

## CSL 1.5.5

### About Your Coach



### John Morris LAA Coach

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John's first flight was in gliders (RAFGSA) in 1960, and he soloed in an Auster at Wolverhampton (Pendeford) 1967. He went on to become a tug pilot at Dunstable in the Tiger Moth, then to Compton Abbas as the Tug pilot and Gliding CFI. Within ten years he had progressed to become a Chief Flight Instructor and PPL Flight Examiner, manager, and commercial pilot on De Havilland Dragon Rapide, Piper Aztec and Twin Commanche for the same company.

His career took him into airline flying, as pilot on the Twin Pioneer, Islander, Trislander and Heron in the UK, and the Islander and DC3 in West Indies. He returned to the UK to fly the Handley Page Dart Herald, Viscount, Dove, BAC 1-1, and Shorts 330/360, Cessna Citation, HS125, and the BAe Jetstream.

John reluctantly retired in 1996, and has remained an active instructor throughout the period since, both in aeroplanes and gliders. Despite having retired from professional flying, John currently works at Old Warden for the Shuttleworth Collection and is privileged to be a Collection Pilot, whilst remaining an active glider pilot.

He holds a PPL (H) and has also worked as a simulator instructor. His experience extends beyond that of a pilot as a PFA/LAA Inspector since the 1960's, and John currently owns a Luscombe Silvaire and a Pietenpol Aircamper.

His total flight time is in excess of 41,000 hours, including 9,000 in gliders, 8500 hrs instructing, 900 hours in seaplanes and about 200 hours on 3 axis microlights. He has flown about 380 types of aircraft.

John is currently a PPL with an unrestricted FI rating (SEP & MEP) and enjoys flying and instructing about 150-200 hours in powered aircraft per year.