

AOPA UK

June/July 2023

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AVIATION FOR ALL

An interview with Cate Brancart on ensuring the future of GA is as healthy as possible

INSIDE

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UK TRANSPORT INFRASTRUCTURE

AT LEAST the weather was reasonable for the first of this year's General Aviation trade shows, Private Flyer at Wycombe Air Park. Notwithstanding that, I'm told the turn-out was not as hoped for. Thank you to all our members who took the time to attend and visit the AOPA stand, either to make enquiries or just to catch up. It remains to be seen how the number of attendees at AeroExpo UK next month at Sywell and the Private Flyer Leeds turn out. AOPA will be present at both. However, at least there were three options of getting to the Private Flyer show unlike the previous weekend.

The rail strikes continue to trundle on and are having a direct effect on AOPA's business, not that the rail unions are targeting AOPA. However, it took more than a rail strike to deter nearly twenty members of IAOPA attending the Europe Regional Meeting at the new AOPA HQ on 12th – 13th May. AOPA has been making plans for some time to mark the opening of the new HQ building and the date dependent on the availability of the prestigious guest who will declare it open. This is now being rescheduled due to a rail strike being held on that day so back to the drawing board.

Not that there is always the option of travelling by rail. No matter where you are in the country, you'll find potholes. On the plus side more care now needs to be taken when travelling along country lanes and at night. Also, to be fair the National Government has given more money to local authorities to get them fixed. I was talking recently to someone who was musing as to why other European countries don't have the same problem given the similar nature of their winters.

Having covered rail and road, this brings me to that last part of the UK's travel infrastructure, airfields. Following the latest report on the progress of turning airfields into garden villages I was disheartened to learn that Southend Airport is exploring the sale of their aviation business which is London Southend Airport. Surely Southend should be valued as an important strategic airport in that part of the country? Also, the owner of Popham has submitted the site for a 3000 home development in the Strategic Housing and Economic Land Availability Assessment and has been shortlisted for development as part of the Local Plan review by Basingstoke and Deane Council. Whilst not a minor international airport Popham will be a huge loss to the General Aviation community in this country. Similarly, tenants at Rougham in Suffolk have been given notice to quit by the end of May this year. These join other national assets such as Cambridge, Coventry and Doncaster/Sheffield.

The question is does the Government have a national Transport Infrastructure Strategy that involves valuing and maintaining the existing national assets, be they roads, rail or aviation?

Whilst it is not AOPA's mission to influence the government on road or rail, it is trying to make a difference in protecting general aviation. It can't be achieved without your help, so as membership renewal time approaches please continue with your membership and consider getting involved. ■



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Material for consideration for the August/September issue should be received no later than 1st July 2023.

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EDITOR'S COMMENT

TIME TO GET FLYING

As with every June/July issue of AOPA UK's magazine we have the Flight Directory, your guide to AOPA's corporate members who can help you with your piloting licences, aircraft or equipment. So now is the time to hand your copy of the magazine to anyone who has shown an interest in flying. The more pilots we have, the stronger General Aviation becomes.

We also have the results from the members' survey – thank you to everyone who took the time to answer the questions – your information certainly helps us improve as an organisation. And don't miss a fantastic flight test of the Diamond DA50 RG, which will put the cat amongst the pigeons when it comes to other aircraft in its class. Turn to page 38 for Tom Horne's report on the V6.

As always, enjoy your flying and blue skies!

David Rawlings

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WHEN IT COMES TO REVOKING A PILOT'S LICENCE, DO WE NEED AN OVERHAUL?

Does the Just Culture work within the CAA's framework? Do we learn from others' mistakes? **Martin Robinson** believes something needs to be done

THE CONVENTION on Civil Aviation was signed on 7 December 1944 by 52 Countries (states) – often referred to as the Chicago Convention – and was ratified by 5 March 1947, coming into being on 4 April of that year. By October 1947 ICAO became a specialised agency of the UN, linked to the Economic and Social Council. The founders understood the value that civil aviation could bring to the world, where aviation is used for the peaceful expansion of trade and movement of people.

ICAO requires the UK to put into place a State Safety Plan to regulate and oversee the UK aviation system. In essence the UK is obliged to put into its national legal framework ICAO Standards. Whilst some will argue that ICAO only deals with international aviation and that a State can file differences, these differences are meant to be temporary and should be removed over time. Also when differences have been filed, they are likely to be reviewed during an ICAO State audit. Since 1962 IAOPA has participated in ICAO and it's important to note that when agreements have been reached and are implemented in national legal frameworks, it's almost impossible to amend the legislation.

States often view the ICAO requirement as not less than and often go further than ICAO intended.

Several years ago, AOPA took part in some work with the CAA to review claims of gold plating, the final result was the CAA's commitment to no gold plating of ICAO Standards and where evidence of such exist to work on removing it.

A great deal of AOPA's work goes into

'word-smithing' proposed rules and regulations. Where changes are being proposed AOPA's position is normally that unless they increase safety at an affordable cost, as the deliverable, we won't normally support.

Through IAOPA we remain invested in representation at ICAO in Montreal and in EASA. Influencing the development of regulations is our primary role, delivering the right solutions for General Aviation.

CHANGES HAVE HAPPENED

Over the years we have seen a number of changes take place within the CAA. The authority has a number of roles from the oversight of Commercial Air Transport, Aerodromes, Airspace, Consumer Protection to General Aviation. AOPA communicates with a number of different departments within the CAA, not just the GAU. One fairly recent change, made by the CAA, was the adoption of a 'Just Culture' process, mainly to deal with airspace infringements but not solely. Although Just Culture policies are more commonly found in larger organisations it can be applied in other ways like the CAA has attempted to do.

The objective is to deal with accountability by responding to individual behaviour in a fair and just manner by changing the way we think about errors. I have a number of questions about the manner in which the CAA has implemented the Just Culture process.

Does the CAA fully understand the principles of such a process; and do GA pilots understand the CAA's process of 'Just Culture'?

A number of pilots that I have met and

who have been through the process feel that the CAA acts as judge and jury, meaning the process is not one of fairness. Most 'Just Culture' systems appear to be based on openness, where individuals are encouraged to engage without fear of reprisal. This is one of the fundamental principles behind the MOR process – as the information provided through an MOR is done so without the individual being cautioned, the MOR data cannot be used as part of a prosecution. This should then lead to the right safety critical information being reported and possibly saving lives in the future.

However, the MOR doesn't stop the CAA from using the information as part of a separate investigation.

If we want to preserve the safety reporting system it's important that pilots can trust the MOR system. All airspace infringements are reported by Air Traffic Controllers through the MOR process. So, is it a tool for improving safety or a reporting mechanism for the CAA to consider further action? It may be both!

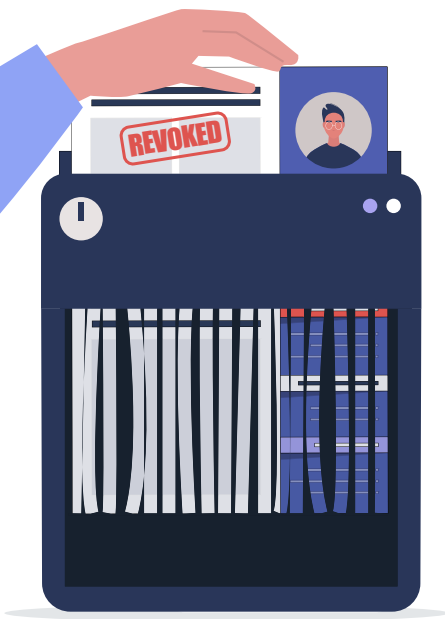
The CAA has a responsibility here to safeguard the integrity of the MOR system – lives depend on it.

The CAA's website states: –

"The aim of Just Culture is to promote continuous learning from previous mistakes and to encourage pilots to openly and freely share essential safety related information."

Often pilots receive letters telling them that their licence and/or ratings have been temporarily suspended pending... etc. This is often seen as coercive, falling short of the principles behind a Just Culture process. The CAA have the right to take such action without the

“Normally incidents involving recklessness/ endangerment, where legal action is taken, are usually heard in the Crown Court”



need to refer to the courts. Sometimes the CAA is right to do so, when you consider the actions of some pilots who are a danger to themselves and others.

A BALANCED APPROACH

Getting the balance right can be difficult and being granted a pilot's licence is a privilege NOT a right. Pilots need to act responsibly at all times.

The CAA needs to consider the actions or in-actions of a pilot, including their behaviour:

- Human Error
- Risk Attitude
- Recklessness
- Endangerment

However, can all of these be dealt with as part of a Just Culture process? Normally incidents involving recklessness/endangerment, where legal action is taken, are usually heard in the Crown Court, whereas an infringement of airspace may be referred to a magistrates court. Where the CAA seeks to address the learning element through a Just Culture process to prevent errors from reoccurring, the online CAA Infringement Awareness Course is used but could also be underpinned with additional training and testing as the CAA will want to satisfy itself that the pilot can exercise the privilege of their licence and ratings, in the knowledge that any short comings have been addressed. I understand that whilst on one hand the CAA is responsible for safety (particularly to non-involved third parties) whilst at the same time they need to take proportionate action with pilots and getting this balance right can be difficult. Whilst AOPA generally supports the Just Culture process there is probably room for improvement and the CAA must be careful not to blur the lines or infringe pilots' rights – either prosecute or follow the principles – of a Just Culture, not a process which sees the CAA being accused of punishing pilots. Maybe the use of the formal caution should be considered ahead of any process.

Incidents that require the CAA to temporarily suspend or revoke a pilot's licence should not be considered under the Just Culture process, perhaps? Maybe it's time to review the whole process?

COST SHARING

The CAA has been reviewing the rules

around cost sharing with the intention of amending them. Their main concern relates to illegal public transport and that some pilots may be using cost sharing as a way to disguise that they are really conducting an illegal public transport operation. The backdrop to this is the Sala incident which, it has to be said, was not a cost sharing flight. The organiser of the flight was eventually found guilty in court and given a custodial sentence.

IN CONCLUSION

The changes the CAA are seeking to implement are not evidence based nor are they based on facts. The consultation was based on a series of questions which led to many unqualified responses. In turn the CAA produced pie charts and bar diagrams showing the replies by category, again none of this factually or evidence based. Whilst the CAA has said it doesn't want to stop cost sharing, we don't want UK pilots to be at a disadvantage with European pilots as cost sharing is a great way to share the experience of flying, flying more often and reducing the overall cost. The CAA should issue clear guidance on cost sharing warning pilots of the penalties for illegal public transport. Most cost sharing flights are A to A (around 80%), leaving 20% A to B flights. The old saying 'If it's not broke don't fix it!', comes to mind. My main concern is that these proposals will not stop illegal public transport, whereas cost sharing platforms put the activity in plain sight. Over-regulating an activity just leads to more inventive ways of getting around the rule. I am sure pilots may use TikTok and Bitcoin to offer flights briefing passengers on what to say if they are ramp checked.

By November 2023 the DfT is meant to be producing a Statutory Instrument (SI) to amend the existing rules, but whether they achieve this or not remains to be seen.

Risk-based rules, proportionate to the activity is what we seek – to understand the risk you need the evidence (data) ■



M Robinson

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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 AND IMAGES Mike Powell

THE FLYING REPORTER IS LOOKING FOR AERODROMES

Former BBC reporter **Jon** has set up his own YouTube channel aiming to encourage pilots to venture farther away from their usual haunts

SOME OF you may have heard of 'The Flying Reporter', a popular general aviation YouTube channel. Private pilot, former BBC TV news reporter and AOPA member Jon Hunt shares his travels and adventures flying his Piper Arrow around the UK and Europe.

In January, Jon teamed up with AOPA UK to launch *The Flying Reporter Aerodrome Review*, because he wanted to inspire his followers to explore more airfields and have the confidence to fly further. For aerodromes, it's a perfect opportunity to showcase their facilities, help pilots know what to expect on their visits and improve compliance with local procedures or airspace.

Popham, Halfpenny Green, Sleaf, Barton and Bolt Head have been reviewed so far, with more in the pipeline. Jon says the videos have been extremely popular. "Travelling the UK and Europe, I know that our aerodromes and the areas around them have so much to offer, yet I hear of so many private pilots shuttling back and forth from their usual haunts with some sadly losing interest in GA over

time. In terms of popularity, views and feedback, the Aerodrome Reviews have far exceeded my expectations and it's great to see that pilots are responding by choosing to visit the featured locations themselves," explains Jon.

Sleaf aerodrome was one of the first airfields to be featured. Manager Bruce Buglass says the month after publication was very busy: "Since the video was published we have seen an increase in traffic and had a very busy month. We haven't asked

"It's great to see that pilots are responding by choosing to visit the featured locations themselves"

people why they visited, but some told us that they'd specifically come having seen the review on The Flying Reporter channel.

It has been particularly nice to see visitors from further afield, including from the South of England, who, thanks to the video, have realised that we're not all that far away. The video comments are very encouraging and our flying club members have been very positive about the video and are pleased to see Sleaf being championed on such a prominent YouTube channel." ■

Find out more online at
jonhunt
.net and on YouTube



Former BBC reporter and PPL holder Jon Hunt in his trusted Piper Arrow on his way to review another airfield, in this video it was Sleaf Aerodrome

WORDS AND IMAGES Michael Powell

WHAT THE PILOT MAY AND MAY-NOT DO

In part seven of his series on DIY maintenance and your aircraft, Licenced Engineer **Michael Powell** recaps what you can do to your aircraft

I THOUGHT that in this article I would make some general remarks about maintaining an aircraft and perhaps act as a summary of what we have considered so far. As always I start my article with a general 'health and safety' warning and remind aircraft owners not to take on any work unless it falls within the list of tasks listed in PART ML AMC1 to Appendix II Limited Pilot Owner Maintenance. Also don't attempt any task unless you feel that it falls within your ability. Always refer to a Licensed Engineer if you have any doubts.

To begin with I have to issue a further 'health and safety' warning – regrettably in this case because both owners suffered quite severe injuries. We are all familiar with the warning not to touch or turn a propellor when the aircraft is on the ground. TAKE THIS WARNING SERIOUSLY – PROPELLORS CAN, AND DO KILL! In the first accident the owner was attempting to hand-swing an Auster and both

magnetos were 'live'. Before the swing the propellor was moved by hand no more than one inch but the magneto 'fired' and the propellor rotated backwards with considerable force seriously damaging the owner's hand. The second accident was the result of similar actions on the part of an owner but in this case resulted in a broken arm. A measure of the potential personal injury that may be suffered may be realised by the fact that, in this case, approx. six inches of the wooden prop blade was damaged and the propellor was beyond repair.

In both cases the owners had more than a thousand hours flight-time and were well aware of the dangers associated with propellers and impulse magnetos. A moment's carelessness brought about a very painful reminder. These magnetos (impulse) contain a spring which is wound up as the magneto approaches the ignition point (usually around 25 degrees before tdc) and then releases to cause the magneto to rotate rapidly generating a strong ignition

"A loose wooden propellor hub can actually catch fire as a result of the heat generated by the powerful pulses produced by the engine"

spark. If the cylinder is full of petrol vapour then it will fire and the propellor will rotate rapidly (usually backwards) far faster than any avoiding action that can be taken.

A further word or two about propellers. Metal props can suffer damage due to small stones being picked up in the prop-wash. Figure One shows the area near the tip of a two-bladed metal propellor and you will note the small 'dent' on the leading edge. This may be enough damage to make the prop unrepairable when it is sent for overhaul because there is insufficient metal left to re-profile the blade to remove the 'dent'. For this reason (bearing in mind a new prop may cost around £6,000 inc VAT) the use of protective leading edge prop tape is a good idea. Available from LAS.

If your aircraft is fitted with a wooden prop and especially if the aircraft is parked outside, then it is vital to check the prop bolts torque at the start of summer-time, around May. Wooden props take on moisture during the end of the



Figure One: Spot the dent in the leading edge, caused by a stone. This could be enough to make it unrepairable



Figure Two: Beware of 'smoking' rivets, the grey or black markings around a rivet head are caused by the loose rivet

year and 'dry' out in the warmer months. The prop hub expands and contracts accordingly. Typical torque values are in the order of 10-15 ft/lbs – refer to the prop manufacturer or your FLLE (Friendly Local Licensed Engineer).

A loose wooden propeller hub can actually catch fire as a result of the heat generated by the powerful pulses produced by the engine – especially at high rpm. Energy cannot be created or destroyed but has to go somewhere and when the engine is running the prop bolts act as small hammers and the continuous hammer impact is converted into heat.

Keeping to the subject of propellers it is well worthwhile checking the security of spinner retaining screws. When you do this make sure that the magnetos are OFF and never stand in line with the propeller blades. Loss of a spinner is pretty dramatic, especially in flight. Also inspect the spinner carefully for cracks around the screw holes and the cut-outs for the prop blades. On a similar matter keep a look out for loose (smoking) rivets. Figure Two shows the grey/black signs around the rivet head which are caused by the loose rivet moving and forming aluminium-oxide corrosion.

A long time ago somebody said: "oil is much cheaper than a new engine," and I have taken that to heart. Hours run is not the real deciding factor here but rather the effect that the crankcase breather has on the oil in the engine. As the engine temp rises then air passes out of the crankcase through the breather (that's what it is for). As the engine cools then air is drawn into the crankcase through the breather becoming mixed with the oil forming a water/oil emulsion. This is not good news for all the bearing

surfaces in the engine and will lead to accelerated wear.

Changing oil and filters at 50 hour intervals is recommended and may be done in less than an hour, particularly if the engine sump is fitted with a 'quick drain' valve. If this valve is not fitted then fitting one will speed up the operation and save covering the hanger floor, and yourself, with oil. LAS

again. Oil will drain much quicker if the engine has been run for three or four minutes beforehand.

This is also a good time to check the brake fluid level and also the state of the tyres.

VHF comms may be checked by a functional check with a local ATC centre or another local aircraft. However, it is recommended that Transponders are checked by an avionics technician at least annually since an inaccurate Transponder could lead to an infringement – bear in mind the saying "to err is human – to forgive is not CAA policy".

Before taking to the air this spring it would be well worthwhile going round the aircraft with a grease gun and oil can. Your maintenance engineer will tell you what kind of grease and oil to use. I generally use engine oil for piano hinges, door hinges and engine controls and grease for grease-nipples.

If you are not already using 15/50 multigrade oil then I recommend discussing this with your maintenance engineer. A multigrade oil is thinner at engine start reducing internal friction and then viscosity increases as engine temperature increases.

Lastly, for this article, if you don't have one then fit a simple CO2 detector – it could save your life!

A full list of what tasks the owner may undertake may be found in AMC 1 to Appendix II to Part ML. Great reading! ■



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WORDS Martin Jones

GETTING A BETTER UNDERSTANDING OF THE AOPA MEMBER

The results are in, here are your – the AOPA member – thoughts on AOPA and the current General Aviation landscape

FIRSTLY, CAN we say thank you to all of you who took the time to complete the recent membership survey. We had over 550 responses which is around a quarter of the total membership and gives us a significant insight into the construct of the membership and your thoughts on AOPA and the GA landscape.

This was the first survey in a long time and we learnt some lessons in how to do them which we will embed into future surveys on more focussed issues.

Much of the survey was intended to establish some basic data on the profile of the membership and with around a quarter of the membership responding, this is a statistically significant sample.

AGE

We suspected we had a larger proportion of members over 50 and the survey suggested this is true with 86% being over 50. This is not unlike other similar organisations. We believe the peak age for PPL training is around 40-50, apart from those intending to go on to commercial ratings. So it does show that we are not attracting members from this age range as well as we could and should this trend not be changed then the future of AOPA will be constrained.

LOCATION

By far the largest concentration of members is

in the South East with large concentrations at for example, Denham, Fair Oaks, Earls Colne, Redhill and White Waltham. Almost half the respondents came from just eight airfields and at the remaining 120 airfields there was generally only one or two respondents from those airfields. Whilst this may well be representative of where private pilots are based, it does suggest an untapped membership base outside the South East and South.

PILOT PROFILE

It wasn't always as simple as we had hoped to establish which licences people had or were using for their flying. For instance, if somebody ticked ATPL, PPL and Lapsed does that mean the ATPL is lapsed or all their licences are lapsed? And of course, a CPL does include the privileges of a PPL so again it takes a few assumptions to get to a sensible picture.

The chart shows the numbers against the highest licence selected. Clearly the majority (65%) are current PPL holders and around 25% hold a commercial licence. We have very few LAPL and NPPL holders although it not clear how many PPL holders actually fly on LAPL privileges as we did not ask for any medical details; perhaps one for a future survey.

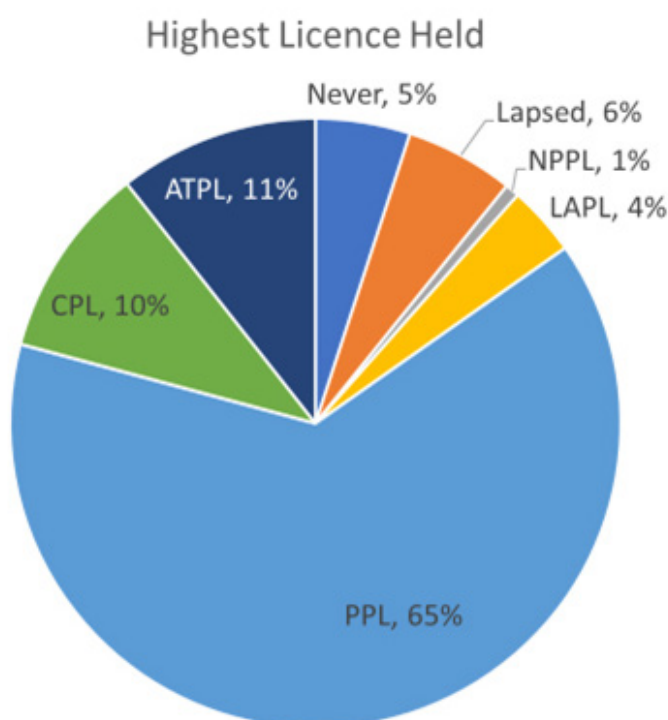
Most of the PPL holders indicated a valid SEP rating and although around one third had an MEP rating, around

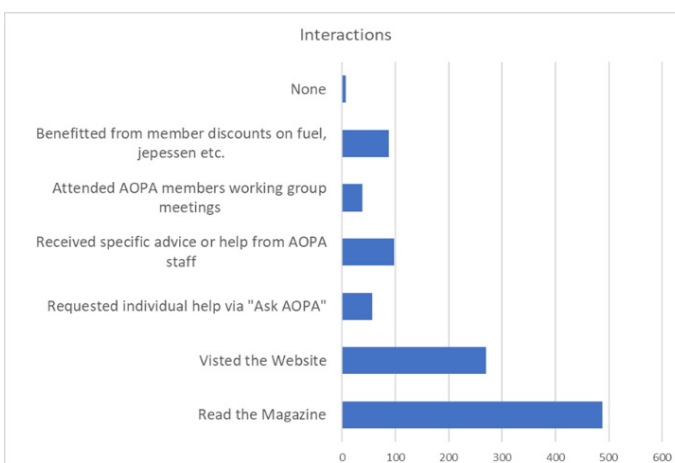
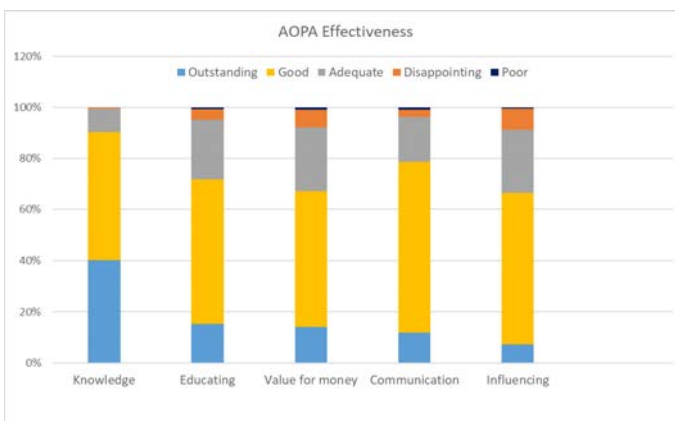
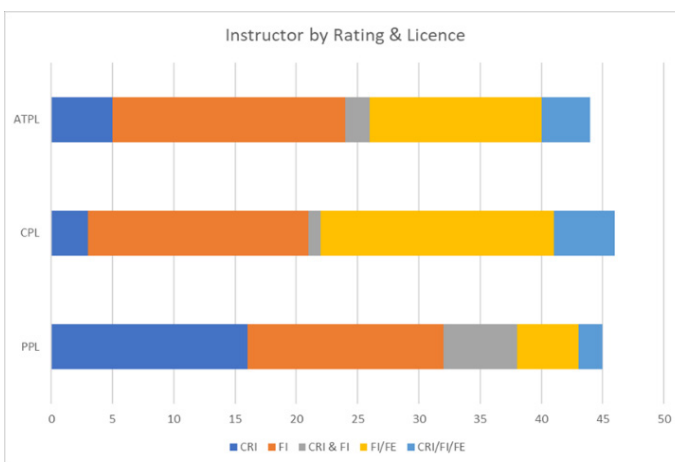
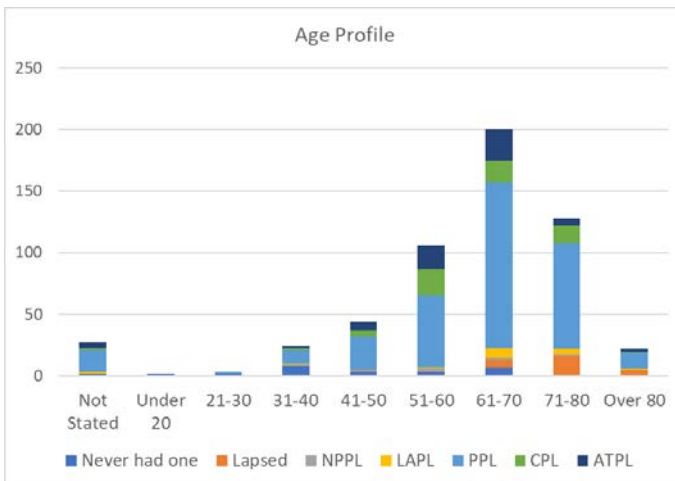
“Almost 80% of respondents either own a share in an aircraft or were a sole owner. This does highlight a core set of members we need to focus in on”

half of them were CPL/ATPL holders. There were a significant number of IMC (IRR) and Night Rating holders at around two thirds of the respondents.

Almost 80% of respondents either own a share in an aircraft or were a sole owner. This does highlight a core set of members we need to focus in on and provide quality support and services to.

Almost a quarter of the respondents held an instructor or examiner qualification which is similar to the membership data as a whole. Examiners tended to be CPL/ATPL holders but there were a few at PPL level. Around half of our CPL/ATPL holders are





instructors or examiners. One of the things we need to consider going forward, is how well do we provide services to this group as they are a vital resource for General Aviation as well as in signposting AOPA to new students.

AOPA INTERACTIONS

Interactions with AOPA tend to be limited to the magazine and the website. Around a quarter of the respondents have received individual support either through the "Ask AOPA" feature or direct one-to-one support and some of the comments suggested this was very useful support especially at times of difficulty or during investigations. Both these activities are resource hungry and we need to consider how we can best deliver this support in the future through better resources on the website to avoid the need to ask questions.

EFFECTIVENESS

Respondents generally thought that AOPA were effective across a range of activities and appreciated the knowledge that the organisation has. A small number indicated some areas for improvement in influencing and value for money. This is something that will be taken forward and increasing the communications and outcomes from the influencing agenda will be one of the areas to be improved through a new set of communications and engagement sessions.

Some of the free text inputs reflected a good level of satisfaction although that may not be too surprising as the respondents were limited to current members who are currently paying their subscriptions. There were many comments around "Keep up the good work" which is encouraging and alongside some of the improvements suggested, will be brought into the ongoing work around the AOPA strategy.

MEMBERSHIP CONCERNS & CONCENTRATION

The GA environment is not without its threats and membership concerns reflected that environment with almost all categories of concern being rated at least medium. There was significant concern around the loss of airfields, access and restrictions on airspace as well as complex regulation coupled with CAA regulatory actions. Airfields also dominated the text responses and so while AOPA alone can't fix these issues it needs to become a little more forthright in some of its actions.

Respondents suggested a continued focus on the influencing agenda. This takes considerable effort and can often appear very slow to make progress as the wheels of regulatory authorities do move with glacial pace. There was a strong push for communicating items and a continued focus on individual support.

SUMMARY

This first survey was a useful exercise and gathered some good data for us to work on. It did show a good level of endorsement for the current work but also highlighted that we may not have attracted as many members in some of the core areas and this will need to be rectified in the short term. It also showed that the work of AOPA is not always understood and quite as results driven as members may like. As a result, the organisation will try and focus down on a few critical items and get those delivered whilst ensuring we engage with our membership in better and broader ways.

There will almost certainly be an annual or bi-annual survey in the future and this is a great way the organisation can understand who its members are and just as importantly, members can contribute and influence the direction of the organisation. So please look out for the next one and get your responses in. ■

AOPA NEWS

DONCASTER COUNCIL HOPING TO REOPEN ROBIN HOOD AIRPORT

A planning measure to protect the infrastructure at the airport means the council believe the airport has a future

MAYORS OF Doncaster and South Yorkshire as well as Doncaster MPs have stated they believe the airport, which closed in 2022, should be reopened in a joint statement.

The statement reads: "A considerable amount of work is ongoing and this update covers the controlled airspace at the airport and a planning measure that has been approved by City of Doncaster Council.

"Firstly, The Civil Aviation Authority (CAA) was due to make a decision very soon on whether the controlled airspace around Doncaster Sheffield Airport (DSA) should

be removed. This would mean the future functionality of an airport would be detrimentally affected and if removed, any operator would have to secure its reinstatement.

"City of Doncaster Council has urged that the consultation period is extended to allow further conversations on this important element and the CAA has now extended the consultation until mid-June with a decision potentially by the end of July. There is of course no guarantee the airspace will be maintained, given the airport is now closed, however the council has asked for any decision to be delayed

following the consultation until the end of the year to allow negotiations to progress.

"We believe that the airport has a viable future, a future sale / lease is realistic and that keeping the status of the airspace around the airport the same whilst these negotiations and conversations are ongoing

"City of Doncaster Council has urged that the consultation period is extended"



The council are hoping to be able to reopen the airport

is appropriate. The council is still in detailed negotiations with Peel on a potential lease.

"Friday 19 May 2023 Cllr Nigel Ball approved a new planning measure which will help protect and preserve the infrastructure at DSA. We very much support this.

"Subject to the ensuing call-in period for the decision, the demolition of any building at the airport will require planning permission to be granted permitting it. The measure, known as an immediate Article 4 Direction, allows the council to remove certain rights which would otherwise be permitted without needing to apply for planning permission.

"With an Article 4 Direction in place, any proposal to demolish a building at the airport – including the terminal, control tower and runway – will need to be assessed via the full planning process.

"We are pleased that this step has been taken and we will collectively continue to fight for the airport." ■



Seen as an essential part of the infrastructure in Doncaster

OSHKOSH TO ADD FAMILY-CENTRIC INFORMATION CENTRE

THE EAA has added a new Youth Welcome Centre for this year's AirVenture Oshkosh show (July 24-30). The centre will serve as "the guidepost for all activities aimed at young people" and is the "latest addition to the expanding list of youth activities" at the annual event.

The centre will be located at the Four Corners intersection, just west of the main ramp area at Boeing Plaza. It will be the primary location for

dispensing family-related information, such as the locations of restrooms, ATMs and changing/nursing stations. According to EAA, "Several activities at the centre include an F-100 Super Sabre cockpit photo op, an RC airplane spotter activity, and a place to mark a visitor's hometown." AirVenture visitors will also find information related to EAA youth-education programmes that run year-

round at the association headquarters in Oshkosh.

Paul Maloy, EAA director of education, said, "When we began welcoming those 18-and-under at no charge beginning in 2021, we immediately noticed an increase in the number of families at AirVenture. With that, we wanted to create a way to help them find all the available activities on grounds suitable for various age groups." ■

AOPA NEWS HIGHLIGHTS

- The rebate scheme for pilots to buy Electronic Conspicuity (EC) devices for up to half price has been extended again by the CAA and DfT. The CAA has announced that the scheme will remain open until March 2024.

- DeltaHawk has received FAA Type Certification for its jet-fuel burning aircraft piston engine. The DHK180 has an inverted V-engine block, with both turbocharging and supercharging, plus mechanical fuel injection, liquid cooling, direct drive.

- An airline passenger faces criminal charges for assaulting a flight attendant. Robert Croizat pleaded guilty to attacking the cabin crew because of a dispute over choices on the in-flight menu.

BEECHCRAFT'S DENALI TO GET GARMIN AUTOLAND

TEXTRON ANNOUNCED it is bringing the Garmin Emergency Autoland system to its new clean-sheet design Beechcraft Denali single-engine turboprop. The new feature is being implemented into the aircraft's development and flight test programme and will be available as a standard feature at time of entry into service.

The Garmin Emergency Autoland system is the world's first certified system of its kind. It provides a means for the aircraft to land automatically in the unlikely event of pilot incapacitation. A passenger can activate the Emergency Autoland system by pressing a dedicated button in the cockpit. Once activated, the system takes control of the aircraft and informs ATC of the emergency. It then calculates a flight path to



Extra safety measures will be implemented into the Denali

the most suitable airport or runway, while avoiding terrain and adverse weather, initiates a stabilised approach and automatically lands the aircraft and shutting down the engine.

Lannie O'Bannion, senior vice president, Sales & Flight Operations said: "The feature makes the Denali even more desirable to a wider audience as it adds yet another element of peace of mind."

Textron is aligning the Denali certification timing, which is expected in 2025, to the certification timeline for the new Catalyst engine, a product of Avio Aero. The Denali is the first aircraft powered by the new, more efficient engine.

Denali's certification programme features three flight test articles. The three flight test aircraft have surpassed 1,300 flight hours. ■



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BOSE LAUNCH A30

After 13 years, Bose has launched a new aviation headset

BOSE HAS finally announced a successor to the A20, the imaginatively titled A30.

The A30 is an entirely new product, designed to bring pilots the best combination of comfort, noise cancellation and audio clarity of any aviation headset on the market.

Bose engineers designed the A30 as a completely new platform supported by a modern architecture, inspired by decades of research and pilot input. The A30 features reduced clamping force for comfort, improved clarity and a new digital active noise reduction system that enables three modes of user selectable noise cancellation for use in different flight environments – a first for around-ear headsets.

“When we asked pilots what improvement was most important to them, their overwhelming response was comfort,” said Matt Ruwe,

a pilot and senior product manager for Bose. “We took that seriously and developed a new balance in the A30 with noticeably more comfort while maintaining and enhancing headset performance. The changes amplify the experience for our core A20 users while appealing to a broader range of pilots.”

The new A30 is the latest addition to the Bose line-up which also includes the ProFlight Series 2, a specialised in-ear aviation headset designed for jet pilots.

“Nearly 13 years after its launch, improving upon the A20 was no small feat,” said Hratch Astarjian, manager, Global Aviation & Military Sales & Service at Bose. “Pilots will find everything they love about the A20 and more in the new A30.”

The new Bose A30 features include reduced clamping

“The A30 passed a rigorous testing process of more than 145 separate tests”

force. The headband now boasts a 20% reduction in clamping force. Additionally, engineers shifted the headset’s centre of gravity to ensure stability. There is new digital architecture for improved audio and noise reduction. The digital active noise reduction system provides full attenuation in even louder environments compared to the Bose A20. Incoming signals are automatically shaped and equalised for enhanced clarity and intelligibility, providing renewed balance and unmatched audio clarity. There

is also a precision-focused noise cancelling microphone engineered for aircraft with “hot mic” or PTT systems, this feature increases clarity and reduces background noise during transmission.

The A30 is also claimed to be very robust. As part of Bose’s research and development, the A30 passed a rigorous testing process of more than 145 separate tests to ensure the headset will successfully endure the harshest cockpit environments. These tests included extreme heat, electricity, explosive atmosphere testing, extended wear and many more.

Pilots across GA, business, and commercial aviation flew with the headset and provided feedback that shaped the final product. The result is a headset developed and engineered to perform in high-intensity flight environments. ■

AOPA UK HOSTS EUROPEAN REGIONAL MEETING

OVER THE weekend of the 12/13 May 2023 AOPA UK hosted the European Regional meeting at our office in Kemsing. Blighted by train strikes 20 of our European colleagues met the travel challenge and were able to take part in wide ranging discussions

on matters affecting GA. The senior vice president of the region Dr Michael Erb chaired the event and with the use of technology we had other colleagues from the USA, Canada and Turkey joining via Zoom. Issues discussed included airspace and infringements,

environmental matters including the future of AVGAS 100LL. Jim Coon from AOPA USA and Secretary General of IAOPA was able to update the delegates on the work of GAMI as they seek fleet-wide solutions by 2030. Frank Hoffman our man in ICAO HQ gave an overview of what is happening there, the main issue being the future medical requirement for GA pilots; Jim also plays a major role in this work. Last but not least our own Nick Wilcock gave an FCL update as he is still representing IAOPA Europe on licensing matters. It was a real pleasure to host our colleagues in Kemsing and from the feedback they were all impressed with the new AOPA UK HQ. ■



The members who attended the European Regional Meeting

JAKE WELLS 1928-2023

IT IS with much sadness that I am reporting on the passing of one of our former directors Jack Wells who passed away peacefully in May 2023 having reached the age of 95.

Jack went to Hampton Grammar School and lived in Pinner for most of his life with his late wife Cynthia. In his professional life he was a senior civil servant mainly dealing with energy as well as other Government departments. He was

also a former assistant director at the Civil Service Organisation and a member of the Civil Service Flying Club which was based at Biggin Hill airport – I use to joke with Jack about him being Sir Humphrey Appleby to which he would reply: “whoever wrote *Yes Minister* had a really good understanding of the civil service”.

Jack was a very keen pilot and became involved with the campaign to protect airfields

and together with David Ogilvy they established the General Aviation Awareness Campaign (latterly Council). The goal of the GAAC was to reduce the number of airfield closures and deal with the related planning issues. Jack wanted to achieve a fair tax on flying and by using his Civil Service background he was able to open doors in Government and initiate many conversations. Jack had passion for cricket often attending test matches. ■

AOPA NEWS HIGHLIGHTS

- Cirrus Aircraft announced this week that it has broken ground for a new 45,000-square-foot facility at Texas' McKinney National Airport. The facility is intended to provide more space for aircraft sales, flight training, and more.

- Icon Aircraft has entered the publishing business with a couple of books aimed at helping those millions of aviation dreamers to take the plunge into a lifelong vocation.

- Pilatus handed over its 2,000th PC-12 single-engine turboprop during a ceremony at the company's headquarters in Switzerland. The aircraft went to New Hampshire-based fractional aircraft ownership company PlaneSense.

ALL YOUR NEWS ON THE MOVE

CHANGED YOUR EMAIL? Let us know via the AOPA UK website, and keep up-to-date on all the latest news, opinions, features and more

Update us now at www.aopa.co.uk

Cate Brancart

We speak to a pioneer who is ensuring aviation is for everyone



Cate Brancart has been passionate about flying since she was a small child, but the GAMA European Operations and Safety Manager was soon to realise that not everyone was welcomed into the world of aviation. She plans on changing that to the betterment of the industry.

”

How did Aviation4All (AviAll) begin?

The group first met a few years ago and we really wanted to do something together. It began with women only and we were a minority in a sector. We were from different backgrounds of engineers, pilots, teachers, it's a mix of all. And when we started brainstorming with what we wanted to do we realised it's not just a 'women' problem.

When you go to big aviation events, you'll see a 'women in aviation' panel with women only on the stage and also in the crowd. So, we began to think that if you make it only about women, it's a woman only problem and that's when we looked at diversity and inclusion. It's not only for women, it's for anyone who's a minority. It's for anyone who does not fit the classic stereotype of people in aviation.

How did you get the ball rolling?

The first event was January 2022, there had been work in the background, but this was the first AviAll having the whole brand and concept ready to go. We had an online webinar about diversity in aviation. And the whole thing blew up! The European Commission reached out and wanted to be part of the panel and then companies came to us telling us the sector needed it, and companies within aviation needed it as well.

As volunteers it became overwhelming, but we got pretty big and the highlight of our first year was the Aviation For Girls event, but it was open to all kids. We had more than 130 children from more

than 20 European countries flying into Brussels. They came for one day at Euro Control and we had a day prepped with a career fayre, we had presentations with inspiring speeches, lunch and we handed out goodies to the kids, it was really impressive.

That's what we're doing now – hosting webinars and planning events.

Are you also working within the industry?

We are supporting companies that want to do something, but don't know where to start. I've had discussions with companies that say: 'we know something needs to be done, but we don't know what to do.' That's where we can support and help them with the right tools, so they can be on the right path.

Is the movement getting much support?

We're having people reach out all the time who want to help the organisation. We had a young professional who came to us and wanted to support us with our social media, which is great. We're really trying to build this community that is very active.

Although we are for everyone, we are also supporting organisations who are working for a single minority. So, if companies partner with us, they will have access to the complete umbrella of organisations.

Did you want to be part of this as a minority in aviation yourself?

I started flying very early with my dad. I'm very lucky as my dad and I have the same passion and he never doubted that I could fly and was very

supportive of me becoming a pilot. In fact, both my parents were very supportive, which is needed when you want to become a pilot. I needed that support. It can take very little to lose that hope that you can do it, so a support network is important. Which is how AviAll has been built; we know when and where people need the support.

I still fly today and I have my own aircraft. If I land with my husband in the aircraft people will automatically talk to him as if he's the pilot – that's the nice approach. I wanted to sign for my fuel at one aircraft and they said: 'women don't pay for the fuel'. I've even had people call their colleagues over to show them that a women pilot is signing for the fuel – that happens every day.

Some people high up in aviation are unaware of what this prejudice is when they are with someone who is a minority in the sector, and how see how differently they are treated by almost everyone else.

What's the future looking like?

I truly believe that the aviation industry is capable of being better. Not only for inclusion and diversity, but for sustainability as well. And I think it is my generation's responsibility to change our sector for the better.

We are that better future and I think we have to keep pushing and show the way forward. It will take many years, but we can get there and AviAll gives me hope that it's possible. ■

If you feel you want to help with Cate's cause, visit AviAll's website: aviation4all.org



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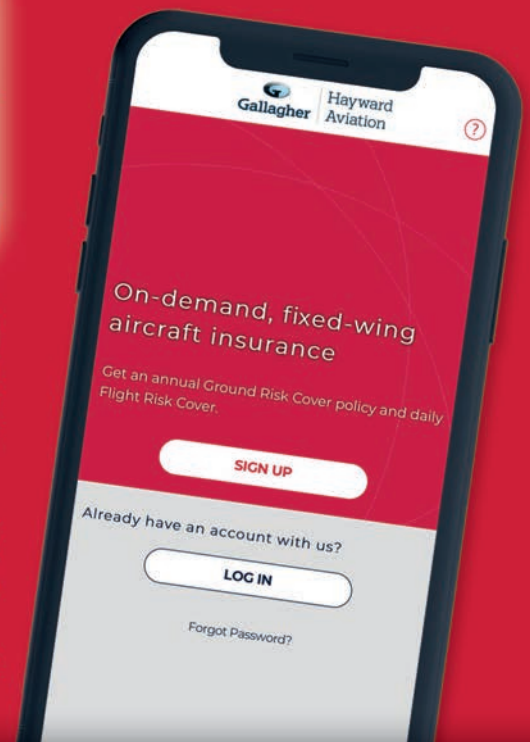
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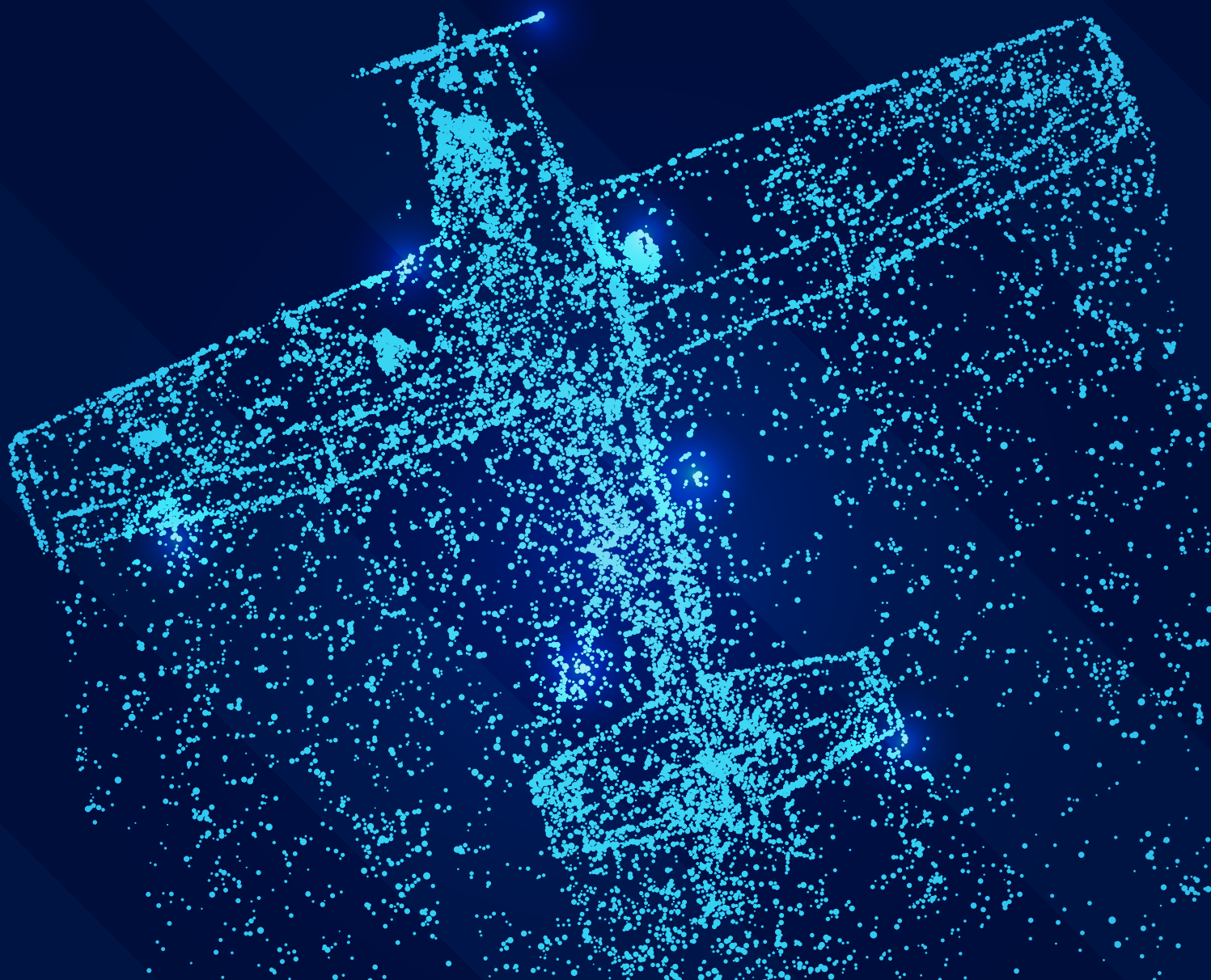
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is one of the oldest flying clubs
in the UK. It has a professional
yet relaxed attitude for flying
and learning to fly and offers
training for NPPL, LAPL, PPL
and associated ratings.

Types:

1 x Piper PA-28R 200
2 x Robin DR400
1 x Robin R2112


LYNEHAM FLYING CLUB

The Control Tower, Cotswold
(Kemble) Airport, GL7 6BA
E: enquiries@lyneham
aviation.co.uk
W: lynehamaviation.co.uk
Membership restricted
to military/government
employees only and offers
PPL, NPPL, Complex, Night,
IR(R), Ground Examinations,
Aerobatics and Formation.
We provide great value flying
training to all regular and
reserve service personnel from
all 3 services, their dependants
and MOD civilians.

Types:

2 x Piper PA-28 Warrior II
1 x Piper PA-28 Arrow
1 x Scottish Aviation Bulldog


STAVERTON FLYING SCHOOL

@Sky Park Ltd.
Hangar SE50, Gloucestershire
Airport, Cheltenham, GL51 6SR
E: info@stavertonflyingschool.
co.uk
W: stavertonflyingschool.co.uk

Training aspiring pilots to fly.
Welcome to Staverton Flying
School! If you're interested in
learning to fly, extending
your existing qualifications or
you just want to get back into
flying after a break then you've
come to the right place.

Types:

3 x Cessna C172 Utility

HAMPSHIRE

EURO FLIGHT TRAINING LTD

Fareham Innovation
Centre, Merlin House, 4
Meteor Way, Lee-on-Solent ,
PO13 9FU
T: 01329 888091
E: info@euroflight
training.com
W: euroflighttraining.com
We operate modern glass
cockpit aircraft and multi-
and single-engine FNPT2
simulators at Lee-on-the-
Solent. We offer LAPL, PPL,
CPL, single- and multi-engine
IR, MEP and SEP. Approved by

UK and EASA.

Types:

1 x Cirrus SR20
1 x Diamond DA40 & Sim
1 x Diamond DA42 & Sim
1 x Fuji FA200
1 x Diamond DA40
1 x Diamond DA42


THE SPITFIRE FLYING CLUB

Popham Airfield, Micheldever,
Winchester, SO21 3BD
T: 01256 397733
E: pophamairfield@
btconnect.com
W: popham-airfield.co.uk
Tie downs and overnight
camping available, low landing
fees, fuel available 24/7.

HERTFORDSHIRE

FLIGHT TRAINING LONDON

Elstree Aerodrome, Elstree,
WD6 3AW
T: 0203 0053 276 / 07787
445537



There's no better feeling than
piloting your own aircraft

E: info@flighttraininglondon.co.uk

W: flighttraininglondon.co.uk
Vibrant, EASA approved, professional and flexible flight training school, with friendly, helpful staff, a convenient location in North London, well maintained, high quality aircraft, great members events and open 7 days a week.

Types:

3 x PA28 Warrior
2 x PA28 Archer
3 x Cessna 152
1 x Cessna 150 Aerobat
1 x Cessna 150



FLYERS FLYING SCHOOL

Elstree Aerodrome, Hoggs Lane, Elstree, WD6 3AL
T: 0207 267 9049/07810 597273
E: info@flyersflying school.co.uk
W: flyersflyingschool.co.uk
We welcome anyone who would like to learn to fly and gain a PPL Licence. In addition we support owners with our aircraft management package, and hirers who just want to enjoy the fruits of all their labours having gained licences and ratings. The school has aircraft available for hiring and training purposes. Based at Elstree aerodrome, we are superbly placed to serve the north and west London area. We now offer Flight Instructor Courses.

Types:

1 x Cirrus SR20
3 x Piper PA-28
1 x Piper PA-28 Glass Cockpit

ISLE OF WIGHT



SANDOWN AIRFIELD LTD

Isle Of Wight Airport Tower, Scotchells Brook Lane, Sandown, Isle Of Wight, PO36 0JP
T: 01983 716926
E: manager@eghn.org.uk

W: eghn.org.uk
EGHN Sandown is one of the most popular destination airfields in the UK.

LANCASHIRE



NORTHWEST AEROBATICS LIMITED

15 Stancliffe Drive, Swinton, Manchester, M27 4FU
T: 01617 102290
E: info@northwestaerobatics.co.uk
W: northwestaerobatics.co.uk
We are a friendly advanced flying school offering aerobatic instruction for the Aerobatic Rating and AOPA Certificates in our Extra 200 and Christen Eagle aircraft and tailwheel differences training in our Citabria 7GCAA. We also provide SEP revalidation/renewal, formation flying training, farm strip courses, PPL stall/spin awareness training and aerobatic instructor courses. We can provide training in your own aircraft if required. The Citabria and Extra are available for private hire to suitably qualified and experienced pilots. We also provide AUPRT and AUPRT instructor courses in conjunction with our partner school Ravenair at Liverpool.

Types:

1 x Extra 200
1 x Citabria 7GCAA
1 x Christen Eagle II



SOUTHPORT & MERSEYSIDE AERO CLUB

Room 2, M8 Shipwright House, Queens Dock Commercial Centre, 67 Norfolk Street, Liverpool, L1 0BG
T: 07944 705852
E: secretary@smac.org.uk
W: smac.org.uk
The Club has a number of Flying Instructors among

its members. Our Flying Instructors' role is mainly refresher training for members, at both PPL level, and for the IR@ (former IMC) and Night Ratings.

Types:

1 x Cessna 172



WESTAIR FLYING SCHOOL LTD

Blackpool Airport, FY4 2QS
T: 01253 342660
E: school@westair.uk.com
W: westair.uk.com
Westair Flying Services have been operating in Blackpool for over 80 years and have extensive experience in all aspects of aviation. Westair Flying School has trained hundreds of people to fly, including many who have gone on to fly commercially. The courses on offer include CPL, PPL, LAPL, NPPL, FI @, IR@, Night Rating and Multi Engine training and renewals at an affordable price with quality instruction. We offer a range of Trial Flying lessons and Half Day Flying Experience which are ideal for those eager to commence their flying careers or as memorable gifts for family, friends and work colleagues. Our Engineering Department provides high quality maintenance at our Blackpool Airport and Barton City Airport facilities, with experienced engineers that have combined man-hours totalling more than 170 years!

We can also offer bespoke Corporate Aviation Solutions, tailor-made to suit you, as well as assisting with aircraft sales and hangarage.

Types:

Boeing 737 (Sim)
Cessna 150H
Cessna 152
Cessna 172S
Cessna F172P
Diamond DA40 & DA42
Piper PA-28 Warrior II

LEICESTERSHIRE



LEICESTERSHIRE AERO CLUB

Leicester Airport, Leicester, LE2 2FG
T: 0116 259 2360
E: info@leicesterairport.com
W: leicesterairport.com
Leicestershire Aero Club offers flying lessons, training for a PPL as well as a range of flying experiences and a whole lot more. We operate at Leicester Airport and we've been at the centre of the Leicestershire flying community since 1909.

Types:

2 x Cessna 152
1 x Cessna 152 Aerobat
1 x Cessna 172
1 x Piper PA-28-161
1 x Super Decathlon

LINCOLNSHIRE



THE POM FLYING CLUB LTD

The Terminal, Humberside Airport, Ulceby, DN39 6YH
T: 07985 753336
07711 438999
E: info@gbpom.co.uk
W: gbpm.co.uk
T: 07985 753336
We train for PPL/LAPL/IMC and night ratings.

Types:

2 x PA-28-161 Warrior II



WADDINGTON FLYING SCHOOL

c/o Station Central Registry
RAF Waddington, Lincoln, LN5 9NB
T: 07947 758852
E: wfsmanager99@gmail.com
W: waddingtonflyingclub.com



WICKENBY AERODROME LLP

The Old Control Tower, Wickenby Airfield, Lincoln, LN3 5AX
T: 01673 885000
E: info@wickenbyairfield.com
W: wickenbyairfield.com

Clubhouse facilities. Jet A1 Bowser. 24-hour self-service fuel pump Avgas. Hangarage available. Flying school.

NORFOLK



OLD BUCKENHAM AERO CLUB

Old Buckenham Airfield, Old Buckenham, NR17 1PU
E: info@flyingmadeeasy.co.uk
W: oldbuckaeroclub.co.uk
T: 01953 860806
A different type of flying school. Our instructors have a wealth of experience and are ready to help you gain your licence or extend your skills.

Types:

1 x Cessna 172
1 x Extra 200
1 x Cessna 172



PREMIER FLIGHT TRAINING

Liberator Road, Norwich Airport, Norwich NR6 6EU
E: flying@premierflighttraining.co.uk
W: premierflighttraining.co.uk
Premier Flight Training Ltd is the only CAA Approved Flight Training Organisation in East Anglia. Being based at Norwich International Airport allows us to take full advantage of their 1800 metre tarmac runway, full night, instrument and air traffic facilities, so you will be learning in a 'commercial environment' from day one. Our aim is to provide top quality pilot training at a reasonable cost for all who are interested in flying, whether that is a simulator experience, a trial lesson where you can take control under the watchful eye of our first class instructors, a private pilot's licence or to take those first training steps of your professional pilot career. We also run a number of advanced courses for existing licence holders, including renewals and revalidation.

Types:

4 x PA28 Warrior
1 x PA28 Archer
1 x PA34 Seneca

NORTHAMPTONSHIRE



SYWELL AERODROME

Hall Farm, Sywell, Northampton NN6 0BN
T: 01604 801620
E: info@sywellaerodrome.co.uk
W: sywellaerodrome.co.uk
Sywell Aerodrome owns and operates an airfield in Northamptonshire. It is an historic site and is regarded as one of the best GA (General Aviation) airfields in the UK, confirmed by a recent award for "The Best GA Aerodrome in the UK for 2019". Sywell Aerodrome provides facilities for pilot flight training, business corporate charter, aircraft maintenance and leisure flights. Sywell is also the home to The Blades and Air Leasing. There is a 59-bedroom hotel on site with Bar & Restaurant and Conference Facilities which can cater up to 500.

Types:

3 x XAT3
1 x Cessna 172
1 x Cheftan

NOTTINGHAMSHIRE



ALH SKYTRAIN

Gamston Airport, Dover Bottom, Retford, DN22 0QL
T: 07802 221373
E: tony@skytrain.f9.co.uk
W: alhskytrainft.com

Types:

2 x C152/150



SHEFFIELD AERO CLUB

Netherthorpe Aerodrome, Worksop, S80 3JQ
T: 01909 475233
E: info@sheffieldaeroclub.net
W: sheffieldaeroclub.net
Sheffield Aero Club at Netherthorpe near to Worksop

is probably the longest established flying training school and airfield in South Yorkshire and the only local club with their own airfield. The friendly, experienced instructors and staff are on hand to help you achieve your dreams, from that one-off gift to a full private pilot's licence and beyond. We offer Flying Experience Packages, pilot training and IMC training, aircraft hire, aerobatic training and experience flights and more.

Types:

1 x PA28
3 x Cessna 152



SHERWOOD FLYING CLUB

Nottingham Airport, Tollerton Lane, Tollerton, Nottingham NG12 4GA
T: 0115 9811402
E: office@sherwoodflyingclub.co.uk
W: sherwoodflyingclub.co.uk
The Sherwood Flying Club is first and foremost, a club which is run for the members, by the members. We strive to keep our overheads low and this allows us to keep the cost of flying down, an all-important consideration in these days of rising prices.

Types:

2 x PA28 Warrior
1 x PA28 Archer
1 x Grob 115

SHROPSHIRE



AVALANCHE AVIATION LIMITED

Lower Grounds Farm, Sherlowe Lane, Telford, TF6 6LT
T: 07768 333030
E: sales@avalancheaviation.com
W: avalancheaviation.com
We offer AOPA Aerobatic Certificate training up to Intermediate level. In addition, we can provide coaching and advice for any pilot wishing

to compete in the BAeA competitions. Our Slingsby Firefly is also available for hire.

Types:

1 x Slingsby Firefly T67M MkII

SOMERSET



AIRBORNE SERVICES LTD

Henstridge Airfield, The Marsh, Templecombe, BA8 0TN
T: 01963 365728
E: mail@yakovlevs.com
W: yakovlevs.com
Airborne Services is a UK General Aviation company, incorporating world renowned six-ship close formation aerobatic team The Yakovlevs. In addition to its display team, Airborne Services offers flight training courses for PPL, aerobatics & formation, is an aircraft parts and avionics supplier, and provides GA consultancy services.

Types:

5 x Yakovlev Yak-50
3 x Yakovlev Yak-52

SURREY



AEROBILITY

Disabled Flying Charity, Blackbushe Airport, GU17 9LQ
T: 0303 303 1230
E: frontdesk@aerobility.com
W: aerobility.com
Aerobility provides anyone with any disability, whatever the impairment, the opportunity to learn to fly and participate in aviation-based activities. Flight training in the charity's Piper PA28s and Tecnam P2002 is available at the Blackbushe Airport HQ and Tatenhill Airfield, with support and advice available to all aspiring disabled aviators.

Types:

1 x PA28 Warrior
1 x PA28 Archer
1 x Tecnam P2202-JF
1 x PA32 Cherokee Six

Are you due for an Instructor Refresher Seminar?

DON'T LOSE YOUR INSTRUCTOR CERTIFICATE

You may attend a refresher seminar at any time during the validity of your FI or CRI certificate. The AOPA Instructor Seminar is also open to aspiring flight instructors

2023 DATES FOR AOPA INSTRUCTOR SEMINARS

30/31 May 2023 - 5/6 September 2023 - 21/22 November 2023

To be held at the AOPA HQ in Sevenoaks

The cost for two full days seminar for non-members is £325

AOPA members benefit

TOPICS COVERED INCLUDE

- New/current rules/regulations, with emphasis on knowledge of UK-part FCL •
- Teaching and learning • Instructional techniques • The role of the instructor •
 - National regulations • Flight safety, incident and accident prevention •
- Teaching instrument flying • Legal aspects and enforcement procedures •
 - Navigational skills, new/current radio navigation aids • Airmanship •
 - Weather related topics, methods of distribution • Human factors •
 - Additional topics selected by the competent authority •



For further details contact the AOPA office on **020 7834 5631** or email **mandy@aopa.co.uk**.
You can also register for the seminar online at **www.aopa.co.uk**

**BLACKBUSHE AVIATION LTD**

Blackbushe Airport,
Camberley,
Surrey
GU17 9LB
T: 01273 877727
E: info@blackbusheaviation.com
W: blackbusheaviation.com

A thriving flying school and club with an exciting growth plan.

We have ATO status for PPL, CPL and FI courses and are approved to conduct IR and multi-engine training.

Types:

2 x Cessna 152
1 x Cessna 152 Aerobat
1 x CZAW PS28 Cruiser
1 x Piper PA-28 Archer
1 x Piper PA-28 Warrior
1 x Piper PA-34 Seneca 200
1 x Socata TB20
1 x TB20

**CUBAIR FLIGHT TRAINING LTD**

The Old Squash Court,
Redhill Aerodrome, RH1 5JY
T: 01737 822124
E: ops@cubair.co.uk
W: cubair.co.uk

Cubair Flight Training is a long established, not for profit organisation with the aim of promoting leisure aviation. We are a friendly flying school specialising in flying training for the Private Pilots Licence, associated ratings and tail wheel training.

As we are not driven by the need for profit we are able to offer an individual service to our students with time to complete proper pre and post flight briefings and for our instructors to attend to a student's particular needs. We have a dedicated team of instructors many many of whom come from an airline or corporate jet background, others are experienced general aviation pilots.

Types:

3 x Katana DA20-A1
1 x Katana DA20-C1
1 x Piper Super Cub
1 x Piper Warrior
1 x Diamond Star DA40 NG
1 x Slingsby T67M

**REDHILL AVIATION FLIGHT CENTRE**

Redhill Aerodrome, RH1 5JY
T: 01737 822959
E: redhillaviation@aol.com
W: redhillaviation.co.uk
We are based at Redhill Aerodrome in the beautiful Surrey countryside. Redhill Aerodrome is one of the oldest purpose-built airfields in the country. It is a licensed airfield with six grass runways (plus two tarmac runways for winter use) and full Air Traffic Control. It is open 0900 to 1700 during winter months and 0900 to 1900 during the summer, extensions can also be arranged.

Types:

1 x Beech 76 Duchess
6 x Cessna 152
2 x Cessna 152 Aerobat
1 x Piper PA-28-181 Archer
1 x Piper PA-28R-200 Arrow
1 x PA28-161 Warrior
1 x Piper PA-34-220T Seneca

SUSSEX**FLIGHT PERFORMANCE TRAINING LTD**

Hangar 7, Brighton City Airport,
Shoreham, BN43 5FF
T: 01273 569111
E: ops@fptuk.com
W: fptuk.com

The leading cause of fatalities in commercial aviation is Loss of Control In Flight. We specialise in Upset Prevention and Recovery Training (UPRT) and take a holistic approach that incorporates theoretical training. We also offer SEP renewals, aerobatic ratings, PPL training and FI courses.

Types:

2 x PA-28
2 x Slingsby T67M Firefly

**GOODWOOD FLYING SCHOOL**

Goodwood Aerodrome,
Chichester, PO18 0PH
T: 01243 755066

E: flyingschool@goodwood.com
W: goodwood.co.uk/flying/flying-school.com

Goodwood Flying School has been operating for over 50 years from one of the nicest grass aerodromes in the UK. We offer training for the PPL, LAPL, and FI(A) as well as flight experiences in all our aircraft

Types:

4 x Cessna 172SP (G1000)
1 x Piper L21B Super Cub
1 x 1943 Harvard AT-16

**PHOENIX FLYING**

17 Cricketers Close, Ashington
Pulborough RH20 3JQ
T: 07711 136505
E: phoenixflying@btinternet.com

Operating since 1999 at Shoreham, Phoenix Flying is a small specialised school of instruction, offering high quality advanced general aviation training including aerobatics, formation flying, tail wheel and farm strip checkouts, as well as refresher training and Examiner services for both PPL and IMC rating renewals and revalidations. Access to a large range of suitable aircraft across a number of airfields in the South of England. Training can also be conducted, where appropriate, in own aircraft subject to full compliance.

**SHOREHAM AVIATION FLIGHT CENTRE**

Main Terminal, Cecil Pashley

Way, BN43 5FF

T: 01273 440852

E: fly@shorehamaviation.co.uk
W: shorehamaviation.co.uk
Shoreham Aviation Flight Centre is a satellite of Redhill Aviation Flight Centre. We are friendly flying club and school based at Brighton City Airport in Shoreham, Sussex. We are part of Redhill Aviation's UK CAA ATO which allows us to offer training from LAPL and PPL all the way up to Commercial licences, Multi-Engine and Flight Instructor ratings as well as private hire to all our members.

Types:

2 x Cessna 152
Cessna 152 Aerobat
Piper PA28-161
Piper PA28-161

**ULTIMATE HIGH ACADEMY**

Goodwood Aerodrome,
Chichester, PO18 0PH
T: 01243 913916
E: info@ultimatehigh.co.uk
W: ultimatehigh.co.uk
We offer all AOPA Aerobatic courses with experienced ex-military instructors with hundreds of hours of aerobatics experience.

Types:

1 x Extra 300L
3 x Slingsby T67 Firefly

WARWICKSHIRE**COVENTRY FLYING SCHOOL LTD**

Rowley Road, Baginton,
Coventry, CV3 4FR
T: 02476 301428
E: operations@covaero.com
W: covaero.com
We offer a range of licence and rating types from the EASA PPL to the LAPL and the AOPA Flying Companions Course. Once you've got your licence, you can add to it with night or IMC/IR(R) ratings, which allow you to fly in some of our more-challenging British weather.

Types:

2 x Piper PA-28 161 Warrior III

**ON-TRACK AVIATION LTD**

Unit 2, Lowes Lane Business Park, Walton Rd, Wellesbourne, CV35 9RB

T: 01789 842777

E: info@ontrackaviation.com

W: ontrackaviation.com

We specialise in part and Full-time Instructor and Examiner Courses on both land and seaplanes. In addition, we can offer FM Conversions/Renewals/BFRs. Our expertise is second to none and we have a reputation within the aviation industry for delivering.

Types:

4 x Cessna 152

1 x Cessna 172

1 x Cessna 172 Amphibian

1 x Diamond DA42

1 x Piper Cub

5 x Piper PA28

1 x Robin 2160

**SOUTH WARKS FLYING SCHOOL**

Loxley Lane, Wellesbourne, CV35 9EU

T: 01789 840094

E: ops@south

warwickshireflyingschool.com

W: southwarwickshire

flyingschool.com

Whether your interest is in being a Private Pilot or an Airline Transport Pilot, our training will be of invaluable assistance in helping you reach your goal. The Clubhouse has a lounge with cold drinks and a coffee bar. We offer flying training at all levels from an EASA Private Pilots Licence (Aeroplanes) to Instrument Rating (Restricted /Instrument Metrological Conditions Rating, Night Rating & Radio Telephony Operators Licence, all on either a full or part-time basis. The Schools location is ideal for flight training - just open flat farmland over which to practice your manoeuvres.

Time and money are saved by not having to wait at the runway because of commercial traffic. The informal, yet professional, and friendly atmosphere enjoyed by our students enables them to learn much faster.

Types:

4 x Cessna 152

1 x Cessna 172

1 x Cessna 177RG Cardinal

1 x Frasca 101G Flight Sim

1 x Piper PA-28 Warrior

1 x Piper PA-28R Arrow

WEST YORKSHIRE**SHERBURN AERO CLUB LTD**

Lennerton Lane, Sherburn-in-Elmet, Leeds, LS25 6JE

T: 01977 682674

E: flightdesk@

sherburnaeroclub.com

W: sherburnaeroclub.com

Being a flying club and a flight training school we are well-positioned to cater to our members, their friends and

families before, during and after they become a qualified pilot. Our aim is to give all of our members a fun social environment whilst providing the opportunity to continue to build on their experience and expand their horizons. Whether you are taking to the skies for an experience flight; starting your flying career; have your own aircraft and are looking for hangarage, servicing or repairs; buying a new aircraft, looking for aviation equipment or gifts or just looking to enjoy some refreshments from our restaurant and bar and watch the aircraft, Sherburn has it all to offer.

Types:

1 x Aero AT-3

3 x Piper PA-28 Cadet

3 x Piper PA-28 Warrior

1 x Robin 2160



There are plenty of aircraft to learn to fly in, but you can't really go wrong with the old trustworthy Cessna

WILTSHIRE**BUSTARD FLYING CLUB**

MoD Boscombe Down,
Amesbury, SP4 0JF
T: 07982 075922
E: cirvine358@outlook.com
W: bustardflyingclub.co.uk
The Bustard Flying Club exists to stimulate air-mindedness and to encourage a practical interest in and knowledge of flying among the staff at MoD Boscombe Down and other eligible personnel linked to the MoD and QinetiQ. The Club aircraft are available for hire by Club members; the Club also provides training to PPL standard. Some Club members operate their own aircraft under the auspice of the Club and this allows the Club to support significantly more flying than could be achieved with just the two aircraft. The Club has some eighty members, and is administered by a Committee which is elected annually.

Types:

1 x Robin DR400-140
1 x Slingsby T-67M Firefly

WALES**ANGLESEY****MONA FLYING CLUB**

RAF Mona, Gwalchmai,
Holyhead, LL65 4RS
E: flymona@btinternet.com
W: flymona.com
T: 01407 720581
Croeso i Clwb Hedfan/
Welcome to Mona Flying Club!
Mona Flying Club is located halfway between Bangor and Holyhead on the Isle of Anglesey under the shadow of the beautiful Snowdonia mountains. If you're interested in learning to fly, this is one of the ideal places to do it. We have always taken pride in our relaxed, friendly atmosphere, and the high quality of our teaching. From trial lessons (vouchers available) to UK or EASA PPL, night rating or IR, please get in touch. Diolch.

Type:

1 x Cessna 152

GLAMORGAN**CAMBRIAN AERO TRAINING**

Navigation Park, Abercynon,
CF45 4SN

E: fly@cambrian-aero.co.uk

W: cambrian-aero.co.uk

T: 01443 801526

Offering training opportunities from microlights, self launching motor gliders and single-engine aircraft to tailwheel, instrument and seaplane ratings as well as helicopter ground school. We offer aviation theory courses and CAA exams and specialise in foreign licence conversion, IR(R) training as well as converting from microlights and gliders to NPPL, LAPL(A) and EASA PPL(A). We also train in Spain and Portugal.

Types:

Piper PA28
Cessna C172 (Amp)
Cirrus SR22
Ikarus C42

MERIONETH**SNOWDONIA FLIGHT SCHOOL**

Llanbedr Airfield, Llanbedr,
Gwynedd, LL45 2PX

T: 01341 429252

E: staff@flsnowdonia.com

W: www.flsnowdonia.com

Snowdonia Flight School is a friendly and welcoming flight school offering LAPL and PPL flight instruction including expert ground school tuition and flight experiences. We operate in one of the most picturesque parts of the world with stunning views of the coastline, mountains and places of historic interest. We are located at Llanbedr Airfield which offers excellent aviation facilities.

Types:

Robin DR400 No : 2
Super Decathlon 8KCAB No : 1

OVERSEAS CORPORATE FLYING CLUBS**HONG KONG****HONG KONG AVIATION CLUB**

31 Sung Wong Toi Road, Kowloon

T: (852)-2713- 5171

E: gm@aviationclub.hk

W: aviationclub.hk

Types:

1 x Cessna 152
1 x Cessna 172N
1 x Cessna 182P
1 x Cessna 172R
1 x Cessna 172S
2 x Robinson R22
1 x Robinson R44

OTHER ORGANISATIONS**ADAMS AVIATION SUPPLY LTD**

Mercury House, Vulcan Way,
Croydon, CR0 9UG
T: 01689 842999
E: mail@adamsaviation.com
W: adamsaviation.com
Stocks and distributes widest range of aircraft parts in Europe. Multilingual team of aviation equipment experts

AIR SEARCH

Jasmine House, Jasmine
Grove, Anerley, SE20 8JY
T: 0208 778 7531
W: airsearch.uk
A voluntary organisation made up of pilots, observers and ground crew who donate their time and aircraft free of charge.

Our primary function is to provide 'eyes in the sky' free of charge to help the emergency services and local authorities fulfill their humanitarian, statutory or community role. We work with the police, fire service, ambulance service, HM coastguard, local council authorities, national government departments and other organisations such as resilience forums, Highways England, the Environment Agency, the RNLI, Network Rail and voluntary groups.

AIRPLAN FLIGHT EQUIPMENT

Unit 1A, Ringway Trading
Estate, Manchester, M22 5LH

T: 0161 499 0023

E: sales@afeonline.com

W: afeonline.com

"Europe's favourite online pilot shop." At AFE we never forget that we are only as good as the service we offer to you, our customer. The people at AFE are aviation junkies who know and love flying and aeroplanes, many of us are pilots or experienced aviation professionals. It is our understanding of the products we sell and the aviation world itself that sets us apart from the crowd and makes our customers want to come back to us time after time when they need

the highest quality aviation products and services at a competitive price.

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Suffolk, IP28 8RR
T: 01638 721304
E: b-17preservation@
W: sallyb.org.uk
Operator of Sally B – the last airworthy Second World War-era Boeing B-17G Flying Fortress bomber remaining active in Europe.

BLACKBUSHE AIRPORT

Terminal Building, Camberley,
Surrey, GU17 9LQ
T: 01252 471300

W: blackbusheairport.co.uk
 Located on the borders of Hampshire, Berkshire and Surrey, Blackbushe is perfectly located for quick access to London as well as Thames Valley and the south of England. We have schools for fixed-wing and helicopters on-site and if you are an aircraft owner or flying group, our landing fees are competitive and the facilities are superb.

BRITISH MEDICAL PILOTS ASSOCIATION

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WORDS Thomas A. Horne IMAGES Courtesy of AERO

AERO 2023 LOOKS TO THE FUTURE

Europe's biggest convention focused solely on GA, held in Friedrichshafen, Germany, once again maintained its focus on both traditional designs and future trends

THE FACT that more than 670 exhibitors returned to Friedrichshafen for 2023 represented a closure on the more populous pre-COVID days' attendance records, and this year's show attracted more international visitors, notably a significant presence from Sweden.

Currently European daily life is marked by a pervasive concern about carbon and emissions reductions,

sustainable fuel, and the technology that advances those goals. This concern is reflected in Aero's dedication to tracking progress in alternative propulsion schemes. This year marks the tenth year that Aero dedicated exhibit halls to what it calls "e-flight expos." There you'll see current designs making use of battery-electric and hydrogen-powered aeroplanes – some of which are certified under certain European rules. This year's

e-flight expo had some 126 exhibitors.

Then there are the exhibits that represent prototype designs and pure research efforts. Technical universities in Germany and other European Union states sponsor programmes that allow students to learn the science behind electric and hydrogen propulsion. One large exhibit area showed off the work of students at six different German educational institutions.

To be frank, electric vertical takeoff and landing aircraft and the more ambitious hydrogen designs, plentiful at previous Aeros, seemed less well-represented this year. Instead, there were more conventional, winged aircraft using electric and hydrogen power.

Markus Fischer, a divisional board member for aeronautics at the German Aerospace Centre (DLR), speaking at an Aero pre-show media day panel discussion,

seemed to be addressing the challenges that the eVTOL movement faces when he reminded the audience of a well-worn saying in the aircraft manufacturing business: “You must never over-promise, then under-deliver on a design. This is the biggest danger in the development of all aircraft, and it’s especially true at times like these. It will kill the future of the new design, investors will leave, and the future of the industry will be at risk,” Fischer said, adding that he was “not an eVTOL person.”

Cate Brancart, manager of European operations and safety for the GAMA, emphasised the need for newer, more sophisticated training aircraft in the next two years, citing pilot shortages. Fischer’s DLR sponsors summer schools aimed at cultivating future engineers, another area where shortages are growing.

Claus Cordes, president of the German Aero Club, said that in addition to the club’s role in overseeing the standards for

the ultralight class of aircraft in that nation, also talked about the pilot shortage. “Air sports can be a significant future talent source for both pilots and the aviation industry in general,” he said.

COMPANIES LOOKING AHEAD

Elektra Trainer. Run by Calin Gologan of Landsberg am Lech, Germany, Elektra Solar GmbH has been exhibiting at Aero Friedrichshafen since 2011, when Gologan’s first design, the Elektra One electrically powered one-seater, went on display. Since then, the company has built its Elektra Two Solar, a two-seater with a 27-metre/88-foot wingspan with its surfaces covered by solar cells. Now there’s the two-seat Elektra Trainer with (according to specifications published on the website), a 14.5-metre wingspan (47.5 feet), a 50 kW Geiger Engineering electric motor, and a cruise speed of 65 knots. It has a glass cockpit, a single

“The Elektra Trainer is certified under German ultralight rules and sells, at current exchange rates for about £175,000”

fuselage-mounted retractable landing gear, flaps, variable pitch propeller, and a maximum flight endurance of 2.5 hours. Though intended as a trainer, the aeroplane can also serve as a glider tug, and can come with a trailer bearing solar cells that can recharge the aeroplane’s battery. The Elektra Trainer is certified under German ultralight rules and sells, at current exchange rates, for about £175,000, plus £35,000 should you buy the trailer.

JMB VL-3 Turbine. JMB Aircraft, a Belgian-Czech Republic company, showed off its VL-3 Turbine, a two-seat, retractable-gear turbine based on the Rotax-powered VL-3, to be certified under Slovakian ultralight rules. Like the piston version, it will be capable of 160 knots, powered by a French 160-shaft horsepower Turbotech TP-R90 turboprop engine. Unlike a Pratt & Whitney PT6 turboprop, Turbotech calls the TP-R90 a regenerative turbine. It uses a heat exchanger to mix intake air with



1. The post-COVID crowds were impressed with the aircraft on show during the event
2. JMB Aircraft displayed a turboprop version of its VL-3
3. Junkers had a fantastic display showcasing its latest offering for pilots

The Kodiak 900 received
EASA Certification during
this year's AERO



More than 670 exhibitors
attended AERO, making it one
of the biggest shows for years



the heat of exhaust gases to reinject it into the combustion chamber. The result is a fuel burn as low as 5 gph—and the ability to use avgas, Jet A, or 100UL fuel. It will be certified as an ultralight, with a starting price around \$275,000. Flight testing is now underway.

H55. Sion, Switzerland's H55 Inc. is developing its H55 electric propulsion system for retrofit in the Bristell B23 Energic, a two-seat, electrically powered trainer, and Piper Archer aeroplanes. The system will have an energy density of 200 Wh/kg according to André Borschberg, founder of the Solar Impulse project, and pilot on the around-the-world flight. The H55 is a spinoff of the Solar Impulse project. Market introduction is planned for 2024.

Taifun 17 H2. Students from the Technical University of Würzburg-Schweinfurt displayed their latest project, a hydrogen-powered motorglider derived from the Taifun line of aircraft. A ball containing

5 kilograms of hydrogen in the back seat works with humidified intake air and a hydrogen fuel cell to create a flow of hydrogen power that teams up with battery power for maximum power levels, and constantly recharge the battery. Excess water, created by the production of hydrogen power, is vented overboard.

ANNOUNCEMENTS AT AERO

There were other announcements at Europe's biggest GA show. **SHARK AERO:** Shark first appeared at AERO in 2007 and this year has wowed the crowds with the announcement of its Turbo Shark 600, a turbo-charged model that runs on a 126hp Edge Performance 914Ti engine. According to Shark, this model is designed for those who want to fly long distances regularly.

It offers shorter take-off performance, a better climb rate and a better cruise speed at high altitudes. The Edge engine keeps its power up to

“Flight Design announced that its new four-seater F4 will use the Rotax 916iS”

14,000ft, at which altitude they believe the aircraft is capable of a true airspeed (TAS) of 215kt. That said, to maintain the current stress and lateral limits, engine power will be limited, achieving a still-impressive 189kt TAS.

FLIGHT DESIGN: Flight design announced that its new four-seater F4 will use the Rotax 916iS. This powerful engine has a low fuel consumption of just 30 l/h and runs on a range of fuel types including unleaded and leaded fuels such as AVGAS 100LL, ethanol 10, and min. MON 85 RON 95 leaded. The aircraft is also certified spin-resistant and equipped with an aircraft emergency parachute and airbags for added safety. **KODIAK 900:** During the show, Daher announced that the Kodiak 900 had received EASA certification. The Kodiak 900's type certificate enables deliveries to begin in the European Union, with the first handover to a European operator scheduled for this autumn. ■



1. Shark Aero announced it will produce its Turbo Shark 600 – a turbo-charged version.
2. Bose's first new headset in 13 years, the A30, garnered a lot of attention during the show
3. Flight Design said its new four seater will be powered by the Rotax 916iS

WORDS Thomas Horne IMAGES Various

Diamond

DA50 RG:

V6 Shake-up

Diamond Aircraft Industries originally found its niche in the general aviation market selling motorgliders and light piston singles – the DA20 and DA40 – to and Europeans and Americans

BY 2004, Diamond expanded its offerings to twins with the debut of the Thielert Centurion diesel-powered DA42 Twin Star line; it started making its own Austro line of turbodiesel engines in 2007; and followed up in 2012 with the larger, seven-seat Austro-powered DA62. Along the way came the D-Jet, a 2006 twinjet design intended to capitalise on what at the time seemed like a vast market for very light jets. Today, all the aircraft are still in production (save the D-Jet) and selling well to both private owners and flight schools around the world. That's quite a product line, but Diamond lacked a big-cabin single that could one-up the DA40.

DETAILS

Until the DA50 RG came along in 2020. It was a long time coming, with the first

DA50 prototype appearing in 2007. But after trials with no fewer than six different engines (a turbocharged piston, a turboprop, and four diesels) and a switch to retractable landing gear, the first DA50 RGs were sold to European customers in 2021. By this summer, the DA50 RG should have earned its FAA certification and begun a demonstration tour in the United States.

SYSTEMS BASICS

The aeroplane has a 300-horsepower Continental CD-300 dual-channel full authority digital engine control, intercooled twin turbo turbodiesel engine, liquid cooled and arranged in a V-6 configuration. Fuel is fed to injectors at the pistons via a dual common rail fuel injection system that operates at 23,000 psi thanks to high-pressure fuel pumps. The FADEC controls ensure that the proper amount of fuel is delivered to each cylinder at

FAST FACTS

169

CRUISE SPEED (KT)

181

MAX SPEED (KT)

1,050

RATE OF CLIMB (FPM)

1,250

50FT OBSTACLE TAKE OFF

1,520

RANGE IN KM

the proper time, ensures that no limitations are exceeded, and controls the turbochargers and propeller, which is driven through a gearbox.

With all that fuel pressure there's no way the engine can consume the volume of fuel being fed into the cylinders. So, the unused fuel is returned to the main and auxiliary fuel tanks. Along the way, the heat of the returning fuel is cooled on its way to the left (main) tank, while warm fuel returning to the right (auxiliary) tank keeps fuel temperatures from reaching the freezing point at altitude. In another quirk, fuel is normally delivered to the engine from the main tank only, so there's a fuel-transfer rotary button to send fuel from the aux tank to keep fuel tank imbalances below the 9-gallon limit. If there's a problem with the fuel feed from the left tank, fuel can be drawn from the aux tank by moving the fuel selector to the Emergency position.

Thanks to the automated

The DA50 is a real game-changer for Diamond, opening up a new market



functions of the FADEC, a single-lever power control governs both engine and propeller functions, so there's no need for separate propeller and mixture controls. A small sliding switch at the front of the power lever controls rudder trim; slide left or right to trim out rudder forces, and be sure to trim to the right for takeoffs and go-arounds.

That's about it for the differences that most of us would encounter. Except maybe the front seats. As in other Diamond aircraft, they don't adjust fore and aft because they're joined to the wing spar box and the flexible crush mounts that make the seats able to withstand 26-G impact forces. Instead, an electrical switch moves the rudder pedal assembly to suit your leg length. And, sure, there are dual alternators and FADECs, but you'd expect these on any digitally controlled powerplant. And for high-altitude flying there's

an oxygen system that uses nasal cannula. The aircraft's maximum operating altitude is 20,000 feet, and Diamond says it reaches its fastest, 181-knot true airspeed at 16,000 feet.

A FULL-BOAT CROSS-COUNTRY

So, what's it like to fly the apex Diamond single? Lucky me, at this year's Aero Friedrichshafen trade show I had a chance to fly the display DA50 RG back to the Diamond factory at Austria's Wiener Neustadt East Airport (LOAN). With Martin Scherrer, Diamond's head of flight operations and flight training, chief pilot, and chief flight instructor, in the right seat; my wife, AOPA Pilot magazine Media Production Specialist Sylvia Horne, and photographer Mark Wagner in the backseats; plus luggage that filled the cavernous baggage area behind the rear seats, our payload was a whopping 838 pounds. Add in 40 gallons of Jet A and we were

“With such a maxed-out aeroplane, I wondered how sprightly the takeoff might be. There was no need to worry”

right at the maximum takeoff weight of 4,407 lbs.

With such a maxed-out aircraft, I wondered how sprightly the takeoff might be. There was no need to worry.

Engine start, like almost everything else, is simple. FADEC switch on Auto, engine master On, alternators 1 and 2 On, electric master On, check that the Garmin G1000 NXi shows a glow plug On (it's a diesel, remember?), then Off annunciation, and push the starter button. After the CD-300 comes to life, check the FADEC channels, wait until the oil, coolant, and gearbox temperatures rise into their green arcs, and you're ready to taxi.

With such a maxed-out aeroplane, I wondered how sprightly the takeoff might be. There was no need to worry. Martin had me stand on the brakes and push the power to the max, and it was all I could do to keep OE-VTW from bolting. So away we went,



1. The 300 hp turbodiesel Continental engine offers plenty of power when needed
2. There's plenty of room inside, even if the fifth middle seat is a bit cramped
3. Some may complain of heavy roll forces, but there is little in the way of low-speed airflow separation

With an impressive range,
the DA50 RG is a European
country-hopper



Head over
to the team at
Diamond
aircraft.com for
more info



accelerating to the 70-knot VR and lifting off into a 900-fpm climb at the 80-knot VY. Pretty good for a maxed-out aircraft.

The ceiling at Friedrichshafen was 3,000 broken, and the forecast for the trip along the north edge of the Alps was for layers up and beyond our filed 11,000-foot cruise altitude. The freezing level was around 6,000 feet, and icing was definitely in the picture along the entire route. Good thing we had the TKS “weeping wing” ice protection system aboard; I used the Garmin GFC 700 for pretty much the entire climb and cruise, with one eye on the outside air temperature (OAT) and the other on the cloud situation. Luckily, we stayed

between layers most of the time.

ATC had us level off at 8,000 feet for a while, so I took some notes. Power was set to maximum continuous, shown as the 90-percent limit on the load gauge (there's no manifold pressure readout), and we saw 165 KTAS burning 15.3 gph. After levelling at 11,000 feet and setting the recommended power setting of a 75-percent load, we still saw 168 KTAS – having picked up some true airspeed at altitude – but fuel flow dropped to 12.7 gph. This was at an OAT of minus 9 degrees Celsius/international standard atmosphere minus 2 degrees C. Martin said that if we pulled the power back to a

long-range cruise, 50-percent load we'd see 142 KTAS on a fuel burn of 8.8 gph

The Iridium datalink weather (SiriusXM Aviation weather isn't available in Europe) showed some yellow contours at one point, and when we entered the area, we saw the first traces of ice. By this time, Wiener Neustadt East was near and we were cleared for a descent. On the way down to shoot the LNAV approach, all the ice was shed and as we descended, we went through snow, then rain as we left the overcast at 5,000 feet.

A turn around a holding pattern at 100 knots, and it was down final at 80 knots with gear down and landing

“The freezing level was around 6,000 feet and icing was definitely in the picture along the entire route. Good thing we had the TKS”

The optional weeping wing ice protection eases the mind at higher altitudes



flaps. A decent flare, a low-impact touchdown, and we were home—well, Diamond's home. Total trip distance and time: 289 nautical miles and one hour, 55 minutes. Fuel reserves on landing: nine gallons, or 45 minutes' worth of endurance.

The DA50 RG is presumably meant as a challenger to high-performance piston singles such as the Beechcraft Bonanza G36 or Cirrus SR22, or as an upgrade option for those owning older aeroplanes who yearn for modern technology and edgy looks. Whatever the appeal, Diamond is confident. It expects 300 total sales in 2023, rising to 500 aircraft in 2024, with a 50-50 split between private owners and fleet operators such as flight schools.

Whatever the appeal, Diamond is confident. It expects 300 total sales in 2022, rising to 500 aircraft in 2024, with a 50-50 split between private owners and

fleet operators such as flight schools. As for the top of the line, Diamond has said there will be special focus on the DA62 and DA50 RG. The company says the DA50 RG engine's time between replacement (there is no time between overhaul) extension to 2,000 hours will help sales. There are other signs of optimism. Diamond's Chinese owners – Wanfeng Aviation – say they're building a new factory in Qingdao, China, to help ramp up production, joining the existing factories in London, Ontario, and Wiener Neustadt. An aerobatic trainer—the Dart 750—is also in the works, as is the eDA40, a hybrid-electric design.

The snarky among us might complain about the DA50 RG's somewhat heavy roll forces or modest range, or poke fun at that smallish fifth, centre seat. But vortex generators and slotted Fowler flaps mean docile stalls and little in the way of low-speed airflow

“The DA50 RG is presumably meant as a challenger to high-performance piston singles such as the Beechcraft Bonanza G36 or Cirrus SR22”

separation over the wings, and the VGs provide roll control even as the aircraft is deep in the stall. As for its 750-nm maximum range, most pilots seldom fly legs this long. And there's no arguing about the aeroplane's interior room and comfort.

The last day of our visit, Martin gave us a tour of the nearby Alps, where we flew around one snow-covered peak after another, then flew down a narrow, sinuous valley he called the “Valley of Hell,” banking steeply as we wended our way through. Seems this is part of every demo ride conducted out of Wiener Neustadt, and the DA50 RG's nimble manoeuvring down the valley showed off just one of the aeroplane's many attributes. It will be interesting to see how the market responds to this remarkable aeroplane. Its price will be one factor, and as of this writing Diamond has said that average-equipped DA50 RGs will go for about \$1.3 million. ■

TECH SPEC Diamond DA50 RG

BASE PRICE: \$1.3 MILLION

SPECIFICATIONS

Powerplant: Continental CD-300 turbodiesel, 300 hp

Propeller: MT composite, MTV-12-D/210-56

Length: 30 ft 4 in

Height: 9 ft 8 in

Wingspan: 44 ft

Wing area: 176.85 sq ft

Seats : 5

Empty weight: 3,175 lb

Useful load: 1,232 lb

PERFORMANCE

Takeoff distance over 50-ft

obstacle: 1,250 ft

Rate of climb: 1,050 fpm

Max level speed @ 16,000 ft: 181 kt

Cruise speed: 169 kt (15.3 gph)

Max operating altitude: 20,000 ft

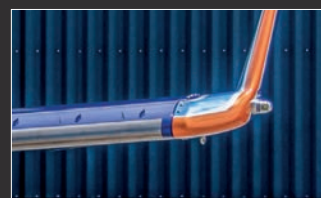
Max range: 1,520 km

VNE: 191 KIAS

VSO (stall, in landing configuration): 59 KIAS

VR: (rotation) 68 KIAS

All specifications are based on manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, sea level, gross weight conditions unless otherwise noted. **Find more specifications in AOPA's Aircraft Guide. aopa.org/aircraftguide**



The DA50 RG is a
remarkable aeroplane
according to the author





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