

## JUNE 2014 EDITION

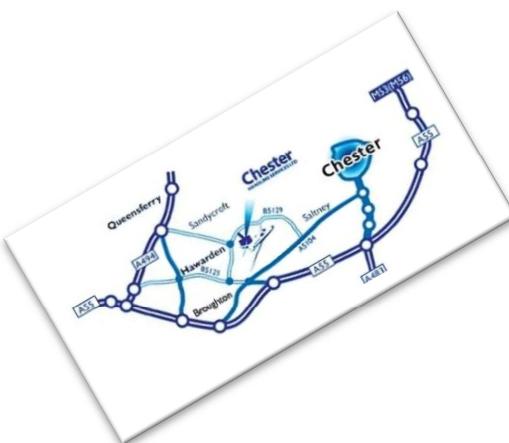


ISSUE 2

Thank you for subscribing to the [Hawarden Chester Airport's](#) newsletter.

Over the coming months, we will release further quarterly newsletters containing the latest news and essential information at Hawarden Chester Airport.

We will also include snippets of news from aviation around the world and pieces that we think you will enjoy.



Have you got something that you feel should be included in this newsletter? Why not get in touch with us via [keepmeupdated@chesterairp ort.co.uk](mailto:keepmeupdated@chesterairp ort.co.uk) and you never know, it may be included in the next edition.

## OUR NEXT EDITION



### [Hawarden Chester Airport Tours](#)

Would you consider yourself to be an 'Aviation Enthusiast' or a 'Plane Spotter'? Do you have an interest in World War 2 airfields or Soviet era aircraft? Then a [tour](#) at Hawarden Airport is just the thing for you.

We have a wide selection of business jets and light aircraft that you can get up close to while



your guide gives you the history of Hawarden Airfield and its ongoing operations today. We also have a unique selection of Soviet era aircraft including Antonov An-2's and a MiG 27.

This tour is completely **free** to book and you will be provided with a tour pack that you can take away with you as memento of your day.

We will never charge anyone for an airside tour, but I'm sure you can appreciate the time and effort that goes into arranging a tour by our staff. So we respectfully request that you make a donation to one of the two following charities.

Welsh Air Ambulance



AMBIWLLANS AWYR CYMRU  
WALES AIR AMBULANCE

[www.walesairambulance.com/en/  
donate-to-wales-charity](http://www.walesairambulance.com/en/donate-to-wales-charity)

Child Flight



[www.justgiving.com/childflight/  
Donate](http://www.justgiving.com/childflight/Donate)

Tours are operated on Tuesdays and Wednesdays and can be for an individual or a party of any size.

All ages are welcome, but under 16's must be accompanied by an appropriate adult. If you would like to take a tour of Hawarden Airport, please get in contact with us via

[keepmeupdated@chesterairport.  
co.uk](mailto:keepmeupdated@chesterairport.co.uk)

### Chocks Away Diner

Chocks Away Diner is a purpose-built 50 seat diner serving local people, aviation enthusiasts and companies with a range of bistro-style food and daily specials.

We offer bespoke catering for corporate and visiting aircraft, on and offsite events, and catering in the cafe for passengers passing through Hawarden Chester Airport.



We prepare everything on the premises and source our ingredients as locally as possible so we can hand-pick to get the

freshest flavours.

We have built strong relationships with our suppliers so we know where our produce comes from and that it is the best it can be. By doing this we can make sure our reputation and standards continue to thrive.

Our opening hours are stated below.

Monday – Friday 7:30 – 16:00

Saturday – 10:00 – 15:00

If you want to get in touch with the Diner they are contactable on 07528502641 or [catering@chocksawaydiner.co.uk](mailto:catering@chocksawaydiner.co.uk)

To keep up to date on the diner specials follow chocks away diner on twitter.



[Twitter.com/chocksaway1](https://Twitter.com/chocksaway1)



News  
G-AXMX  
Bob the Beagle

The Beagle pup is a classic British built aircraft first manufactured by 'Beagle Aircraft Limited'

This aircraft built in 1969 still retains most of its original fittings with the exception of a new engine, which was installed in late 2009. It is of an all metal construction and is classed as a 4 seat tourer, with semi aerobic capability, although it could be more accurately described as a 2 + 2.



'Bob' the Beagle as he is affectionately known, is based at Hawarden (EGNR) the home of Airbus, he was purchased from the original owner in early 2010 and is now utilised as a group aircraft. In 1969 he was originally on the British register as G-AXMX, but was transferred to the Australian register in 1970 and became VH-UPT. Out of the 21 Beagle Pups originally ordered before British Executive and General Aviation Ltd went bankrupt, only half a dozen or so made it to be sold in Australia.

This Beagle Pup, took an interesting route and method of getting to Australia by being entered into the 1969 Britain to Australia Air Race as competitor No. 61.

In 1974, 'Bob' was returned to the British register and once again became Beagle Pup G-AXMX.



Honoring the 50th anniversary of the first flight between England & Australia in 1919, this race was open to all aircraft, which were divided into weight and power classes. The main race started December 18th, but a few started slightly earlier on the 17th. The race started from Gatwick Airport, south of London, and finished in Sydney, Australia on January 3rd/4th.

Of the 72 starters, more than three-quarters flew American Pipers, Beechcraft and Cessna's. The over-all winner was W.J. Bright and F.L. Buxton, in a Britten-Norman Islander.

G-AXMX our featured Beagle Pup was piloted in the race by its owner Susan Jones who learnt to fly at Blackbushe, her flying instructor Richard Britton accompanied her.



This photograph appeared in an article about the race in the Evening News on Tuesday September 9, 1969.

## Flintshire Flying School

Flintshire Flying School has been established at Hawarden for a number of years now.



They operate a base fleet of two 2-seat and two 4-seat aircraft. We have two on-site Flight and Ground Examiners and 7 other instructors, some part time.

We offer all the training required for CAA Issued PPL License's plus Night and IMC/IR(R) Ratings and are in partnership with other on-site organisations for those wishing further training

Flintshire Flying School would like to congratulate Andrew Curley and Bill Mapstone on passing their PPL Skills Test and also Petros Karappas on both his first night solo and completing his Night Rating course. We would also like to welcome onboard our new full-time Flight Instructor, Feidhlíom Brogan.

Another part-time Instructor, Rob Hemsley from Chester, is also starting to fly with us soon.

A new aircraft has arrived in the hangar, the Grob115 G-BOPT.

This should be available as an additional 2 seat option to the Tomahawks in the very near future.

Quite a few members have been applying for their EASA Licence ahead of the April'14 initial cut-off date.

Any new ratings, such as the Night Rating, qualified for by JAR or UK licence holders, must be added to an EASA licence and require the application at this time, for the EASA equivalent Licence, in addition to the new Rating.



## Aircraft Broker

The explosion of online information and the changes in the way corporate jets and business aircraft are bought, sold and researched just might be making professional brokers and dealers more valuable than ever. Here, Nick Cerretani, a National Aircraft Resale Association Certified Broker/Dealer, makes his case.

I was having a conversation with one of our sales people recently regarding the ways our business has evolved over the years, the exceptional rate of change since the market downturn in 2008, and the role of the Web and information technology in the process.

I have been in the business since 1975, when a friend and I started a part time flight school. By around 1980, we were actively engaged in business aircraft sales. At that time, outside the computer industry, Information Technology was a new term. For our purposes, the Internet did not

exist, nor did the abundance of web-based products that make it possible for end users to readily gather information about aircraft for sale. A broker could add value simply because he or she had information and accessibility to aircraft for sale, and indeed, some brokers were able to make a living on that basis alone.

But when other sources of information became available to buyers, there was a real concern in the aircraft sales industry that aircraft brokers would become obsolete because buyers could now find airplanes on their own. There was a great deal of resistance to services like Amstat and JetNet, which publish information on available airplanes, and to websites that advertise airplanes and are easily accessible to end users. Many thought such proliferation of information would diminish the value of brokers in the sales and buying process. However, subsequent events would prove the opposite to be true.



### **A New World**

It was clear to me and many other forward thinking brokers that the proliferation of easily accessible and widely available information would change our world. There would be no benefit in trying to resist this trend and we would have to adapt. As it turned out, not only did this trend not make brokers obsolete, it made actually enhanced our value, at least for those who had skills, judgment and aviation wisdom that extended beyond merely knowing where the planes were. Because end users were flooded with so much information, it became important they work with someone with the experience and expertise to help distill from a mass of data the important points on which they would base their purchase decision.





Because end users were flooded with so much information, it became important they work with someone with the experience and expertise to help distill from a mass of data the important points on which they would base their purchase decision. It was no longer a question of simply "which aircraft and how much." In order to add value, brokers needed to be conversant on the technical aspects of the target aircraft, finance options, long term operating budgets, factors affecting the aircraft value, regulatory changes that would impact the fleet, management and in-service solutions, international operations and a host of other areas that would contribute to a successful ownership experience.

In short, for highly skilled, professional aircraft brokers and dealers, the dramatic increase in easily accessible information served to increase our value to aircraft buyers. For the brokers that lacked analytical skills, it was a detriment.

### The Great Recession

Around the second quarter of 2008, the aircraft sales industry experienced, at all levels, the most

impactful event in memory. This was the fourth market cycle of my career, and by far steepest and deepest decline I had experienced in my 35 plus years in the industry. Its effects were lasting, dramatic, and have persisted much longer than anyone, based on past experience, would have expected.

The market recession of 2008 fundamentally changed the economics of purchasing, and the primary points for consideration in making a decision to acquire and operate a business aircraft. Clearly, it changed the way dealers and brokers give advice. Today, our clients require we examine airplane marketplace in terms of predicting future value and operating budgets more than ever before, as these factors have a much greater impact on the overall cost of ownership than at any time in the past.

Never before has there been a time when, with a hypothetical budget of \$5 million, you could purchase either a nearly new light jet or an older, heavier jet like a G-IV. Today, for the same money, you have the choice of a wide range of airplanes in terms of aircraft size and

capability. For the buyer, the acquisition budget has become much less important than the total budget – that being the price to buy the airplane plus the cost of operating it over a period of time, less the sales price when re-sold.

### A Sea Change

If you were to rely only on past experience to provide guidance to clients, it could lead to some very bad decisions. In order to remain successful, perceptive brokers have expended a great deal of effort to equip themselves with the skills and information to deal with the new market reality. All of our previous thinking having to do with residual values, the best airplane for the mission, the right time to change airplanes, the opportune time to step up a class and so forth, has been affected by this dramatic shift.

The professional broker must have the ability to take experience and translate it into competent and reliable advice for the airplane buyer. At our best, we are in the unique position to analyze all available information, filter out the noise and provide market wisdom buyers need in a very volatile market.



## The British Pilot and his Lego mini-me

A British pilot has become a hit on social media after photographing his Lego mini-me in glamorous locations across the world.

[twitter.com/theLegоЛilot](http://twitter.com/theLegоЛilot)



A British pilot who is chronicling his flights through a Lego mini-me has become a social media sensation after photographing his creation in glamorous locations across the world.

The Lego aviator and his human



counterpart are based in London but fly all over the world on their sky-borne travels.

Despite only taking off for the first time on 1st March 2014, the pilot, and his miniature companion,

have already made 54 flights to 16 destinations and has over 2000 followers on Twitter.

The tiny toy has made far-flung trips to Hong Kong, the UAE, Egypt, the Netherlands, Spain, France, Denmark, Czech Republic, Italy, Morocco and Slovenia.

He has then been photographed in each of the locations, with the pictures posted on Twitter, Instagram and Facebook. The pilot, who wishes to keep his identity and airline anonymous, said: "I was given a Lego pilot and Lego jet set as a joke present.

"He was to be a lucky charm for when I started flying about two years ago.

"Sadly I lost him but replaced him this year when I started this project – I wanted to create something with my own twist.

"Now he travels everywhere with me and his top hobbies are photography, exploring and trying new things."



### Charity Sky-Dive

On June 6<sup>th</sup> 2014, 70<sup>th</sup> anniversary of the D-Day landings, Ben Shone and Ian Davies; one former and one current employee of Chester Hawarden Airport will jump out of a Gippsland GA-8 Airvan at Tilstock Airfield. This jump is in aid of the Wales Air Ambulance. Ben is funding the jump and every penny is going to the wales air ambulance.





**6TH JUNE 2014**

# SPONSORED SKYDIVE

IN AID OF THE WALES AIR AMBULANCE

 AMBIWLANS AWYR CYMRU  
WALES AIR AMBULANCE  
Charity Registration No. 1083645

**6 JUNE 12NOON TILSTOCK AIRFIELD**

On the 6th June 2014, the 70th Anniversary of the D-Day Landings, I will be completing a charity skydive in aid of the Wales Air Ambulance. I'm hoping to raise over £500 for the service and hope that you can help me achieve that target.

I'll be completing the skydive alongside an old-colleague of mine and will hopefully be recording the whole thing on my camera, which of course I'll post up on Facebook/Twitter after the event.

I'm funding the jump myself so every penny raised will go to the Wales Air Ambulance. Below is a bit about the service...

The Wales Air Ambulance is the national air ambulance charity for Wales, providing emergency air cover for those who face life-threatening illness or injuries. Their dedicated aircrews are on standby for everyone, in any part of our diverse landscape & communities, 365 days a year. The charity is funded solely by our support – they rely entirely on donations to raise £6 million each year to operate the three helicopters in the mid, north & south of the country.

If you wish to donate please visit my Just Giving page. Thanks for reading.

**£500 TARGET**  
DONATE AT [JUSTGIVING.COM/BEN-SHONE](http://JUSTGIVING.COM/BEN-SHONE)

**TEXT BEN80 £5 TO 70070**



**EVERY DONATION IS APPRECIATED THANKS IN ADVANCE**

Find out more about the Wales Air Ambulance [WalesAirAmbulance.com](http://WalesAirAmbulance.com)





Carrier 4:31 PM

TEXT  
BEN80 £5  
TO 70070

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AMBIWLANS AWYR CYMRU  
WALES AIR AMBULANCE

## Our move in to the social media world

Throughout the last few months we have been trying to change our way of connecting to the big wide world.



The first and most common thoughts were to create and post on Facebook. After a successful few weeks we stepped it up a notch and took to tweeting and saw a wider community start to come to life.



As a bigger network of people and companies were developing, we continued in our trend and stepped into the land of Google.



Google Plus and YouTube are the latest ventures for us and we are slowly creating a secondary world of connections through our computers and mobiles.

If you have any videos you would like to post to our channel, then feel free to email us at [keepmeupdated@chesterairport.co.uk](mailto:keepmeupdated@chesterairport.co.uk) and we will upload it for you.



[Submit a Story](#)

Do you have an aviation story that you would like to see appear in our newsletters??

If so email it to [keepmeupdated@chesterairport.co.uk](mailto:keepmeupdated@chesterairport.co.uk) with the subject title "aviation story".

[Airshow Season](#)

The summer airshow season is upon us already. Where ever you live there will always be an event close by.

My personal favorite is RNAS Yeovilton. (This may have something to do with the fact I lived and worked there for nearly 6 years)

If you visit any shows this season, please email your pictures and we will make a summer 2014 airshow montage with all the pictures we receive.

