



**AOPA LUXEMBOURG**

**YEARBOOK 2023/2024**





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aircraft



## AOPA LUXEMBOURG YEARBOOK 2023/2024

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## President's Corner 2024

Dear pilots, plane owners, and aviation enthusiasts,



I have been involved with aviation since my early years. Growing up near the Hasselt-Kiewit airfield (EBZW), I fondly recall cycling there as a teenager to watch the Cessnas and Pipers take off, and to observe the glider operations. My aviation journey took a significant turn when at 16 I joined the Royal Belgian Air Cadets. This was a transformative experience. At school, I was an average student, but in the Cadets, where I discovered gliders, I excelled due to my newfound passion. I earned my glider pilot license at 16, honing my skills in the Belgian skies until I was 19. I could fly solo in various gliders, like the K-6, K-8, and ASW-19, even before I could drive a car. Many cadets aspire to become military or airline pilots, but some, like myself, stay dedicated to general aviation throughout our lives, albeit in different roles.

In the 1990s, I earned my private pilot license and joined various flying clubs, including Aéro-Sport in Luxembourg. This marked a new chapter in my aviation journey, introducing me to long-distance flights, a concept relatively unfamiliar in Belgian flying clubs.

Luxembourg Airport's larger pilot community facilitated interactions with like-minded individuals passionate about flying to Europe's remote corners. At AOPA Luxembourg, I encountered even more enthusiastic pilots and plane owners, leading me to organize fly-outs. These multi-day excursions are incredibly enriching, offering condensed learning experiences and opportunities to share knowledge with fellow pilots.

The 2022 AOPA fly-out to Eastern Europe and around the Alps was particularly enlightening. We had a mix of classic and high-end ultralight pilots, and we visited European plane manufacturers. This trip revolutionized my perspective on aviation's future. Today's high-end two-seaters, although limited in certain aspects (like Night VFR, IFR, seating capacity, and payload), are impressively fast, easy to maintain, and run on regular automotive fuel. After flying models like the Shark, VL-3, and Blackwing, I transitioned from pilot to plane owner. My Blackwing, set for delivery in early 2024, signifies a yet another chapter in my aviation journey. I've noticed that pilots of these advanced ultralights tend to fly significantly more per year compared to traditional recreational pilots. With their increased experience security can only benefit.

Despite having a vibrant and robust aviation community in Luxembourg, challenges remain, particularly regarding our relationship with Lux-Airport. VFR peak hour restrictions complicate training exercises, forcing Luxembourg pilots to fly to Bitburg for practice touch and go's. Additionally, high-end ultralights face restrictions at Findel Airport, further limiting our options.

Flying at an international hub like Findel offers invaluable experiences and learning opportunities for student pilots, private pilots, and plane owners. The aviation schools in Luxembourg are thriving, attracting many new students, and the dream of flying is more alive than ever. Yet, limitations exist, notably in hangar space and the high costs associated with Findel operations. These factors have



eroded Luxembourg's competitive edge as a flying hub. Despite Luxembourg's capital and structural capacity to fund companies, and the presence of knowledgeable institutions like LIST and SnT, we fail to attract aviation companies and startups. This gap highlights the absence of a dedicated General Aviation airfield with a paved airstrip and supporting infrastructure, including a restaurant, in Luxembourg.

AOPA is committed to addressing this. With the new government, there are opportunities to establish a hub that caters to aviation startups, tech companies, flight schools, plane owners, and ultralight aircraft. Luxembourg is a land of opportunity for ambitious entrepreneurs and young people worldwide, and we at AOPA are intensifying our efforts to make this vision a reality. The need for a dedicated General Aviation field in Luxembourg is more pressing than ever, and we are poised to take significant steps to achieve this goal

I wish you all the best in 2024, turn into reality your flying projects, stay tuned to AOPA Luxembourg and enjoy reading this sixth edition of the AOPA Luxembourg Yearbook.

Peter Sodermans  
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## AOPA Works with Tricentenaire



Groupe Tricentenaire  
La FORCE du NOUS!

For some years now the AOPA Yearbook is being printed by the Tricentenaire charity which we want to bring closer to your mind.

In 1978, a group around Dean Jean HEINISCH, the Archbishop of Luxembourg, is reflecting on the purpose of commemorating the 300th anniversary of Notre-Dame de Luxembourg. After considering erecting a statue or monument, the creation of a concrete social work is decided. The definition of the target population focuses on people with special needs.

Tricentenaire assures the reception and support in the daily management of people with special needs, in particular through accommodation, activity in specialized day centres, coordination of aid and care services, psycho-social and therapeutic support, training and work, sport and leisure activities, as well as that social integration, in co-operation with the persons themselves and those around them, organizations working in the field of disability and its supervisory ministries.

The educational concept of disability management put forward by the association is based on a systemic concept, focused on the human person. The interventions of the members of the



multidisciplinary team, with their basic training, their experience and their personality, revolve around this axis and contribute to the realization of a personalized life project for each user.

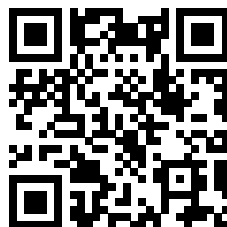
The association offers its services, independently of any philosophical, ideological and religious considerations, while respecting the abilities and wishes of each individual, to people with disabilities and families who, for whatever reasons, cannot or no longer can, do not want to or no longer want, partially or totally, to keep a person with a disability among them.

Working with the individuals in their care, Tricentenaire offers a number of products and services adapted to their. Among others:

- Help and care
- Accommodation and temporary stay
- Day Care
- Inclusion workshops like  
The chocolate factory, printing works and other service provisions
- Heart Chocolate Bar  
The chocolate bar bearing the Fairtrade label has opened its doors in Walferdange.
- 321 Vakanz  
The 321 Vakanz service offers a wide range of tourist services accessible to groups and people with special needs who want to travel individually.



Check out Tricentenaire here: <https://www.tricentenaire.lu/>





# AOPA Luxembourg Agenda 2024

## A Vibrant Tapestry of Aviation Events

### INTRODUCTION

Date	Event	Organiser
03.02.2024	AOPA Safety Seminar	AOPA
09.03.2024	AOPA General Assembly	AOPA
17.-20.04.2024	AERO 2024 Friedrichshafen	AOPA, Aéroplume
01.05.2024	Middenzeeland	AOPA
09.-12.05.2024	Texel	AOPA
08.06.2024	NAV Refresher (ELLX-EDKA-EDGB-ELLX)	AOPA
29.06.-30.06.2024	Champagne (Epernay)	AOPA
22.-28.07.2024	EAA Air Venture Oshkosh	
21.09.2024	AOPA - Aéro-Sport Rally	AOPA/Aéro-Sport

As we glide into another year, the AOPA Luxembourg's Yearbook and Agenda stands as a beacon of the organization's commitment to fostering a culture of safety, camaraderie, and skill in aviation. This year's lineup of events is carefully crafted to not only enhance the flying experience of our members but also to celebrate the enduring legacy and contributions of some of our most esteemed members.

### A WINTER TRADITION: THE AOPA SAFETY SEMINAR

*Date: Saturday, February 3rd*

Organized annually by Capt Pascal Kremer, the AOPA Safety Seminar is a highlight of the winter season. This event is pivotal in promoting a culture of safety among our members. Every year, Capt Kremer brings together a host of national and international speakers who delve into various facets of flying safety. This seminar is particularly significant as it prepares our pilots for the upcoming flying season, especially after a period of reduced flying activity in the winter. The event also includes a lunch, offering a warm, social setting for pilots to connect and share insights.



## THE CORNERSTONE EVENT: GENERAL ASSEMBLY

*Date: Saturday, March 9th*

The General Assembly is more than just a yearly meeting; it's a gathering that embodies the spirit of AOPA Luxembourg. Members are presented with detailed activity reports, engage in discussions about the budget for the forthcoming year, and partake in the decision-making process regarding membership fees. This year's assembly is set to be extraordinary as we celebrate and honor Jean Birgen, known fondly as Jänghi. His dedication to organizing fly-outs and events for decades will be acknowledged as we nominate him as an honorary member. The event will conclude with a reception, providing an ideal opportunity for members to mingle and commemorate this special occasion.

## EMBARKING ON THE SEASON OPENER: FLY-OUT TO MIDDEN-ZEELAND

*Date: Wednesday, May 1st*

Peter Sodermans orchestrates a one-day fly-out to Midden-Zeeland (or Le Touquet, alternatively), marking the beginning of our flying season. The journey begins with a pre-flight briefing and takes pilots through Belgium's airspace. The destination, Midden-Zeeland, offers an array of activities, especially since May 1st is a working day in the Netherlands, ensuring that all local attractions and shops are open. The trip includes a visit to the historic city of Middelburg, making it an enriching cultural experience.

## DISCOVERING TEXEL: FLY-OUT AND BIKE EXPLORATION

*Date: Thursday, May 9th – Sunday, 12th*

Organized by Petz Bettendorf, this four-day excursion over the Ascension weekend offers a unique blend of flying and cycling. Participants get to explore the picturesque island of Texel in the Netherlands, engaging in various activities that showcase the island's beauty and culture. This event is a perfect amalgamation of adventure and leisure, allowing members to experience the charm of Texel in a unique way.

## NAVIGATIONAL SKILLS IN PRACTICE: NAV REFRESHER FLY-OUT

*Date: Saturday, June 8th*

This event, spearheaded by the experienced Bernard Frechen, is a testament to AOPA's focus on continual learning and skill enhancement. The Nav Refresher Fly-Out, often attracting up to 25 aircraft, involves a meticulously planned three-leg navigation course. Each pilot flies one leg, and Bernard ensures that pilots are paired with someone they haven't flown with before. This not only fosters new friendships but also enriches pilots' experiences as they learn from one another.





### REVIVAL OF THE CHAMPAGNE WEEKEND

*Date: Saturday, June 29<sup>TH</sup> – SUNDAY, JUNE 30<sup>th</sup>*

Chris Scott is reviving the cherished Champagne weekend, an event historically organized by Jean Birgen. This occasion was renowned for the exquisite champagnes offered by Claude Penot, turning AOPA members into his second-largest clientele. The event not only offers an opportunity to savor fine champagnes but also serves as a tribute to the legacies of Claude Penot and Jean Birgen.

### THE THRILL OF AVIATION: RALLYE AOPA AND AÉRO-SPORT

*Date: Saturday, September 21st*

Organized by Bernard Frechen, this rally combines the excitement of aviation with the thrill of a race. Pilots will need to employ their finest flying skills, sharp observation, and quick thinking to succeed in this event. It's an exhilarating challenge that tests the abilities of our pilots in a fun and competitive environment.

### EMBRACING SPONTANEITY: IMPROMPTU EVENTS IN THE AOPA CALENDAR

*Dates to be defined*

#### INTRODUCTION TO IMPROMPTU EVENTS

In addition to our carefully planned yearly events, AOPA Luxembourg is excited to introduce a new chapter of impromptu events for this year. These events are designed to bring an element of spontaneity and surprise, offering unique flying experiences to our members. These gatherings, organized with shorter notice, cater to the adventurous spirit of our pilots, providing opportunities to explore new destinations and create memorable experiences.

### ETIENNE HAUMONT'S PYRENEES ADVENTURE

Our newest board member, Etienne Haumont, is keen on organizing a small, exclusive fly-out to the majestic Pyrenees. This event is envisaged to be an intimate gathering, limited to around five aircraft. This limitation ensures a more personalized and cohesive experience for all participants. The Pyrenees, known for their breathtaking landscapes and challenging terrain, offer an unparalleled flying experience. This event will not only provide an opportunity for scenic flights but also enable pilots to hone their mountain flying skills in a supportive and group setting.

### PETER SODERMANS' FLYING WEEKEND TO FAYENCE

Peter Sodermans, who has already made a mark with his organization of the season opener to Midden-Zeeland, is now looking to organize a flying weekend to Fayence. This event is particularly special as it coincides with the development of an aeropark in Fayence, an initiative that aligns well with the interests of AOPA members. This weekend trip will not only be a flying adventure but also an opportunity to explore the potential of this new aeropark. Participants will have the chance to engage with the project, offer their insights, and enjoy the beautiful surroundings of Fayence.



## CONCLUSION

By incorporating these spontaneous events into our calendar, we aim to provide our members with diverse and engaging flying opportunities. These gatherings, though organized on shorter notice, promise the same level of excitement, learning, and camaraderie as our regular events. We encourage our members to stay tuned to the newsletter for announcements regarding these and other impromptu events, as we look forward to exploring new horizons together.

The AOPA Luxembourg's yearbook and agenda for this year reflects a rich tapestry of events that cater to the diverse interests of our members. From safety seminars to cultural fly-outs and skill-enhancing activities, each event is designed to enrich our members' flying experiences. This year's events not only promise memorable experiences but also honor the significant contributions of our members who have been essential in shaping AOPA Luxembourg (formally known as UPL Luxembourg)

## Luxembourg Holidays 2024

Sunday-Monday 31.03.-01.04.2024	Easter ( <i>Paques</i> )
Wednesday 01.05.2024	Labour Day ( <i>fête du travail</i> )
Thursday 09.05.2024	Europe Day ( <i>Journée de l'Europe</i> )
Thursday 09.05.2024	Ascension Day ( <i>l'Ascension</i> )
Sunday-Monday 19.-20.05. 2024	Pentecost Holiday ( <i>congé de la Pentecôte</i> )
Sunday 23.06.2024	National Holiday
Tuesday 16.07. - Sunday 15.09.2024	Summer vacation ( <i>vacances d'été</i> )
Thursday 15.08.2024	Assumption Day ( <i>Assomption</i> )
Friday 01.11.2024	All Saints ( <i>Toussaint</i> )



# AOPA Luxembourg Ordinary General Assembly 2022/23

By Marina Paralingova



Our ordinary General Assembly took place on the 25.03.2023. 30 voting members were present and we received 6 proxies. The members voted by acclamation to approve the accounts, the budget and the outgoing board's discharge. Jean-Claude Frank, Marco Jakoby and Marc Picard were confirmed as external auditors for 2023/2024. The Board of Directors consisted of 8 members plus the President.

Three members were outgoing and re-eligible: Guy ZENNER, Chris BERENS-SCOTT, Marina PARALINGOVA. One member is outgoing and stepping down: Reinhard KROMMES. One member resigned previously: Mikhail KORNEV.

Peter Sodermans, as the only candidate, was re-elected for President.

Cristina MENENDEZ, Petz BETTENDORF, François DELPIERRE, Etienne HAUMONT stood for election as members of the board. Following the vote, Chris BERENS-SCOTT, Guy ZENNER and Marina PARALINGOVA were re-elected.

Cristina MENENDEZ and Petz BETTENDORF were elected as new members of the Board. (Later in the year, Cristina MENENDEZ resigned for personal reasons and was replaced by Etienne HAUMONT).



Again, we thanked all members who contributed to AOPA work and the defence GA interests.

The Ordinary General Assembly honoured the winners of the AOPA Rally 2022:  
Olivier AREND and Yannick PAU

Our invited guest, his Excellency the Ambassador of the Czech Republic to Luxembourg is a passionate aviator. He concluded the General Assembly with a talk on the successful GA industry in his country and possible lessons to be learned in Luxembourg.

The General Assembly, as is customary, wrapped up with a cocktail reception.



## Executive Committee 2023



Name	Function	E-mail
<b>Peter Sodermans</b>	President	peter.sodermans@aopa.lu
	<b>BOARD</b>	
<b>Nicolas Bannasch</b>	Vice-President & legal affairs	nicolas.bannasch@aopa.lu
<b>Chris Berens-Scott</b>	Vice-President & UL Affairs & FAL	chris.berens-scott@aopa.lu
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<b>Marina Paralingova</b>	Secretary General & Events	marina.paralingova@aopa.lu
<b>Patrick Bettendorf</b>	Long Range Rallys	Patrick Bettendorf@aopa.lu *)
<b>Bernard Frechen</b>	Event coordinator	bernard.frechen@aopa.lu
<b>Etienne Haumont</b>	Member benefits	Etienne Haumont @aopa.lu *)
<b>Guy Zenner</b>	Digital innovation team	guy.zenner@aopa.lu
	<b>CO-OPTED</b>	
<b>François Delpierre</b>	Website	François Delpierre@aopa.lu
<b>Marco Felten</b>	Finance and member management	marco.felten@aopa.lu
<b>Reinhard Krommes</b>	Publications	Reinhard Krommes@aopa.lu
<b>Cristina Menendez</b>	Events, Publications	Cristina Menendez@aopa.lu

\*) New members of the board

General e-mail address for the board is [info@aopa.lu](mailto:info@aopa.lu)

We work as volunteers and will do our utmost to reply to requests within 72 hours.

## AOPA Safety Seminar 2023



By Reinhard Krommes

AOPA Luxembourg did it again. On February 4th, our annual Safety Seminar, again moderated by Captain Pascal Kremer gathered the GA community at the Luxembourg Parc Hotel updating and raising awareness of flight safety subjects to prepare for the coming season. Before and after and through our convivial lunch we heard and talked about:

AOPA President Peter Sodermans opens the session with a short overview of activities AOPA Luxembourg is dealing with in 2022 and 2023.

One of our members pointed out again at the low altitudes mandated for VFR arrival and departures in Luxembourg including the circuit altitude. This is a long standing issue where the authorities do not seem to find a solution.



- Jean-Claude Petesch of DAC presented The first National Plan for Aviation Safety (NPAS) published by DAC at the beginning of 2022, after consultation of the stakeholders during summer and autumn of 2021. It contains specific actions to improve aviation safety. In 2021, the top ten Safety issues in Luxembourg airspace and airports were:

1. FOD (Foreign object - Debris)
2. Risk of Mid-air collision
3. Flight duty periods Issues at ELLX
4. Radar issues at ELLX
5. Smoke and fire on board
6. Engine failure or problems - multi-engine aircraft
7. Incorrect aircraft setup by crew
8. Risk of collision with drone



9. Technical - Landing gear
10. Fatigue

A ballooning accident with one serious injury during 2021 highlights that, while very rare, injuries to passengers during ballooning activities deserve further scrutiny and action.

- Stijn Degraaff of Eurocontrol reported on the European Action Plan for Airspace Infringement Risk Reduction version 2. Between 2010 and 2021 there were 32,800 airspace infringements reported in the EASA Member States and the United Kingdom, a figure that underlines the vital importance of a joint Action Plan:
  - AD Airspace Design
  - ANSP Air navigation service (including FIS) providers
  - AU Airspace Users (civil and military)
  - AIM AIM and MET services providers
  - REG Regulatory authorities (national and supranational)

Very often GA pilots flying VFR are involved in airspace infringements, mostly because of lack of planning, of communication and of situational awareness.

- The President of the Saarland Aeroclub, Dr Ralf Hubo, brought us information on operations in the airspace surrounded by controlled restricted and uncontrolled airspace around the Hahn, Ramstein, Saarbrücken and Luxembourg airports and how to cope with military activity. He also invited us to the Marpingen airfield fly-in later in August.
- The EASA Annual Safety Review 2022 was presented by Lynch Wedell. The very detailed report highlights across EASA member states the annual evolution of occurrences in all aviation sectors. For non-commercially operated small airplanes (GA), it seems that the rate of occurrences is more or less constant during the last decade. In 2021, the rate of fatal accidents was higher than over the average in the past decade. Human factors involved in occurrences were
  - Personnel task performance (41%)
  - Situational awareness and sensory events (39%)
  - Experience and knowledge events (18%)
  - Physiological events (2%)
- Although only within national jurisdiction, the report also highlights the occurrence situation for microlights and ultralights. Here, the number of accidents, serious injuries and fatalities has increased.
- Situation awareness and decision making tips came in an excellent presentation from Martine Konsbruck, Human Factors Manager at Luxair.
- Pascal Kremer himself concluded the meeting with his remarks on the importance of “Wellbeing” before and during flight operations.

Our distinguished speakers at the AOPA Luxembourg Safety Seminar 2023 brought together the many facets of awareness and application of flight safety to make all pilots fit for taking to the skies with knowledge updated and refreshed. The traditional bottle of Whisky for each speaker was well merited.

A big thank you to Pascal Kremer who took all the effort to enrol competent speakers to make this edition of the AOPA Luxembourg Safety Seminar again a success.

Looking forward to seeing you at the 2024 Safety Seminar!





## Preparing to Launch The Luxembourg Air Cadets' Glider Training Program



By Peter Sodermans

### INTRODUCTION

AOPA Luxembourg is actively exploring the possibility of forging a long lasting partnership with the Royal Belgian Air Cadets (<https://www.belgianaircadets.com/>), seeking support from the Luxembourg Ministry of Defence. This potential collaboration aims to establish a solid foundation for advancing aviation training and developing future pilots in Luxembourg, embodying a blend of tradition and modern innovation.

AOPA Luxembourg, alongside the Royal Belgian Air Cadets and the Luxembourg Ministry of Defence, is working towards the realization of a significant initiative: **the Luxembourg Air Cadets**.

This envisioned project, drawing inspiration from the longstanding Belgium-Luxembourg Economic Union (BLEU), aims to position Luxembourg at the vanguard of aviation training. This initiative represents a forward-looking commitment to mold the next generation of pilots, harmoniously blending time-honoured traditions with contemporary innovation.

### THE LUXEMBOURG-BELGIUM AVIATION PARTNERSHIP



This initiative extends the robust aviation partnership between Luxembourg and Belgium, leveraging decades of collaborative success. It focuses on eco-friendly aviation practices and the career development of young individuals in both military and civil aviation sectors. The plan is to integrate candidates from Luxembourg into the training program alongside Belgian counterparts, starting with an ambitious target of enrolling the first five Luxembourg Flight Cadets by 2025.

### PROGRAM GOALS AND STRUCTURE

AOPA Luxembourg aspires to create a distinctive aviation training pathway, emphasizing affordability and family involvement. The proposed structure will see cadets from Luxembourg train in tandem



with their Belgian peers, fostering a sense of unity and shared learning. The goal includes securing a Luxembourg-owned glider to further solidify this partnership. The Luxembourg Air Cadets' program is planned to be in alignment with the Royal Belgian Air Cadets' renowned training model, yet tailored to accommodate the unique requirements of Luxembourg's youth.

## TRAINING AND DEVELOPMENT THE THREE-PHASE JOURNEY



The Luxembourg Air Cadets initiative encompasses a comprehensive three-phase program, nurturing individuals from aspirant cadets to senior aviation leaders.

### PHASE ONE: ASPIRANT CADETS

The first phase welcomes aspirants, introducing them to flight theory, covering aerodynamics, meteorology, and navigation. After theoretical training at Florennes Air Base and a formal exam, practical training follows at summer camps in Weelde or Bertrix, culminating in a solo flight. The year ends with additional flying weekends and an official wings-awarding ceremony.

### PHASE TWO: FLIGHT CADETS

In the second year, aspirants become "flight cadets," continuing education with spring and summer camps, learning new takeoff techniques, and flying various gliders. This phase includes regular flying weekends to enhance piloting skills.

### PHASE THREE: SENIOR CADETS

Outstanding third-year cadets may join the IACE program, focusing on obtaining a glider pilot license and completing performance flights for various certifications. They may extend their tenure until age 21.





## THE SENIOR STAGE

Senior cadets, continuing their flight training, also mentor younger cadets. Annual reapplication is required for seniors, with top performers potentially joining the cadre.

## CHALLENGES AND COMMITMENT

While the vision is clear and the commitment strong, there are administrative and logistical hurdles to overcome. This includes aligning the Luxembourg high school system with the Belgian standards and ensuring medical and fitness criteria are met. Despite these challenges, the determination to launch this initiative successfully is unwavering.

A key component of the initiative is its accessibility. The program aims to keep costs low to ensure that financial constraints do not hinder enthusiastic participants. Parental support is also crucial, from driving cadets to Belgian military bases for training to hosting international cadets during exchanges.

## FUTURE PROSPECTS

The Luxembourg Air Cadets project is still in its nascent stage, with ongoing discussions to finalize cooperation agreements. The ultimate goal is to create a smooth transition for Luxembourg's youth into the world of aviation, thereby contributing to both national pride and global aviation expertise.

## CONCLUSION

The Luxembourg Air Cadets project, inspired by a historic partnership and driven by the passion for aviation, seeks to build a bridge from the classrooms to the clouds. It's a commitment to not just teach flying but to instill a lifelong passion for aviation in the youth of Luxembourg. With dedication and support, this initiative hopes to take wing, strengthening Luxembourg's contribution to global aviation and inspiring generations of aviators to come.

AOPA Luxembourg's initiative is more than just an aviation training program; it's a pathway to inspire a deep-seated passion for aviation in the hearts of Luxembourg's youth. With the collaborative spirit of the Belgian and Luxembourg military and civil volunteers, support from families, and a clear vision, the Luxembourg Air Cadets project is set to soar high, marking a new chapter in Luxembourg's aviation legacy.

# IAOPA Regional Meetings 2023

By Cristina Menendez

IAOPA REGIONAL MEETING, SEVEN OAKS, UK MAY 12-13, 2023



Take a peek on our website for the full article. We were 5 members from AOPA Luxembourg to attend the IAOPA Regional Meeting south of London. It was a great meeting with stimulating exchanges.

Here's a snapshot of the discussions:

## 1. AVGAS: DEVELOPMENTS IN THE USA AND EUROPE: FROM 100 LL TO UNLEADED AND THEN TO E-FUEL?

There is still no fully approved alternative for 100LL but AOPA is optimistic that a solution will come in time. The US will phase out 100LL by 2030 and there is a government funded Piston Aviation Fuel Program (PAFP) in place. There are a couple of types of fuel being tested but there needs to be an industry standard with only one fuel type and AOPA USA is facilitating in getting the industry to move forward on this. EASA is aware of the developments but needs to wait and see what the outcome will be in the US. It seems this may be due to pending patents which need to be bullet proof before any details can be disclosed. On the AOPA UK website there is more information as well as a link to a podcast that took place during the last AERO Friedrichshafen.

## 2. AIRPORT ACCESS VIA CREW CARD IN FRANCE

If you have a French license and you are an active AOPA France member, you can apply for a crew card (Carte CIME) in France, giving you access to 79 aerodromes that are open to commercial aviation. Thanks to the hard work and perseverance of AOPA France, where they noticed that in the



European regulations, private pilots and freelance commercial pilots were being excluded access to airfields. This has now been rectified and AOPA France has been given the ability to request national crew cards, valid throughout Europe. The caveat being that these can only be used to access a plane with the intent to fly or when returning from a flight – thus it is not a TCA card (like ours at ELLX). While the procedures may seem very similar, it is important to keep in mind that a TCA is issued by the airport management whereas the crew card is issued by AOPA. If you are interested, please visit: [www.aopa.fr](http://www.aopa.fr) for more details.

### 3. HARMONIZATION OF LOWER EUROPEAN AIRSPACE

GA in NL is under pressure due to airspace infringements however the airspace is not harmonized but rather fragmented, complex and with limited FIS services. There is a new IAOPA working group in place to look for a single European solution.

### 4. COORDINATED EUROPEAN BOARD TO BOARD FREQUENCIES

Thanks to the negotiation skills of AOPA Switzerland and their active participation in a working group, two new frequencies for air to air communications have been approved by Eurocontrol when originally only one was envisaged. The communication can be done in any chosen language but requires 8.33 kHz frequency. These frequencies, while established cannot be used until they appear in the AIP of the country where they are intended to be used. The old 123.45 is not to be used as this is no longer an active frequency for voice communications.

### IAOPA REGIONAL MEETING, LUXEMBOURG OCT 6-7, 2023



Luxembourg was honoured to coordinate the IAOPA Regional Meeting which took place at the Eurocontrol Aviation Learning Centre in Kirchberg. Big thanks to Eurocontrol for their great support of this meeting.



Jim Coon, Senior Vice President, Government Affairs & Advocacy at AOPA USA and Secretary General of IAOPA Worldwide joined us in person – as did AOPA representatives from Romania, Bulgaria, Turkey, Iceland, UK, Netherlands, Denmark, Switzerland, Belgium, Germany, France, Finland.

Main themes of the conference were:

## 1. HQ REPORT FROM JIM COON

Jim Coon memorializes pilot Richard McSpadden, Executive Director of the Air Safety Institute and Senior VP of AOPA USA, who crashed and passed away on October 1st. The meeting observes a minute of silence. The discussion on unleaded AVGAS continues, unleaded fuel transition, Mosaic, ICAO Class 2 and 3 Medicals and the new restricted medicals.



GAMI fuel. AOPA is trying to get industry support for the fuel. We want to keep 100 LL available until there is another solution. The main issue is that while GAMI is doing a great job overall, some of their ingredients are on the EU's banned list.

Companies in the EU can mix TEL until the end of 2025. If they are approved it will be for 7 more years.

With regards to medicals, the restrictions are according to aircraft specifications. Accidents caused by medical issues are extremely rare and each local AOPA is encouraged to talk to your CAA in order to see if the process can be eased in any way. The hurdle seems to be that many European NAA's feel the need to cross-check medical examiner's reports and this leads to a bureaucratic and lengthy process.

## 2. MEMBER BENEFITS

AOPA Luxembourg's Etienne Haumont recapped the state of member benefits. He sees that more needs to be done to keep members engaged with their local AOPAs and with IAOPA.

The membership benefits are not at all coordinated between the different countries and are often country specific. The other issue is how best to present them to members, making it easy and simple to find the benefits and apply them.

A working group has been set up to continue exploring this issue and we expect to hear more at a future meeting.



### 3. AIRCRAFT MAINTENANCE SEMINARS/COURSES IN EUROPE

If aircraft owners are dissatisfied with or have questions about the maintenance of their aircraft but are unsure where to get accurate information – they can now turn to Aufwind in Germany. Aufwind gives courses plus provides assisted maintenance on a number of different types of aircraft, some in person, some online. Seminars include EASA maintenance regulations. Courses can be individual or in small groups. For more details visit [www.aufwind.aero](http://www.aufwind.aero) or send an email to: [info@aufwind.aero](mailto:info@aufwind.aero)

### 4. EASA'S GA ACTIVITIES: GA FLIGHTPATH 2030+ (AS THE CONTINUUM OF THE PREVIOUS GA ROADMAP PROJECT) AND CONSPICUITY IN U-SPACE...AND BEYOND

EASA's GA community has 12,741 members in Europe but this also includes those subscribed via email/newsletter. The question is how to involve GA pilots? EASA started the GA Flightpath 2030+ with a focus to enhance safety culture within all flying communities including: paragliders, glider planes, motor planes etc. conspicuity was also discussed and is a reality – to be visible in U-space. There are far too many aviation accidents in GA in Europe. ADS-L: automatic dependent surveillance Principle - L (light), derived from ADS-B and then simplified. Step one (ads-b) is ready. Step 2 is mobile phone integration. EASA wants to go big on conspicuity interoperability and ensure all of Europe is on the same page. Hopefully next year we will know more as the project progresses.

### 5. MICROLIGHTS, HOW SHOULD THEY BE REGULATED?

The German group of Ultra lights, DULV (Deutscher Ultra Light Verband) explained that in Germany, AOPA is a member of the DULV and the DULV association is a member of AOPA Germany.

EASA, ICAO and JAA have stated that ULs fall outside of their scope and that they belong under national regulations.

The question is whether ultralights should be under EASA – which many think they should as they have evolved into powerful machines.

A working group has been set up to continue exploring this issue and we expect to hear more at a future meeting.





By Reinhard Krommes

Bernard Frechen, as he does each year, expertly organized and prepared the NavRefresher fly-out on June 10th, 2023. The event was successful in drawing its large audience of pilots. This year, fifteen aircraft, including three ultralights, registered to participate in a triangular course spanning 400 NM. The usual setup was that three pilots made a team in an airplane who flew the legs in turn. 34 pilots showed up to populate the available airplanes. The routing took us this time to Switzerland. Though being part of the Schengen space, it is not part of the European Economic Area, so customs had to be cleared. Prior notice did the trick. Also ultralights need fly-in authorizations which proved challenging.

In the morning, with pleasant weather albeit some showers looming, we set out for our first stop Bressaucourt (LSZQ). We crossed the Vosges between benign clouds to arrive for lunchtime. Bressaucourt is in the watchmakers region of the Jura, west of Basel. It is a well maintained airfield with an 800m asphalt runway. With its fine restaurant “The Cockpit” it is always a worthy destination. Our pre-ordered lunch was ready and so we relaxed over good food.





Then we took off for Troyes (LFQB), another 140 NM in fine weather overflying the famous Plateau de Langres north of Dijon. As we crossed back into the EU, Customs clearance was again on order. All that reminded us how fragmented

Europe still is. The arrival at Troyes which is an uncontrolled field, was a bit challenging with 15 visiting planes merging with the local traffic on a Saturday afternoon. Eventually everyone was on the ground, some opted for re-fuelling. Yearning for a well deserved coffee, we were bitterly



disappointed because the airport café was closed. So we refilled with cold water readily available.

The sky got darker and so all wanted to head home. Except for some drops, the weather was good all the way back to Luxembourg.

Back in the Aéro-Sport bar, all the drinks we missed and well prepared finger food awaited us for the debriefing.

Big thanks to Bernard who made this pleasant NavRefresher happen again.





## Rallies 2023

By Bernard Frechen

### The Bad News:

The AOPA rally had to be cancelled this year because there were fewer than 8 participants who registered for the rally.

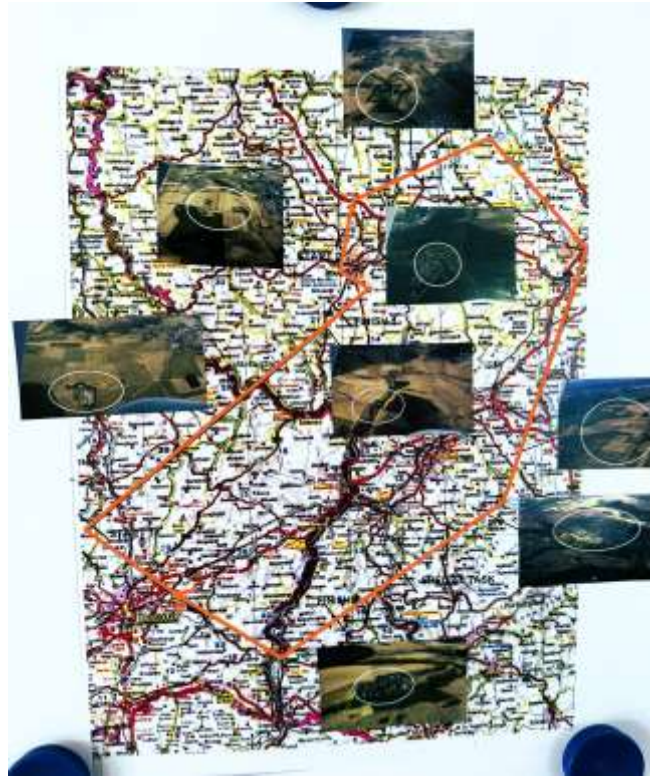
### The Good news:

On the other hand, the Aéro-Sport rally was successfully held on the 16th of September, with 10 teams participating.

We had the pleasure of meeting well-seasoned teams, and one student pilot who earned his bonus points.

This time, the spot landings took place in Bitburg, along with the notorious taxi check in Luxembourg. Thanks to Bernard and his experienced team in Luxembourg and Bitburg, the event was perfectly organized.

**We encourage all pilots and co-pilots to participate in large numbers in 2024 to improve their flying skills and enjoy a great day in the skies. No prior experience needed – newbies are welcome!**



Place	Registration	A/C Type	Pilot	Co-pilot	Points
1	LX-AIC	C172	Schneider Laurent	Lerin Marie	2.511,3
2	LX-RCD	DR40	Gerling Guy	Reckel Roland	2.383,8
3	F-AYAC	O1	Elsen Eugene	Schmitz Jean-Claud	2.201,0
4	LX-AIO	C172	Jantunen Ari-Pekka	Schröder Christoph	2.135,0
5	LX-AIG	P28A	Menedez Cristina	Musman Pierre	1.739,0
6	LX-AIE	C172	Englebert Christoph	Nussbaum Alain	1.645,5
7	LX-AIB	P28A	Zenner Guy	Kirsch Christian	1.158,8
8	LX-AIL	CH7A	Mack Frank	Savet-Mack Florenc	647,5
9	F-JUSV	WT 9	Scott Chris	Paralingova Marina	605,0
10	LX-AIZ	C172	Cvelich Michail	Dimovski Goran	582,5





By Reinhard Krommes

Our always active friends of Young Pilots Luxembourg invited to a mountain Fly-Out to Innsbruck from 18th – 21th May which attracted many pilots and there was a record registration. So sad that weather in the Alps did not play game. Plans had to be changed fundamentally.

So it was Rouen in Normandy, weather there was perfect. Enthusiasm to fly together was not broken and so we launched into the air with 20 participants and no less than 9 airplanes headed four Rouen, the city of Jeanne d'Arc.

Weather was no problem here and we spent three day enjoying hospitality in Rouen and flying across Normandy.

The historical city of Rouen was one of the capitals of the Anglo-Norman dynasties, which ruled both England and large parts of modern France from the 11th to the 15th centuries. From the 13th century onwards, the city experienced a remarkable economic boom, thanks in particular to the development of textile factories and river trade. Claimed by both the French and the English during the Hundred Years' War, it was on its soil that Jeanne d'Arc was tried and burned alive on 30 May 1431.





Severely damaged by bombing in WW2, it nevertheless regained its economic dynamism in the post-war period thanks to its industrial sites and its large seaport, which today is the fifth largest in France.

On the 4<sup>th</sup> February Guided by Christophe, who lived for some time in Rouen, we took the time to view the rich architectural heritage with its historical monuments. The gothic Cathedral, the Gros Horloge, the Palais de Justice, the modern church of Jeanne d'Arc and the many well restored framed timber houses.



For our dinner, the place to be is the Couronne, France's oldest restaurant which was founded in 1345. Canard Rouennais and the soufflé are the landmark dishes not to be missed here.



Flying was on the agenda as

well and we all made an excursion to the coast, viewing the famous Mont St Michel from above with a stopover at the Granville Airfield. The crosswind prevailing here made that traffic came to both ends of the runway, so a keen lookout was required. A short walk along the beach with lots of oyster banks brought us to some lunch.

We returned to Rouen following the coast line to overfly the places of the D-Day Normandy landing in WW2. Later on we saw the picturesque limestone cliffs near Etretat.

On day 3 we flew back to ELLX after a short stay in Amiens. Big thanks to Christophe and the YPL organisers for all their efforts for another wonderful Fly-Out.



## Oshkosh Re-visited 2023



By Serge Michels

The annual Experimental Aircraft Association (EAA) AirVenture is a major event in the aviation world that brings together aviation enthusiasts from around the globe. The event is also commonly known as 'Oshkosh'. In July 2023, over 10,000 airplanes landed and departed from this airfield turning it into the busiest airport in the world for at least one week.

So among the 600,000 visitors, here we are for the second time, 14 years later, Kim, Joe and myself.

And so are

many other aviation enthusiasts from little Luxembourg too, Aviation professionals and friends from the flying club Aérospport. Some even made it with a Cirrus SR22 all the way over to Oshkosh and back to Luxembourg.





During the day you can walk along the alleys and admire a wide

The event is not only about the incredible aircraft displays, thrilling airshows, educational programs, merchandise, or cutting-edge technology in aviation but also the magic around a shared passion and love for planes from all horizons. It's also a meeting point for people who share their flying experiences, and deep passion for aviation. Many stay on the grounds in caravans, in camping or even in tents under the wing of their planes.



collection of aircraft, from vintage to warbirds, experimental aircraft, general aviation aircraft, ULM, business Jets, aerobatic aircraft, commercial and military aircraft.

In the afternoon the airshow begins and teams or individual

performers demonstrate their skills. This spans from from military jets conducting low and/or high-speed passes in a deafening noise, to vintage and classical aircraft offering spectators a unique chance to see these old well-maintained planes and having the impression to step back in time and appreciate the history of aviation.





There is something for everyone's taste, some might prefer the aerobatic teams performing breathtaking manoeuvres defying gravity and showcasing precision and talent. You could see aerobatics performances where pilots have such a control of their planes, flying almost impossible stunts, turning the planes sometimes into a sheet-of-paper-like flight, tumbling down from the sky until full recovery a few meters above the ground.

Others may prefer the power of the vintage WWII aircraft doing simulated dogfights, or formation flying. It was just fascinating to see the formation flights of the large variety of aircraft from a



technical perspective. Very rare to see an F22 Raptor flying side by side with 2 WWII warbirds. So many homebuilt aircraft, helicopters with unique aerobatic performance, gliders, or, or ... Oshkosh has it all.

Oshkosh is a truly immersive aviation experience and it may not take another 14 years before we head back.



Serge







# Oshkosh to Luxembourg

## Crossing the Pond in a Cirrus SR22

By Kim Michels



*A special way to visit Oshkosh is to cross the pond in a light aircraft. Tom Raach and Marc Tanz took SR22 D-ELYX successfully to Oshkosh.*

*Crew change for the way back to Luxembourg - Kim Michels and Riccardo del Tufo flew all the way back. Here are excerpts from their report:*

The flight began more than a year before the actual departure, with preparations for the outbound and inbound flights. The Cirrus SR22 G1 D-ELYX used has a range of up to 1000NM. It is equipped with TKS ice protection and ILS and RNP/LPV.



The planned routing from July 27 to August 3, 2023, was:

Oshkosh - Sault Ste Marie -  
Chibougamau - Kuujuaq - Iqaluit  
- Kangerlussuaq - Nuuk - Kulusuk  
- Reykjavik - Egilsstadir -  
Stornoway - Dundee - Ostend -  
Luxembourg.

Most legs had an average flight time of 2.5-3.5 hours. We typically woke up around 6:30 in the morning and arrived at the next hotel between 18:00-20:00



### Gear to be procured for the trip:

- Sentry (backup ahrs and ads-b traffic)
- Golze (enroute weather update via satellite)
- Garmin rescue
- Personal locator beacon
- 2x backup hand radio
- 2x dry suits
- 2x life vests
- Survival raft (34kg)
- Survival bag for 2 days (food water blankets radio power bank etc)
- 2x 11l tks fluid for the anti ice system
- 2x oxygen generators
- Toolbox
- Avgas hand pump

local time. Some days, we lost 1-2 hours due to time zone changes.

The trip back included a one-day break in Nuuk and one day sightseeing in Iceland.

The biggest challenge overall was planning, especially for Canada and Greenland. Local regulations, customs, immigration rules, and paperwork vary from country to country. The lack of hotels and airports with AVGAS in Canada was a significant issue. The closest alternate airport was sometimes more than 2 hours away. ATC communication was sometimes non-existent between airports. The unknown terrain and environment for northern Canada and crossing the ice cap in Greenland presented challenges. From Canada onwards until Europe, most flights were performed as IFR in uncontrolled airspace G or E, mostly at FLO90-FL110. Loss of radio contact between airports was part of daily operations. Air-to-air position reports were the only option.

Also, there was no radar coverage for most of the time, neither en-route nor at airports. Full responsibility lies with the pilot, even though the flight is IFR. Clearance after startup does not only contain the instrument departure but also the full routing towards the destination. Therefore, it's better to be prepared for a long readback.

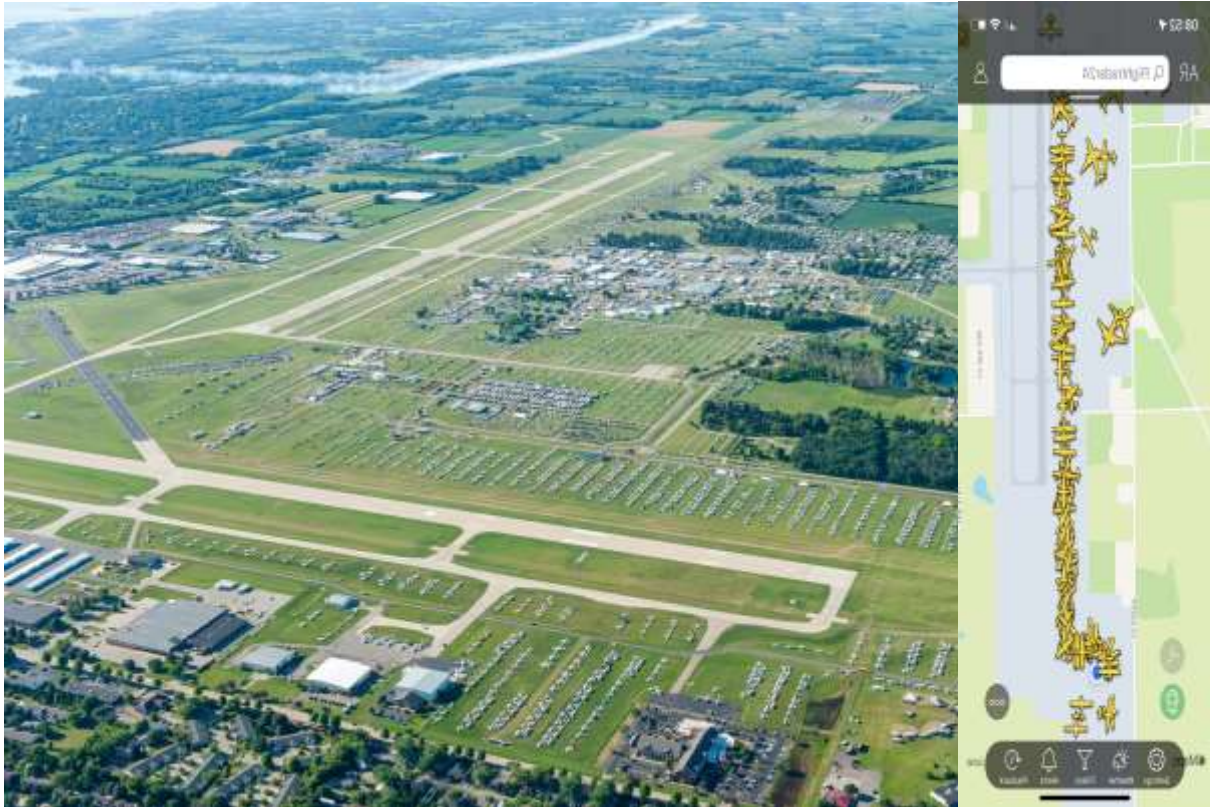
As a result, all flights had to be 100% properly prepared before departure. Day-by-day planning took around 2 hours every day.

### Two hours Each Day for Day by Day Planning

- Check weather and route planning accordingly
- Check alternate weather requirements, different in all countries
- Check enroute documents and notes for specific local procedures
- Check airport and customs opening times
- Avgas available at destination and alternate?
- Check NOTAMs
- Check app plates details and minimas
- Check if app performed in uncontrolled airspace, radar coverage?
- Check enroute frequencies in case of lost comm
- NAT route planning and position reports over Atlantic
- Check and fill out performance and mass & balance data
- Calculate PNR Point of no return and PET Point of equal time if applicable
- Check hotel available at destination



## DAYS 1 AND 2

**Oshkosh - Sault Ste Marie - Chibougamau - Kuujuaq - Iqaluit**

Leaving Oshkosh took us 2 hours of taxi time, with hundreds of planes departing within a few hours. No ATC communication was required. We started up, taxied following the marshaller's instructions at every intersection up to the runway in use, monitored the tower, lined up, and received take-off clearance without readback. With four planes on the runway at the same time, two on the left and two on the right, we took off. We leveled off at 1300ft and left the CTR. Less than two hours later, we left civilization behind. Our first stop was at the Canadian Border, Sault Ste Marie, for immigration and fuel.





95% of the time, we were the only aircraft on the frequency. We flew over very remote areas, hundreds and hundreds of miles without a single settlement, just lakes and forests. The next day was the same, lakes and forests. We slowly realized how vast and empty Canada is.



Kuujuuaq was almost the only place with less favorable weather, OVC006. However, most Canadian airports are equipped with RNP approaches down to 200ft, which helped a lot. For the rest of the trip, we were really lucky; either we had blue sky or we were IFR on top. After landing, we filled up half a barrel of AVGAS remaining from the inbound crew using our hand pump. Thereafter, we had our first flight with dry suits and life vests towards Iqaluit, our last stop before heading over the open ocean.

### DAY 3

#### Iqaluit to Kangerlussuaq





### Standard North Atlantic Position Reports

Position (Waypoint or coordinates), Time, flight level, next waypoint with ETA, and waypoint thereafter.

Example:

*Crew: Gander radio, D-ELYX, position*

*ATC: Gander radio, D-ELYX go ahead*

*Crew: D-ELYX position DARUB at 1130, FL110, estimating 65N030W at 1225, SOPEN next*

Followed by full read back from ATC, in that area Gander or Nuuk Radio.

Leaving Iqaluit for the first part of the Atlantic crossing. One hour after takeoff we passed an impressive stretch full of fjords and glaciers for around 120nm. Thereafter 1h30 of open ocean ahead, first ice bergs came in sight. One position report via relay on 121.500 with a KLM flying above, before arriving in beautiful Greenland, Kangerlussuaq.





## Kangerlussuaq to Nuuk



As the weather was foggy in Illulisat, we chose to fly south to Nuuk, capital of Greenland. Following the Fjord out towards the ocean, VFR at 2000ft meant 40min of pure and untouched nature. Glaciers, waterfalls and crystal clear rivers behind every corner, no boat, no car, no person. Thereafter another 40min south along the coastline towards Nuuk.

### DAY 4



One Day of rest. Visiting Nuuk, good restaurants, local beer and a small run around town.



## DAY 5

**Nuuk - Kulusuk**

The most significant challenge in Greenland was the weather and crossing the ice cap. Most IFR approaches have a minimum of around 800-1000ft AGL due to the high terrain surrounding the airports. The ice cap, a flat ice sheet between the west and east coast, stands at a height of 9000ft. The distance across is 200-300nm, with a minimum crossing altitude at FL110 or FL130. The high terrain and minimum cruising level in combination with the zero-degree line being predominantly on the ground/ice meant we would not be able to leave icing conditions inflight which was not a viable option with our plane. Plan B would be to fly via southern Greenland along the coast adding another 4h of flight time. Fortunately on that day, the forecast was blue sky.

During our climb out of Nuuk, we first had to gain some altitude before traversing the ice. The coastline was replete with glaciers running from the ice cap towards the sea, some spanning at least 50-60km. Their size was immense, making it challenging to discern their start and end points. The entire environment and landscape felt surreal.

At the location where we crossed the ice cap, we had ice beneath us for around 250nm. For approximately 1h30 of flight time, we were surrounded by pure ice and crystal-clear blue glacier lakes and rivers in all directions. There was no radar and radio coverage. The only voice we heard in almost 2h was one position report via relay on 121.500 with an Icelandair.

Upon arriving on the east coast, we were greeted by numerous glaciers and icebergs floating in the sea. The only suitable airport with fuel was Kulusuk, featuring a 1200m gravel runway. In case of a diversion from Kulusuk, Narsassuaq was the alternative airport, located 2h30 away in the south of Greenland.







## Kulusuk – Reykjavik



The village of Kulusuk has about 200 inhabitants. A short stop for fuel and then over to Reykjavik in less than three hours. The first time we were back in civilisation.



## DAY 6

**Reykjavik - Egilsstadir**

We made a slight detour for a 3h00 sightseeing flight through the southern part of Iceland. From Reykjavik to Egilsstadir in eastern Iceland. Lakes, Waterfalls, Glaciers, Volcanos, there was everything in all shapes, sizes and colours.

## DAY 7

**Egilsstadir - Stornoway – Dundee**

Last leg over the Atlantic. Big surprise, we were for once in contact with ATC the whole way over the ocean with Iceland radio. From Scotland onwards, flying environment got easier, but planning more complicated. Tons of TMAs CTRs, restricted and prohibited areas, complex ATC. For the previous part of our trip we were mainly alone in uncontrolled airspace class G or E, no restricted areas within



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hundreds of miles, routings were basically a straight line. Flying outside of busy Europe also had its advantages.

## DAY 8

### **Dundee - Ostend - Luxembourg**

Arrived in Ostend, we got stuck for the first time due to bad weather in Lux.CB's and moderate rain the whole day. Only in the evening, the situation got better and after 5h wait, we managed to make it to Luxembourg, arriving in rain and BKN005. The usual welcome I guess. What a trip!



**Mission accomplished.**

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## Mountain Flying in Annecy 2023

By Guy Zenner



The traditional fly-out to Annecy took place in 2023 from September 8<sup>th</sup> to 10<sup>th</sup>. This fly-out allows pilots to get a first experience of mountain flying and landing at altiports under the guidance of local instructors. For seasoned pilots with mountain flying experience, the fly-out grants the possibility of obtaining the required clearance to land as PIC at a designated altiport.

Regrettably, only two planes participated in the 2023 fly-out. Nevertheless, both teams enjoyed their stay in picturesque Annecy. Beyond the thrill of mountain flying, they also tasted local specialties like *Tartiflette*, *Fondue Savoyard* and *homemade*



*ice cream* and enjoyed the walks through the historic city and along the lakeside. As is customary, AOPA Luxembourg facilitated transportation by providing rental cars allowing the teams to transfer easily between the city centre and the airport.



## A New Generation of Flight Training Devices

By Reinhard Krommes

Luxembourg is now home to two new state-of-the-art synthetic flight training devices delivered by ALSIM. Based in Nantes, France, ALSIM has been a leading supplier of flight simulation products and services since 1994. The Luxembourg Flight Training Academy (LFTA) acquired these two simulators, which are now available for basic training, checkouts, and advanced training such as MCC.

The smaller AL250 is geared towards training and checks on single and multi-engine piston aircraft. The more complex and advanced “AIRLINER” is dedicated to Multi-Crew Cooperation training and checkouts

### AL 250



The configurable generic SE/ME simulator features a G1000 style cockpit, capable of emulating the PA-28 Arrow and PA-44 Seminole. This device meets all current regulatory standards and caters to the training requirements of small to mid-sized ATOs, flight schools, and universities.

The ALSIM AL250 image generator offers a 250-degree wraparound visual display, operating at 60 frames per second. This eliminates lags that can cause spatial disorientation. It comes with functional glass cockpit instrumentation and movable switches and throttle quadrants.

#### **What is FNPT 2?**

The Flight and Navigation Procedures Trainer (FNPT) is a class of Synthetic Training Devices (STDs) which are used in Europe for pilot training. The FNPT-II simulates equipment typical of that used in classes of single- or multi-engine aircraft.

An FNPT 2 – MCC is certified for MCC training and checkouts.



## THE "AIRLINER"



The new AIRLINER embodies the B737MAX philosophy. This state-of-the-art FNPT 2 MCC is designed for ATPL students for jet transition and multi-crew resource management. It's also suitable for pilot assessments and continuous training in various areas. For the instructor, there's a fully enclosed flight instructor cabin with a flight instructor seat and three observer seats. An Airbus configuration is also possible.

The simulator is equipped with a VFR-VS image generator, entirely designed and manufactured by ALSIM. The visual system delivers optimal performance, including excellent accuracy and real-time rendering and response. Taken together, this offers the pilot maximum immersion.





# Crossing the Skies with Precision

## Golze Engineering's Satellite Weather Breakthrough

By Peter Sodermans

### GOLZE ENGINEERING: PIONEERING SATELLITE WEATHER SINCE 2012

In an era where accurate weather information is crucial for safe and efficient flying, the German company Golze Engineering has emerged as a trailblazer.

For more than a decade, they have been the frontrunner in providing live satellite weather data to cockpits across Europe and beyond. This innovation is particularly significant given that ADS-B and XM technologies, prevalent in the USA, are not available globally.

Golze Engineering's efforts have equipped over a thousand aircraft in Europe with this cutting-edge technology, marking a significant milestone in aviation history.

### THE ESSENCE OF SATELLITE WEATHER



Imagine cruising at altitude and having real-time weather data at your fingertips. That's the reality Golze Engineering has brought to the skies. Their Advanced Data Link (ADL) system transforms the cockpit experience by overlaying moving maps with live updates on radar, lightning strikes, and satellite imagery.

Updated every 15 minutes, this technology offers pilots crucial information on weather conditions, including winds and temperatures aloft, METAR, and TAF reports. It also facilitates communication through text messages and emails, and provides a vital link for search and rescue operations.





## OPERATIONAL MECHANICS AND REQUIREMENTS

To leverage this technology, pilots need an ADL device or an Iridium Go in the aircraft, coupled with a satellite service subscription. The data is accessible on both iOS and Android devices, with options for portable or installed devices to suit different aircraft and pilot preferences.

## WHERE THE WEATHER MEETS THE COCKPIT

The versatility of ADL weather data is one of its standout features. It integrates seamlessly with the ADLConnect app on mobile devices and is compatible with popular flight planning applications like ForeFlight and SkyDemon. Moreover, it extends to multiple cockpit displays such as Avidyne and Garmin. Very promising

## PRICING – ACCESSIBILITY – CERTIFICATION

In terms of affordability, Golze Engineering has positioned its technology within reach of most pilots.

The ADL160 device starts at a reasonable 390 EUR + VAT, and the monthly satellite service is priced at 39,50 EUR + VAT. They also offer short-duration trip kits, catering to pilots who may not require continuous service.

For that amount, you have 20 downloads a month included. If you are a heavy flyer and going above the limit, please expect to pay another 0,99 EUR + VAT per download. One download contains the enroute weather for a complete route, e.g. from Luxembourg to Cannes.

For those opting for permanent installation, Golze Engineering ensures compliance with aviation regulations. The ADL150/190/200 devices come with a free EASA minor change certification for most GA airplanes, simplifying the installation process.

Portable devices, in contrast, are exempt from such requirements, offering flexibility and ease of use.

## FINAL THOUGHTS

Golze Engineering's satellite weather system is more than just a technological advancement; it shows the evolution of aviation safety and efficiency. By providing General Aviation pilots with weather data and communication capabilities close to real-time, they are setting new standards in the area of in-flight information systems. For pilots navigating the complex and ever-changing skies, this technology is not just an aid but a necessity for safe and informed flying.

Whilst searching on pilot forums about user experiences of this product, they seem quite happy with it and some say not willing to fly without this service anymore.



# Navigating New Horizons

## Garmin's Smart Glide Technology



By Peter Sodermans

In a significant leap forward for aviation safety, Garmin's Smart Glide technology is becoming a staple in cockpits worldwide. This groundbreaking innovation offers pilots an essential safety net, transforming how emergency glide situations are handled. As it becomes increasingly prevalent, its impact on general aviation is profound and far-reaching.

### A CLOSER LOOK AT SMART GLIDE

Smart Glide represents a fusion of advanced algorithms, GPS technology, and real-time environmental analytics. At its core, the system uses Garmin's sophisticated navigation databases to identify potential landing sites. This decision is not merely about proximity; Smart Glide evaluates a multitude of variables including runway surface, length, aircraft's current weight, and prevailing wind conditions to recommend the safest option.

### TECHNICAL INNOVATIONS

Smart Glide is a free software upgrade to the Garmin GTN 650Xi or 750Xi paired with one of the company's common primary flight displays or attitude and heading indicators, including the G500/G600, G500/G600 TXi, GI 275, G5, and G3X Touch for certified or experimental aircraft with software version 8.90 or higher. While Garmin doesn't charge for the software upgrade, your dealer may charge a labour fee to install it. A Garmin GFC 500/600 autopilot and datalink weather help improve the performance of the system. This integration allows for an intuitive interface where pilots can easily activate the system and monitor its recommendations. The system also provides navigational assistance to the selected landing site, including heading adjustments and altitude guidelines.



## PILOT EXPERIENCES AND TRAINING

Feedback from pilots who have trained with or used Smart Glide is overwhelmingly positive. Many report a significant reduction in stress and decision-making load during emergency situations. However, mastery of Smart Glide requires specific training. Mastering any new tools becoming rapidly available in a cockpit requires recurring training. The equipment and plane manufacturers are not taking this seriously enough. At AOPA Luxembourg we encourage the development of more training plans, ensuring pilots can leverage the full potential of this technology.



## TRAINING FOCUS AREAS

- **System Activation and Use:** Pilots learn how to efficiently activate and interact with Smart Glide, including manual and automatic activation procedures.
- **Understanding System Recommendations:** Training includes interpreting and following the system's guidance, understanding how it calculates the best glide path and landing site.
- **Emergency Procedures Integration:** Pilots are trained to integrate Smart Glide into their existing emergency procedures, ensuring a cohesive and well-managed response to engine failures.

## IMPACT ON GENERAL AVIATION SAFETY

The implications of widespread Smart Glide adoption are significant. By reducing pilot workload during one of the most critical phases of flight, the technology greatly enhances overall flight safety. It's a step towards more automated and intelligent systems in general aviation, setting new standards for emergency management.

## THE FUTURE OF SMART GLIDE

Looking ahead, Garmin is committed to continual improvements and updates to Smart Glide. Future iterations may include more advanced environmental sensing capabilities, better integration with aircraft-specific parameters, and even greater ease of use.

## POTENTIAL DEVELOPMENTS

- **Enhanced Environmental Awareness:** Integration with advanced weather tracking systems to better account for real-time environmental changes.
- **Aircraft-Specific Adaptations:** Tailoring Smart Glide recommendations based on specific aircraft performance characteristics.
- **Autonomous Glide Path Management:** Future versions might offer more automated control assistance, guiding the aircraft to the best possible landing site with minimal pilot input.

## CONCLUSION

Garmin's Smart Glide is not just a technological achievement; it's a paradigm shift in aviation safety. As it becomes a mainstay in cockpits around the world, pilots can fly with the assurance that they have a sophisticated ally in managing emergency situations. The future of general aviation looks safer and more secure, thanks in part to innovations like Smart Glide.



By Edwin Dekker and Petz Bettendorf with editor redaction

In Egypt, General Aviation as we know it in Europe does not exist and VFR flying is not permitted. But we got a unique opportunity to fly as the AOPA Egypt and Flying Pharaoh organized a VFR rally!

Three members of AOPA Luxembourg, Petz Bettendorf, Claude Kisch and Rachel Muller joined the rally to Egypt with UL airplanes. Flyers from Belgium, Luxembourg, France and the Netherlands also joined. We were a total of five with four ultralight aircraft.

## PREPARATIONS

To reach Egypt we needed to fly over the Mediterranean Sea therefore marine survival equipment is needed : Survival raft, PLB (Personal Location Beacon), electronic torch and water tight bags.

Another point of attention was the dataset of our EFIS (displays in our aircraft). We have Dynon's and use EasyVFR, but there is no aviation data for Africa.

We prepare our flights using SkyDemon but again, Egypt is not available on SkyDemon. There is an option to enter the data yourself via the SkyDemon Custom Data tool. Another option is to use Airmate (free to use) or use Garmin Pilot. I inserted airfields and IFR waypoints in SkyDemon and this worked but I was missing the airspace and FIS frequencies. So in the end I choose the free one month trial of Garmin Pilot and this actually worked very well.

The rally would start on Friday 10 November in Cairo. We agreed that we would leave at the first good weather opportunity which was on Monday 6 November. We decided to meet in Hungary and we flew east.

## GETTING THERE

### **Luxembourg – Pécs-Pogány (LHPP)**

Weather was not so good in Luxembourg and the Eifel area. After 4 hours I landed in Pécs where we met everyone. From now we would travel together to Egypt and back.



Pécs is a good general aviation airfield. They have Mogas and hangar space available. Taxi to town is 10 minutes. The town is worth a visit.

#### **Pécs-Pogány – Ioannina King Pyrros (LGIO)**

Next day to Greece. I visited Greece last year with Edwin and we knew to avoid “Fraport” airports. We chose Skyserv as handling companies which was available at Ioannina airport which, in spite of “Schengen” is also the required port of entry.

After a 3 hour 15 minutes flight we arrived in Greece. More than 20°C and blue skies! Next morning we had to wait for the fog to lift before departing again.



#### **Ioannina King Pyrros – Heraklion International (LGIR)**



Next flight to Crete. First legs over sea so we placed our marine survival equipment within reach and put our life vests on. Flight was easy, good weather and an easy landing at Heraklion International.

We stayed two days in Crete and visited Knossos, learning about the Minotaur and the Labyrinth from the taxi driver.

#### **Heraklion International – Sphinx International (HESX)**

Friday 10 November we were finally on our way to Egypt! Here the rally would start and we would meet the other participants and Mona, from the rally organization team.



To enter Egypt from Crete you must cross the FIR boundary at PAXIS (IFR waypoint). On approaching PAXIS Athens Information informed us that Cairo air traffic control wants us to fly at FL085. Here was an early warning that we were handled as controlled flights.



After entering Egyptian airspace we were directed to Cairo VOR via IFR airways and vectored to intercept the ILS for runway 34L. Instruction was to contact Sphinx tower after establishing on the ILS localizer. But we are VFR and do not have ILS equipment. We informed Cairo director, but he misunderstood and assumed there was a problem with the ILS equipment on Sphinx airport. Luckily Sphinx Tower was informed about the Rally and that we are flying VFR . Luckily there were no issues on landing and had a very welcome reception by The Flying Pharaoh organization and airport staff.

On the approach to Sphinx International, I spotted the Pyramids! The next day we visited the Egyptian Museum and the Pyramids of Giza. There was also an opportunity to fly low around the Pyramids.

## THE RALLY

In total 11 aircraft participated in the rally. There were four ultralights, two Cessna 182, one Cessna 172, a Diamond DA42, a Piper PA-32-300, a Mooney and a Beech A36 Bonanza.

The Rally consists of six flights:

- Sphinx International (HESX) to Luxor (HELX)
- Luxor (HELX) to Aswan (HESN)
- Aswan (HESN) to Abu Simbel (HEBN) and back to Aswan (HESN)
- Aswan (HESN) to El Gouna (HE01)
- El Gouna (HE01) to Sphinx (HESX)



All flights were at 2.500 ft MSL and 130 kts (240 km/h). All planes were numbered (I was #4) and we all fly on one flight plan for #1. Start-up clearance is given at the same time for the entire group. This was a bit clumsy at first because our planes are quick on start up but the others needed more time. We quickly learned to startup only after #1 was beginning to taxi thus avoiding our engines overheating as we waited in the 30°C outside temperatures.

All of the planes taxied and lined up together - 11 aircraft on the runway! Take-off at own discretion. This results in a kind of loose formation with generally #1, 2 and 3 together, then our group (#4 to #7), #8 at a safe distance. Then the two French Cessnas and last but not least the good old C172. The Cessna was a bit behind the rest of us as they could not fly at 130 kts.



### Sphinx International – Luxor International (HELX)



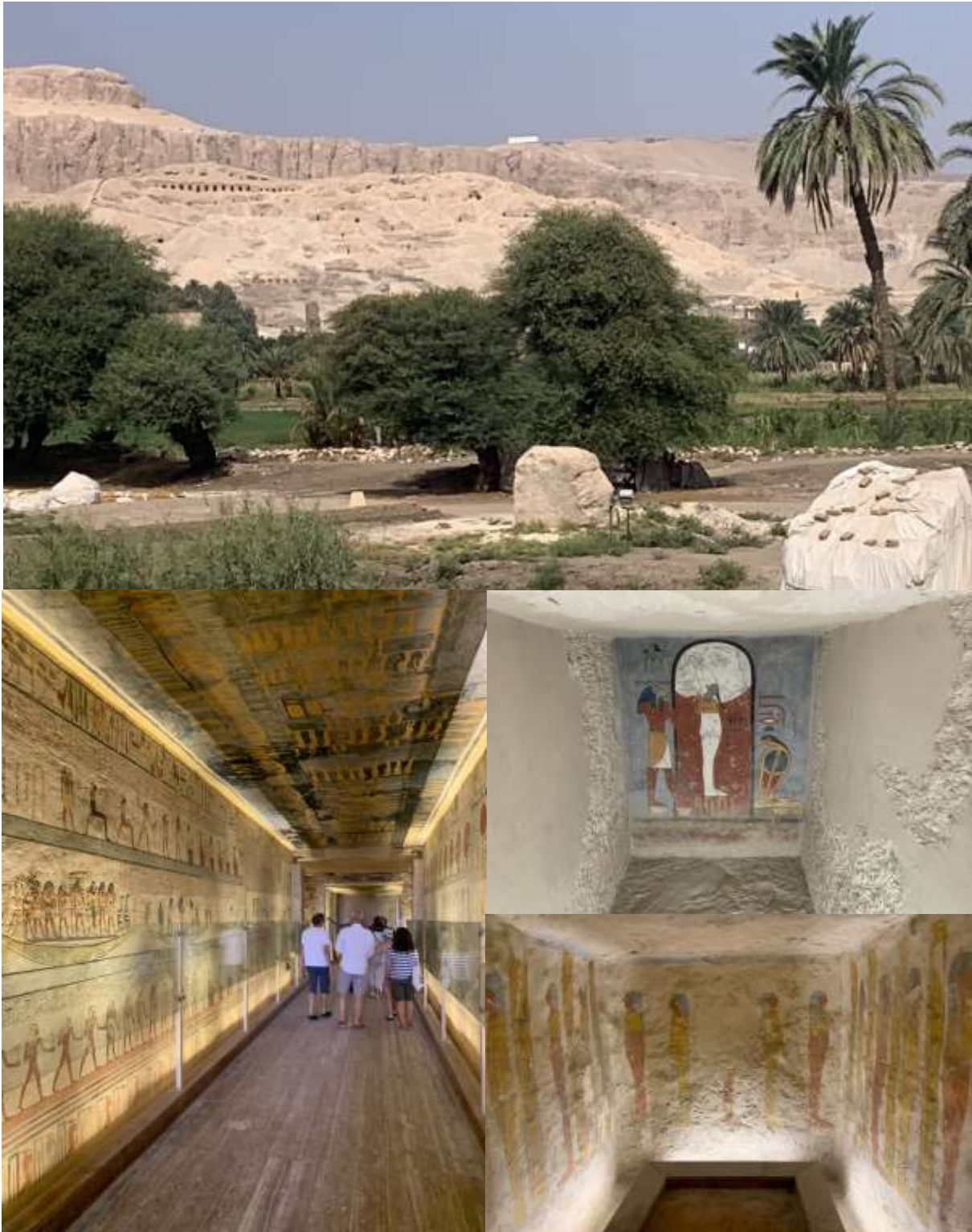
Departing from Sphinx was unexpectedly difficult. From the ground it looks a bit misty but nothing to be concerned about. Should be good visibility just after take-off. It was quite surprising that we came into clouds and strong downdrafts directly after turning left in the take-off climb. There were thunderstorms in the vicinity that we could not see on the ground but advised by the tower.



The next challenge was a kind of light “sand storm”. It builds up slowly and you are in it before you realize it. Leaving it was a very sudden and welcome change, I was relieved to have a clear view again to enjoy seeing the sand below.

The hotel in Luxor has a great view on the Nile River and In the evening we attended the sound & light show at the Karnak temple.

Next day we went to the Valley of the Kings. We had a fantastic guide who took us around this outstanding site.







### Luxor International – Aswan International (HESN)



Next day we fly to Aswan. We had a hotel on an island in the Nile. Great view with all those sailboats and ancient Nubian graves in the background.

We visited the high Aswan dam and the Philae temple.



### Aswan International – Abu Simbel (HEBL) – Aswan International

We did two flights on this day. Early in the morning to Abu Simbel. Visited the rebuilt temple and then back to Aswan.



After landing a bus took us to the Abu Simbel temple. This is the original temple, but not at the original location. When the High Aswan Dam was built the temple was cut into pieces and rebuilt on an artificial mountain.



#### **Aswan International – El Gouna (HE01)**

Next two days are relaxing in El Gouna, near Hurghada on the shore of the Red Sea. The contrast between the irrigated areas next to the Nile and the surrounding desert is amazing.

Just before Hurghada there is a mountainous area. It was during the climb of these mountains that #11, the Cessna 172, gets an engine failure. The pilot was aware of a military airfield close by and turned in that direction however he realized that he couldn't make it and targeted a road. He safely made an emergency landing just next to the road as there were too many cars to safely land on the road itself. Nobody injured, good job Michael!

We decided to refuel in El Gouna instead of at Sphinx in order to save some time.

**VFR issues**

We planned to depart on Friday, one day ahead of schedule, and head for Crete as the weather on Saturday was forecast to be stormy. After filing we were informed that Hurghada did not approve our flight plans (Hurghada manages the approach, tower and departure of El Gouna). They don't allow VFR and the only VFR flights allowed were the planned formation flights. There was no other option than to follow the original program and leave Saturday, which made us arrive at Crete with very strong (40kts+) winds.

**El Gouna – Sphinx International**

The last day of the rally. We would depart early to Sphinx and then to Crete. On the flight back to Cairo they direct us first to the other side of the Suez Canal, the Sinai Peninsula. This would be the most beautiful flight in Egypt.

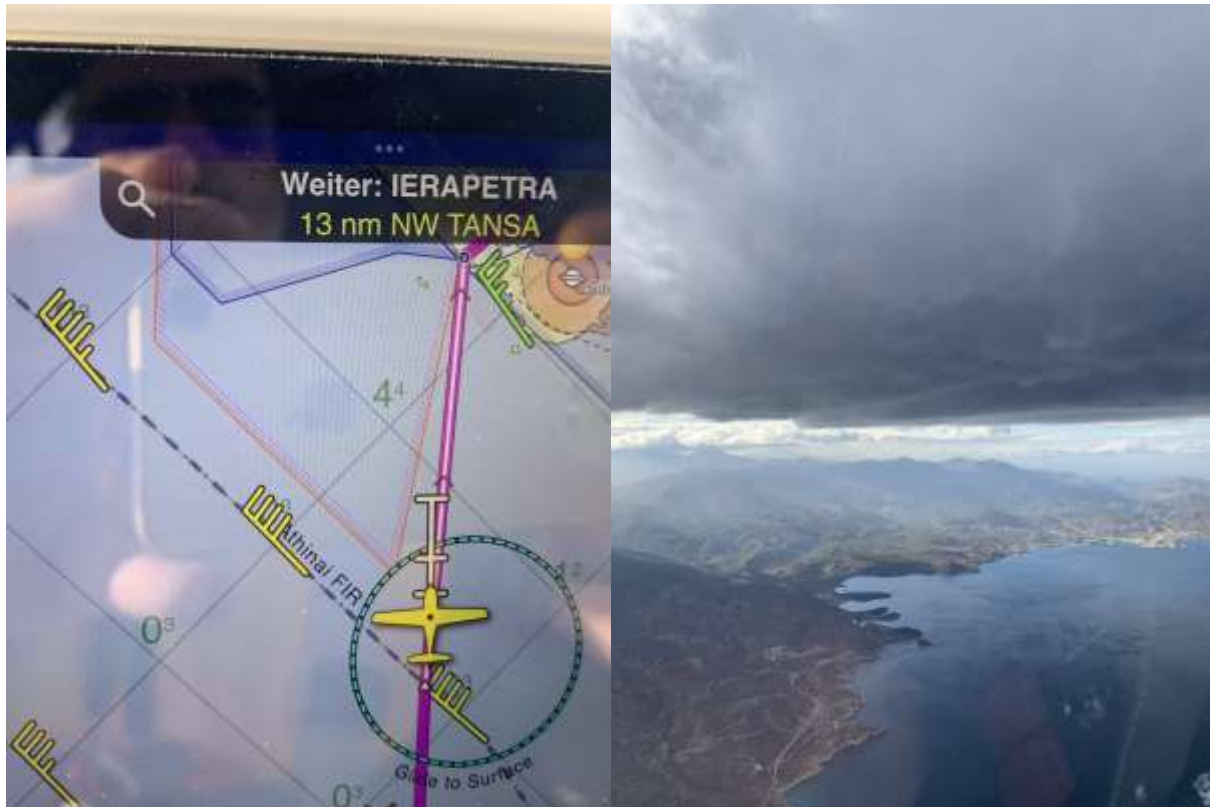


In Sphinx it was time to say goodbye to one half of the group. The rest we would see again in Crete.



## THE WAY BACK

### Sphinx International – Heraklion International



The flight to Crete took more time than on the way as we had a lot of head wind, on average 40kts. Luckily we have large fuel tanks (190L) so distance and time is less of an issue for our Risen airplanes.

The Crete approach was very difficult with severe turbulence and downdrafts on the VFR route from Ierapetra to Mirabello bay. The landing was not as difficult as expected since the wind was straight down the runway. I landed with 25 kts groundspeed. We had to tie down our aircraft as the storm would build up during the night.

### Heraklion International – Grumento Nova (PZ02)

Next day we chose to go to Grumento Nova. It's a small field in the south of Italy that Edwin and I knew from our adventure to Greece last year.

### Grumento Nova (PZ02) – Gap Tallard (LFNA)

Next day to Gap. Short flight over the Alps. Good weather in Gap but fog on departure Voghera. Had to wait an hour before I could go.

I was cleared very late from Torino Approach for my climb to FL110 to cross the Alps. Luckily my Risen climbs very well. I started my climb at 3.500 ft with 1.500 ft/min and ended climbing 650 ft/min at FL105. I manage my vertical speed by keeping my IAS at 115 kts.



## HEROES OF THE RALLY

Michael is the hero of the rally as he managed to make a safe emergency landing. But in second place I would like to mention Mona of the Flying Pharaoh as she did a great job in taking care of all of us. Thank you Mona!



## CONCLUSION

It was a fantastic experience to fly in Egypt! The people in our group, flying over the Nile and the desert, and the amazing Egyptian culture. I hope, and expect, to see some people of the group again.

Remember that Egypt is not VFR (yet). Inform yourself about the possibilities to enter or leave VFR outside official schedules. The Egyptian CAA is working on allowing VFR and informally they mentioned that they expect to enable class E airspace below FL085 in the future.



Continents		Europe, Africa, Asia
Countries stayed		6 (Luxembourg, Hungary, Greece, Egypt, Italy, France)
Countries crossed		11 (+Germany, Austria, Croatia, Serbia, North Macedonia, Albania, Belgium)
Legs (flights)		15
Fuel used		635 L (15 km/L or 6,6 L/100 km)
CO2 emission		2,5 t
Distance – Travel to/from rally – Rally		9.638 km 7.548 km 2.090 km
Hours flight – Travel to/from rally – Rally		38 hours 29 hours 9 hours
Average ground speed – Travel to/from rally – Rally		257 km/h 263 km/h 238 km/h
Altitude difference – Travel to/from rally – Rally		112 km (112 km climb+112 km descend) 102 km 10 km
Temperature difference		39°C (36°C Abu Simbel, -3°C Gap)



The Airdays in Noertrange on 15th & 16th July 2023 was the first aviation event in Luxembourg in a long time.

AOPA Luxembourg was immediately excited about the initiative of organizing an aviation event and we volunteered to participate with a stand and presence at the foreseen event.

Before and throughout the weekend, AOPA, ANA and Skydive Luxembourg maintained close collaboration in order to coordinate the key elements of the event.

ELNT, the small Airfield of Noertrange to be precise, became the place to be for aviation enthusiasts from 15th to 16th July.



The upfront preparation was huge, operations were carefully planned, a mandatory pilot briefing with four possible holding points was distributed to the maximum of 32 aircraft that registered to participate.

Unfortunately, the weather was not in our favour: strong crosswinds and heavy rain were present on both days.



Not to be deterred, a total of 17 airplanes joined! Besides some Cessnas and Pipers single engines, a variety of ULM-aircraft were on site and an exhibition area was created to let the public come close to these machines. Two Helicopters were present, one Air Rescue MD902 and a ULM Helicopter.







Approximately 800 Visitors were on site during the two days of the event, and even due to the meteorological issues, parachute activity could be performed out of the Gippsland Airvan GA8 operated by the local skydiving club.

All in all, the entire event was a great success, and it brought the Luxembourg sports aviation industry closer together.

Since end of July 2023 upon a DAC decision, ELNT airfield is no longer open to any aircraft other than that for the sole purpose of dropping parachutes due to the presence of high trees around the eastern end of the airfield.

FAL, who is the aerodrome operator is currently in contact with the forestry department in view of having these trees cut and AOPA Luxembourg will inform it's members of any new developments.





## From the Past: Airdays 1994 Wincrange

By Jean-Marie Thoma



In the tradition of Airdays held at Noertrange airfield in the 80s, which paused after the terrible Ramstein disaster, the then Commission Aéro-Tourisme, in collaboration with Pierre Stoos and Jean-Marie Thoma, organized the 12th Airdays in 1994. The event was held in the fields of Antoniushaff near Wincrange in the north of Luxembourg. Only helicopters were allowed to land and take off at the fields. Fixed-wing aircraft were stationed at Findel Airport and made low overflights in Wincrange.

A few years after the fall of Communism, a team from the Czech Republic Air Force was invited to display many of their military aircraft dating from the Soviet era. The team, led by two high-ranking Generals, brought Mi24 Helicopters,

Sunday, 24th July 1994	
10.00	STATIC DISPLAY + HELICOPTER SIGHTSEEING FLIGHTS
11.20	LUFTHANSA JU-52
11.30	Hirondelles Modelists LONGWILLY
12.00	ROYAL AIR FORCE CH-47 CHINOOK
12.05	VICKERS SUPERMARINE SPITFIRE
12.15	THE RUSSIAN KNIGHTS 2 SUKHOI-27 FLANKER
12.35	LUFTHANSA JU-52
12.45	ROYAL AIR FORCE HARRIER GR 7
12.55	AEROFLOT IL-76 CANDID
13.00	The BLACK DEVILS Belgian Army Paras
13.10	BELGIAN ARMY BRITTEN NORMAN ISLANDER
13.20	CZECH AIR FORCE L-59 ALBATROS
13.30	CZECH AIR FORCE MIG-23 FLOGGER
13.40	BELGIAN AIR FORCE F-16 FIGHTING FALCON
13.50	BOEING Stearman
14.00	DEUTSCHE LUFTWAFFE C-160 TRANSALL
14.15	CZECH AIR FORCE SUKHOI-25 FROGFOOT
14.30	Senior CONCORDE-Captain John BRADSHAW, Piston Provost
14.50	LUFTHANSA JU-52
15.00	LAVA LUXEMBOURG L-19 BIRD DOG
15.15	LAVA Luxembourg T-6 HARVARD
15.30	RNLAF - THE GRASSHOPPERS Helicopter Display Team
16.45	US AIR FORCE F-16 FIGHTING FALCON
16.00	LUFTHANSA JU-52
16.10	DEUTSCHE LUFTWAFFE F-4 PHANTOM
16.20	CZECH AIR FORCE Mi-24 HIND Helicopter Team
16.30	FORMATION AEROSPORT
16.40	The BLACK DEVILS Belgian Army Paras
16.50	DEUTSCHE LUFTWAFFE ECR-TORNADO
17.00	BELGIAN AIR FORCE FOUGA MAGISTER
17.15	CZECH AIR FORCE MIG-21 FISHBED
17.30	BELGIAN AIR FORCE C-130 HERCULES
17.45	AEROPLUME LUXEMBOURG
18.00	SKYLINES BALLOONS



Mig 23, and Sukhoi 25 fighter jets. The 1000 litres of excellent Czech beer they brought was not soon forgotten!

This event also commemorated Jean the Blind, Count of Luxembourg in the 14th century, who was also King of Bohemia and Titular King of Poland. He is remembered as a fortress builder and founder of the Schouberfouer. He fell in the Battle of Crécy and is resting in

the Luxembourg Cathedral.



There were numerous visitors overflying the meadows of Antoniushaff. The tight schedule of Sunday, 24th July 1994, showcased the variety of flying objects sighted in Winchrage. Spectators saw the Lufthansa Ju52, US F16, and many more. Helicopter sightseeing flights were possible, and parachute dropping was on display. Even the British Red Arrows came to perform on the 23rd July.



Everyone who organized, participated, or watched during those times spent unforgettable moments. Tragic accidents and environmental concerns make it

increasingly difficult to present airshows in Luxembourg.

With all participating partners, AOPA is on its way to reviving the Airdays as in the 80s and 90s, working towards safe and exciting events.





## From Private Pilot to Plane Owner

By Peter Sodermans

### ONCE A PILOT, ALWAYS HAVING PLANES ON MY MIND

#### THE GLIDER YEARS

I've been flying since the age of 16. I've always been a keen and vocal defender of renting a plane in a flying club, as that's the rationale to keep flying affordable.

But the allure of plane ownership tempted me from an early age. In my late 20s, I bought a M200 glider for around €5,000. I remember my mother's displeasure when I drove up the alley of our house, and her annoyance only grew when I parked the glider in her garden for weeks. My plan was to go flying every weekend when the weather permitted. At that time, I was still living in Belgium. Neither the airfields of Hasselt (where I lived) nor Genk-Zwartberg (nearby) allowed me to take off from there as they had a quota for the

number of private owners they accepted. So, I had to drive two hours to 'Lac de l'Eau d'Heure' for gliding.

The M200 was a two-seater, side-by-side, and quite a hefty glider to set up. Initially, my friends were keen to help, but their interest dwindled after I took them for a glider flight. It soon became hard to find people to help assemble it every weekend. This led to my decision to exit the M200, although I learned a lot about owning a glider and its technicalities.

I kept the M200 glider only for a short while as it proved not to be practical. The requirement for extra hands for assembly every weekend and the travel to a suitable airfield were significant drawbacks. Ultimately, it proved much easier to rent a glider at a flying club. That's what I finally decided to do.





## TRANSITIONING BACK TO CLUB FLYING

The practicalities of owning the M200 glider became increasingly clear. The need for additional hands for assembly and the distance to a suitable airfield were significant challenges. This realization marked a turning point in my journey, highlighting the convenience and ease of access that flying clubs offered.

Returning to club flying, I found renewed appreciation for the community and resources available. Flying clubs not only provided a variety of gliders but also a support system of fellow enthusiasts and professionals. They took care of maintenance and storage and offered opportunities for social interactions and learning. This community aspect was something I had missed during my time as a private owner.

## LESSONS LEARNED FROM GLIDER OWNERSHIP

Owning the M200 was an invaluable learning experience. It taught me about aircraft maintenance, logistical planning, and the nuances of aircraft operation. These experiences enriched my understanding of aviation and deepened my appreciation for its intricacies.

Refocusing on Passion for Flying: With my return to club flying, my focus shifted back to my initial love of flying. I began to explore different types of gliders and expanded my flying skills. This period also allowed me to engage more with the flying community, sharing experiences and learning from others.

## CESSNA'S AND MOONEYS

After having organized the fly-out to Georgia in the LX-AIX of Aéro-Sport, clocking in over 40 hours, my admiration for the Cessna 182 grew immensely. I came very close to purchasing a C182RG on two separate occasions in the past decade - the OO-MDA and the D-ELIF. The Cessna 182 captivated me; its affordability on both occasions made the prospect of ownership tantalizing. However, when I

crunched the numbers, I realized that to match the cost per hour of renting from Aéro-Sport, I would need to fly around 200 hours a year. In reality, my flying time averaged only about 40 to 50 hours annually.

This exercise in cost analysis was eye-opening. It's easy for private pilots to be biased in their calculations, often overlooking the time and effort involved in managing their aircraft. In contrast, flying clubs handle everything – maintenance, hangar rentals, and any unexpected technical issues. It's a worry-free approach to flying. You simply arrive at Findel, pick up your plane, and take to the skies. Given these considerations, it was clear that renting was the most economical and practical option for my flying habits. So, I made the logical choice to continue flying rented aircraft, transitioning to a Mooney M20J of the MSE series.

## DISCOVERING THE JOYS OF THE MOONEY M20J

Flying the Mooney M20J opened up a new chapter of aviation for me. The Mooney, known for its speed and sleek design, offered a different kind of thrill compared to the Cessna 182. It demanded more from me as a pilot, especially in terms of handling during takeoffs and landings due to its precise landing speed. Yet, it rewarded me with its agility and efficiency, making longer journeys more enjoyable.

## REFLECTING ON THE COSTS AND BENEFITS

This transition reaffirmed my belief in the benefits of renting. It allowed me the freedom to experience different aircraft without the long-term financial commitment and responsibilities of ownership. Moreover, renting suited my flying frequency and lifestyle, providing a balance between my passion for flying and practical considerations.

## A JOURNEY OF GROWTH AND EXPERIENCE

Throughout the years, I accumulated significant flying hours – about 1,000 hours as a private pilot and 350 hours as a glider pilot.



Each hour logged was not just a record of time spent in the air, but a chapter in my story as a pilot, filled with lessons, challenges, and unforgettable experiences.

As I continue my journey in aviation, I embrace each opportunity to fly, whether it's in a Cessna, a Mooney, or any other aircraft. These experiences have not only honed my skills but also deepened my love for flying. They remind me that the journey of a pilot is one of continual learning and exploration, filled with both challenges and joys.

out of an international hub like Findel Airport added an exciting new dimension to my aviation endeavors. It was here I met influential figures like Nico Bannasch and Jean Birgen, known for organizing adventurous fly-outs to some of Europe's most distant locales. These experiences were a stark contrast to my earlier flying days in Belgium, especially the events organized by Jean "Jänghi" Birgen, who was a passionate and dedicated event coordinator.



### THE MOTORFLYING YEARS

In the 1990s, a shift occurred in my aviation journey. Time constraints made gliding less feasible, leading me to obtain my Private Pilot License. Joining Aéro-Sport was a significant step up from my early flying days in Belgium. This club boasted a diverse fleet of both classic and modern Cessnas and Pipers, offering a new breadth of flying experiences.

Around this time, I also became a member of AOPA Luxembourg, known then as UPL. Flying

I began participating in multi-day flying tours, where I encountered numerous plane owners. These extensive journeys were not only thrilling but also educational. They offered me a glimpse into the realities of aircraft ownership, with all its advantages and challenges. The insights gained were profoundly inspiring, fueling my ambition to organize similar tours for AOPA Luxembourg, following in the footsteps of the previous generation at AOPA.



As I balanced family life, business commitments, and fatherhood, the dream of owning a plane seemed distant and unattainable. Yet, these experiences in the world of motorflying continued to nurture my passion for aviation, shaping my perspective and aspirations of becoming a plane owner.

## THE SUMMER OF 2022

### A JOURNEY OF DISCOVERY AND CAMARADERIE

The summer of 2022 tour with AOPA Luxembourg around the Alps was a unique blend of adventure and learning. The unfortunate unavailability of the Mooney turned out to be a blessing in disguise, as I got the opportunity to fly with Nico Bannasch in his Cessna P210N. The experience of flying in a pressurized, turbocharged aircraft was nothing short of exhilarating. The comfort and capabilities of the Cessna P210N added a new dimension to my flying experiences.

### EXPLORING THE HEART OF AVIATION INNOVATION

Our visit to the JMB factory in the Czech Republic was an eye-opener. Seeing where over 500 VL3 aircraft are produced offered us a firsthand look at the cutting-edge of light sport aircraft technology. The meticulous craftsmanship and innovation were evident in every corner of the facility.

In Slovakia, the Shark factory tour was another highlight. Being up close with the Rutherford plane, known for its pioneering journey around, was inspiring. It was a clear proof to the advancements and possibilities in the world of ultralight aviation. I remember the flight with the Shark as my Top Gun experience.

The demo flight of the Blackwing in Corsica was perhaps the most exhilarating part of our trip. Known as a 'speed monster,' the Blackwing lived up to its reputation. Its performance, speed, and agility were

astounding. This experience provided a unique perspective on the advancements in aircraft design and performance capabilities.

### REFLECTIONS ON A MEMORABLE TRIP

This trip was more than just a series of factory visits and demo flights; it was a journey that brought together classic and ULM pilots from AOPA Luxembourg. The diversity of experiences and backgrounds of the participants added depth to our discussions and exchanges. It was a reminder of the shared passion that binds the aviation community together, regardless of what type of aircraft we fly.

This adventure impacted me profoundly, broadening my understanding of aviation and strengthening the bonds within our flying community. The experiences of that summer left me with a renewed appreciation for the innovative spirit of aviation and the sense of camaraderie that makes flying such a unique and rewarding pursuit.

As we concluded the trip, I returned with not just memories and experiences but also a deeper connection to the aviation community and a heightened sense of anticipation for the next adventure that awaits. That AOPA Luxembourg trip, with its "classic" and "ULM" pilots participating, impacted me more than I expected myself.

## ULM CONSIDERATIONS

### EMBRACING A NEW WAVE OF AVIATION

The more I pondered over the ULM considerations, the more I found myself intrigued by this emerging wave of aviation. The ultralight segment, with its innovative designs and advanced technologies, represents a shift from traditional aviation norms. It's about more than just flying; it's about a lifestyle choice that aligns with adventure and exploration.

These planes are however way more expensive than a second hand Cessna 182 of the 70's. It was our member Claude Kisch who told me : " Well, the initial investment is a



step you need to take, but afterwards, you have very little costs". That sounded in my head for weeks after the trip. I delved into the specifics and costs again and the case looked way more rosy this time. Whilst a well-equipped Blackwing costs way more than a second hand "classic" Cessna or Mooney of the previous century, it comes with a whole new approach of aviation.

### WEIGHING THE LIMITATIONS AND ADVANTAGES

Certainly, the limitations of ULM aircraft, such as the inability to register them in Luxembourg, restrictions on night VFR and IFR, and limited access to certain airfields, pose challenges. These restrictions require careful planning and sometimes, compromise. However, the advantages seem to outweigh these limitations. The integration of safety features like BRS parachutes and advanced avionics like the G3X touch, coupled with TCAS for increased situational awareness, make ULMs incredibly appealing.

### FUEL FLEXIBILITY AND PERFORMANCE

The fuel flexibility of these aircraft is another significant advantage. Being able to use regular fuel from gas stations, along with UL91 or AVGAS, offers convenience and significant cost savings. The performance parameters of these ULMs are impressive. With cruise speeds ranging from 150 to 185 knots and requiring minimal distances for takeoff and landing, these aircraft offer exceptional utility and efficiency.

### MAINTENANCE AND PERSONAL INVOLVEMENT

The possibility of performing basic maintenance myself is an attractive aspect of ULM ownership. It not only reduces upkeep costs but also deepens the connection between the pilot and the aircraft, enhancing the overall flying experience.

### A NEW BREED OF PILOTS

Observing this shift, I see a new breed of plane owners emerging. These individuals are not just pilots; they are adventurers and entrepreneurs who value the freedom and excitement that flying offers. They tend to fly more hours, seeking not just transportation or fun but an experience that integrates their love for aviation with their lifestyle.

### CONCLUSION: THE FUTURE OF PERSONAL AVIATION

All of these considerations point towards a future of personal aviation that is more versatile, adventurous, and accessible. The ULM segment, with its innovative approach, is redefining what it means to be a pilot and an aircraft owner. It opens up a whole chapter of possibilities that align with a more modern, dynamic approach to flying, appealing to those who seek not just to travel but to explore.

As I reflect on these developments, I find myself excited about the future of aviation and the role ULMs will play in it. It's a vibrant and evolving chapter in the story of flight, one that I am eager to be a part of.







## FROM PILOT TO PLANE OWNER REVISITED

### EMBRACING THE DREAM OF OWNERSHIP ONCE AGAIN

The visit to the Blackwing factory in December 2022 together with my nephew Franky Coene was a pivotal moment in my aviation journey. The dedication and passion that Blackwing founder Niklas Anderberg and his team put into building these aircraft were palpable. Every detail in the construction process was meticulously attended to, reflecting a commitment to excellence and innovation. Witnessing the handover of the FAI award was an affirmation of Blackwing's outstanding performance and engineering prowess.

### THE DECISION TO PURCHASE

As I toured the factory, the engineer-driven ethos of the company resonated with me. The quality, performance, and the record-setting achievements of the Blackwing aircraft were convincing. It was a realization of a dream - the kind of aviation adventure I had always envisioned. Claude Kisch's words echoed in my mind, "*you need to spend once the big amount and that's fairly it.*" That afternoon, as I sat in Niklas's kitchen signing the contract for a well-equipped BW600RG with a Rotax 912iS, it felt surreal yet right. It was a decision made with conviction, a step towards a new chapter in my life as a pilot.

### NAVIGATING THE HOMEFRONT STORM

Returning home, the challenge shifted from the excitement of purchasing an aircraft to sharing the news with my spouse. Her reaction was not one of immediate joy. It was akin to navigating a cumulonimbus cloud at home - turbulent and unpredictable. However, I knew that with time and explanation, the storm would pass. I was ready to share my passion and explain the reasoning behind this significant investment, hoping to convey the joy and fulfillment this plane would bring to our lives.

## PLANNING FOR THE FUTURE

With the purchase finalized, my thoughts turned to the future. I envisioned flights over scenic landscapes, exploring new destinations, and experiencing the freedom that only a personal aircraft could provide. There were logistical considerations to address – finding a hangar, planning for maintenance, and familiarizing myself with every aspect of the Blackwing.

### A NEW BEGINNING

As I awaited the delivery of my Blackwing, I felt a mix of anticipation and eagerness. This was more than just acquiring an aircraft; it was about embracing a lifestyle that I had longed for. It was a commitment to pursuing my passion for flying in a way that I had never done before. The journey from pilot to plane owner had reached a significant milestone, and I was ready for the skies that awaited.

## VIVE LA FRANCE

I signed the contract for Blackwing nr 31 in December of 2022. The waiting time would have been at least 18 Months, meaning I would get the plane delivered only after the summer of 2024 – at earliest. But maybe the most beautiful part of becoming a pilot is the period when one is in high expectations mode.

I now had to solve a number of things. First, where to register the Blackwing, where to find a hangar, and where to find an insurance. These are the three main topics.

### PREPARING FOR PLANE OWNERSHIP

With the help of AOPA, I deep-dived into the European legislation regarding this category of planes. It was not an option to have it registered as LSA, exit! The only possibility was to register it as an ultralight. Luxembourg legislation is dragging behind, and the new ultralight legislation is far from being ready. It was my first choice to have it registered in Luxembourg, but after exploring all routes with DAC, it simply wasn't possible. Too bad. So I needed to look into other countries.



The legislation on Ultralights falls under the national authorities, and it proved there are 50 shades of gray. It starts with the license type: in some countries, it is a national ULM license, in countries like Norway or Sweden, a PPL would be fine. Interestingly, the licensing authority in several countries is delegated to an organization, federation, or even the national aeroclub, while in some other countries, it is the NAA. The license validity ranges from lifetime in France, Germany, and the UK, to 10 years in Sweden, 5 years in Lithuania and Iceland, and 2 years in Denmark, Belgium, Netherlands, and Switzerland.

After a thorough analysis, I shortlisted two countries: Slovakia and France. Slovakia offers a national license based on my PPL, and the plane is referred to as a “flying sports vehicle” rather than ULM. However, a technical inspection in Slovakia is required every two years. France, on the other hand, proves to be the most liberal of all European countries. Around 90% of Luxembourgers owning a ULM plane register it in France. I decided to follow suit, as it seemed the best choice.

### LOVING FRANCE

As a lover of France, I was expecting to be in Southern France, near Fayence often. To avoid any troubles with the French authorities (who do not allow 600kg MTOM ULM – only upon request), I opted finally for the French registration. The process was quite straightforward with little red tape, but with a MTOM limitation of 525kg. It's a pity I can't register the plane in Luxembourg, but so be it.

I informed the Blackwing factory as the production of a plane with a 525kg MTOM is slightly different. I'll have a smaller BRS 1050 Soft parachute onboard (in front of the pilot instead of a larger parachute behind the backseat for the 600kg version). Also, they use titanium screws – every gram counts. I will only have one G3X touch on the pilot side and an iPad fan holder on the passenger side. All of this is because the empty take-off weight should be below 337kg to get it registered in France under the favorable ULM legislation. There are already 4 Blackwings flying

registered in France, so the production team has experience in delivering French registration, which should work out.

### A NEW DAWN IN SWEDEN



In early September 2023, another exciting journey to Sweden unfolded. Accompanied by my son Alejandro and my good friend Ludo Holtappels, we embarked on a Nordic adventure in a rented Mooney M20J, MSE make from the 90s, with the call sign OO-LVT. The skies were in our favor, and after a smooth three-hour flight, we landed in Eslöv, close to the Blackwing factory, gracefully navigating through a foggy patch around Denmark.

Thanks to the efforts of fellow Luxembourger Claude Kisch, my place in the production line was advanced from number 31 to 25, significantly speeding up the delivery timeline. I owe a great deal of gratitude to Claude for this favor. Upon arriving at the factory, we were greeted with the sight of Blackwing number 25 nearing completion. The plane was a masterpiece, a bespoke creation attuned to my preferences, including cutting-edge additions like the new belly camera and the new satellite weather receiver module (ADL



190, GDL 39) utilizing Iridium satellite technology.

The final price tag stood at 278k€ plus VAT, a substantial investment compared to purchasing a second-hand Cessna or Mooney. However, this investment promised a leap into 2023 technology, offering the same cruising speeds as the Mooney at around 150kts TAS but with the added benefit of modern avionics and design.

As we toured the factory, observing the meticulous craftsmanship and attention to detail, the reality of my dream coming to fruition was overwhelming. The Blackwing was not just an aircraft; it was a symbol of technological advancement, and the promise of new aerial adventures.

### GOTLAND: A NORTHERN GEM IN THE SKY

With the key logistical matters settled, it was time to bask in the joys of flying and explore new horizons. I set course for Gotland in the rental Mooney, eager to experience the charm of this island nestled in the middle of the East Sea between Sweden and Finland. With Aerowweather, Flugwetter, and SkyDemon as my trusted navigational companions, we embarked on the next leg of our journey under perfect VFR conditions. As we cruised over the East Sea, the scenic beauty of Gotland gradually came into view, and we were greeted by friendly and efficient communication from the local air traffic control.

### THE ALLURE OF GOTLAND

Gotland, a blend of historical allure and natural beauty, is renowned for several unique attractions. It's the land of Pippi Longstocking, the vibrant city life of Visby – often hailed as the '*St. Tropez of the North*' – and the exquisite Gotland truffles. Our visit included a stop at the hangar where Shah Agaajani's Mooney was housed. An incident earlier in the summer had left its propeller significantly damaged, a stark reminder of the unpredictability in aviation.

### EXPLORING THE ISLAND'S CHARMS

Over the next three days, Alejandro, Ludo, and I immersed ourselves in the wonders of Gotland. We walked extensively, soaking in the rich history and culture, and rented a car to explore further. The island, a hidden gem in the midst of the Baltic Sea, captivated us with its enchanting landscapes and culinary delights. Every meal was a celebration of local flavours, showcasing the island's culinary prowess.

### A MEMORABLE KEEPSAKE

A notable encounter was with the Gotland Pelt (Swedish: Pälshår), a unique breed of domestic sheep native to the island. Their distinctive woolen coats are a testament to the island's rich agricultural heritage. In a quaint local shop, I found the perfect gift for my spouse back home – a large, dark woolen pillow made from Gotland Pelt. The craftsmanship and warmth it exuded made it a special token from this remarkable island.

### CONCLUSION: CHERISHING THE JOURNEY

As our time on Gotland drew to a close, I reflected on the experiences and memories we had gathered. This excursion was not just about flying to a new destination; it was about discovering the hidden treasures of the world from the vantage point of the skies. Gotland, with its unique charm and warm hospitality, had left an indelible mark on our hearts. As we prepared to depart, the anticipation for the next adventure grew.

### AVOIDING KALININGRAD: A SWIFT CHANGE OF PLANS

As the weather began to shift unfavorably in the west, we realized that lingering on Gotland might risk us getting stranded. Keen to continue our adventure, we explored various options for our next destination. Initially, the idea of joining Petz Bettendorf near Kaliningrad seemed intriguing, but the proximity of the Russian FIR (Flight Information Region) over the Eastern Sea made me hesitant. The idea of flying too close



to this region, especially over water, didn't sit well with me.

### A NEW COURSE: KARLOVY VARY

We decided to chart a course directly to Karlovy Vary in the Czech Republic, taking a route that would have us overflying Poland. The prospect of a long flight was appealing, particularly in the comfortable confines of the Mooney, and having my son Alejandro and friend Ludo for company made it even more enjoyable.

As we prepared for our southeast journey, the skies to the west darkened ominously. It was imperative to avoid being pushed east towards the Kaliningrad FIR. Fortunately, our flight went exactly as planned, and a few hours later, we safely landed in Karlovy Vary.

### EXPLORING THE ELEGANCE OF KARLOVY VARY

Finding accommodation was a breeze with booking.com. Karlovy Vary, also known as Carlsbad, is a city renowned for its classy thermal spas, and we were eager to explore this new destination. The city greeted us with its unique charm, and we were fortunate enough to indulge in the pleasures this city is offering.

The highlight we were looking forward to was the beer thermal spa, a unique experience where one can relax in a beer-filled tub while self-serving from a tap. Despite our keen interest, it was fully booked, leaving us a bit disappointed but amused at the popularity of such an unconventional spa treatment.

### HEADING HOME : NAVIGATING THROUGH CHALLENGES

The final leg of our journey back to the Benelux was a test of skill and patience, presenting us with a set of unique challenges. As we embarked on our return, we encountered a dense layer of clouds that stretched all the way to the German border, compelling us to remain at a lower altitude for

the initial part of our flight. During moments like these, I couldn't help but wish for an IFR rating, which would have made navigating through such conditions more manageable. I also made a flying mistake (too little power in a low visibility area) and it made me critical of myself as I realise I had tunnel vision on my Gyro and ignored the power settings. But we found out in time.

### BREAKING THROUGH THE CLOUDS

The first part of the journey required vigilant flying and constant attention. I felt a sense of relief as we reached Germany, where the skies finally cleared, allowing us to climb higher. There's a certain tranquility in flying high, above the hustle and bustle of TMA and CTR zones. It simplifies the flying experience, offering a sense of freedom and ease that I always cherish.

### A LOADED RETURN

As we made our safe landing back home, the plane was brimming with the various items and gifts we had accumulated during our travels. We were at the brink of our load capacity, which made me realize the practicality of the Cessna 182 in such situations. This experience served as a valuable lesson in anticipation of flying the Blackwing. The need to travel light with the Blackwing will be a new challenge for me, as I have always been one to pack generously for my trips.

### THE FRENCH AUTHORITIES : NAVIGATING THE FINAL HURDLES

Once back on home soil, my focus shifted to resolving the last major item on my checklist: insurance for the Blackwing. The initial quotes I received were staggeringly high, ranging between €8,000 and €10,000 per year. This prompted me to widen my search for more reasonable options. Fortunately, senior FI Paul Spaepen from Genk Airfield introduced me to a contact at the former Aviabel (now Gallagher), based near Antwerp. Their offer was significantly more reasonable, cutting the



cost by nearly 50%. This experience reinforced the value of shopping around and leveraging aviation connections.

### EFFICIENT REGISTRATION AND LICENSING IN FRANCE

With insurance sorted, the next step was to register the plane in France and obtain the French ULM license. Once again, Claude Kisch lent his invaluable assistance, streamlining the registration process remarkably. To my surprise and relief, the registration cost was a mere €80, a trivial sum compared to the complexities often involved in such procedures. My Blackwing call sign will be : F-JKYS

For the ULM license, I enrolled for flying lessons with Weber Vlasselaer at Arel-Air flying school. The training was thorough yet straightforward, and for just €20, I secured my lifetime French ULM license. The entire process was smoother than I had anticipated, a proof of the efficiency and pilot-friendly approach of the French aviation authorities.

### REFLECTIONS ON THE JOURNEY

As I navigated these final administrative steps, I reflected on the journey that had brought me to this point. Each decision, from choosing the right insurance to completing my ULM training, was a step closer to realizing my dream of flying the Blackwing. The support and guidance I received along the way were invaluable, highlighting the camaraderie and helpful spirit within the aviation community.

### LOOKING AHEAD

With the paperwork and preparations behind me, the excitement for the arrival of my Blackwing grew. The thought of taking to the skies in an aircraft tailored to my preferences and equipped with the latest technology makes me happy.

### HANGAR : A QUEST FOR THE PERFECT HOME BASE

Securing a hangar for the Blackwing turned out to be the most challenging aspect of this entire journey. My preferred location was Findel, given its convenience and familiarity. However, my attempts to secure a hangar there were met with silence. Despite multiple inquiries and phone calls, Lux-Airport remained unresponsive. It was disappointing, not just the lack of availability, but the lack of communication itself. I had hoped for at least an opportunity to discuss the specifics of my plane's registration as a French ULM, but that chance never materialized.

### EXPLORING NEARBY OPTIONS

My search then extended to Sterpenich, which is conveniently close to my home. Unfortunately, no hangars were available there either. While Michelville did offer hangars for sale, the sense of community I was looking for was noticeably lacking. Zoufftgen presented a nice option, but its remote location and the challenges it posed during the winter months made it less ideal.

### FINDING A TEMPORARY SOLUTION

Eventually, my search led me to Sedan-Douzy. Interestingly, the distance from my home in the west of Luxembourg to Sedan-Douzy was comparable to that of Bitburg. After considering all factors, I decided to sign a rental agreement for a hangar at Sedan-Douzy. The airfield, with its mix of concrete and grass strips, seemed like a perfect location for the winter months. However, the search for a summer location remained on my agenda.

### REFLECTING ON THE HANGAR HUNT

This experience of finding a hangar taught me the complexities and occasional frustrations inherent in securing the right home for an aircraft. The journey was a blend of anticipation, setbacks, and ultimately, a partial resolution. While I had secured a hangar for the time being, the quest for a more



permanent and ideally located base continued.

### DELIVERY : THE FINAL COUNTDOWN

The journey to bring home a plane manufactured in Sweden presented its own unique set of challenges. As the end of 2023 approached, the weather in Sweden became increasingly unpredictable and challenging. Despite these hurdles, I was determined to familiarize myself thoroughly with the Blackwing before flying it back home. I hoped to get the Blackwing here under the X-Mas tree of 2023, but that now sounds unrealistic. The weather is too bad, we'll have to wait until spring I fear.

### PREPARATION AND TRAINING

To ensure a safe and confident transition to flying the Blackwing, I arranged to undertake a series of flying lessons in Sweden. I planned for approximately 5 to 10 hours of instruction, volunteering my time to learn every nuance and capability of the aircraft. This hands-on experience was crucial, not just for my understanding of the Blackwing but also for enhancing my overall safety and proficiency as a pilot.

### ANTICIPATING THE INAUGURAL FLIGHT

As the story of acquiring my Blackwing nears its climax, the anticipation builds with each passing day. We are currently in a holding pattern, eagerly awaiting a break in the weather to safely embark on the journey to Sweden and bring the aircraft home. This waiting period, filled with excitement and a bit of impatience, is a reminder of the many factors in aviation that are beyond our control.

### CONCLUSION: A NEW CHAPTER AWAITS

The adventure of acquiring the Blackwing has been a journey of planning, learning, and adapting. It has been a path filled with new insights into aircraft ownership, the intricacies of international regulations, and the anticipation of expanding my flying horizons. As I await the final step of this journey, I am reminded of the joys and challenges that come with being a pilot. The story may be pausing here, but a new chapter is about to begin, one that promises new skies, new experiences, and the thrill of flying a state-of-the-art aircraft.





# Navigating the Skies Together

## Insights into Organizing AOPA Luxembourg's Memorable Fly-Outs

By Franky Coene, member of AOPA Luxembourg

### INTRODUCTION

AOPA Luxembourg is known for its splendid Fly Outs, where pilots with different levels of experience venture to visit places, some unknown to them and others not so much. But have you ever wondered how these events are organized? In my case, I have participated in some events and collaborated in others to make these events attract more and more people, so we can enjoy this wonderful hobby – aviation and share it with as many pilots as possible.

In aviation, no one can say, "I know everything," as each pilot, in addition to their training for a license (PPL, ATPL, IFR, ULM, etc.), becomes a self-learner. They never stop reading about meteorology, regulations, performance, etc. For those who may decide to organize such events or out of simple curiosity, I have written a kind of checklist on how I have done it. Who knows, maybe someone reading it will be inspired and also contribute to organizing these events, which are, above all, very rewarding.

### BASICS OF PREPARING AN AOPA FLY-OUT

Firstly, one of the most important points for organizing a Fly Out is the choice of places to visit. After many coffees and sometimes sharing a cold beer, usually listening to other pilots or reading a book, the places are chosen. In my case, the choice was based on beautiful airports to visit due to their geography, such as Portoroz in Slovenia, or places with a special political situation, such as Melilla, a European city located directly in Africa, or places that have experienced wars, such as Sarajevo, etc.

Next, having a closer idea of the places to visit, we proceed to draw the different routes on legendary paper maps. Each pilot has his own system, but in my case, paper maps provide a more precise visual idea of the geography, distances, etc. Once this step is done, I proceed to draw the route on my iPad using SkyDemon. Needless to say, there are many software programs that can be used. In my case, I work very comfortably with this one.



## EMBRACING DIVERSITY IN THE SKY: THE ART OF COORDINATING AOPA FLY-OUTS

During the organization of these events, I have noticed that the differences in performance between participating aircraft, the differences in experience or flight hours among pilots, or the participation of non-pilot passengers make the groups very diverse. Therefore, I strongly discourage formation flying, as each pilot must be able to fly calmly, stay focused, and, above all, enjoy this unique experience. The same is true for other passengers. For this reason, on day 1, for example, we try to cover a significant distance, preferably starting in the morning, each one from their home base, to refuel somewhere halfway, perhaps with other group members, to reach the first destination at around 5 pm, if the weather forecast allows it. The idea is not to fly on day 2 but to enjoy sightseeing, museum visits, beaches, etc., and then continue the flight on day 3, for example, to tour the cities on day 4, and so on. On the last night, depending on the duration of the trip, we organize a farewell dinner at the airport, so each aircraft can depart for home the next day.

## MASTERING THE DETAILS: STRATEGIC PLANNING FOR SUCCESSFUL AOPA FLY-OUTS

The next step of the organization process is to gather information about the areas to fly over, the characteristics of each airport, where they may have different types of runways, perhaps too short for some aircraft, the possibility of refueling, the prices of tax, handling, the number of possible parking spaces, perhaps the possibility of using a hangar from a friendly club, payment methods, the existence of cafeterias, opening hours, etc. Consulting the AIP and NOTAMs is indispensable. In short, everything that is necessary upon arrival. In my case, even reading the Pilot Notes in SkyDemon has been interesting when defining an airport, where experiences in the restaurant and even taxi prices to nearby cities may be indicated.

Once the places are defined, I contact each airport by email. Even if it's not an airport with PPR (prior permission required), establishing contact with local authorities can provide additional information. For example, last summer, I learned from the authorities of an airport in Hungary that on the scheduled visit date, the airport would not have Avgas, vital information for our group, which is not always included in the NOTAMs with sufficient advance notice.

Pilots needing club airplanes must make their reservations on time, usually before the high season starts, depending on the club's bylaws.

## NAVIGATING UNCERTAINTIES: ACCOMMODATION AND CONTINGENCY PLANNING

The next step, when having a clear idea of the number of participants, preferences in room type, or the approximate budget that can be spent on hotels, I first search for accommodation on websites like Booking.com. A crucial point to consider is the possibility of cancelling without cost. There are many different policies on this matter, depending mainly on the time of year. During the high season, the possibility of cancelling without cost and at the last minute is not always possible. However, considering that most pilots who undertake these flights do so under VFR (visual flight rules), we must seriously consider the possibility of not being able to reach a certain destination due to meteorological changes. In case of not finding hotels that allow this type of cancellation, it is always good to contact the hotel manager, indicating our intentions. In some cases, we have been able to negotiate with them the possibility of cancellation at no cost.

For some destinations, such as Pula in Croatia or Propriano in Corsica, have been impossible to find accommodation during the week of August 15th that allows this type of cancellation. In such cases, good communication among pilots has allowed us to make reservations, knowing that in case we cannot reach the destination, payment for the entire accommodation is mandatory. In these





situations, I recommend even more the motto "Safety First" and not forcing flights in unsuitable conditions!

About 14 days before departure, you can get a vague impression of the weather conditions. While it is not possible to predict with certainty whether you can fly or not, if the weather appears variable, it is advisable to start with a plan B. It would be too difficult to have a completely prepared plan B, but it wouldn't hurt to have a list of possible airports on a completely different route.

Taking into account that many of the pilots use aircraft from different clubs or have had to take time off from their jobs, the idea of not being able to fly at all is distressing. No one wants to reach that point, but I insist on "Safety First." Regarding the point that many participants use club aircraft, I try to take into account the approximate flight hours for the total of our tour during the planning. Most clubs require a minimum number of hours of flight per day, a situation that is entirely normal, as it allows the possibility of having an aircraft at a reasonable price. In short, if our trip is planned for 8 days, the total flight hours should be around 24 hours in case 3 hours per day are needed.

### CHECK THE WEATHER

When it comes to weather, there are various programs and applications, some free and others paid. Although my instructor once advised me to follow and trust one of these sites rather than choosing the one that predicts the best weather, my experience has taught me that some websites are better for weather forecasting, while others work better in-flight. For forecasting, I choose Windy, Ventusky, or Weer&Radar. Also the National Weather Services like Météo France or DWD have excellent aviation weather sites.

For the journey or just before departure, I recommend the paid version of AeroWeather, which allows you to select important airports on our route. This way, with minimal in-flight internet connection, we can check the METAR and TAF of the points on our route. I also find the integrated weather feature in SkyDemon

very practical, showing stations open for VFR in green and those with unfavourable weather in red.

### THE FINAL BRIEFING

The day before departure, it is highly recommended that pilots either gather for a final briefing or, for those unable to come, hold a Zoom meeting. It is a crucial moment where the weather must practically be defined, and last-minute news must be evaluated. Another very important detail is checking the aircraft. In the case of flying with a personal aircraft, the details may be less critical since it is assumed that one knows the condition of the aircraft beforehand. For club aircraft users, as a first step, I recommend contacting club authorities in advance to inform them of the planned flight hours and schedule any necessary maintenance. In addition to that, the night before departure, perform a thorough inspection of the aircraft, from the functioning of all lights to oil levels, the possibility of carrying some lightweight tools, checking that all documents are on board and valid, such as insurance or other requirements.

While all these steps are in every pre-flight checklist, a check the day before still allows us to address any missing items. Flight plans should be filed the day before. I also recommend filling the fuel tanks sufficiently the day before departure, always considering the weight and balance tables of the aircraft. There have been cases where technical issues in the morning prevented refuelling. In such cases, I use the motto my father taught me: don't leave for tomorrow what you can do today.

### READY FOR TAKE-OFF

On the day of departure, and although I don't consider myself a person of advanced age, I recommend printing some important documents, such as weather and TAF, NOTAM, Aerodrome Charts, Weight & Balance, and, of course, the Pilot log that can be printed from SkyDemon and most similar applications. These documents include the



planned routes, most radios to be used, stipulated flight altitude, etc.

While each pilot decides and is responsible for his own route, I have made a small list of my flying preferences. Obviously, each pilot will have his own ones.

- Regarding altitude, I prefer to fly at an altitude between 4000 to 6000 feet, as long as regulations and geography allow it. I choose a flight time of no more than 4:00 hours. While some flights have been longer and others much shorter, such as our flight from Pula to Medulin, which was only 8 minutes.
- As I mentioned earlier in this article, I suggest carrying as much fuel as possible, as long as the aircraft is within permitted limits, and preferably refuelling upon arriving at an airport, not the next day. I also recommend checking fuel prices. Last summer, we experienced differences of up to €1 per liter of fuel between different airports.

- Runway type: Must meet the performance of the airplane in the planned conditions. Personally, I prefer long and asphalt runways. Although each type of aircraft is different, I am speaking purely and exclusively about my preference.
- Handling: Whenever possible, I choose airports where handling is not mandatory. I believe it is part of the journey to leave the aircraft with fluorescent vests on and carry your own bags.

Well, while there is no bible for Fly Outs, and I cannot call myself an expert, I hope these lines can help or at least inspire someone to organize one of these rewarding pilot outings. And, of course, if someone does it, I will gladly try to participate, as I know from personal experience how much work and dedication are hidden behind these trips.

## Do You Have the FAI Sports Licence?

It's Free!



By Chris Scott

### IS FLYING A SPORTS ACTIVITY?

Flying can be considered a sport for several reasons as it involves the physical, mental, and competitive aspects that are characteristic of traditional sports:



- **Skill and Competition:** Piloting an aircraft requires a high level of skill, coordination, and decision-making. Competitions and air races involving different aircraft types and flying techniques are held, showcasing the competitive aspect of flying.
- **Physical and Mental Challenges:** Flying demands physical and mental agility. Pilots must be able to handle the controls, manage navigation, and make split-second decisions, similar to the challenges faced in other sports.
- **Recreational Enjoyment:** Many people engage in flying as a recreational activity for the enjoyment of being airborne, taking in breathtaking views, and experiencing the thrill of flight. This aligns with the recreational aspect of many traditional sports.
- **Training and Certification:** Like other sports, flying requires training and certification. Pilots undergo structured training programs to acquire the necessary skills and knowledge, culminating in obtaining a pilot's license.
- **Community and Events:** Flying fosters a strong sense of community, with pilots coming together for events, airshows, and gatherings. This social aspect is a common feature of various sports, where enthusiasts unite around a shared passion.
- **Adherence to Rules and Regulations:** Just like in traditional sports, aviation has a set of rules and regulations that pilots must adhere to, ensuring safety and fair play within the aviation community.
- **Variety of Disciplines:** Flying encompasses various disciplines such as aerobatics, gliding, skydiving, and remote-controlled aircraft, each with its own set of skills and challenges, just like different sports disciplines.
- **National, International and World records:** Flying records are made through a process of verification and documentation by recognized aviation organizations such as the World Air Sports Federation (FAI).

#### HISTORY AND BACKGROUND:



The Fédération Aéronautique Internationale (FAI) in English: World Air Sports Federation, is the World governing body for air sports and human spaceflight. It was founded on 14 October 1905, and is headquartered in Lausanne, Switzerland.

The FAI was founded at a conference held in Paris 12–14 October 1905, which was organized following a resolution passed by the Olympic Congress held in Brussels on 10 June 1905 calling for the creation of an Association "*to regulate the sport of flying, ... the various aviation meetings and advance the science and sport of Aeronautics.*"

Luxembourg is an active member since 1929, represented by the Fédération Aéronautique Luxembourgeoise (FAL).

#### FAI AIR SPORTS DISCIPLINES:

The FAI is the international governing body for the following 13 air activities:

- **Aerobatics** through the FAI Aerobatics Commission (Commission Internationale de Voltige Aérienne – CIVA)
- Aeromodelling and drones through the FAI Aeromodelling Commission (Commission Internationale d'Aéro-Modélisme – CIAM)



- Ballooning through the FAI Ballooning Commission (Commission Internationale de l'Aérostation – CIA)
- General Aviation through the FAI General Aviation Commission (General Aviation Commission – GAC)
- Gliding through the FAI Gliding Commission (International Gliding Commission – IGC)
- Hang gliding & Paragliding through the FAI Hang Gliding & Paragliding Commission (Commission Internationale de Vol Libre – CIVL)
- Amateur-Built and Experimental Aircraft and Human-powered aircraft through the FAI Commission (Commission Internationale des Aéronefs de Construction Amateur – CIACA)
- Microlighting (ULM) and Paramotoring through the FAI Microlight & Paramotor Commission (Commission Internationale de Microaviation – CIMA)
- Skydiving through the FAI International Skydiving Commission
- Rotorcraft through the FAI Rotorcraft Commission (Commission Internationale de giraviation – CIG).

The FAI establishes the standards for records in the activities. The FAI also oversees international competitions at World and continental levels, and organizes the World Air Games and FAI World Grand Prix.

The Air Sport Commissions control the activities of the different sports governed by FAI: the Technical Commissions control non-sporting activities such as Aviation Medicine, Education and Environmental issues.

## WHAT IS FAL ? (FÉDÉRATION AÉRONAUTIQUE LUXEMBOURGEOISE) WHY SHOULD I APPLY FOR A SPORTS LICENSE AS A PILOT ?



FAL is the National Aeronautical Federation that delivers Sports licenses to Luxembourg residents: the Luxembourg FAL Sports License is an International FAI (Fédération Aéronautique Internationale – World Air Sports federation) Sports License.

FAL is approved by the COSL (Comité Olympique et sportif Luxembourg) and has its offices in the “Maison des Sports” on the Route d’Arlon in Strassen.

Since 2023, all the member clubs in the Federation (including AOPA Luxembourg) have a representative on the board of FAL which meet regularly, thus exchanging news and supporting each other.

FAL also is in charge of preserving Luxembourg’s aeronautical heritage, particularly through the Aviation Museum (Fliegermuseum) in Mondorf-les Bains.

On the FAL website you can consult all national and international Records held by Luxembourg pilots, these are of course also published on the FAI website.



### THE LUXEMBOURG AIR SPORTS LICENSE IS USEFUL FOR YOU AS A PILOT:

The Sports License is issued free of charge (cost = zero Euro) by the FAL to members of federated clubs, (AOPA, Aerosport, Aviasport , ....) upon request from these federated clubs to the FAL. Sports Licenses are then revalidated annually (again free of charge).

It gives you the right to participate in sporting activities recognized by the FAL and the FAI, for example participation in the AOPA and / or the Aéro-Sport rallye.

It makes you eligible to challenge the existing National and World flying records, including speed, distance, altitude, endurance, ... it makes you eligible to be an observer/ witness to help measure/verify such records.

With a sports license, under given conditions you may apply for sports leave as a competitor organizer or coach.

The sports license also gives the right to additional insurance coverage in the event of an accident suffered during the exercise of the sport.

### THE SPORTS LICENSE IS USEFUL FOR US ALL, FOR OUR FREEDOM TO FLY :

Yes, our freedom to fly is more and more restricted and AOPA Luxembourg (as well as FAL) advocates our freedom to fly with all the regulatory bodies, such as the DAC (Direction de l'Aviation Civile) and the Ministry of Transport.

However, the matter of our interests as active Air Sports enthusiast are also in the hands of the Ministry of Sports!

This Ministry should be our ally defending our freedom to fly and supporting our needs for infrastructures, such as a GA/ULM airfield.

All Sports Federations (including FAL) approved by the COSL and recognized by the Ministry of Sports manage their activities through Sports Licenses.

It is the number of licenses issued by each Federation that demonstrates the importance of the activity to the authorities, the media, and the public.

The Sports License is therefore not only important for the aviators but is also essential for the FAL as a sports federation if it wants to have weight in its relations with national stakeholders and decision-makers.

Unfortunately, the FAL currently has only around ¼ of its active members holding a sports license and as a result does not really represent an important activity for its interlocutors.

A License serves the members and serves the activity in general and represents an important element of solidarity between "people of the air".

### HOW TO OBTAIN A SPORTS LICENSE?

To do this, simply download the FAL form <https://aeroclub.lu/wp-content/uploads/2020/11/Demande-licence-sportive-FAL-FAI-2022-v2.pdf> (to be found under "downloads" on FAI website: aeroclub.lu), complete it and provide the signature of the president of your aeroclub (or AOPA Luxembourg), and send it to the FAL.



Once the application is received, the Sports License is registered with the FAI to appear in the FAI Sports Licenses database. The candidate will then be able to download their Sports License from the FAI website <https://extranet.fai.org/en/check-license>.

If you have any questions on this exciting subject, do not hesitate to contact me directly.  
[chris.berens-scott@aopa.lu](mailto:chris.berens-scott@aopa.lu)

Air Sporting greetings!

Chris SCOTT



[Demande-licence-sportive-FAI-FAI-2022-v2.pdf \(aeroclub.lu\)](#)

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## EASA and General Aviation

From EASA

### GA ROADMAP 2.0

The GA Roadmap 2.0 – the second phase of the GA roadmap – contains important strategic priorities that will help to ensure a safe and sustainable future for GA in Europe.

### THE SUCCESSES OF EASA'S GENERAL AVIATION ROADMAP SO FAR

In the year since the GA Roadmap 2.0 was released, we have already recorded several key achievements:

- The VFR into IMC project involving 12 GA pilots taking part in flight simulator sessions has resulted in interesting and engaging Safety Promotion material.
- New Safety Promotion strategy developed under the banner of "Together4Safety" - The Sunny Swift series continues to provide monthly information on important GA safety issues in 24 languages.



## PREVIOUS ACHIEVEMENTS

- GA pilot training streamlined
- Balloon and sailplane specific operating rules were simplified and issued
- Adoption of CS-STAN simplifying changes and repairs to GA aircraft
- Simpler rules for the operation of non-commercial aircraft
- EASA Basic Regulation adopted to provide a new level of flexibility in Rulemaking

Many other activities of the GA Roadmap are under development and will be implemented in the coming year. Owners of light aircraft can now benefit from Part-ML (Part-M light) improvements to the maintenance rules. Part-ML was adopted by the European Commission in 2019 and is applicable as of 24 March 2020. Other activities include simplified rules on IFR flying and a more pro-active approach to Safety Promotion for the GA Community.

## NEWS FROM THE COMBINED GA.COMM AND GA.TEB MEETING 02-2023

On 6-7 November EASA general aviation (GA) stakeholders gathered in the usual joint industry and the Member States setup to discuss topics affecting European GA. It was again a well-attended hybrid meeting organised by the GA Flightpath 2030+ team and supported by several EASA experts. It was also a good opportunity for EASA, NAAs and industry to discuss together how to ensure the proportionality of the GA regulatory environment, make the GA an incubator for aviation innovations and preserve its attractiveness for young generation. The main points discussed were:

### NATURA 2000 AND OTHER ENVIRONMENTAL RESTRICTIONS

The presentation by the DG ENV of the EU context of these measures provided a good overview of the situation and confirmed the need to act in a coordinated way from both perspectives - aviation, and wildlife protection. The meeting decided to further explore this dimension with aim to identify ways how the EC, EASA and all other players active in aviation and environment could work together to achieve more balanced outcomes acceptable to all.

### GA FLIGHTPATH 2030+

EASA presented outline of the new internal arrangements in support of the project, the draft key topics to be focused on as well as the calendar of main events and meetings in 2024. The meeting supported the draft key topics

broadly and asked EASA to develop them in a collaborative way into more concrete implementation roadmaps.

### AIRCRAFT CERTIFICATION

EASA presented the AMC-GM to Part-21 and invited the interested industry to engage EASA on pilot projects with aim to explore jointly this novel and a long-awaited opportunity to improve aircraft design approvals. The participants also received updates on ongoing discussions concerning REACH planned restrictions on unleaded AVGAS as well as sale of diesel and kerosene to private individuals, both having a potential of having a very negative impact to the existing GA.

### FLIGHT CREW

Industry presented updates on well-established reduced pilot medical requirements for private flying used outside Europe (e.g., US, UK, Australia). The participants recognized possible benefits for the GA in Europe, noted ongoing discussion at ICAO and asked EASA to reflect on the presented inputs and come forward with proportionate proposals that would help to alleviate existing administrative obstacles without detriment to safety. The FAA MOSAIC program was referred to by some participants as a model for proportionality and GA "liberalisation" in the future.



## SAFETY PROMOTION

The participants congratulated EASA for the safety promotion activities targeting GA including those on site like it was the case of the Grand Est Mondial Air Balloons 2023 in Chambley, France.

## AIR-OPERATIONS

The meeting participants expressed their views on the recently published EASA Opinion 03/2023 on Innovative Air Mobility with MVCA and urged EASA to consider also the potential of existing smaller European MVCA intended for private use as incubators for innovation in this field.

DGAC France then presented their views and proposals concerning cost-shared flights. These inputs will be considered for the upcoming EPAS evaluation task (EVT.0013) on more proportionate requirements for smaller commercial air transport operators. This session ended with the presentation of the issues airspace users including GA pilots face with security access at aerodromes.

It was confirmed that a pan-European solution could provide for a better access for pilots along with improved physical security at all European aerodromes (i.e., regulated nationally or by EASA) when compared to the existing arrangements.

## AIRSPACE

EASA presented the latest iConspicuity related developments stemming from the ongoing research project and outlined next steps for 2024. EASA aims to team up with NAAs, industry and associations in creating a

coalition for promoting a wider use by the GA of iConspicuity and ADS-L compliant devices. The culmination of these should be at Aero 2024 in Friedrichshafen. Then EUSPA presented the update from the recent meeting of the joint EASA and EUSPA general aviation working group, which facilitated the implementation of the first GNSS instrument approach procedures to non-instrument runways at GA aerodromes in Europe.

The session concluded by EASA presentation of the existing certification scheme for flight-procedure design organisations with focus on existing flexibility for smaller entities designing simpler procedures to visual meteorological conditions minima primarily intended for GA. The meeting concluded that even a more proportionate approach would be needed to unlock the potential of such simple procedures at remaining 1500+ European aerodromes.

## GA SUSTAINABILITY WORKSHOP

EASA presented the concept of the workshop on the GA sustainability that is planned to be held on 17 April at Aero 2024 in Friedrichshafen. The concept outline consisted of three panel discussions focusing on the different aspects – aircraft, operations, and infrastructure. The participants asked for appropriate consideration during the workshop of the need for a timely adaptation of the existing GA fleet to meet any future environmentally driven demands because that is the area where the GA community has the most concerns and interest.

The next GA combined meeting will be in-person only and will take place on 16 April at Aero 2024 in Friedrichshafen.

## TOGETHER4SAFETY

Together4Safety is a collaborative safety promotion initiative developed by EASA to provide you lots of useful safety resources. This particular site is for the Air Ops Community and will grow to cover not just the flight ops side but also information for Airports, Ground Handling, Maintenance and ATM where possible. There are other Community Sites for Rotorcraft and General Aviation if you stumbled on this site and wondered why it was very airline specific.





We are here to support you with the information you need. We want to start discussions on important topics and create a collaborative safety community. If there is anything you think we should be covering on this site drop an email to the team on [safetypromotion@easa.europa.eu](mailto:safetypromotion@easa.europa.eu).



Join here the Initiative

<https://www.easa.europa.eu/community/content/air-operations-together4safety>



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## The Value of Joining AOPA Luxembourg Beyond Club Membership and Individual Flying

### INTRODUCTION

For aviation enthusiasts, being a part of a flying club like Aviasport or Aéro-Sport, owning an aircraft, or being a member of associations like Arel Air, Fliegerclub Trier, or Aéroplume, offers a sense of community and passion for flying. However, joining AOPA Luxembourg brings a unique set of benefits that extend beyond these individual or club experiences. Here's why becoming a member of AOPA Luxembourg is essential for anyone involved in aviation.

### BRIDGING ASSOCIATIONS AND ENHANCING COLLABORATION

AOPA Luxembourg serves as a vital bridge between various aviation associations and clubs. This role is critical in fostering a cohesive aviation community in Luxembourg. By being a member, you become part of a larger network that collaborates closely with key aviation entities such as Lux-Airport, the National Aviation Authority (ANA), the Directorate of Civil Aviation (DAC), and the



International Council of Aircraft Owner and Pilot Associations (IAOPA). This extensive network offers unparalleled opportunities for advocacy, learning, and influencing aviation policies.

### INFLUENTIAL VOICE IN AVIATION

As a member of AOPA Luxembourg, you contribute to a powerful voice that represents pilots and aircraft owners at both the national and international levels. The association's active interaction with Lux-Airport, ANA, DAC, and IAOPA means members' interests and concerns are heard and considered in important decision-making processes. This collective influence is crucial in shaping a more favorable aviation environment for all.

### VARIED FLYING-RELATED ACTIVITIES



AOPA Luxembourg is not just about representation and advocacy; it's also about actively engaging in a variety of flying-related activities. From organizing fly-outs to distant and exotic locations to hosting safety seminars and workshops, the association offers a rich calendar of events that cater to all interests and skill levels. These activities are not only fun but also provide valuable opportunities for skill enhancement and knowledge sharing.

### FOSTERING FRIENDSHIP AND COMMUNITY

At the heart of AOPA Luxembourg is the spirit of camaraderie and friendship. The association is a melting pot of individuals from different flying backgrounds, be it club members, individual plane owners, or members of other aviation groups. This diversity fosters a vibrant community where experiences, stories, and expertise are shared, leading to lasting friendships and a supportive network.

### CONCLUSION

Being a member of AOPA Luxembourg complements and enhances the experience of being part of a flying club, owning an aircraft, or being affiliated with other aviation groups. It offers a unique blend of advocacy, networking, diverse flying activities, and a warm, inclusive community. For anyone passionate about aviation in Luxembourg, joining AOPA Luxembourg is not just a choice—it's a step towards being part of a broader, more impactful aviation community.

You can easily join AOPA online by going to the member area and select sign up. If you encounter any problems during the signing up process, please email [info@aopa.lu](mailto:info@aopa.lu). We're happy to welcome you onboard.



## AOPA Member Benefits

By Etienne Haumont



Being a member of AOPA Luxembourg provides significant benefits. First of all, the crew-member card gives various perks in the airports, such as discounts in duty free shops, restaurants and hotels (especially network hotels, located in the airport's vicinity). A number of airports and handling agents provide reduced landing and handling fees. These discounts may vary but are quite significant. For example, a handler in Pathos airport (Cyprus) has provided a 50% discount for AOPA members. As of late 2019,

(pre-Covid), airports in Greece, Portugal and Lithuania were confirmed to have discounts in place for AOPA members. The availability of discounts may vary; one must ask prior to arranging a flight (e.g. while filing the PPR). It may take just one or two landings to offset the value of a year's membership!

### IAOPA GLOBAL BENEFITS PROGRAM

Furthermore, you benefit partly from IAOPA Global benefits programme (led by AOPA US) and fully from IAOPA Europe benefits programme, Many Hotels and Car Rentals give discounts to AOPA members.

As one of the main IAOPA Global benefits, you will receive the weekly AOPA ePilot eMail, which talks about top stories, technique and safety, health, technology ... and eFlight Training, which talks about training and safety tips, technique, flight training and more.

Due to some changes in AOPA US, the link prevailing so far to access some US benefits doesn't work anymore. AOPA US announced the new link to access AOPA Flight Training Magazine should be active early 2024 which will be communicated to members later.

### IAOPA EUROPE BENEFITS PROGRAM

Today, IAOPA Europe gives you access to several benefits : 15% on most Jeppesen products and services, discount on Top Meteo, 25% on « RTF for pilots », as well as the monthly IAOPA Europe e-News. Please look at the site [www.iaopa.eu](http://www.iaopa.eu)

At the recent IAOPA Regional meeting, AOPA Luxembourg launched the idea of creating an App that would allow pilots to find on their mobile device what benefits do exist in the countries and at the airports they are flying to. This idea is at its early stage, and depends mainly on the availability of data which are very diverse and heterogeneous in our different countries. We have started this analysis, also to identify which benefits existing in one country could be extended to other countries. We will keep you informed.

### YOUR BENEFIT – AOPA KEEPS YOU FLYING

For decades, members of AOPAs worldwide have been involved in discussions and negotiations with many different authorities that oversee and regulate airspace and flight activities. In Europe in



particular, we face an ever increasing regulation framework through EASA, EuroControl, the European Commission, national Air Federations, etc...

Our small airplanes, microlights, glider activities are marginal compared to commercial aviation, and very much specific. Constant involvement of our AOPA national structures and members allows to dovetail and mitigate regulation changes, so that our activities remain workable, with costs as much as possible under control. Without such involvement for decades, certainly, your flying activities would cost you today tens of euros per hour more. This is a why AOPA is the real benefit for you.

Through your membership, you contribute to the visibility and financial strength of your AOPA and AOPA network, as a representative and constructive body for shaping a more efficient framework for your passion.

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## AOPA – Your Freedom to Fly



*Countries with an AOPA organisation*

Our non-profit Luxembourg Pilots association is the Luxembourg branch of AOPA, which was created in 1932 in the USA. Throughout the years, AOPA has served the interests of its members as aircraft owners and pilots, and promotes the economy, safety, utility, and popularity of flight in general aviation aircraft. Now, it is an organisation with some 400,000 members worldwide. AOPA USA is the biggest and the largest, most influential general aviation association in the world. It is providing member services that range from representation at the federal, state, and local levels through legal services, advice, and other assistance. This prominent position of AOPA was achieved through effective advocacy, safety education and training, enlightened leadership, technical competence, and simply ....hard work.

In Luxembourg, we are known as the non-profit organization AOPA Luxembourg asbl (Formerly UPL) and we're aiming at promoting your freedom to fly in Luxembourg and throughout Europe. We serve the interests of our members as aircraft owners and pilots, promoting the economy, safety, utility, and popularity of flight in general aviation aircraft. That means we cater for all pilots and owners of any kind of general aviation aircraft, including fixed-wing singles, twin piston and turbine,



microlights, gliders, airships, helicopters, and balloons. Also, in 2023 AOPA Luxembourg has brought forward and contributed important items with the Luxemburgish Administration:

- U-Space (Rulings for airspace for Drones (UAV))
- Noise abatement possibilities
- New possibilities for young aviators
- Aviation Fuel availability
- Aerospace Hub in Luxembourg

AOPA has thus a direct influence on proposed rulemaking and legislation. AOPA opposes decisions that violate international agreements, standards or constitute a discrimination of General Aviation.

Through IAOPA, the international community of national AOPA's, we have access to many special member benefits for aviation and navigation products, airport fees, hotels, rental cars etc.

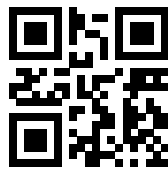
There are some 83 IAOPA Member Organisations worldwide, a number which keeps growing. IAOPA obtained official observer Status with ICAO (International Civil Aviation Organization) and we are proud to note that nearly half of the pilots worldwide are a member of AOPA. IAOPA-Europe is a group within IAOPA focussing on matters of European Interest. The numbers of members outside of the USA are varying a lot. Given the size of our country, we perform particularly well with Luxembourg.

AOPA is a member of all national commissions and working groups dealing with aeronautical issues.

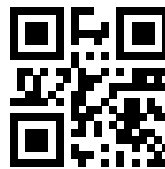
IAOPA Europe [www.iaopa.eu](http://www.iaopa.eu) (with 33 countries and counting) is the European branch of IAOPA. As an individual person you become member of IAOPA Europe by joining your national AOPA. The policies and positions of IAOPA are formally debated and adopted at the IAOPA World Assembly taking place every second year. In 2024 this will take place in Washington DC.

Various board members of local European AOPA's also participate in committees at EASA, SESAR, Eurocontrol, ICAO – this is how AOPA works for you!

Regional Meetings are held twice per year and in 2023 the first one was in Seven Oaks, south of London in the spring and the second one was here in Luxembourg in the fall. [www.iaopa.eu](http://www.iaopa.eu) To receive news from IAOPA Europe you can sign up to receive their monthly e-newsletter. Just visit their website and enter your email - it is free and available for both members and non-members.



[www.IAOPA.org](http://www.IAOPA.org)



[www.IAOPA.eu](http://www.IAOPA.eu)

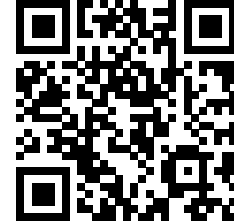


## Digital AOPA Luxembourg

Are you aware of AOPA Luxembourg's presence on the Web and in social media?



AOPA Luxembourg's Website: <https://www.aopa.lu>



AOPA Luxembourg on X (Twitter):  
<https://twitter.com/aopaluxembourg/>



AOPA Luxembourg on Facebook:  
<https://www.facebook.com/AOPALuxembourg/>



AOPA Luxembourg on Instagram:  
<https://www.instagram.com/aopaluxembourg/>



AOPA Luxembourg on YouTube:  
<https://www.youtube.com/channel/UCIJ1gtLj9pZCnKINNUYHjcQ>



Scan the QR code with your smartphone to get there!

# Make flying safer!

Report your incidents on



[www.aviationreporting.eu](http://www.aviationreporting.eu)



Material prepared by





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Printed by Tricentenaire