The official magazine of the Aircraft Owner and Pilots Association www.aopa.co.uk

AOPA UK

December/January 23/24

Britten to Britain

We discover why Britten-Norman has chosen to bring production of the Islander back to the UK after more than 50 years of production in mainland Europe

SEEING CLEARLY

Roy Murphy didn't want his eyesight to stop him flying, so he took on the CCA

HELIPAD LANDING

We talk to Luke Czepiela about his unbelievable landing on a helipad in a Carbon Cub

CANADA TRIP

David Hastings takes a trip around Canada, going the 'exciting way'

PROFLIGHT SERIES 2 AVIATION HEADSET

HOLIDAY SEASON PROMOTION

On everyone's wish list.

Give them a gift they'll never forget. Get a free Bose SoundLink Micro *Bluetooth*® speaker (a € 129.95 value) when you purchase an A30 or ProFlight Series 2 aviation headset between November 19 and December 23, 2023.

Bose designed these two headsets to meet the needs of pilots across all flying environments. Whether you choose the around-ear or in-ear design, you'll get three modes of active noise cancellation with unparalleled versatility, clarity and comfort.

PURCHASE AT YOUR LOCAL AUTHORISED RESELLER.
More information on boseaviation.aero/promotion.

Offer valid with the purchase of a new Bose A30 Aviation Headset or Bose ProFlight Series 2 Aviation Headset from Bose, or participating Bose authorised retail resellers, in the EMEA region. The promotion is valid from 19 November to 23 December 2023, is not to be combined with other offers, promotions and programmes, or applied to previous purchases. A maximum of one free-of-charge Bose gift will be available per household (same name and/or address), regardless of the number of Bose aviation headsets purchased. Delivery is subject to product availability, and offer is subject to change without notice. Void where prohibited or otherwise restricted by law. Terms & Conditions available at boseaviation.aero/Europe. The *Bluetooth*® word mark is a registered trademark owned by Bluetooth SIG, Inc., and any use of such mark by Bose Corporation is under license.

A SHOT IN THE ARM FOR THE BRITISH AVIATION INDUSTRY

BRITTEN-NORMAN has made the brave step to bring back its Islander aircraft to the UK, a step that will give the British aviation industry a huge boost. The company believes it will be able to add up to 52 new employees to its workforce within the next five years. The company is also looking to the future with new fuelling systems for its aircraft and also increasing its apprenticeship intake as well. All things that are positive and will help put the UK back on the map for aircraft building. In this issue we spoke to Lara Harrison, the company's Business Development Director, about how, after 50 years abroad, the company has now decided to bring the Islander home.

Elsewhere in the issue, helicopter pilot Roy Murphy goes into fantastic detail about his eye surgery. Roy worked with the CAA to ensure that he was able to keep flying after having a tri-focal lens inserted into both eyes – something the CAA wanted to stringently check to ensure that Roy's vision could sustain flying conditions. He became a guinea pig for the organisation, but it was well worth the endeavour for both Roy and other pilots across the country.

The other feature in this issue is written by long-time contributor David Hastings, who has been on many flying adventures in and around the US. In his latest offering he embarks on a trip across Canada and goes, as he puts it, 'the exciting way.'

Michael Powell in his maintenance article turns his attention away from the aircraft itself and focuses on workshops and tools. He offers advice on the best way to ensure you're in the perfect working environment and how to keep your tools in perfect working order. He also offers a few suggestions for stocking fillers for those who enjoying tinkering.

There is also all the latest from the world of aviation, including articles from AOPA's CEO Martin Robinson who does an impeccable job of keeping his eyes and ears open for what could affect you, the pilot.

Looking ahead to 2024, my team and I will be sitting down over the Christmas break to see how we can improve the magazine. Please feel free to email me at: editor@aopa.co.uk if you have any comments on how to improve the publication. This magazine is for you and we want you to enjoy it as much as possible.

And whilst we're on the subject of Christmas, all that's left for me is to say thank you for being part of AOPA, I hope you enjoy the magazine, and to wish you all a Merry Christmas and Happy New Year.

Blue skies! ■

David Rawlings
Editor, AOPA UK
editor@aopa.co.uk

AOPA UK

EDITOR
David Rawlings
editor@aopa.co.uk

ART EDITOR
Dan Payne
dan.payne@aopa.co.uk

CONTRIBUTORS
David Hastings, Michael Powell, Roy Murphy

PUBLISHED BY
AOPA UK
Lakeside Pavilion,
Chaucer Business Park,
Watery Lane,
Kemsing, TN15 6QY
+44 (0)20 7834 5631

ADVERTISING & SUBSCRIPTIONS
AOPA UK
Lakeside Pavilion,
Chaucer Business Park,
Watery Lane,
Kemsing, TN15 6QY

HEAD OF ADVERTISING
David Impey
+44 (0)7742 605338

PRINTING
Ruddocks
56 Great Northern Terrace,
Lincoln LN5 8HL
+44 (0)1522 529591
www.ruddocks.co.uk

Articles, photographs and news items from AOPA members and other readers are welcome. Please send to the Editor. Inclusion of material in AOPA Magazine cannot be guaranteed, however, and remains at the discretion of the Editor.
Material for consideration for the February issue should be received no later than 5th January 2024.

INSIDE THIS MONTH

CONTENTS
DECEMBER 2023


12


28


N5345S
24

TARGET THEN POLICY

The latest developments in the world of aviation that affects you

IN RECENT issues of the magazine, I've tried to raise the profile of 'Just Culture', largely because of the many complaints that we have had. It is fair to say that I have been on a bit of a journey of discovery regarding what Just Culture actually means and I can say that it means different things to different groups. It doesn't appear to have any legal basis and where organisations and institutions promote Just Culture they often have different concepts around culpability. The problem here is that the phrase lends itself to a concept of justice, but it is a socially-constructed system, so it is an agreement, not a culture.

The basic premise is that the process of Just Culture is not to apportion blame. The MOR system has an overriding objective of improving safety and in order to understand what the safety issues are, the activity requires an open reporting culture. Reports made through the MOR system are not admissible as evidence in a court case and the contents should not be used to determine accountability. Therefore, investigators should be looking at other avenues when gathering evidence, if the intention is to prosecute. There will always be other sources from which a case may be built – the law demands beyond reasonable doubt.

Depending on what the focus of a Just Culture programme might be i.e., is the aim to improve safety or to blame and punish?

When we consider the issue of airspace, many infringements are honest mistakes that relate to human factors. The CAA Infringement Awareness Course, which is administered by GASCo, offers the candidate a way of refreshing their knowledge on airspace, its rules and procedures, but does it really deal with the human factors? For example, why did the pilot incorrectly set the DI? Does your aircraft even have a DI?

There are many examples where human factors were the reason behind the error. Human factors can also be linked to an individual's attitude to how they fly. Therefore, the outcome of any event will always be relevant to how an issue is judged, was it an honest mistake? Or was it negligence? Therefore, the pilot's intention is another important consideration when deciding an action. As with all walks of life there will be people who deserve the full weight of the law because they may take risks which they know to be near the mark and it is the CAA who has to investigate properly, which includes looking at the intentions of the pilot and if their actions were of risk to life. Then a prosecution may be warranted particularly if negligence is also involved. Fortunately, these kinds of issues are relatively rare, but it does require the regulator to investigate properly. There also needs to be public interest and therefore the CAA, which has a duty with respect to protecting uninvolved third parties, is a major consideration when they determine how they will treat individual cases.

The CAA's adoption of a Just Culture process is their interpretation, such as judging the fitness and competence of a pilot which allows them to exercise the privilege of a licence, and with the powers the CAA hold being enshrined in the ANO they are able to temporarily or permanently suspend or revoke a licence, a rating or both.

In suspending a licence, prior to talking to the pilot first, in some circumstances this is seen as punishment. The CAA do not consider this to be the case. Policies and procedures might focus on Just Culture but the practice may be orientated towards blame. So, has the CAA wrapped its powers with the cloak of Just Culture to validate its actions?

I think this is a difficult area for the CAA and getting it right is very important. I recently read about someone who was blamed for an honest mistake, which is like a social oil spill where the pollution sticks around for a long time, and it's for this reason I believe the CAA must improve its approach to Just Culture and needs to explain fully to the GA community where and when the Just Culture approach is appropriate, as the consequence of getting this wrong may negatively impact safety – then we all lose. Again, I will remind members that if you have a problem, seek advice. Depending on the issue and if needs require, we have established an agreement with an aviation lawyer who will provide 30 minutes of his time in setting out your legal position. This service only covers aviation-related matters.

GNSS APPROACHES

It is hugely disappointing that we have made little progress on establishing GNSS approaches at GA aerodromes where pilots can be trained and safety can be improved. This was something that the former head of EASA, Patrick Ky recognised when he said that increasing the number of private pilots that hold an Instrument qualification would improve GA safety across Europe. The CAA process known as CAP 1616 replaced CAP 1122, which was the basis on which the original applications were built. In changing the goal posts, the CAA recently published the revised CAP1616, which is still disproportionate to the needs of GA aerodromes. It also means that additional business can not be attracted and potentially puts aerodromes at risk. All of this means that the UK falls behind the rest of Europe and also means that the UK can not yet claim to be the best place in the world for GA. Clearly then, these words, which appeared in government-produced documents, mean little when it comes to delivery. AOPA started this debate back when Sir Roy McNulty was chairman of the CAA (2001/09).

The few aerodromes that have managed to implement such approaches also have restrictions on them. Therefore, the requirements of CAP1616 as well as the costs are currently dipropionate to the needs of GA.

DRONES LATEST

The integration of manned and unmanned aviation is a complex issue that requires careful consideration of safety, regulatory, and technological capability. The European ATM Master Plan outlines a roadmap for the safe integration of drones into all classes of airspace. The plan envisions the evolution of air traffic management

"I will remind members that if you have a problem, seek advice. Depending on the issue and if needs require, we have established an agreement with an aviation lawyer who will provide 30 minutes of his time"

(ATM) towards the integration of large remotely-piloted aircraft systems (RPAS) that will operate safely using ATM services. The vision is to enable manned and unmanned aviation to use the same airport infrastructure, communicate with ATC using datalink, and apply rules and procedures to both with some adaptations for drones as the pilot is on the ground .The aim of supporters of unmanned aircraft is for a fully autonomous system. Unmanned Traffic Management (UTM) is another approach that aims to manage the airspace where traffic density and ground risks are high. UTM is also known as U-space in the European Union and is designed to ensure the safe and equitable integration of current and future operations. It is already law in the EU for manned aircraft to be equipped with an electronic conspicuity device. In order to integrate seamlessly into the airspace, RPAS must, as far as possible, comply with the operational procedures that exist for manned aircraft. There are challenges to this depending on the complexity of the airspace and volume of traffic. The mantra from governments on all these proposals is that transforming infrastructure to support such operations "will be critical to harnessing the potential of the sector, unlocking market growth, jobs, and services." GA is going to have to adapt in order to fit into the emerging picture.

OTHER NEWS

Following on from the Government's review of the CAA, which is referred to as the Newman Report, the CAA has accepted that some improvements are necessary. One area of focus is the CAA charging and services activity, mainly in relation to the shared services department where the CAA aims to improve the customer experience. To achieve this, they are streamlining their application forms as well as their payment processes. I again asked if at some future point examiners may be able to issue a temporary pilot licence or certificate pending the issue of the full document. Whilst my request was not rejected, the response was: "We are working towards a digital next day service." I think this would be great if they can achieve it. I welcome this proposal and would certainly encourage them to do so but only time will tell.

At this time of year, the new charging scheme is normally out for consultation. However the CAA board have not given permission for its release as more work is needed. We will let you know when it's available for comment.

SKILLS AND DIVERSITY

The DfT and IATA have been talking to me about skills and diversity. I was able to raise our concerns in relation to the shortage of licensed aircraft engineers as well as the cost associated with obtaining a professional pilot licence. Raising again the issue of VAT as well as Fuel Duty, pointing out that this disadvantages the self-funded pilot and limits opportunity. We first approached the Treasury on these points over 20 years ago. I find it amusing that I see this subject on social media being spoken about as if no one had ever thought about it. I've also suggested to the Government that they should consider giving tax breaks for the 'bank of Mum and Dad', when they're investing in the future career path of their offspring – unfortunately this has also fallen on deaf ears. Therefore, I am not convinced that the Government is serious about levelling up or extending opportunities to the wider society. We have real structural problems from education to financing and they need to be addressed, requiring individuals to be degree qualified is not necessary for all occupations.

During the 1960s flying schools that were conducting professional flight training were able to reclaim the Fuel Duty which helped to bring down the cost of training. I suggested revisiting the NVQ system which also provided tax breaks in the past. It was interesting to learn recently that the CAA also offers Duke of Edinburgh Award qualifications in subjects related to aviation, which is a good thing. I invite the CAA to engage with us on our STEM activity which you will hear more of in the future.

Soon, 2024 will be upon us and I want you to thank you all for your loyal support as we really value your membership.

From everyone AOPA, I wish you a very Merry Christmas and a safe and prosperous New Year. ■

Martin Robinson
CEO, AOPA UK
martin@aopa.co.uk

It raises the comfort bar for premium ANR headsets to cloud nine.

With a heat-absorbing, Outlast® technology head pad to keep you cool and comfortable in flight, a swivel hinge stirrup design that virtually eliminates clamping pressure, and plush leatherette ear seals with memory foam that caress the contours of your head – the DC ONE-X raises the comfort standard for premium ANR headsets.

Even during longer flights, you'll feel like you're on cloud...well, you get the idea.

For more information or to find a dealer visit **www.davidclark.com**.

DC ONE-X

HYBRID ENC

Outlast®

MONEY BACK 30 DAYS GUARANTEED

David Clark

WWW.DAVIDCLARK.COM

An Employee Owned American Company

Welcome to the UP FRONT section of the magazine. Bringing you help, advice, and other insights from the world of AOPA, in an honest and 'up front' way to help you stay flying. Something to say? Please contact us at ***editor@aopa.co.uk***

WORDS Martin Robinson **IMAGES** Various

THE LATEST CONSULTATION ON COST SHARING FLIGHTS FROM THE CAA

After the latest announcement from the UK's Civil Aviation Authority on Cost Sharing Flights, AOPA makes its stance clear

THE CAA opened another consultation on the subject of cost sharing flights and the relationship to platforms like Wingly that allow pilots to promote their activities.

To make it clear AOPA does not condone cost sharing flights that are conducted as public transport flights, these are subject to the requirement of an Air Operator Certificate. Furthermore, we would support the UK CAA taking the appropriate action against any operator of any such flights.

Cost sharing is a not-for-commercial-gain activity and AOPA does not condone any pilot making a profit from a cost sharing flight.

We understand that there is disquiet and opposition from some to advertising cost sharing flights via online platforms. AOPA would support the UK CAA in monitoring online platforms for any abuse of cost sharing rules as they now stand. However, the CAA is unlikely to have the resources to mointor the companies.

AOPA can see the benefit where, for some pilots, cost sharing allows them to afford more flying hours, keeping current and, if hiring the aircraft, buying more hours from the owner.

However, we do not see any need for the UK to change the current cost sharing rules, which are common across EASA states, other than to publish clear acceptable means of compliance. The UK CAA committed itself to not gold plate European standards and the proposed changes will potentially mean European pilots could fall foul of UK rules when flying in UK airspace.

The CAA further promised to the General Aviation community to only regulate where they have to and to do so proportionally.

AOPA has not seen any evidence that the proposed changes will improve safety as there is no data showing that cost sharing flights are inherently more dangerous than any other private flight. The driver for these proposals are said to come from the Emiliano Sala incident from January 2019. However tragic that accident was, it was **not** a cost sharing flight, it was an illegal public transport flight for which the organiser pleaded guilty and received a 12 month sentence.

The CAA needs to stick to the commitments it has given to General Aviation: no gold plating, regulate only where there is a need to do so and to do so proportionally. ■

AOPA does not condone cost sharing flights that are used as public transport

WORDS AND IMAGES Michael Powell

TAKE PROPER CARE OF YOUR TOOLS AND THE WORKSHOP ENVIRONMENT

In part nine of Licensed Engineer **Michael Powell's** series on what you can and can't do to your aircraft, he focuses on the tools that helps you work

IT IS no fun working in cold, poorly lit hanger or workshop, especially as we move into the winter months.

Warm clothes help but it is difficult to cover up completely. Gloves reduce sensory feedback and make handling small fastenings difficult. Bulky clothing may keep you warm but may also keep you out of the confined space of a cockpit.

Good lighting (Fig 1) is essential and although a LED torch may help it is not the best solution and usually reduces you to only one 'spare' hand. Good hanger lighting is the best option or, at the very least, two or three 500W halogen floodlights on stands illuminating the work area. Halogen floodlights will also provide a useful level of warmth. I can recall rebuilding a Slingsby T21 glider over the winter months in a lean-to shed erected along the side of my home in temperatures well below zero and kept alive by three 500W halogen floodlights. Incidentally, the halogens also served to ensure the speedy and satisfactory curing of the Araldite adhesive I was using. The work area was also conveniently close to the kitchen and warming Bovril.

"Worn Phillips/ cross-head screwdrivers should be thrown away and replaced with new"

Bright lighting is essential when it comes to your workshop

I would say at this stage that if you cannot make the work area reasonably comfortable then wait for Spring or find somewhere that is comfortable and well-lit and pay the rent. The work will get done quicker and you will not suffer frostbite.

It goes without saying that you would not attempt any work on your aircraft without having a good set of tools to hand and said tools in good order. NEVER use an adjustable spanner on an aircraft (it will damage the corners of nuts) and NEVER use a blunt screwdriver (it will damage the heads of screws).

Flat-bladed screwdrivers may be easily sharpened on a fine grinding wheel but worn Phillips/cross-head screwdrivers should be thrown away and replaced with new as it is difficult to restore the head of these screwdrivers. When dealing with cross-head screws that refuse to respond to normal removal techniques (applying the screwdriver and turning) it sometimes calls for cleaning out the crosshead with a small pick to remove paint and dirt and then placing

Neat and tidy is the best way to be in a workshop

If your tools don't look like this, it might be time to change them

Let there be light! Being able to see is essential

the screwdriver in position followed by a few medium taps with a medium hammer to loosen the threads. Usually works. Don't do this on wooden airframes.

A telescopic magnetic retriever can be very useful and with Christmas nearing, it may be worth mentioning to prospective gift bearers. Not expensive and available from most hardware stores and toolshops. LAS do them but other suppliers are less costly and do the same job. Very useful on Cessan 172s (and similar aircraft) where screws seek refuge in the space under the cockpit floor near the rudder pedals.

Finally, and bearing in mind it is nearing Christmas, spare a thought for your Licensed Engineer and let him/her know they are appreciated. The one time of the year when alcohol and aviation may go together – but off the airfield. ■

YOUR HERO

The **PIPER CUB** changed aviation, making it accessible to the masses. That's why it's this month's hero

It is a testament to just how right Piper got the original Cub back in the 1930s that there are so many still around, loved by their owners and still fetching good prices. The J-3 is the archetypal Cub, finished in the famous 'Cub Yellow'. It's a simple aircraft, with a steel tube frame covered in fabric, tailwheel configuration and with simple electrics. Flying a Cub takes a bit of getting used to after modern aircraft. You'll find yourself using the rudder much more and it's not fast by any stretch of the imagination with a 65kt cruise – but it is fun!

Send Your Hero to **editor@aopa.co.uk.** It doesn't have to be your own aircraft... own it or admire a certain type from afar, either way we want to know what's Your Hero and why. Just send us around 100 main words, and your top 7 'fast facts' and we'll do the rest. ■

1. FABRIC

It's easy to put a foot through the fuselage fabric while getting in and out, and 'hangar rash' is also possible.

2. AIRFRAME

The steel tube frame under the fabric can suffer damage from hard landings, and also corrosion,

3. ENGINE

A compression test is a good idea and an engineer should check for internal corrosion.

IMAGES: Various

4. PERFORMANCE

Its slow, but you're flying in aviation history.

5. COSTS

If the Cub is in good condition and looked after, it can be inexpensive to run.

6. VALUE

As the marque gets rarer it becomes worth more.

WORDS Martin Robinson

2024 MEMBERSHIP RATES

Regrettably, after holding rates unchanged for a number of years, the board have had to increase rates for 2024. We have balanced the increase against a growing membership bringing in new income and set the rise to just under 5%, as below

SPANNING more than 75 countries, each with its own National AOPA, we form International AOPA (IAOPA), which is the largest and most influential aviation community in the world, representing all of General Aviation from the International Civil Aviation Organisation (ICAO) to the airfield you fly from.

No other General Aviation Association can match that!

The priority for AOPA UK is to represent and lobby for General Aviation wherever and whenever it is needed.

As a member of AOPA in the UK, you will receive from us these key benefits as part of your membership:

- Representation and lobbying on your behalf
- Personal advice when you need it for any aspect of your flying; training, licensing, medical, regulation, insurance, aircraft ownership, aircraft maintenance, infringements, potential prosecution, airspace, airfield operation or use, flying abroad, etc.
- Regular communication; AOPA Magazine, Enewsletters, Website, Social Media
- Access to Working Groups and Training and Education Committee
- FREE Student Pilot Membership

Over and above the core benefits of being a member, as above, we try to provide our members with other tangible benefits through access to discounted or promotional offers. ■

Individual Membership & Payment	Current Rate	2024 Rate
Student Pilot	FREE	FREE
1 Year Pilot or Instructor (non-Direct Debit)	£105	£110
1 Year Associate (non-Direct Debit)	£75	£80
2 Year Pilot or Instructor (non-Direct Debit)	£240	£250
1 Year Pilot or Instructor (Direct Debit)	£99	£105
1 Year Pilot or Instructor (Monthly Subscription Option)	£10 per Month	£10 per Month
1 Year Associate (Direct Debit)	£75	£80
*2 Year Pilot or Instructor (Direct Debit - Annual Payment)	£115	£120
* Increase will apply from membership expiry.		
Corporate Membership	**Current Rate**	**2024 Rate**
Small Corporate (Basic Rate - inc VAT)	£285	£300
Large Corporate (Basic Rate - inc VAT)	£475	£500

MENDELSSOHN
PILOT SUPPLIES

WWW.GPS.CO.UK

+44 (0)131 447 7777

Collision Avoidance

Dynon Avionics

Garmin G3X

Trig Avionics

Avidyne Avionics

Funke Avionics

Used/reconditioned avionics

Aviation Headsets

Portable GPS

Avionics

Handheld Radios

Aircraft Safety

Avmap

Our in house workshop can undertake a wide range of repairs and supply custom wiring looms.

UK Civil Aviation Authority APPROVED

FAA CERTIFIED

APPROVED WORKSHOP

For all your aviation needs, please phone or email us at:

sales@gps.co.uk

or use the QR codes to visit our website directly.

GARMIN · ICOM · LIGHTSPEED · TRIG · uAvionix · AVMAP SATELLITE NAVIGATION · BOSE · BendixKing · David Clark · DYNON · f.u.n.k.e. AVIONICS GMBH

Dick VanGrunsven announces that changes need to be made at Vans Aircraft

VAN'S IN CRISIS

VAN'S ADMIT CASH FLOW CRISIS PROMPTING CONCERN

The world's leading kit built aircraft manufacturer says there is an internal assessment underway and that changes need to be made

VAN'S Aircraft delivered "difficult" news about the company's financial state, and announced a two-week push to conduct an "internal assessment" that is likely to lead to price increases. Meanwhile, refunds are on hold and many customers have voiced anxiety.

Company founder Richard 'Dick' VanGrunsven read a statement in a video posted on YouTube explaining the current state of the company, and plans to concentrate, with the help of consultants who specialise in business emergency management, on developing a plan for next steps.

"Due to a number of factors, Van's is facing serious cash flow issues that must be addressed for ongoing operation," VanGrunsven said in the video. "We are confident we can work through the situation, but some changes are required. Since early September, Van's has only been able to continue operating through loans of operating capital made by my wife and me."

Van's detailed three primary causes of the situation: a combination of supply chain snarls and increased demand during the COVID-19 pandemic, which caused shipping costs to spike as Van's hired and trained new staff to work on the increased volume of orders; a "multi-million-dollar setback" related to the use of inferior primer on parts sourced overseas, which led to corrosion

"Tests determined the parts were usable, but many customers requested replacement of affected parts"

"forming on a large number of quick build kits" that resulted in many parts being scrapped; and another issue with outsourced parts with holes that were laser-cut rather than punched, with customers reporting cracks around the holes. Tests determined the parts were usable, but many customers requested replacement of affected parts nonetheless.

Van's noted that refunds will not be issued during the "internal assessment period", nor are returns or cancellations being processed. "You may place orders for parts, but your shipment may be delayed due to temporary employee reassignments during assessment. We will do our best to ensure timely parts shipment."

"Changes need to be made," VanGrunsven said in the video. "Beginning today Van's is going to spend the next few weeks performing a focused internal assessment on inventory, production, and shipping capabilities, and overall operating efficiencies."

VanGrunsven thanked customers for years of loyalty. ■

CHINA APPROVES PILOTLESS eVTOL 'FLYING TAXI'

EHang an Urban Air Mobility (UAM), announced that the EH216-S – its self-developed passenger-carrying UAV system – has obtained the type certificate from the Civil Aviation Administration of China (CAAC). Making it the world's first type certificate for unmanned eVTOL aircraft.

Since the CAAC formally accepted EHang's EH216-S application in January 2021, the EHang team worked closely with CAAC and its expert team towards validating and verifying the aircraft's innovative cutting-edge technologies. After more than 1,000 days of effort, they overcame difficulties and challenges to successfully complete all type certification objectives, proving that EHang is fully capable of independently designing, developing, and manufacturing unmanned eVTOL products.

The EH216-S is a world's first after achieving approval

For the EH216-S type certification, CAAC and EHang upheld conventional century-old aviation principles alongside an innovation-centric approach, which involved formulating specific certification basis and means of compliance tailored to the EH216-S's distinctive technical features, to conduct the type certification work.

The CAAC assembled leading experts from local authorities, aviation institutions and research organisations, and formally published the Special Conditions for the EH216-S UAV System in February 2022. Amidst a global landscape where eVTOL aviation airworthiness regulations are still evolving, it is a pioneering initiative that China has formulated a rigorous and scientific regulatory framework of airworthiness certification for the EH216-S passenger-carrying UAV system. ■

TBM HITS 500 MILESTONE

Daher has announced its delivery of the 500th TBM 900-series aircraft, proving that there is still a global demand for turboprop-powered aircraft. The milestone aircraft was a TBM 960 delivered to a private owner in the US.

"The latest TBM programme achievement underscores the success of Daher's constant enhancement policy in maintaining the competitiveness of our aircraft portfolio, with an emphasis on listening to the customer and a commitment to enhancing operational efficiency and sustainability," said Nicolas Chabbert, Senior Vice President Of Daher's Aircraft Division.

With more than 100 TBM 960s on order – exceeding two years of production – Daher sees a sustained interest in the aircraft from operators, especially with the introduction of enhanced safety features, along with improved efficiency and upgraded cabin comfort, Chabbert added.

The 500 deliveries to date for TBM 900-series aircraft surpass the totals of both previous-generation TBM airplane types: 324 aircraft were produced in the TBM 700 configuration, while 338 TBM 850s were manufactured. The TBM 850 was the initial version that rolled out under Daher management of the TBM product line. ■

Faulty fire system

At least three aircraft were damaged when a foam fire suppression system filled a hangar at McKinney Airport, Texas. It's not clear what triggered the foam but it's not thought to be human error.

787 lands in Antarctica

A Norse Atlantic Airways Boeing 787, carrying 45 passengers, landed at Troll Airfield (QAT) in Antarctica on Nov. 15, making it the largest aircraft to touch down on the ice runway.

Explosion an 'improvement'

SpaceX's second test of its Starship rocket was cut short early after the spacecraft exploded, but the company noted some major improvements over its first attempt last April.

RESTORATION

THE HAWKER TEMPEST FLIES AGAIN

What is believed to be the world's only airworthy Hawker Tempest took to the skies over Sywell after a 34-year restoration

The first Tempest to fly for more than 50 years

NO Hawker Tempest has flown in the last 50 years, but that all changed recently when Pete Kynsey took a Tempest Mk.II (MW763) for its maiden post-restoration flight at Sywell recently.

The extensive restoration – which has taken 34 years in total – was rebuilt by Anglia Aircraft Restoration Ltd. While the Mk.II arrived too late to see service in WWII, unlike the Mk.V, it was one of the most powerful, piston-engined fighter aircraft ever built.

MW763 rolled off Hawker's assembly line at their factory in Langley, Berkshire during 1945. It was built to satisfy an Air Ministry contract (ACFT/2438/C.23(a)) for Britain's Royal Air Force, but with WWII over and jet fighters on the way, the Tempest was soon surplus to requirements. Hawker purchased MW763 from retired RAF stocks in 1948, refurbishing the Tempest, along with a number of other examples, for the Indian Air Force. It started its IAF service in 1949, joining No. 5 Squadron.

India retired most of their Tempests during the early to mid-1950s, using some of their moribund airframes (including MW763) as decoys at Poona Air Base. About a dozen Tempest IIs lingered at there as derelicts until the late 1970s, when the renowned warbird salvager, Doug Arnold, acquired a half dozen or so of the survivors in various states of disrepair. He shipped them back to Britain in 1979. Arnold soon parted ways with the Tempests, selling them to Nick Grace and Chris Horsley in 1980. Brian Angliss acquired MW763 in 1988, and his company, Autokraft, began restoring it at Brooklands the following year. The project changed hands again in 1996, with Gerry Cooper's Tempest Two Ltd taking over the restoration at Sandtoft. Progress seemed good at the time, with the airframe soon regaining its original RAF camouflage colors as MW763 and with the codes HF-L (of 54, previously 183 Squadron RAF) but despite this visual sign of progress, the Tempest didn't make it past the final hurdles into airworthy condition until after Graham Peacock's acquisition in 2014. Anglia Restorations took over the restoration, moving the project to their base at Sywell. They completed all of the structural and most of the systems work, barring the engine, 18 months ago. ■

"The extensive restoration – which has taken 34 years – was rebuilt by Anglia Aircraft Restoration Ltd."

We Make a Difference

Specialist Aviation Insurance Brokers

Connect with us for more information:
T: **+44 (0)204 511 4700**
E: **uk.genav@ajg.com**

AJG.com/uk | The Gallagher Way. Since 1927.

Gallagher | Hayward Aviation

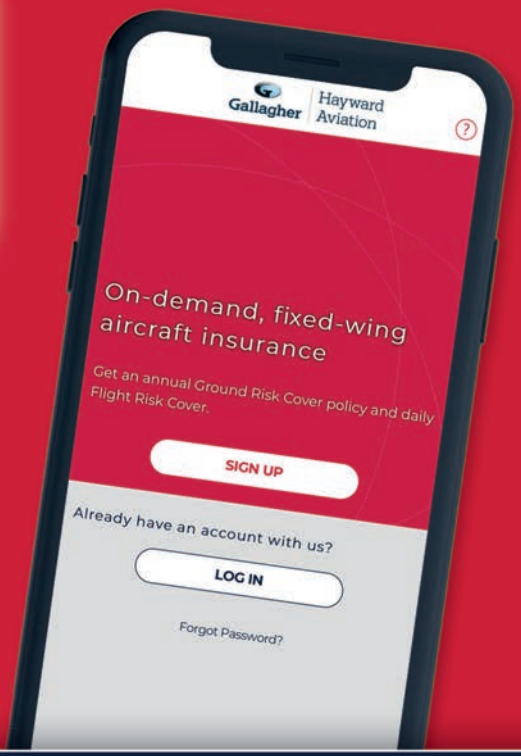
Not sure how much flying you might do in the next 12 months?

fly buy
AVIATION INSURANCE

Buy an annual fixed wing aircraft Ground Risk policy and then Flight Risk cover for each day you actually fly.

Accessible via your smart phone; Fly-Buy offers the cover and peace of mind you need, at your finger tips!

Designed and developed by Gallagher Hayward Aviation.



Simply scan this code, download the app, or visit **www.fly-buy.co.uk**

Download on the App Store

GET IN ON Google Play

EVTOL LATEST

VOLOCOPTER BEGINS FLIGHT TESTS IN TAMPA

Volocopter has kicked off a test flight campaign to gather data at Tampa International Airport in Florida

IN front of an audience of media representatives, partners, and guests including state and local officials, a crewed Volocopter 2X (a pre-series model of VoloCity, mainly used for testing purposes) made what the company billed as the first flight test of an electric vertical takeoff and landing (eVTOL) aircraft at an active international airport in the United States. The test plan called for assessing aircraft downwash and outwash, all in front of an audience – invitations that were part of the company's strategy to build public support.

"Tampa International Airport has always embraced innovation and futuristic planning, and we've already identified a potential site for urban air mobility as a part of our Master Plan," Tampa airport CEO Joe Lopano said. "This technology has the potential to transform the aviation and transportation industry, and we're excited to partner with Volocopter as we introduce and visualise the amazing possibilities that lie ahead."

Volocopter, a German-based aircraft manufacturer, is building three types of eVTOLs: air taxis, cargo drones, and longer-range passenger aircraft, trying to bring urban air mobility to cities around the world.

The company argues that eVTOLs – the new generation of aircraft being built as the backbone of urban air mobility – are better suited to a city environment because they're less noisy, reduce automobile congestion, and contribute to achieving "decarbonisation of the aviation industry."

The Volocopter 2X has a very distinct design, based on European Class 6 microlight helicopter rules. It's driven by 18 fixed-pitch rotors, each powered by its own electric motor, and is configured to seat two people side by side. The Volocopter lands on skids.

It has flown in Las Vegas, Oshkosh, Wisconsin, and the Dallas-Fort Worth area.

Volocopter recently announced that it is partnering with Bristow Group, a company with a history in offshore operations off the southern coast of Alaska, and provider of helicopter transportation, search and rescue, and aircraft support solutions, to begin operations of eVTOLs in Florida.

"Volocopter recently announced that it is partnering with Bristow Group, a company with a history in offshore operations"

Dirk Hoke, chief executive officer of Volocopter, said, "Volocopter sees this as a starting point of the entry into service in the U.S., and we will come back to show our continued progress. We thank all attending guests for the support given to make this first-ever eVTOL flight in Florida a success."

Final certification of the VoloCity, Volocopter's commercial eVTOL, from the European Union Aviation Safety Agency is expected in 2024. The company is also in a "validation process" with the FAA.

Volocopter plans to launch its commercial air taxi service in the summer of 2024 in Paris, during the Olympic Games, a company spokesperson confirmed. ■

The Volocopter took t the skies at Tampa International Airport to gather data from flying characteristics

CUB CRAFTERS LAUNCHES INFRARED CAMERA TECH

CubCrafters, a leading manufacturer of FAA certified, ASTM certified, and experimental category aircraft that are designed to be operated in remote backcountry areas, is today releasing a new thermal infrared imaging system option for Garmin G3X equipped aircraft that dramatically improves flight crew situational awareness during both air and ground operations in reduced visibility or low light situations.

Developed in collaboration with Hood Tech Aero for CubCrafters aircraft, the new camera system is fully integrated with the Garmin G3X Avionics package that is extremely popular with a wide spectrum of backcountry pilots.

The Carbon Cub showing off its new infrared camera technology

The camera features the smallest pixel pitch Long Wave Infrared (LWIR) sensor available and is intended to augment the safety enhancing features of Garmin's synthetic vision display. It displays enhanced infrared imagery for the pilot on the G3X screen at the same scale, with the same field of view, and with the same horizon as Garmin's built-in synthetic vision system. With the simple turn of a knob, both the synthetic and the enhanced vision systems are displayed side-by-side, giving the pilot a previously unheard-of level of situational awareness in low light or low visibility situations. The camera easily penetrates smoke, haze, shadow, or even full darkness to show terrain, roads, buildings, bridges, antennas, runways, and similar objects. ■

AOPA US TESTS UNLEADED FUELS

The idea couldn't be simpler: to learn about the real-world performance of unleaded aviation fuels, AOPA will measure them against leaded avgas in a twin-engine aeroplane.

The unleaded fuel will go in the left wing and feed the left engine. Leaded avgas (100LL) will go in the right wing and feed the right engine.

AOPA is now demonstrating the first 100-octane unleaded formula to gain an FAA supplemental type certificate. The demonstration began October 31 in a Beechcraft Baron twin dispatched to Ada, Oklahoma, where General Aviation Modifications Inc. (GAMI) produces its G100UL. Additional demonstration flights will be scheduled. GAMI is currently working toward commercialising its fuel in order to distribute it more widely. As other 100-octane unleaded fuels come online and are authorised for use by the FAA, AOPA intends to demonstrate them as well.

The Beechcraft Braon being used by AOPA for the fuel tests

"We want to get some actual real-time experience with 100 octane unleaded fuel in the kinds of aeroplanes and engines that our members own and fly," said AOPA President Mark Baker. ■

Switchblade takes to skies

Switchblade, the hybrid electric flying car concept developed over the last 14 years, flew for the first time according to a YouTube video posted by the company. "It handled great," stated test pilot, Robert Moehle.

Reusable rocket

iSpace, China's version of SpaceX, has successfully launched and recovered a rocket in working order, which is seen as a critical step toward developing reusable spacecraft.

First Atlantic SAF flight

A Virgin jet powered by 100% sustainable aviation fuel (SAF) completed a London-to-New York jaunt recently, showcasing the potential of low-carbon options.

Luke Czepiela

Answers the questions on his helipad landing on the Burj Al Arab Jumeirah

***Luke Czepiela** is a Polish aerobatic pilot and former Red Bull Air Race competitor. This year he performed an epic stunt wehre he landed a Cub Crafter on top of the Burj Al Arab Jumeirah in Dubai.*

Q How did you come up with the idea to land on the Burj Al Arab Jumeirah?

A The idea came in after we completed the 2019 project to land on the Sopot Pier in Poland. It's the longest wooden pier in Europe. After I did that I completely fell in love with the Carbon Cub and I had to buy it. And after some time with it I joked with my friends who flew helicopters that I could land it on a helipad. And we then chose to try and land on the world's most famous helipad.

Q How did you decide which aircraft to complete the landing in?

A I already owned the Carbon Cub and I knew with its STOL ability it was the perfect platform for the project. And we went to CubCrafters and asked them if they wanted to be a part of the project. When they agreed we knew we were in a great position. CubCrafters made a number of modifications to the aircraft, reducing the weight to 425 kgs, moving the main fuel tank to the rear of the aeroplane to allow for more aggressive braking and adding nitrous to enhance power for my secondary challenge – taking off from the helipad.

Q How did you get permission to perform the landing?

A Permissions are always the hardest part of projects like this. Luckily we had a fantastic team of people. The Dubai Civil Aviation Authority was great. XDubai was helping us a lot. It took us two years from the idea to the actual landing, but it was well worth all the hassle.

Q What was the hardest aspect about the achievement?

A There were two things that were very hard about landing on the helipad. The first was depth perception. When you land on an airport you know where you are in relation to the ground. When the helipad is suspended 650ft in the air it's hard to judge the angle and altitude. Normally when approaching a runway, I see how high above it I am, and I can easily control the approach path. On the day, the helipad disappeared over the nose of the aeroplane and my periphery was reduced. I had to rely on my practice and instincts when my last few references went away if I wanted to come to a stop before running out of space. The second issue was having the hotel shaped like an aerofoil; it creates a lot of turbulence and then you stick the helipad on the outside and it also creates more turbulence – getting the wind right to be able to stop. Those were the two hardest things.

Q How many practice runs did you complete before your first attempt on the actual helipad?

A So, I did about 650 landings at various airports in Poland, the US and Dubai. For the actual landing I wanted to do two approaches and then land, but on the first day the wind was too high and the aircraft was out of control. On the second day we did two practice approaches and I landed on the third one, so we had two actual practices at the helipad.

Q How did it feel on the day?

A Once I got to the aircraft and I started practicing with the little wind, I felt so confident, I felt so good. I just played some music in my helmet and Mike [Patey, an American aviation engineer, fabricator and aircraft builder] said the magic words 'wind is steady at seven (knots)', and I said 'ok let's drop this baby down on the pad'. When I stopped, I couldn't stop myself. I was running, I was shouting, and everyone was hugging each other. We landed a plane on the helipad on top of the Burj Al Arab. I have too many emotions to give you technical details. We landed an aeroplane on a helipad!

Q What are you doing when not doing amazing things like this?

A When not flying I'm trying to relax by mountain biking or cross-country skiing. So in the summer I'm usually on the bike and winter you can find me on skis. I have two Belgian Shepherds who are very active dogs and you have to exercise them a lot. And I'm also a captain for Wizz Air on the A320.

Q What do you have planned next?

A I wish I could tell you, but it's currently a top secret. But there are some really cool things coming along the pipeline which you'll hear about when we're ready to share the news. ■

POOLEY'S
FLIGHT EQUIPMENT

– EST. 1957 –

Over 2800 Products in Stock

Headsets & Accessories

GPS & Beacons

Transceivers

Aviation Oils

Charts

Training Manuals

Pooleys Flight Guide 2024
to the United Kingdom & Pilot's Diary

Pooleys Flight Equipment is an Official Dealer for Garmin Portables & Accessories

GARMIN

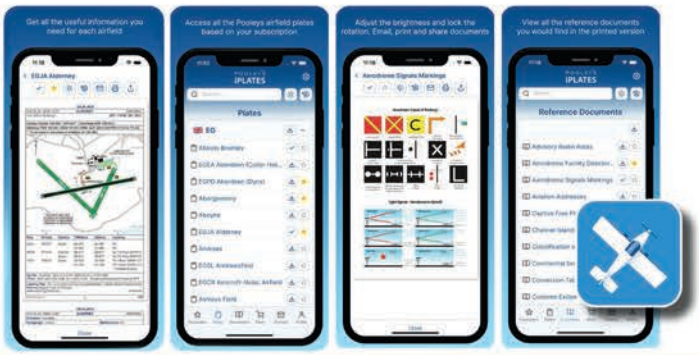
Aera 760 GPS

D2 Mach 1 Pro Smartwatch

D2 Mach 1 Smartwatch

Pooleys iPlates APP–update cycle every 28 days

Get all the useful information you need for each airfield. Access all the Pooleys airfield plates based on your mobile device.



You'll also find our products at over 99% of flying schools throughout the UK.

Shops at: **Cambridge | Cranfield | Elstree | Oxford | Turweston | Weston, Dublin–Ireland | Wilson–Kenya**

Freephone: **0800 678 5153** | Email: **sales@pooleys.com** | Web: **www.pooleys.com**

WORDS & IMAGES David Hastings

THE EXCITING WAY TO CANADA

Globe-trotting pilot **David Hastings** shares one of his greatest adventures

NOW AS I approached the end of my many years of flying in the US, my good friend David Patterson, the owner of the superb Cessna C-337 six seat executive twin and my co-pilot for many of my US adventures, suddenly announced that he was going to retire and give his aircraft to the California Forestry Fire Service as they used C-337s as forward area control aircraft.

However, David felt that before he retired, we ought to try a final challenge that would test our flying abilities to the limit. We had to go to Calgary in Canada and there were three ways to go from our base at Concord (Buchanan) field at San Francisco. First was the easy way, just head east over the High Sierras and Rockies until you reach Cheyenne then turn north over the wide flat prairies of the USA and western Canada direct to Calgary.

Second was slightly more difficult, you fly up the west coast of the USA to Spokane and then enter the Rockies following the famous Diamond route through the Cowley Pass.

Or finally you can go up to Spokane and then launch

Refuelling before heading back to the Rockies

off direct over the sharp and wild snow-covered 11,000ft Canadian Rockies. This is the shortest and is sometimes known as the "Forbidden Route" as Air Traffic are not so keen on you going this way, because with no diversions, if you have a forced landing and walk away, they could be quite a while in getting you!

Anyway, as I feared, the "challenge" set by David for my flying was to be the Direct Route and when our wives saw what we were planning they stated: "No way are we coming with you two – we'll fly scheduled and meet you in Calgary".

Pacific States Aviation at Concord did a very thorough major check including the oxygen bottles on "Sarah" as our Cessna C-337 N5345S is known and we flew over to Sacramento for our usual face-to-face Met Briefing. Once again we were warned that unless the weather was perfect, we would be refused the direct route, but the Senior Met man seemed hopeful and arranged for the FSS at Spokane to be ready for us.

Thursday, and we are up early to a perfect dawn and out to Pacific States

Aviation where "Sarah" is already on the ramp, fuelled, oiled, cleaned and ready to go. Check the Met, and then as always, a very thorough pre-flight under the watchful eye of David Patterson, including a visual check of all four tanks, and then we load all the kit including the survival items for the Rockies.

Start-up at 0920 and the Tower clears us to R/W 19R, activates our flight plan and wishes us good luck – by now they have got used to my British accent.

Take-off at 0945 with a right-hand departure and the very busy Oakland Center clears us up to FL 6.5 initially on Airway V25 and handing us over to the Travis Military Base where we pass a Starlifter in the circuit. Now cleared up to 8.5 and the morning is perfect as we approach snow covered Mount Shasta and a great landmark. The air is now rough as we pass over Klammath Falls with its very pretty lakes, but our two continentals just purr away at 24/24.

"Air Traffic are not keen on you going this way, because with no diversions, if you have a forced landing and walk away, they could be quite a while getting you"

1215 and we start our descent into Redmond in Oregon for fuel with a field elevation of 3077ft and my first "challenge", as the Tower advises us that the main runway is closed and I am offered 04 with a 30-degree crosswind from starboard. Still, as we have found before, talk to "Sarah" nicely and she always helps with a good landing! Redmond is its usual friendly self; the Line Boy is

1. The best seat in the house. Inside the Cessna C-337
2. Sarah on the apron
3. Approaching the Canadian Rockies

already waiting to refuel and the Met Girl gives us a good forecast for Spokane, and even for our flight to Canada the next day. As always of course NO landing fees.

Airborne again at 1255 heading for Walla Walla on airway V536 in rough air but great scenery being held at FL 6.5 while we enjoy our snack lunch, and the navigation is so easy with all the VORs. At last, we are talking to Spokane Approach and at 1500 I am cleared into the descent to Felts Field with radar vectors for R/W 04 and the approach over the town. Here we decided to use the Exxon FBO – what a good choice as the owner Jim Kieran turned out to be another Ex-8th Air Force guy so we had a very warm welcome. We discussed our plans for tomorrow over the usual coffee and what service as he offered to book us a motel and then drive us out personally after we had been to the Met and Flight Service. Even more impressive, he offered to collect the "two old pilots" early the next day.

We then went to meet the Senior Met Officer. who turned out to be very charming. Our flight documents, qualifications, aircraft, survival kit and plans were checked and she was interested in our "Two Old Pilots challenge", so much so that even though tomorrow was her day off, she offered to come in at 0600 to get our met details ready and brief us in person, but with again the warning that unless everything was perfect our flight plan would not be accepted. Still, she pointed out that a large high-pressure area was already building so our hopes were raised and we enjoyed supper at the local Marie Callendars.

Exactly on time the next day our friendly FBO was at the motel and we made a very thorough check of "Sarah" on the ramp. Next stop was Flight Service followed by Customs and then there she was, our great Met Girl, all smiles as the forecast was good along the whole of our planned route with cloud not forecast to build in the Rockies until mid-afternoon, so our direct flight plan via Cranbrook was approved. 0830 start-up and taxi out, asking for the long runway 03L as we are at almost max weight. As always in "Sarah" we both have kneepad notes with the routes, alternates, headings, speeds, times and frequencies etc: and as a Brit I also take along a sectional chart with the route highlighted just in case the black boxes fail, but I also enjoy map reading!

"As a Brit I also take along a sectional chart with the route highlighted just in case the black boxes fail, but I also enjoy map reading"

Take-off at 0845 with a left-hand departure and clearance to FL .7.5 initially on a really perfect morning. Steady on heading 006 and Spokane clears us up to 9.5 on airway V174 and the visibility is so good that you can already see the Canadian Rockies ahead. We cross the Canadian border with a friendly welcome and approach Kimberley using the Cranbrook VOR still being held at 9.5, which means we

The Author at Jackson Hole in Canada

are quite close to the peaks and we can see the sharp snow-covered mountains ahead. At last, we are cleared up to FL 12.5 and go on to oxygen with a thorough check on everything before we enter the breath-taking Canadian Rockies, the Alps look easy compared to these! We are now out of radar coverage and we talk to some of the airliners above us just to convince ourselves that we are not quite alone.

The VOR still works well and we just settle down to enjoy the scenery when suddenly clouds form ahead, totally against the forecast. We consider a return to our alternate at Cranbrook but decide to have a look see first, and sure enough, once through the small layer we have clear skies ahead. Looking down you can certainly see why Air Traffic is not keen on small aeroplanes using this route, as the scope for a forced landing is very limited and we both agree that if we did have to go down that a landing "upslope" would be preferable, but my word were those Canadian Rockies sharp with no roads, houses or people in this wilderness.

Just like a channel crossing in a single, the front engine sounds rough as we enter the difficult part but everything is in the green. The widescreen camera works overtime as we try to capture the three hours of flying in this amazing scenery and the air is quite smooth as we slowly drift up among the peaks to FL13.5. Regular cockpit checks are made about every 3/4 minutes including the vital oxygen flow but "Sarah" behaves impeccably as usual.

At last, at 1200 we are talking to Calgary Approach as we leave the Rockies with the skyscrapers of Calgary ahead and we are cleared down to 8.5 so come off oxygen and we cannot believe that we have made it. Still the challenge is not over yet at Calgary International advised us that the main runway is temporarily closed and we have R/W 10 with a 20 kt crosswind at 150 degrees, just to keep the adrenalin flowing to the very end.

"A friendly Customs Officer was waiting and amused at my British accent. She smiles even more after we have been cleared"

Landed at 1145 and a long taxi to the Customs area where a very friendly Customs Officer was waiting and amused at my British accent. She smiles even more when after we have been cleared, we ask her for instructions as to how to reach the General Aviation area, for it turns out to be a two-mile taxi!

Executive Aviation are superb and our Cessna is fuelled, oiled, cleaned and tied down while we retire to their comfortable Executive Lounge. Here we have coffee, collect the hire car with a great AOPA discount, check on our wives' arrival time and then drive over to meet them at the main terminal, our final challenge over, but what a memory for a British private pilot. ■

William Hynett addresses the gathered press at the company's HQ

WORDS David Rawlings **IMAGES** Courtesy of Britten Norman

William Hynett: "Proud to bring production back"

Britten-Norman's Islander has been part-built in mainland Europe since 1968, but the company has chosen to bring production back to the UK in a turn of events that will boost the country's aviation industry. **David Rawlings** talked to Britten-Norman about the Islander and why they've decided to bring it back to the UK now.

WILLIAM HYNETT CEO of Britten-Norman recently spoke to the press and several dignitaries at Britten-Norman's Bemberidge HQ on the Isle of Wight announcing that production if the Islander has shifted back to the UK after more than 50 years abroad.

"We are immensely proud to bring production back to the UK, where our manufacturing story began nearly seven decades ago," said Hynett. "This move underlines our dedication to the highest standards of quality, innovation, and the resurgence of British aerospace manufacturing. We look forward to a bright future as we continue to build world-class aircraft right here in the UK."

The move back to the UK is the culmination of years of strategic planning and follows the announcement by the company in June that new aircraft production was to be fully repatriated to its manufacturing site in Bembridge.

The Islander, variants of which have been manufactured by the company for more than 50 years, will be built in the UK for the first time since production was moved to Eastern Europe in the late 1960s. The first UK Islander aircraft now in production is due for completion in May 2024.

A ribbon-cutting took place at an event on Thursday 21st September as the new production line at the Bembridge manufacturing facility was officially opened by Bob Seely, MP for the Isle of Wight.

The move signifies Britten-Norman's commitment to British manufacturing and its dedication to fostering innovation within the aerospace sector. Returning manufacturing to the UK will not only strengthen the company's position as the world-leading sub-regional aircraft manufacturer but also contribute to the growth and development of the British aerospace industry.

The Bembridge manufacturing site has been at the heart of Britten-Norman's operations since its inception, and this repatriation marks a significant homecoming for the company. With a renewed focus on British craftsmanship and engineering, Britten-Norman will be able to enhance its production capabilities, improve supply chain efficiency, and accelerate innovation in aircraft design and manufacturing.

The Company is planning for new aircraft production to increase fourfold by 2027. The repatriation to Bembridge is expected to create numerous

FAST FACTS

52
NEW JOBS CREATED

£20m
INVESTED IN THE REGION

10
CREW AND PASSENGERS

1,300
AIRCRAFT BUILT

job opportunities and contribute to the economic growth of the Isle of Wight and the wider Solent area.

WHY NOW?

To find out more about the company's move back to the UK. AOPA spoke to Lara Harrison, Britten-Norman's Business Development Director.

"Although the official state of manufacture for the Islander has always been the UK, until 15 years ago the aircraft was manufactured entirely under sub-contract in Romania, with the aircraft flying from Bucharest to Bembridge for final customisation and certification," explained Harrison. "In 2009 we started our transition by reducing the Romanian sub-contract to kit manufacture only. These kits were then transported to the UK for final assembly and modification. These changes allowed us to improve efficiency in the manufacturing process and to determine final specification later in the build. Quality oversight for final certification was also made simpler.

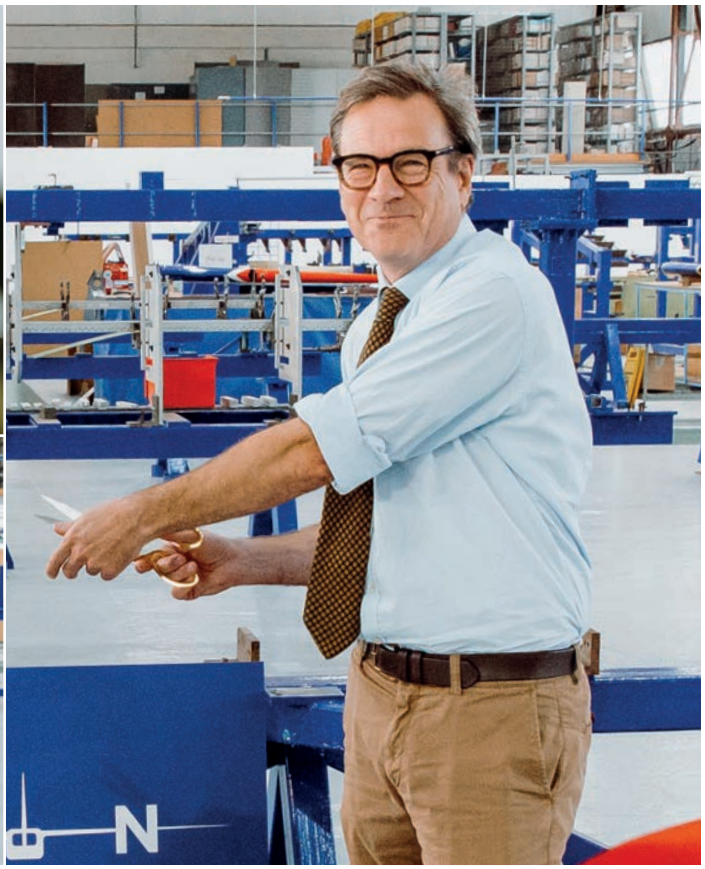
"As part of our Green Futures programme, we will be seeking to make some substantial changes to the Islander in the coming years, including optimising the airframe for the incorporation of hydrogen technology. Britten-Norman also has concurrent programmes looking at alternative fuels and various other alterations to the airframe. These programmes will be delivered more efficiently through the closer proximity of the company's design and manufacturing centres. It also means that Britten-Norman can have greater control of the planned decarbonisation of its manufacturing processes."

LOCAL BENEFITS

Britten-Norman state that by being back in the UK it will be a shot in the arm for the job market as well. "We expect to add 12 additional positions by the end of the financial year, increasing to a further 16 positions by the end of the next financial year. To produce our anticipated output of eight aircraft per annum results in a further 24. That totals 52 new jobs created over the next five years for conventional powered aircraft with additional resource required for when building of the Hydrogen Islander starts," said Harrison.

"That totals 52 new jobs created over the next five years for conventional powered aircraft"

"Over the last 10 years, Britten-Norman has invested over £20m in the region and created more than 100 jobs which have resulted in the personal development pathways for many of our colleagues who are seeking to develop successful careers in aerospace. We strongly believe that the development of young aviation professionals, equipping them with unique



1. Bembridge, which will now be Britten Norman's home
2. Bob Seely MP for Isle of Wight open the new production line
3. Britten Norman's apprentacies at Bembridge

The shop floor is busy with skilled workers

The instantly recognisable Islander

The Islander

Britten Norman has built more than 1,300 Islanders. It is known throughout the world as the market leading STOL performance twin-engine aircraft. Serving customers in more than 100 countries over six continents, the Islander has accumulated around 20 million flight hours providing vital lifelines to remote communities.
The new Islander comes equipped as standard with full IFR glass cockpit, all window seating, enlarged baggage access and a higher All Up Mass than the earlier variants. The aircraft can be equipped with a variety of engine configurations including Lycoming 260hp normally aspirated piston and 300hp fuel injected piston and Rolls Royce 320hp or 400hp turboprop. Available in a variety of configurations, Islander aircraft are versatile and can be equipped to meet a range of roles.

Over 1,300 Islanders have been built since its first flight in 1965

skills and capabilities for aircraft manufacturing and maintenance, will not only create more opportunities in the region but also play a crucial role in addressing the existing skills gap within the UK aviation industry.

In September 2023 we launched our new apprenticeship scheme in partnership with the Isle of Wight College through the Centre of Excellence for Composites, Advanced Manufacturing and Marine (CECAMM). The first cohort of Engineering Fitter Level 3 Apprentices are now working with us four days a week, and one day at college, for their three-year apprenticeship. Britten-Norman has long offered apprenticeship schemes on the island and this collaboration with CECAMM is the most recent example of engineering training offered to young people from the area.

FIRST ALL-BRITISH BIRD

The first new Islander to be produced from the company's relaunched UK production line at Bembridge will be bound for FIGAS (Falkland Islands Government Air Service). The BN2B Islander is expected to be completed by the middle of 2024. "This customer relies heavily on our aircraft to connect the isolated population of the vast region where the fleet is subject to extreme operating conditions and the Islander thrives with its incomparable STOL capability," said Harrison. "The aircraft will feature the latest glass cockpit technology, all-window seating, an improved All Up Mass, and larger baggage bay, amongst other great additions which come as standard for all new Britten-Norman Islander aircraft."

All of Britten-Norman's new aircraft incorporate the latest state-of-the-art avionics as standard. It is a Garmin approved dealer, and offers avionic upgrades to the pre-owned/retrofit market as well.

"Britten-Norman has long offered apprenticeship schemes on the island and this collaboration with CECAMM is the most recent example of engineering training offered to young people from the area"

FUTURE PROOFING

In support of a planned period of growth, Britten-Norman has adopted a sustainable recruitment strategy which focuses on the development of new talent. Historically many of long-term employees began their careers at Britten-Norman through its early apprenticeship schemes and have since grown with the business to senior positions. Upon the launch of the new production line at Bembridge, the company has renewed the apprenticeship scheme in collaboration with the Isle of Wight College to bring fresh talent to the manufacturing line and nurture them with Britten-Norman's 50 years of skills and knowledge as an integral part of the team. The same strategy applies to its engineering and design roles where our innovative teams at Southampton have

1. THe shop floor is a bustling and very clean workspace
2. MP Bob Seely with the company's apprentices
3. The interior of Britten Norman's hangar at Bembridge

taken on several Aeronautical Engineering graduates and Design internships which have proven not only resourceful but have sprung new ideas on how to further develop our products.

"New product development will underpin our longer-term growth strategy, and we have been working with leading research and development organisations to investigate sustainable powerplants for our aircraft under our Green Futures scheme," Harrison said.

"As part of Project Fresson, we have been working closely with Cranfield Aerospace Solutions with the goal of developing a net zero aircraft powered by hydrogen. Thanks to a huge amount of hard work and strong collaboration, the Hydrogen Islander remains on track for certification by the end of 2026/early 2027. The project will deliver a hydrogen electric powerplant for the Islander based on externally stored gaseous hydrogen."

FUELLING OPTIONS

Sustainable Aviation Fuel (SAF) is also being scoped as an option that Britten-Norman would like to offer to its customers.

The Islander is currently available with either piston or turboprop engines, Avgas 100LL and Jet A1 fuelled, respectively. Most of its operators use piston Islanders and one of the hurdles the company has faced is the lack of SAF investment in this piston market. Harrison said that the initial approach to the piston market is to work to introduce unleaded Avgas to allow more environmentally sustainable operations. "In parallel we are also investigating potential piston SAF solutions with industry partners and remain hopeful that these could be available before the end of the decade.

"For our turboprop customers there are already opportunities to reduce carbon footprint and we will continue work with Rolls Royce to develop a 100% SAF solution for the turbine Islander, which we hope to get to market in the next year. We will be delighted to share further news on this development with our customers once certified."

"Most of our operators use piston Islanders and one of the hurdles we have faced is the lack of SAF investment in this piston market"

Under Britten-Norman's Green Futures scheme, which was launched in 2023, customers can benefit from buying conventional aircraft now that are future proofed. The scheme allows trade-in of any new aircraft against any of their Green Futures products.

Customer feedback is incredibly important to Britten-Norman in developing its aircraft. "We are working closely with industry leading aircraft design bureaus, avionics developers and cabin designers to transform the flying and passenger experience onboard our aircraft. We are excited to see what the future holds and continue to offer the amazing, rugged reliability and unrivalled STOL capabilities of the Islander," concluded Harrison. ■

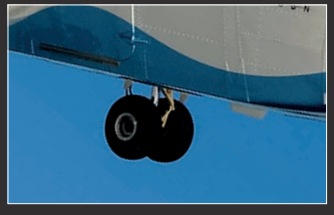
TECH SPEC Britten-Norman Islander

BASE PRICE: €1.4M

SPECIFICATIONS
Powerplant: 2 × Lycoming O-540-E4C5 6-cylinder air-cooled horizontally-opposed piston engines, 260 hp (190 kW)
Propellers: 2-bladed Hartzell HC-C2YK-2B constant speed propellers
Crew: One
Capacity: 9 passengers/2,048 lb (929 kg)
Wingspan: 49 ft 0 in (14.94 m)
Height: 13 ft 8+3⁄4 in (4.18 m)
Empty weight: 4,114 lb (1,866 kg)
Max takeoff weight: 6,600 lb (2,994 kg)
Fuel capacity: 137 imp gal (620 L)

PERFORMANCE
Max speed: 148 kn (170 mph, 274 km/h)
Cruise: 130 kn (150 mph, 240 km/h) at 12,000 ft
Stall speed: 40 kn (46 mph, 74 km/h)
Range: 755 nmi (869 mi, 1,398 km)
Service ceiling: 11,300 ft (3,400 m)
Rate of climb: 860 ft/min (4.4 m/s)
Take-off run to 50 ft: 1,218 ft (370 m)
Landing run from 50 ft: 980 ft (300 m)
Never exceed speed: 183 kn (211 mph)



More than 1,300 Islanders have been built

WORDS & IMAGES David Hastings

THE EYES TO THE RIGHT!

When **Roy Murphy's** eyesight was in danger of stopping him flying, he went on a one man mission to ensure he wouldn't be grounded – during his adventure he became a guinea pig for the CAA

PRESBYOPIA (more commonly known as 'long-arm' syndrome) is a condition that affects almost all of us, sooner or later. As we get older, the natural crystalline lens in our eyes becomes progressively harder, meaning that the muscles in our eyes are no longer able to sufficiently change the shape of the lens, leaving our eyes unable to focus on near objects. We hold the object further away to allow us to focus on it, but eventually our arms simply aren't long enough and even if they were, the object would then be too far away to see! At this point, most people buy their very first pair of reading glasses and that's when things really start going downhill.

I was 46 when I first noticed the symptoms of presbyopia. I reluctantly bought my first pair of +1 strength 'readers' a year later and over the next decade or so, as my lenses became ever harder, my eyes needed progressively more powerful magnification to compensate. They eventually stabilised with +2.5 strength readers. Lots of them. Scattered everywhere.

I had a pair of readers in each car, jacket and room. I had professorial, frameless readers with brushed stainless-steel arms for meetings where I wanted to look intellectual. I had an antique pair of gold-filled Algha half-moon readers for fun. I even had 'reader sunglasses' with integrated dark +2.5 lenses, so I could read a book on the beach without the need to simultaneously balance two pairs of glasses on my nose; my normal readers precariously fighting for space next to my regular sunglasses. Of course, I also had a pair in my helicopter (plus a spare pair, as required by the CAA) that perched on the end of my nose, so I could set the QNH and read the map. Oh yes. I had lots of readers.

None of these situations made me look in the least bit cool, and what I hadn't realised during that period was that every day, on each of the dozens of occasions when I fumbled around looking for my +2.5 glasses to see the date on my watch, check a text on my phone or read the outside temperature on the car's dashboard, I was taking another step closer to insanity. My reliance on 'readers' was slowly driving me mad.

A year ago, I was out with a similarly aged pilot and noticed he could read a text on his phone without readers. I learned that he'd undertaken 'Lasik' laser surgery to provide monovision i.e. one eye was corrected to predominantly focus on near vision, the other on distant vision. The brain soon adapts to process the image from the 'near vision' eye when reading and the 'far vision' eye for long distance. As I'm sure every pilot knows, aviation vision standards demand good accommodation across near, intermediate and distant vision from each and both eyes. Although this pilot's vision met the minimum standards, there's a risk that others wouldn't be so lucky during their post-procedure eye test and subsequent annual medicals. Indeed, it was only this year that the CAA accepted the monovision procedure as legal, but then only on the condition that glasses are readily at hand to compensate for the effects (and assuming you successfully pass all the other normal vision tests).

Coincidentally, just after my conversation with this pilot, I attended a charity dinner and bumped into an old chum, I noticed he was reading the wine list without the need for any glasses. He explained that a few years ago, he'd been suffering from cataracts and so had undergone surgery to replace his natural crystalline lenses with artificial lenses. He could have gone to the NHS and had standard mono-focal lens implants (which are fixed-focus lenses geared for distance vision) and although these would have fixed his cataract problem, he'd still have needed glasses. Instead, he'd decided to go private and replace his natural lenses with high-performance 'tri-focal' lenses, enabling him to focus across all ranges without glasses.

Unlike mono-focal lenses, tri-focal lenses are comprised of multiple microscopic concentric rings, each ring precisely engineered to focus on a different distance, allowing each eye to see clearly across near, intermediate and distant ranges. I found the idea of a stranger chopping bits of my eyes out with a laser quite daunting. I was so envious however, I decided I'd do some research the next morning.

Laser Lens Replacement (LLR) is also known by other terms, such as Natural Lens Replacement (NLR), Refractive Lens Exchange (RLE) and Presbyopia Lens Exchange (PRELEX). LLR with tri-focal (or multi-focal) Intraocular Lenses (IOLs) are available to most people whose eyes are in good health, with no identified problems that could affect lens performance. Those with macular degeneration or visual field loss (from


"I was
46 when I first
noticed the symptoms of
presbyopia. I reluctantly
bought my first pair
of +1 strength
readers'"

glaucoma for example) will not be suitable for tri-focal lenses. Additionally, lens replacement is not suitable for those with diabetes.

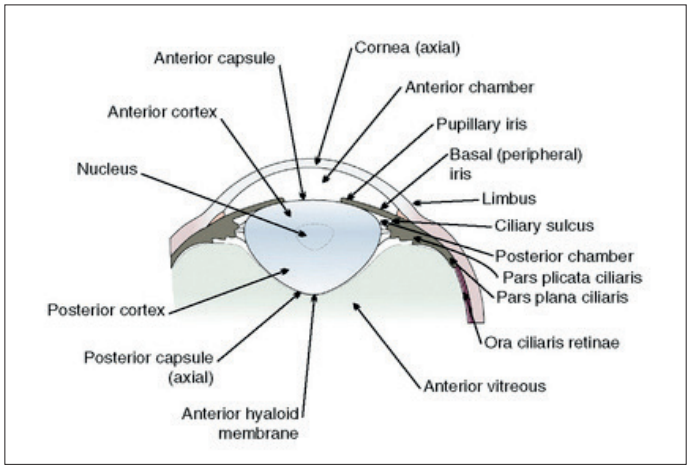
The natural crystalline lens is contained inside a membrane called a capsular bag, which is located behind the pupil. The LLR procedure involves using a laser to break up the dysfunctional lens in the bag and then, through a laser incision just 1.8mm across (no stitches required), the old fragmented lens is suctioned out through a tube connected to a sort of micro-vacuum cleaner. This leaves a nice empty space for the replacement lens to sit in. Unlike the natural lens, the new IOL is flexible and more or less flat, so it can be rolled up and carefully inserted into the capsular bag, using a sort of cartridge gun syringe (it sounds worse than it is, honest). Once inside the bag, the artificial lens unfurls and the surgeon rotates it into the correct position and, when happy, secures it using haptics. The procedure itself takes just minutes, but as with almost all complex operations, there's a lot of careful preparation that needs to be completed first, in order to be successful.

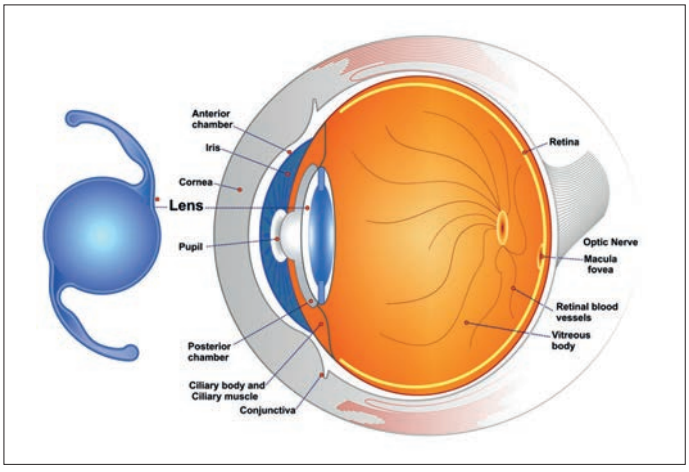
I decided to visit an eye specialist in London for an initial consultation. The consultation lasts about three hours and involves a wide range of tests conducted by a team of highly trained technicians and optometrists: evaluation of vision and refraction (basic eye testing), contrast sensitivity, corneal mapping, a check of the overall eye aberrations, as well as the contribution made by the cornea and the natural lens within the eye. A dry eye test (Schirmer's test) is also performed as well as a pressure check (Tonometry) and corneal thickness evaluation (Pachymetry). Finally, the eyes are dilated and a wide-field scan of the retina and optic nerve (Ocular Coherence Tomography) is performed to check the health of the back of the eye, and to check for any condition that may adversely affect the outcome of LLR. After the tests are complete, the ophthalmic surgeon reviews the results and discusses your suitability, requirements and answers any questions. The surgeon confirmed the good news that there was technically no reason why I couldn't proceed with the operation. I was delighted, not least because as I was leaving, he pointed out I had a cataract developing in my left eye.

Back at home, I went to the CAA website to check on the post-op revalidation period (obviously, I would be unfit to fly until my post-op fitness assessment was satisfactorily completed). It was at this point when I noticed that although the CAA approved the basic mono-focal IOLs, it specifically and most definitely did not approve of tri-focal IOLs. The reasoning, of course, was all about safety. Elsewhere in the world, there had been reports from military eye hospitals testing post-op Class 1 licence holders with tri-focal IOLs. These indicated potential issues with transient halos/starbursts and particularly glare and contrast issues in low light conditions. Apparently, several CPLs in far flung lands had failed their post-op tests and faced the dilemma of deciding whether to risk reversing the procedure and go back to wearing glasses, or ending their flying careers. As a class 2, I argued with the CAA and even offered to forfeit my night rating, but 'rules is rules' and the computer categorically said no. My disappointment was painful, but what I didn't realise until later, was that those reports hadn't kept up with developments and related to earlier generations of tri-focal IOLs.

"I argued with the CAA and even offered to forfeit my night rating, but 'rules is rules' and the computer categorically said no"

Three months later, my cataract made itself known and the vision in my left eye began to deteriorate rapidly. After a further three months, I was at the point where I considered grounding myself, but my desire to keep flying was even greater than my desire to be rid of glasses, so I decided to resurrect the IOL idea and learned about the latest mono-focal LLR procedures. For some inexplicable reason, I also revisited the CAA website and noticed that for once, pragmatism had prevailed. The CAA had very recently conceded that tri-focal IOLs





The eye is a complicated piece of anatomy and the CAA were very wary of pilots who had had surgery, but Roy helped change the rules

Roy's collection for readers before his operation

could now be accepted, subject to all the usual (stringent) post-op tests being successfully passed. I could hardly believe what I was reading. The CAA had had a change of heart, and I sighed with relief.

I contacted my AME and did more research. I sought advice from Adrian Chorley, the ex-head of the CAA's now defunct ophthalmology department and spoke to various other specialists about the options and risks. I very soon became a self-certified armchair expert in the features and performance of all the latest available tri-focal IOLs. Worryingly however, I couldn't find a single pilot who had successfully had the operation and survived the post-op fitness assessment, but I soon realised this was because the CAA's concession was so new, nobody had yet been through the process.

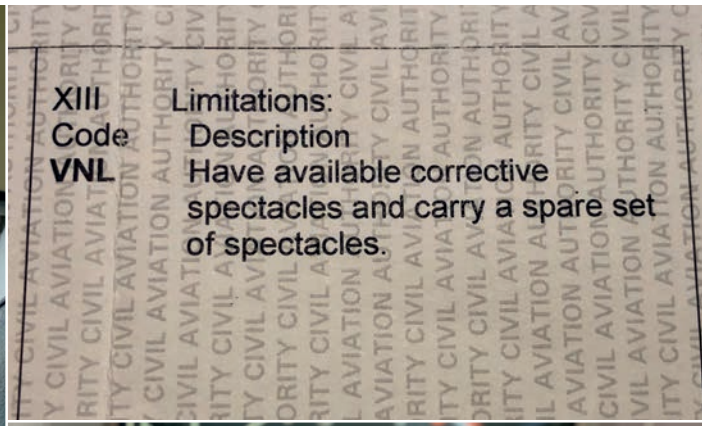
I consulted the surgeon again. He explained that in the event of failing the post-op CAA tests, he could remove the tri-focal IOL and replace it with a mono-focal, but as removal is a much trickier operation than insertion, it would involve a greater level of risk. Eventually, we decided to proceed, but with 'piggy-back' IOLs. This involved a regular mono-focal lens in the capsular bag, but with the addition of a tri-focal IOL in the ciliary sulcus, the small space between the posterior surface of the iris base and the anterior surface of the ciliary body. The piggy-back IOL was designed for patients who had already undergone mono-focal LLR for cataracts but, for whatever reason, hadn't opted for the tri-focal lenses (this is significant, particularly for pilots). The idea was that if I failed the post-op tests, it would be a much more straight-forward procedure to remove the potentially problematic tri-focal lens in the sulcus, leaving the mono-focal lens in the capsular bag. In that event, it would be back to readers, but with my licence.

The date for the first procedure was booked. I'd have my left eye done on the Monday and the right eye done on the Wednesday.

"This involved a regular mono-focal lens in the capsular bag, but with the addition of a tri-focal IOL in the ciliary sulcus"

The surgery is typically performed under local anaesthetic, and most patients opt to have intravenous sedation, which involves insertion of a venous cannula and periodic injection of sedatives to keep the patient relaxed. While awaiting surgery, the pupils are dilated with a series of eye drops and antibiotic eye drops are used to prevent infection.

It sounds scary, but although under a local, I wasn't really aware of what was going on during the procedure. My head was held fast in a cradle and the eyeball gently attached to a suction cup to prevent movement. I was aware of the team around me and could respond to instructions from the surgeon, but there was absolutely no discomfort at all and before I knew it, I was back in reception, my eye bandaged and my pockets stuffed full



1. Roy with his 'double glasses' look
2. Roy's former medical 160 limitations
3. How the instruments used to appear to Roy without his galsses on

with a variety of eye drops: anti-inflammatories, antibiotics and artificial tears.

The next day and with not a small amount of trepidation, I removed the bandage. I opened my eyes and immediately found that the image comparison between the new IOL and my natural lens was astonishing. The image through the IOL was very bright and vibrant – the whites were really white, the contrast more extreme and colours more vivid. Most importantly, I quickly found a book and discovered I could easily read the pages – without glasses – for the first time in almost thirteen years. I spent the remainder of that day wearing sunglasses and looking for tiny text to read.

The next day, I went back to the surgeon for my initial check-up. Amazingly, this showed that I already had 20/20 vision in that eye – less than 24 hours after the procedure. I couldn't wait for eye number two.

The mono-focal IOLs procedures that the NHS provides are typically scheduled for several months apart, but with privately implanted tri-focal IOLs, the two procedures are arranged to happen as closely together as possible. This is so the brain starts to adapt to the new images faster and just once. 24 hours is all that is needed before checking on the success of the first eye, before progressing to the second eye.

On the Wednesday, the procedure for eye number two went equally well and on the Thursday, tests confirmed I had 20/20 vision in that eye as well. I followed the strict regime for the various eye drops over the next four weeks, before returning for a final check-up with the surgeon. A variety of tests were performed, not dissimilar to those conducted in the original consultation and I was pleased to learn that by then, I had better than 20/20 vision in each eye. This was fabulous news, but the real test would be with Adrian Chorley, who would conduct far more detailed aviation-specific tests and hopefully, confirm my return to fitness as far as the CAA and my licence was concerned.

This was done seven weeks after the procedure and was both interesting and scary in equal measures. I was effectively a chronically apprehensive guinea pig for the CAA. The tests were exhaustive and included several of the dreaded contrast/glare/low-light tests that had already seen the demise of several other pilots. After a stressful hour or two, I was relieved to learn that I had passed all tests with flying colours. Deo gratias – I was back in the air!

For me, the procedure has been a genuine life-changing event. I now have perfect vision and will never need glasses. From a timing perspective, I couldn't have been more fortunate. The availability of the latest developments in IOL technology at precisely the time I needed them (and the recognition of same by the CAA) was nothing short of a miraculous coincidence.

Interestingly, IOLs aren't new. In fact, the first IOL procedure was successfully conducted well over 70 years ago. It was during WWII when British ophthalmologist Sir Harold Ridley noticed that RAF pilots' eyes that had sustained eye injuries from shattered windshield plexiglass, didn't show any rejection or foreign body reaction – unlike shards of glass. Deducing that the transparent material was inert and potentially useful for implantation in the eye, Ridley designed and implanted the world's first ever Perspex IOL in 1949! That lens was manufactured by the British company Rayner, which still operates today. My tri-focal IOLs were made by the same company.

Although IOLs have been routinely used since the seventies, the technology has advanced exponentially, meaning that the latest generation IOLs offer exceptionally high-quality vision – hence the CAA's recent change in heart. Predictions indicate that over 32 million IOL annual procedures will be performed worldwide during 2020 (no pun intended) – and that number is rising.

"24 hours is all that is needed before checking on the success of the first eye, before progressing to the second eye"

Cost? It's not a particularly cheap procedure. In my case, the total cost was about £8,700, including pre- and post-consultations/tests. This might vary, depending where you go and what you have done. For example, astigmatisms can also be corrected, but require a special 'toric' IOL that must be engineered as a one-off.

Risk? While any surgery isn't risk-free, research shows that the risks with IOL procedures are lower today when compared with conventional laser eye treatment – which also remember, doesn't resolve the cataract issue. Proper and thorough preparation, adhering strictly to the post-op eye drop regime (infection is a significant risk) but most importantly, choosing a highly experienced and expert surgeon, reduces the risk to a minimum.

Given the CAA's recent relaxation in its position, I imagine there will soon be an increasing flow of pilots lining up to take the plunge. The several (non or ex-pilot) friends I've already convinced to do so are delighted with their results.

After I was finally signed off, I collected all the readers scattered around my home, my cars, at work and in various coats, jackets and bags. I counted no less than 53 pairs of +2.5s, frustratingly accumulated over the last few years. With so many people now enjoying freedom from spectacles, I shouldn't have been surprised that my bulk sale of readers attracted such little interest on eBay!. ■

DIRECT TO YOUR DOOR SIX TIMES A YEAR

Your **AOPA membership** opens up **a whole world of aviation** to you, including the bi-monthly magazine

CLASSIFIED ADS

AIRCRAFT FOR SALE

DERRICK INGS
AIRCRAFT SALES

offer a professional, friendly & individually tailored service to both business & private clients to suit your specific requirements & budget

PIPER PA-31-325 NAVAJO C/R (1977)

The 325 C/R variant of the famous Navajo is an 8 seater (2x crew and 6x pax). This one is based in Iceland where the buyer would be made welcome to view and carry out an inspection [such a great chance to visit fabulous Iceland). See spec sheet at www.derrickings.com for full details.
USD$229,000 [offers also considered] - for the UK & EU Import VAT will also be applicable.

CESSNA FR172J Reims Rocket (1973)

This is a Reims built aircraft which in the past two years went through an airframe and avionics refurbishment - see spec sheet at www.derrickings.com for full details.
A special aircraft, too much to write here.
GBP£165,000 FIRM, FIXED PRICE (No VAT in the UK)

CHECK WEB SITE FOR LATEST LISTING - WHICH CAN CHANGE AT SHORT NOTICE - IF YOU ARE A SELLER – DON'T FORGET TO CHECK THE WANTED PAGE ON THE WEB SITE.

For further information contact:
DERRICK INGS AIRCRAFT SALES
PO Box 1559, Gillingham, Dorset, SP8 4WB, UK.
Tel: +44 (0)1747 825378 Mobile: +44 7836 708564
Email: sales@derrickings.com
www.derrickings.com

PS-28 CRUISER (FACTORY BUILT SPORTSCRUISER) 2021

Beautifully kept. Aways hangered. Modern glass cockpit (Dynon 100 EFIS & Dynon 120 EMS). Garmin 695. Sensenich 3-bladed propeller. Ballistic Recovery System - (rocket replaced & parachute repacked 2023). 810hrs TT airframe & engine, ARC till 25.05.24. 100hr check completed 27.05.23. Gearbox overhauled 2022. Factory fitted uprated nose leg. Uprated main undercarriage fitted 2022. OIRO £89,950

David or Paul (in Lincolnshire) 07484-143177 saxsations@gmail.com

DE HAVILLAND CHIPMUNK DHC-1

A rare opportunity to own a fully restored very low hours example of this iconic Royal Air Force aerobatic training aircraft. TT airframe 4,320 hours, TSO engine 16 hours, 2x12 gallon fuel tanks, Trig 8.33 MHz radio, Trig Mode S transponder. 2xUSB charging points. Garmin GPS Map 496. LAA Permit to Fly valid to September 2024. £95,000 (no VAT)

Enquiries: Mike Whalley mdwhalley@btinternet.com

CESSNA F150H (1968)

TTAF 12637, Engine 235. Currently privately owned, last Annual Sep 22, ARC due Sep 23. A very tidy and well-maintained aircraft. £50,000 ONO

Contact Keith **+44(0)7742 249253**
or James **+44(0)7792 126101**

FOR ALL ENQUIRIES

Please contact
CHARLOTTE PULHAM
at
charlotte@aopa.co.uk
+44(0)1487 830105 or **+44(0)7583 140127**

CLASSIFIED ADVERTISEMENTS

AIRCRAFT FOR SHARE

Based on a farm strip (800m 24/06) between Grantham and Sleaford in Lincolnshire. Excellent availability, easy rollout from front of secure, alarmed hangar. No other aircraft. TT Airframe: 3,913hrs. Engine: 0-200 1,658hrs. Garmin GTX330 Transponder. VOR. Trig 8.33 radio £65/month and £75/hr wet. 1/3rd share £15,000.

Contact **David** 07977 907024 skyranger112@gmail.com

MOONEY 201 HANGARED AT BOOKER WITH GTN 750

Share £2,999 Monthly £130 Hourly £170

Contact details @ www.zitair.aviators.net

TTAF 7186hrs. TTE 83 hours from O/H. TTP 83 hours from new, Annual and ARC 9/24. Sigtronics Intercom. Icom 8.33 transceiver. Narco transceiver. Bendix King Modes S transponder. Garmin colour 496 GPS. Has undergone a thorough overhaul with new paint and all new windows at TLAC. Ready to use either privately or for flight training.

Contact The Light Aircraft Company Ltd
01328 878809 sales@g-tlac.com

TTAF 14970. Engine 0-200A 655Hrs, overhauled in 2018. Prop Sensenich 69CKS 110Hrs, overhauled 2022. Annual and ARC due Oct 2024. Trig TY96 radio. Trig Transponder. Narco Mk12D Nav. Narco Audio Panel. A much loved and well maintained Cessna F150L. Recent NDT on wings IAW Cessna

Contact The Light Aircraft Company Ltd
01328 878809 sales@g-tlac.com

Cherokee PA28-180 hangared at Popham. 11th Share price £3500 ono. £100/month, £90/hr wet. 2019 avionics upgrade. Resprayed 2020, and propeller zeroed in April 2021. As of December 2022, engine @ 685 hours, airframe 6286. Long established group, good availability. Minimum 100 hours required.

For more details contact **Russell - 07785 296816, rcookpa28@gmail.com**

FOR ALL CLASSIFIED AD SALES ENQUIRIES

Please contact
CHARLOTTE PULHAM
at
charlotte@aopa.co.uk
+44(0)1487 830105
or
+44(0)7583 140127

CLASSIFIED ADVERTISEMENTS

1978 Piper Navajo PA31-310C. ¼ equity share for sale, competitive price. Based North Weald. TTAF 4405. 100 hour check completed March 2019. Co-pilot panel. Extensive avionics including Garmin GNS430, Garmin MX20, King KLN90B second GPS, King RDR2000 weather radar, radio altimeter, Shadin fuel computer, altitude alert

Contact **RON** 07771 841613 ron.priorhouse@gmail.com

2005 G1000, CESSNA 182T 1000 FOR RENTAL, G-NYKS

Synthetic Vision, TCAS, KAP140 Autopilot, Non—WAAS, so needs ILS for 200-foot minimums. Total 988 hours, engine purrs. It is my spare aircraft to use when the SR22 is in service, and to do London - Cape Town and back, at some point of time, so I usually need it for a month in January/February, and G-NYKS needs to fly more. Based in Denham, but flexible with potential arrangements, to be based on £140 PH dry.

Contact **Mark** at mark.lapidus@amedeo.aero

FOR ALL ENQUIRIES

Please contact
CHARLOTTE PULHAM
at
charlotte@aopa.co.uk
+44(0)1487 830105 or **+44(0)7583 140127**

FOR ALL CLASSIFIED AD SALES ENQUIRIES

Please contact
CHARLOTTE PULHAM
at
charlotte@aopa.co.uk
+44(0)1487 830105
or
+44(0)7583 140127

1973 N REG PIPER ARROW 2 BASED AT DENHAM - 1/5 SHARE FOR SALE

Long established and friendly group looking for a 5th member. Airframe 5900hrs. Engine TSO 2050. IFR equipped. Garmin 430. Garmin GTX330 Transponder ADSB equipped. Digital CHT/Fuel flow monitor. Piper Autocontrol 2 autopilot. On line booking system with good availability.

Share£3000.£200/month£100/hourwet.Minimum100hrstotal.10hrscomplex.
Please contact Andrew Levison 07956 282940 andrewflyboy1@aol.com

CLASSIFIED ADVERTISEMENTS

EQUIPMENT

TECHNICAL

INSURANCE

INSURANCE

CLASSIFIED ADVERTISEMENTS

PROPERTY

ISLE OF MAN RESIDENTIAL PROJECT

Interest for aircraft owner/pilot entrepreneur

Requiring completion internally plus driveways/ landscaping this project offers a private location of c. 2 acres close to Douglas, hospital, schools and financial/legal services. Airport 25 min with daily services to London. Excellent family and recreational environment. Easily accessible private airfield nearby (no rights or influence).

South facing part new detached dwelling. Upstairs 2 cottage bedrooms, bathroom. Downstairs rooms - kitchen, breakfast area, utility, cloakroom, reception, family, dining, entrance lobbies, bedroom and bathroom, further 2 living rooms, large rectangular epoxy coated aluminium/ glass conservatory. Double garage.

£600K

reproperty6@gmail.com to arrange discussion

"GWEL NANS" HOLIDAY HOME TO RENT IN CORNWALL

Trevellas, Cornwall, TR5 0XT

Fly in with ease to the Perranporth airfield (EGTP) which is a 5 minute walk away, this modernised cottage sleeps 6, Beautiful views & scenery. Everything you need close by for coastal break away!

Contact Michelle 07748654565 or Eddie 07855267735 for more information. gwelnans@cyberseymour.com

COURSES

COME GLIDING AT

The Cotswolds Gliding Club

We run residential and visitor courses for all levels in the beautiful Golden Valleys of the Cotswolds.

Whether a beginner, converting to solo, or looking to try aerobatics and cross country we welcome pilots of all ages and ability.

Contact the office on 01285 702100, email at office@cotswoldgliding.co.uk, or check out our website

COTSWOLDGLIDING.CO.UK

FOR ALL CLASSIFIED AD SALES ENQUIRIES

Please contact
CHARLOTTE PULHAM
at
charlotte@aopa.co.uk
+44(0)1487 830105
or
+44(0)7583 140127

MENDELSSOHN

THE UK & EUROPE'S AVIONICS SUPPLIER

Bose A30

The Bose A30 is the most comfortable around-ear headset Bose has ever created. It dramatically elevates every flight with the best combination of comfort, audio clarity and active noise cancellation available on the market.

Lightspeed Delta Zulu

Crystal-clear communication, ultimate comfort, and carbon monoxide protection. With advanced ANR technology, superior comfort, and groundbreaking safety features, the Delta Zulu sets a new standard in aviation excellence.

HM40 ANR-C

Carbon Fibre bluetooth ANR noise cancelling headset. Ultra lightweight - just 300 grams. Super comfort and superb noise attenuation. Adjustable headband allowing maximum comfort. Mic boom can be rotated to left or right side.

uAvionix SkyEcho 2

A portable ADS-B IN/OUT transceiver which enables you to SEE and BE SEEN by transmitting your aircraft position, altitude, course, and speed to surrounding aircraft, and receiving ADS-B and FLARM data for display in your Electronic Flight Bag.

AvMap Ultra EFIS

Designed for light-sport, ultra light and experimental aircraft, the AvMap Ultra EFIS contains solid-state gyros, accelerometers, magnetic field sensors, air data sensors and UAV Navigaiton motion processor. Compact, light and easy to install, providing reliable and advanced ADAHRS.

Dynon D3 EFIS

Featuring improved brightness, a new intuitive touchscreen interface, new synthetic vision display, and an even lower price point, the D3 is the most advanced portable safety device Dynon has ever made.

Garmin G5 EFIS

Boasting a bright, 3.5 inch sunlight readable liquid crystal display (LCD), the G5 is approved as a primary source for aircraft attitude or turn coordination information and secondary source for altitude, airspeed and vertical speed in a single instrument.

uAvionix AV-30 EFIS

AV-30 EFIS - compact yet powerful instrument provides essential flight information at your fingertips. With its crystal-clear display and intuitive user interface, the AV-30 enhances your flying experience with real-time attitude, altitude, airspeed, and navigation data.

Visit our website to see our full and comprehensive supplies of aviation products

GPS.CO.UK

+44 (0) 131 447 7777

Suppliers of all leading manufacturers

BOSE · LIGHTSPEED · ICOM · uAvionix · GARMIN · BendixKing · DYNON · David Clark · rc allen instruments · AvMap SATELLITE NAVIGATION · f.u.n.k.e. AVIONICS GMBH · TRIG · Bad Elf