROCEDURES

All pilots must be familiar with the aircraft Flight Manuals and check-lists as used by the Cambridge Aero Club and must abide by them. The checklists are updated at regular intervals and club members should ensure that they use a current issue. The 'aircraft' checklist will always be the latest version. Emergency procedures will be taken directly from the manufacturer's approved checklist. Each aircraft is equipped with an appropriate reference.

Regardless of the nature of an emergency the pilot's primary action must be to retain control of the aircraft.

In addition to the emergency drills contained in the emergency checklists, there may be other situations, requiring emergency procedures too protracted to incorporate into a checklist. Some of these are discussed below in order that pilots may consider their possible course of action under such circumstance

Precautionary Landing.

If by reason of becoming lost, or deteriorating weather, a pilot decides to carry out a precautionary landing away from an airfield he/she must do so whilst adequate fuel remains to carry out the correct procedure. Namely: -

- a. Pick a landing area of sufficient size with a suitable surface and free of obstructions
- b. Check wind direction and plan to land into-wind.
- c. Carry out a low pass at a safe height to check the surface condition.
- d. Carry out a precision landing, touching down at minimum safe speed.
- e. Attempt to park the aircraft in a safe, sheltered area and secure it.
- f. Report back to Cambridge Aero Club by telephone.

Ditching

Although high-wing, fixed-undercarriage aircraft have poor ditching characteristics their slow landing speed makes a successful ditching possible provided the water is reasonably calm. Touch down should be into-wind and along the swell. If the sea -state makes this impossible then it is best to land along any significant swell, as near into wind as possible. When committed to ditching carry out the following checks: -

- a. MAYDAY call.
- b. Ensure lifejacket secure - but do not inflate until clear of the aircraft.
- c. Ensure safety straps very tight.
- d. Unfasten doors.
- e. Loosen neck-ties and other tight clothing.
- f. Brace immediately before touchdown.
- g. When aircraft comes to rest escape by any available means. Assist other occupants if possible.
- h. Inflate lifejackets when clear of aircraft.
- i. Inflate and board the life raft (if carried).

NOTE: It is strongly recommended that pilots who intend to make long over-water flights receive survival training. The CAC is prepared to arrange such training. Pilots should refer to the CAC manager for details.

Radio Failure at Cambridge Airport

Check the following: -

- Correct frequency set, reselect, check position of '.5 switch'.
- Volume to maximum and squelch to minimum.
- Microphone and headset plugs secure.
- Try another frequency
- COMS circuit breaker.
- Hand microphone and speaker.

If no "click" heard when tx button pressed it is possible that your transmit button is stuck on. To avoid jamming other users, transmit 'blind' that you suspect this problem, then switch off your radio and proceed as for complete radio failure

For complete radio failure

Outside circuit - Set transponder to 7600.

Overfly airfield at 2000 ft or 200 ft below cloud base keeping a good lookout for other traffic.

Establish runway in use.

Let down to 400 ft on dead side.

Attract ATC attention by use of throttle and rocking wings.

At end of runway climb to 1000 ft and carry out a normal circuit.

Observe ATC tower for green light to approve landing.

Within circuit

Carry out normal circuit with a go-around at 400 ft. Rock wings and proceed as above

After Landing - Proceed with caution. If in doubt vacate active runways,

Shutdown and wait for assistance.

33) AERODROME OPENING HOURS

Flying is not permitted outside of published Airport opening hours, unless specifically authorised by the Aero Club and Cambridge Airport Operations teams.

34) TAXYING PROCEDURES

Taxying is restricted to the concrete and mown grass taxiways. Aircraft are not to be taxied across rough grass areas, as they may contain hazards.

35) SIGNALS AND INSTRUCTIONS FROM ATC AT CAMBRIDGE

Cambridge is a radio-controlled airport with no signals square. Non-radio operations are not permitted.

In the event of a radio failure whilst airborne pilots may return to the airfield in VMC and carry out the standard R/T failure procedure, as listed above. ATC will give standard light signals from the control tower.

36) CIRCUIT PROCEDURES AT CAMBRIDGE

Variable circuit directions are in force at Cambridge. Normally, runway 05 will be right-hand, and 23 will be left-hand.

For light aircraft, the circuit height is 1000ft QFE, for helicopters 700ft QFE, and all other aircraft 1500ft. Low level circuits (nominally 600ft QFE) and high circuits for PFLs (up to 1500ft QFE) require prior approval from ATC. The normal rejoining procedure is overhead at 2000ft for a descent on the dead side to circuit height. Other types of rejoin are subject to approval from ATC. If cloud base prevents a rejoin at 2000ft, pilots are to advise ATC.

Simultaneous parallel operations are permitted for light aircraft on the main runway and grass runway 05/23. However, due to wake vortex considerations parallel operations will not be permitted when aircraft larger than Citation size are using the main runway.

There is no dead-side for grass runway 05/23, and when taking off or going-round pilots should climb straight ahead and avoid the main runway centreline.

37) NOISE ABATEMENT AT CAMBRIDGE

All pilots should read and be familiar with the noise abatement procedures stated in the AIP. Compliance with these procedures is mandatory. The city of Cambridge, together with its environs is a particularly noise sensitive area and pilots violating noise abatement procedures will be reported to the Airport Manager. Consistent offenders will be banned from using Cambridge airport.

38) REQUIREMENT TO ABIDE BY CONDITIONS OF AERODROME LICENCE

It is a legal requirement of the ANO for all pilots and users to abide by the conditions of the Aerodrome Licence. Breaches of these conditions could result in the licence being withdrawn and will be regarded as grounds for banning the offender from Cambridge Airport.

39) INFRINGEMENTS OF CONTROLLED AIRSPACE

Although Cambridge Airport is situated in Class G airspace there is both Class A and D airspace close by laterally and vertically. Particular care must be taken not to enter such airspace without permission from the appropriate controlling authority. If any pilot knows or believes that such an infringement has taken place he is to report the fact to Cambridge ATC or a CAC Instructor, or if neither is available, to the ATC unit controlling the airspace where the infringement took place.

40) ACTION IN THE EVENT OF AN AIRCRAFT CRASH

If an aircraft is seen to crash every attempt should be made to obtain assistance and if possible, provide help. If possible advise ATC by whatever means available, giving location, aircraft type and any other relevant information. If unable to contact ATC, inform the police.

Should an aircraft be seen to crash from the air, transmit a MAYDAY call on the frequency in use with all available information.

41) ACTION IN THE EVENT OF AN ACCIDENT OR DAMAGE TO CAC AIRCRAFT

Any accident or damage to CAC aircraft is to be reported immediately to the CFI/HT or other CAC member of staff, whether the incident occurred at Cambridge or another airfield. The aircraft must not be flown without permission of the CFI/HT or a qualified aircraft engineer.

42) REPORTING OF OCCURRENCES

All minor incidents can be reported using the CAC Air Safety Report system within the Club or on the Club website.

43) FORMATION FLYING

Formation flying with CAC aircraft is not allowed unless specific authorisation has been obtained from the Head of Training.

44) NIGHT FLYING

CAC aircraft may be flown at night by suitably qualified pilots.

R/T Failure

Make all normal R/T calls, join to fly level along the dead side of the runway at not less than 500 ft agl flashing landing/taxi lights. Climb to normal circuit height, carry out normal approach and expect green lamp signal from ATC on final. If no light repeat 500 ft flyby. ATC will advise any other circuit traffic and will make 'blind' calls to subject aircraft.

Total Electrics Failure

Total electrics failure is a very rare event but, should it occur, presents the pilot with a series of issues. Not only have the external and internal lights failed, but the radio and nav systems are inoperative, the fuel gauges and warnings are inoperative and the flaps are stuck in the position they were in at the moment of failure. Approach the airfield to join level on the dead side of the runway at not less than 500 ft agl and attempt to attract the attention of ATC using the engine note. Complete a normal circuit and hope for a green lamp signal from the tower. If none is apparent the pilot will have to decide the relative dangers of landing without authority or continuing to fly in a probably busy area, unseen by other aircraft and reliant upon a single torch.

ATC Lights Failure

The approach lights and PAPI's are useful but not essential. Runway lights will always have a back-up power system so their loss will be temporary. Even at a very late stage in the approach do not be tempted to continue to an unlit runway. By the time a further circuit has been completed the runway lights - maybe a limited array - will be operating.

Engine Failure

Most engine failures are the result of mismanagement. Adopt the glide and check fuel and ignition systems and attempt a restart. Transmit a short MAYDAY call, aim for a dark area, switch on all external lights and make an emergency landing.