



PEMBROKESHIRE FLYING CLUB new letter



January 2020

At this years AGM I accepted the job of producing a news letter every two months which Bob will put on the PFC website. To do this I must have input from members so please send to me at mde@totalise.co.uk.

For this news letter you have (A) me (B) Pilot Medical Declaration

(A) Most PFC members know me fairly well but for others here is a short resume. I learned to fly in 1982 in a Cessna 152. I now have passed 2000 hours P1 plus another around 500 as captain in my own aircraft allowing others to log the hours. What got me into flying in numerous countries was representing the UK in precision and rally flying and invitations to compete in various countries national competitions. Beside flying in the USA, Argentina, Chile, New Zealand and South Africa I have logged time in 18 European countries if you include Channel Islands and Gibraltar.

Lets move on

(B) Flying an EASA aircraft using a Pilot Medical Declaration (PMD), this is an exemption that allow UK National PPL licence holders to fly certain EASA aircraft currently up to April 2020 (hopefully then get an extension—I have emailed the CAA and await their reply which is over due and next will be to contact the minister of aviation via my MP. To use a PMD you must file in a online form (no cost) basically confirming that you have no disqualifying medical condition that would stop you legally driving a motor car. There are some restrictions at this time, the main one for some is the (PMD) is only valid in UK airspace and any other nation that will accept the self certification. There are also other restrictions re type of aircraft -single engine piston no greater than 2000kg and no more than 3 passengers e.g. PA28,C172,C150 to name a few.

That is news letter No.1, in future I hope to have members input, but I ask you this question, you find yourself at an airport to take a commercial flight on maybe a holiday and are faced with a brand new 737 MAX aircraft WHAT WILL YOU DO?

Future possibilities (a) latest on the MAX aircraft (b) Concorde having flown on it the real cause of the accident and why it is no longer flying (c) your inputs.

Regards Malcolm

update—Ireland will NOT accept a PMD medical and todote no reply from the CAA, next will be a letter to the minister for aviation via my MP.