

Czech in Pole position

CZECH aviation journalist and long-distance pilot Jiří Pruša has flown a Shark to the North Pole.

He left Longyearbyen, Svalbard, at 8.46am on 4 July, and reached the Pole at 1.51pm.

The aircraft was prepared at the Shark Aero factory in Senica, Slovakia, including expedition-specific equipment, communication preparation and an auxiliary fuel system.

The factory also integrated Starlink into the aircraft, enabling live communication throughout the flight.

“When you are flying over the Arctic Ocean, there is no room for mistakes. Everything has to be prepared perfectly — and then you just trust the aircraft and keep going,” Jiří said after the flight.

“Jiří’s flight shows what the Shark was ►



Jiří Pruša climbing aboard the Shark in Svalbard. Next stop, the North Pole

▷ created for: speed, efficiency, range and the ability to take a pilot far beyond ordinary destinations,” said Petr Hýl, Shark Director of Sales and Marketing.

“This was not only a test of an aircraft, but also of preparation, discipline and courage. We are extremely proud that Jiří chose Shark for such an extraordinary mission.”

Shark in transplant mercy dash

NOT quite the North Pole, but still impressive: Shark pilot Nigel Charles has achieved a remarkable life-saving mission transporting vital transplant packages across the UK.

Flying on behalf of Civil Air Support, he collected a package from Wolverhampton and delivered it to Dundee, then flew two more from there to Elstree in a Shark he collected only a few months ago from The Light Aircraft Company in Norfolk.

“Sometimes the true value of an aircraft cannot be measured in speed, range

or fuel consumption alone. Sometimes it is measured in the difference it makes to people’s lives,” said TLAC MD Paul Hendry-Smith.

“Flying solo to maximise payload and efficiency, Nigel completed the entire operation in just five hours and 30 minutes, covering 814 miles, while consuming only 100 litres of unleaded fuel and averaging 150mph.

“This equates to an average fuel consumption of just 18 litres per hour, a figure that many family cars would struggle to match over a similar distance.

“After completing the mission and maintaining a 45-minute legal fuel reserve, the Shark still had sufficient fuel remaining for approximately another three hours of flight.

“The aircraft’s advanced autopilot system played an important role in reducing pilot workload.

“For Nigel, however, the mission was never about statistics. It was about supporting a cause that matters.

“Civil Air Support volunteers donate



Nigel Charles, left, at Dundee Airport with Civil Air Support Chairman Archie Liggat and vital transplant packages

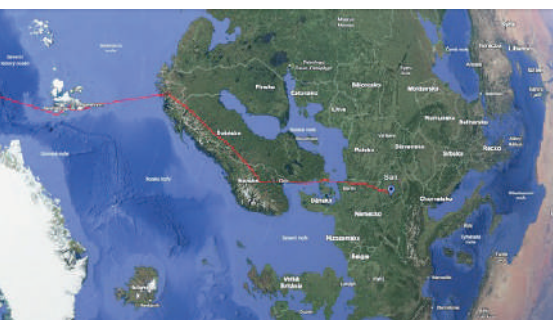
their time, expertise and resources to assist organisations involved in humanitarian, medical and community support activities. Their work often goes unseen by the public, yet the impact can be profound.

“The Light Aircraft Company is proud to see Shark owners using their aircraft in ways that extend far beyond recreational flying.

“Nigel Charles’ mission serves as a powerful reminder that aviation is ultimately about people.

“Behind every flight plan, every mile flown and every litre of fuel consumed, there are individuals whose lives may be changed forever by the timely delivery of a critical transplant package.

“On this occasion, one pilot, one aircraft and one day’s flying helped ensure that life-saving medical procedures could continue. That is aviation at its very best.”



Jiří’s route from Svalbard to the Pole



Over the North Pole



You really wouldn’t want an engine failure here