

About your LAA Coach

John Bain



I started flying in 1975 at Inverness then achieved my license in 1979 at Fife. I also bought an early weight-shift Skyway Demon in 1978 before a microlight license was required and had great fun (no mishaps) teaching myself to fly it. I continued my flying as a private pilot gaining night and IMC ratings then purchasing a Cessna 182RG while running a haulage business. I also had a workshop repairing plant including airport plant repairs for the local handling agent at Edinburgh and Glasgow but as I was the owner I could carry out cost sharing flights round Europe, especially Cannes.

I was given the opportunity to ferry a Cessna 210 from Edinburgh to Vancouver in the early 90s and to my complete surprise, I was the only applicant, then I found out the aircraft had not flown for 2 years and as it was part of an estate after the death of the owner, no-one would work on the aircraft as they were not sure of payment however I worked for a few days on the aircraft for the new Canadian owner then a ferry permit was issued and off I went arriving 3 days later at Vancouver. My total ferry flights to date are 26 single-engine and 4 multi-engine.

I achieved my commercial license in 2003 and started night cargo in a Piper Chieftain flying Edinburgh, Dublin, Coventry, East Midlands then back to Edinburgh four nights per week starting at

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02:30 each morning using a backpack sprayer to de-ice the aircraft in the winter months.

This contract lasted 2 years then I declined the company offer to move to Exeter and started ferrying again.

I started with Loganair in 2008 based in Orkney flying an Islander aircraft out of the 467 Metre island strips with operational VFR limits of 350ft min alt and 3000m viz. Best flying of my career.

In 2012 I moved to Glasgow to fly the Loganair DHC6 Twin Otter to Cambletown, Tiree, Islay, Barra Beach and Benbecula but on the 3rd October this year my passenger carrying privilege expired at age 65 so I am now free to concentrate private flying.

Over the years I have owned a Cessna 182RG, Cessna 310R, Stinson, Rans S10, Glasair, T31 Motor Glider and various microlights both 3-axis and weight-shift. I presently own a Morane Saulnier (Rallye) based at Perth airport.

I operated a microlight training school at Wick airport for 3 years and have been an LAA inspector for more years than I can remember and have carried out 2 new build test flight programs. I am also a BMAA senior inspector and was a check pilot for all BMAA types before that process finished a few years ago.

I have over 13000 hrs in total including microlights (2600) and have UK and EASA SEP/PPL with SP/IR/IRR ratings I also have CRI and CRE SEP ratings and travel throughout Scotland inspecting and repairing aircraft for both the LAA and BMAA. I usually am invited along as an "observer" on permit renewal flights and I am happy to fly most aircraft types.

It would be fair to say that I have been in the right place at the right time to gain the experience I have and it is very satisfying to pass this on to other pilots.