

AOPA UK

October/November 2023

Reimagining a classic

In a world of carbon copies, light sport aircraft Junkers has bucked the trend with its new retro modern interpretation.
Thomas A Horne experiences the Junkers A50 Junior



CORROSION

Michael Powell explains how you can look after your aircraft and protect it

LATEST NEWS

All the latest General Aviation news from around the globe that matters to you

UNIQUE LOOKS

An interview with airbrush artist John Stahr on his aeroplane painting style

DAVID OGILVY

A tribute to the man who did so much for AOPA and the world of flying



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IT'S NOW TIME TO SAY FAREWELL, BUT NOT GOODBYE

THANK YOU to those members who attended the AGM recently and especially those who attended in person. I ended my last Chairman's Message asking you all, as members, to get involved and it motivated one member to come down and do exactly that.

Had you attended the AGM you would know that I announced that I was not standing for re-election as a director and consequently as Chairman. I joined AOPA in 1999, the same year as I became a member of The Pilot Centre at Denham. Membership of AOPA attracted a significant discount for membership of the Pilot Centre, almost a two for the price of one deal. It wasn't long before someone commented that there were no women on the AOPA Members Working Group and I volunteered to go along and see what they did. I eventually was asked to chair the group and became a member of the Executive Committee of AOPA and elected to the British Light Aviation Centre (BLAC) Ltd. board in 2011, and elected as Chairman in 2019. This year I remarried and feel that I'm entering a new chapter in my life with more time to spend on different activities. It's about finding time to go flying rather than talking about it. I won't be cutting my ties with AOPA completely and will always maintain my membership and hopefully connections.

However, I leave the association in a strong position financially with money invested and new offices. There has been a thorough strategic review, the outcomes of which will start to become apparent as the two entities of BLAC Ltd. concentrates more on being the incorporated body and the accompanying statutory responsibilities and a new-look AOPA focuses on its advocacy informed by its membership. Mick Elborn, who has been a director since 2013, was unanimously elected as the new Chairman of BLAC Ltd. and is one of the driving forces behind the changes. I'd like to take this opportunity to thank all my executive committee and board colleagues for their support over the years. Special thanks go to Martin as CEO and Mandy as Office Manager, two people who really are indispensable to AOPA. I'd also like to thank the members, whether personal or corporate for supporting the association and making AOPA's work possible.

So, it's farewell but not goodbye from me. I expect you all to give Mick the support he deserves in moving AOPA forward and going from strength to strength. I wish him all the very best. ■



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EDITOR'S COMMENT

Last month AOPA hosted its AGM where Chairman Pauline Vahey stood down due to other commitments (see page three). I would like to start by thanking Pauline for all the hard work she put in as chairman of the organisation for four years, and before that as head of AOPA's Members Working Group. During my tenure as editor of the magazine, Pauline has been a fantastic help and I will miss her valuable input and insight. Mick Elborn will now take up the role of Chairman, and I wish him all the best and look forward to working with Mick on the future of the magazine. Talking of the AOPA magazine, once again this issue is filled with aviation goodness that everyone will enjoy, from how to maintain your aircraft to flying a fantastic Junkers A50 Junior, plus so much more. Enjoy!

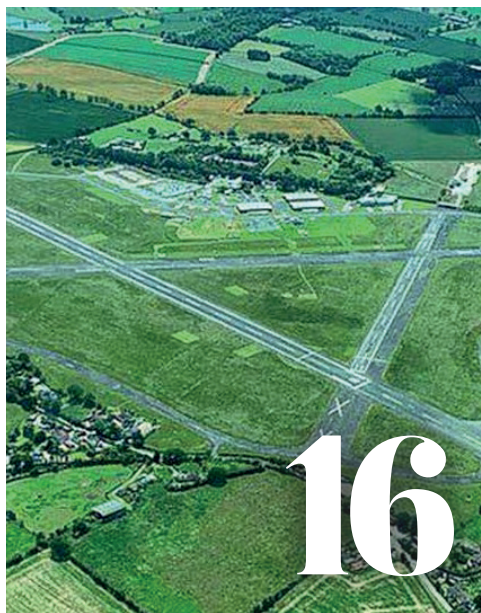
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CHAFF, CHAFF, CHAFF

For all the good the Civil Aviation Authority does, it can feel as if there are targeting the PPL holder, so what can be done to make sure everything is fair? AOPA's CEO **Martin Robinson** has a few ideas

EVERY OCCASION that I sit down to write an article for our magazine I look for positive things to say about GA regulation and oversight. At times that can be difficult but as you read on, I hope you will feel that I have got the balance just about right.

At times it is difficult to explain the level of frustration I feel in trying to get down in words many of the issues facing GA. The number of pages I rip up because the words will not come together. At times it feels like I am staring into the void, and I almost feel like giving up in despair because the problems never seem to get fixed. It can be difficult to sieve the wheat from the chaff and I often believe that politicians use chaff to deflect incoming 'missiles'. In previous articles I have referred to the GA Roadmap which maybe a nice set of words (well-meaning words) but it's not a binding policy.

The effort that went into producing the GA Roadmap was considerable – It highlights the issues that are holding the development of GA back and what needs to be done to solve the problems. Like past GA reviews, the GA Roadmap lacks a coherent plan to fix the problems. GA aerodromes are still the target for housing, environmental issues related to fuel and emissions will need addressing, and the shortage of light aircraft engineers and rising costs are all having an impact.

The DfT is the aviation's industry's ministerial sponsor and as such it should have a growth plan for GA. However, at this time that may not be something the Government wants to be seen doing given the focus on carbon reduction. GA operates on disposable income so there is not a lot of money to go into modernising the activity. Policy is what changes the world, for instance the Net Zero strategy is what governments do by either amending existing policies, or developing new ones. Governments muck things up on a regular basis, and so it is with GA because there is no strategy. Perhaps that's why during

lockdown GA was grounded because it was deemed to be a non-essential activity, yet aerodromes, maintenance organisations and flight training schools are businesses that employ people. So, no matter how much spin is placed on the activity, "you can't polish a turd" as the saying goes. There is no strategy and the words in the GA Roadmap describe the issues and what should be done but there is no implementation of change.

Not everything the DfT/CAA does is bad but regulators and policy makers around the world often get bad press, and as you read on I will refer to activities where I think the CAA has got things right and wrong.

To previous CAA CEOs I have said that we share common objectives in respect of safety. Where we differ is therefore where a discussion is the best way to achieve the desired outcome. And whatever outcome we wish to achieve, it has to be affordable.

Some might say that I am overly critical of the CAA and that I do not have its responsibilities, which may be true, but AOPA is not here to mollycoddle policy makers. We need to focus on the outcomes we wish to achieve from safety to growth where all can benefit. In recent times the CAA has changed its approach to engagement, as it appears to be stuck on transmit with fewer face-to-face meetings. It's always had a silo mentality in my view, and that appears to be getting worse again. After the appointment of Andrew Haines things improved and that improvement was maintained under Richard Moriarty. Rob Bishton, one of the two acting CEOs is also approachable. He is a professional pilot and a former light aircraft owner, so I expect him to know more about flying than his predecessors. The CAA takes its direction from the DfT, but it would be good if the CAA, as an aviation safety expert, provided advice to the DfT on what the UK GA policy should be in conjunction with industry. Yet as we have seen with their approach to the cost sharing rules, they do not appear to live up to the above commitment.

Turning to my current criticism and therefore concern with the CAA, it is their approach to Just Culture – this too I have mentioned previously. We can all make mistakes, the consequences of which will vary in the severity of outcomes. In a Just Culture environment, the objective is not to apportion blame but to look at the cause of the problem and take an appropriate course of action so that the error is not repeated. The minute you suspend a licence you have blamed the individual, so the CAA's approach to this is not the same as other industries approach to Just Culture. The MOR system aims to achieve safety outcomes based on open honest reporting where the information is not used for anything more than improving safety. MORs cannot be used as evidence in the courts because of the importance that is placed on safety,

and also that statements have been given without a caution being given. This can lead to safety improvements which ultimately save future lives. The MOR system should not be abused, but MORs that are completed by air traffic controllers are then reviewed by the CAA which uses that data to speak to some pilots. But the CAA often takes action which in my opinion is disproportionate and I am again openly asking the CAA to review the Just Culture process. I fully understand that where a pilot infringes a TRA, it might lead to the cancellation of an air display. Imagine the disappointment if you had driven for several hours with the kids to see the Red Arrows only for the display to be cancelled due to an unwanted infringer. We all need to do better when planning our flights. However, sometimes there are infringements that have no impact on other airspace users or non-involved third parties. Yet the CAA has suspended pilots' licences, even before speaking with the pilots. The CAA will often say that the percentage of pilots they deal with in relations to the number of infringements is small, however that is no consolation if the CAA has suspended your licence. But

“Some might say that I am overly critical of the CAA and that I do not have its responsibilities, which may be true, but AOPA is not there to molycoddle policy makers”

I feel there is a lack of consistency with the regulator. In another case the pilot is accused of endangerment and therefore the CAA has been conducting a prosecutable investigation. You might think with such a serious allegation that the CAA would have suspended the pilots license BUT not so. I cannot say more at this stage because the case may end up in a crown court. The CAA is sometimes right to pursue criminal convictions particularly where lives have been lost because the individuals broke the rules, and that's the right thing to do. The regulator needs to be proportionate and exercise great care in the action it takes. If the CAA refuses to review its application of a Just Culture AOPA may well seek legal opinion or even seek a judicial review. What we seek is a fair and proportionate approach.

KNOW YOUR RIGHTS

Pilots need to be careful too. Do not just hand over information until you know which direction the issue is going. This also includes telephone conversations.

Know your rights. If the CAA say that this issue is following a Just Culture process, you need to be very clear about what it is you wish to say, as it is what you say, and how you say it, that will determine the actions the CAA follow. You can also seek help from AOPA.

The CAA must protect the integrity of the MOR process. Its important, and if pilots begin to distrust the MOR process, then like a virus we could end up with corrupted data and wrong decisions on safety being taken in the future. So again, I stress, before you give any interview seek advice.

I am sure that many of you will have seen the attacks on GA aeroplanes across other regions of Europe where climate change protesters have covered aircraft with paint. Therefore, it is important that you check your aircraft's insurance policy to make sure that you are covered against such events.

GRRRRR AND SGAR

We have had reports of problems with the sGAR system – if you have run into problems with sGAR and Border Force please let us know at info@aopa.co.uk. With nearly 10,000 registered users there may be bedding-in problems but AOPA is keen to learn if there is a wider issue so we can help inform UK Borders.

Later this year the UK will be rolling out the requirements on Electronic

Permission Travel, and where you complete your GAR, your passenger's information will be checked to ensure that where required that permission is in place, ie, if you are flying with a non-UK national into the UK. So, you will need to ask your passengers if they have completed an EPT in the future. Europe is developing the same but appears to be behind the UK in terms of implementation. There are differences where travel between the UK and Ireland is involved. This is like the airlines' advanced passenger information, as states keep a closer eye on travellers.

AOPA responded to the Apian ACP 2023-015 in support of the Northumbrian NHS and we set out our concerns relating to the potential impact on GA airspace users. There is a similar proposal in Scotland under project Caelus as well as other regions. Of course, when a project relates to the NHS its probably going to get a degree of public support. However, there are questions to be answered in terms of what percentage of drone flights can happen daily given that weather is likely to impact the operation. So, there will need to be a back-up service, ie, EV bikes or vans. There also need to be a cost versus benefit study that takes all options into consideration. No doubt drones will have a role to play but whether they can provide cost savings to the NHS remains to be seen.

Work has started on developing digital air traffic management systems and in time this is likely to mean that GA will need to make further investments in new cockpit technology. But over what time will depend on several matters, the investment cycles of NATS. On airspace modernisation we are hearing talk about the Government's dissatisfaction over the lack of progress being made, and we are seeking to make changes to the existing mechanisms – the question of funding appears to be under discussion where the Government is looking at existing charging systems to possibly help fund any future changes. If the Government want to centralise this work, it begs the question as to what is the role of ACOG? ■



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 & IMAGES Mick Elborn

HOTTEST DAY OF THE YEAR - 100+ YOUNG AVIATORS WANTING TO FLY

AOPA has always encouraged children and teenagers to get involved in GA. This year, more than 100 children arrived for the Young Aviators Day at Deenethorpe Airfield. **Mick Elborn** reports on the day's success

FOR THE 17th year, Andre Faehndrich, AOPA STEM Ambassador, organised the Young Aviators Day held on 9th September at Deenethorpe Airfield. For the third year AOPA has fully sponsored the event which, as always, was fully subscribed to Scout and Air Scout Groups with over 100 Young Aviators in attendance and raring to fly.

The event wouldn't be possible without an airfield willing to host the event, the volunteer marshallers to keep things safe in the ground and pilots, from far and wide, who volunteer their time, and aircraft, to support the event and take the youngsters aloft

for the highlight of their day in all types of flying machines.

For many young aviators this is the very first flight they have ever made, and few if any had ever had a flight in a light aircraft, microlight or gyrocopter.

While the flight was the highlight of the day, there were plenty of other activities to keep the young aviators engaged and learning during the day. Activities included an introduction to aviation charts, map reading and basic navigation techniques, drawing static aircraft, quiz, and cockpit "tours".

One young enthusiast proudly showed me his aviation-related Instagram

account which has 146,000 followers.

Other highlights of the day included the ice cream van arriving and when Mike, Airfield Manager, brought out his military vehicles.

The armoured convoy was last seen heading east loaded with young aviators, who perhaps have a different career path in mind!

Amongst all the gloom often surrounding the future of General Aviation, seeing the enthusiasm for aviation in the faces of the young aviators gives us hope that General Aviation will be taken on by younger generations. But the seed of aviation as a career has to be planted and nurtured, and no one other than those engaged with GA already are better placed to do this.

AOPA have chosen to support this STEM event because it is well attended, and always fully subscribed, by a diverse range of youngsters from all

backgrounds, in the critical seven to 14 age groups, who have already made a commitment by joining their local Air Scout or Scout group.

AOPA see sponsorship of such events as an investment in the future with a long-term return on the investment of income from

our members. We hope to inspire young people to explore careers in aviation, at all levels. Aviation needs to be ready for the future and requires new talent to enter the industry as a career choice.

GA is desperately short of airfields and businesses who are willing to step-up and host events that can bring the excitement of GA, whatever the role, to the next generations. AOPA would be interested to hear from any corporate or individual members who are considering hosting STEM events, with a view to giving advice and potentially sponsorship. Email us: info@aopa.co.uk and tell us your plans. ■



Visitors line up for the very popular 'cockpit experience'

WORDS AND IMAGES Michael Powell

WHAT THE OWNER MAY AND MAY NOT DO TO THEIR AIRCRAFT—CORROSION

Part 8

In the latest of Licensed Engineer **Michael Powell's** series on what you can do to your aircraft, we look at one of the biggest killers of aircraft: corrosion

THIS TIME we are going to concentrate on corrosion – that insidious killer of aircraft. Corrosion starts attacking a metal aircraft as soon as it leaves the factory. Unlike motor cars, which these days seem to go on forever, metal aircraft are built from a combination of aluminium-alloys and steel – both of which are prone to corrosion.

What is worse is that some aircraft are built with these two materials in close contact leading – inevitably – to a form of corrosion called galvanic corrosion.

This form of corrosion is accelerated by the presence of moisture which acts as an electrolyte – in effect creating a simple form of battery which generates an oxidation process.

Given that most of the metal aircraft flying today were built getting on for 50 years ago it is not surprising that they are showing signs of age, ie, corroding.

Piper PA28 aircraft are particularly prone to this form of galvanic corrosion, which in this case, attacks the inboard part of the aft spar where a steel plate forming the rear

“If corrosion is seen, or suspected, then asked your friendly licensed engineer to have a look”

attachment of the wing is rivetted to the aluminium-alloy spar. If you fly a PA28 then it may be worth removing the inboard under-wing inspection panel and taking a look at the inboard corner where the steel/aluminium-alloy plate is located. A borescope would be useful or taking a series of photos using one of these clever smartphones.

If corrosion is seen, or suspected, then ask your friendly licensed engineer to have a look. Piper clearly are aware of this problem because they can supply a kit of parts necessary to carry out a repair of the corroded spar.

Periodically it is well worthwhile carrying out a close inspection of the whole airframe, looking for signs of corrosion – if you can catch it before it takes a hold then you could save yourself a lot of money. The PA28 referenced above will cost more than £8,000 to repair and that assumes that the wings do not have to be removed.

Take a thorough look at the airframe, particularly where dissimilar metals are in close proximity, and make a note of any signs of corrosion. Make sure that the cockpit (carpets and so on) is dry and any drain-holes are not blocked.

Check the exhaust down-pipes at the point where they



If you spot corrosion before it takes hold of your airframe, you could save a lot of money



Chips of corrosion from the airframe

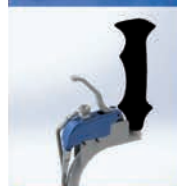


Corrosion spots inside a PA28, which can be a familiar sight

are attached to the cylinder head exhaust ports. Look for signs of exhaust leakage around the exhaust gasket – usually shown by a dry grey/white powdery residue. Dealing with this is important as the leaking exhaust gases will eat away at the cylinder exhaust ports and create damage that may not be repairable. It may be worth checking the exhaust down-pipe retaining nut torques but if these are found to be slack

then the damage has probably already taken place. Time to call in the FLE (Friendly Licensed Engineer). There are two types of exhaust gasket – thin and thick. Use the thick ones, they form a more reliable seal.

If at all possible keep your aircraft in a dry hanger. It may cost a bit but you will be saving considerably more money when compared with repairing damage caused by corrosion. ■



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YOUR HERO

The Cessna C-337 is AOPA member and magazine contributor

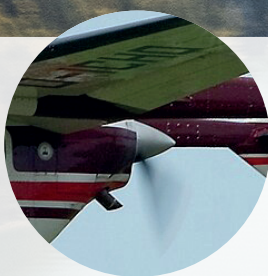
David Hastings' hero

I was just so lucky to fly the superb Cessna C-337 Skymaster for over 29,000 miles in the USA and western Canada, so she just had to become MY HERO.

Over the years the aircraft and her owner David Patterson, a wartime B-24 Liberator pilot who flew out of Tibenham in Norfolk, have become close friends.

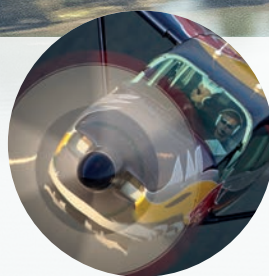
The aircraft is registered N5345S in the US, but is better known as "Sarah". She is a real joy to fly and has taken me to many large international airports as well as some thrilling mountain

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



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5. PAINT

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6. INTERIOR

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WORDS & IMAGES Martin Robinson

AOPA CEO LIVES OUT LIFE-LONG DREAM OF FLYING IN A SPIRIFIRE MK9

Martin Robinson has always dreamed of – as most of us have – of flying in a Spitfire. This was his chance and he loved every minute of it

FLYING IS a wonderful activity, and I was very lucky recently (thanks to my family) to have flown (in) my favourite aeroplane the Spitfire Mk9.

It was a beautiful sunny September day when I visited Aero Legends at Headcorn in Kent. They were very professional in their approach, and I have no hesitation in recommending them to anyone.

I flew with 'Parky', a former Red Arrow pilot. After take-off – which was spectacular – we headed towards Folkstone and Dover where we did some loops and rolls over the famous white cliffs. Heading to the coast I could not help but think about the young men who in 1940 flew in those same skies to protect our country – Churchill called them The Few and it was appropriate that we did a victory roll over the monument near Folkstone as



Martin Robinson living out his dream and heading preparing for some loops and rolls

a salute to those brave pilots who gave their lives.

On our return flight back to Headcorn we completed another victory roll and also a hesitation roll before landing the Mk9.

“I could not help but think about the young men who in 1940 flew in those same skies”

It was a memorable day and a flight I shall never forget.

The CAA CAP 1395 enables this kind of activity and is something the CAA have got right in my opinion. It allows individuals to fly in aircraft that they may not have been otherwise able to. It sets out the safety requirements including passenger briefings. At the end of the Aero Legends brief they made it clear that if the individual didn't wish to fly there was no pressure to do so. It's the passenger's decision.

The Spitfires in various locations are fully booked for most of the flying season, proving once again the public support that exists for aviation. ■



The beautiful Mk9 Spitfire operated by Aero Legends, which flies passengers over the White Cliffs of Dover



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 - 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**

AOPA NEWS

The three
tarmac runways
of Halfpenny
Green

HALFPENNY GREEN UNDER NEW PPL- HOLDER OWNERSHIP

In a deal worth £4.5m Wolverhampton's Halfpenny Green Airport is now owned by pilot and businessman Tony Hall

HALFPENNY GREEN is now in the hands of the Pegasus Group. A Droitwich-based company purchased Stockstame and its four subsidiary companies which included the 400-acre historic airfield that used to be an RAF base.

Pegasus Group managing director, and pilot, Tony Hall said: "Such a unique opportunity to acquire Wolverhampton Airport was one not to be missed. First and foremost, I've always been a huge aviation enthusiast and having learnt to fly at the airport it holds a place of special significance for me.

"The airport is somewhat of a local treasure so its importance in the area was a factor, not only for its resident pilots but also for

the surrounding landscape and its neighbours. Lastly, the airport is a business which I hope to see progress and strive to become a thriving airfield for all to appreciate."

The buyer was advised and assisted with the acquisition by Sheffield law firm Taylor Emmet's head of corporate Philip Jordan. Mr Jordan said: "This transaction was challenging because, in addition to buying five businesses, one also had to adhere to the stringent regulations of the UK Department for Business, Energy, and Industrial Strategy regarding airport security and investment issues as well as the strict regulatory requirements of the Civil Aviation Authority for the airport licence.

"The airport is a business which I hope to see progress and strive to become a thriving airport for all"



"The 400-acre airfield site also had 43 commercial leases that needed to be reviewed and reported upon to the client and the transaction finance provider. Because of this, the acquisition process was intensive".

The historic airport, which was constructed in 1941 by the Royal Air Force and originally named RAF Bobbington, has many highlights, including: three hard surface runways plus a grass runway, flight information service, Rescue and Firefighting Services (RFFS) offering CAT3 on remission, a fantastic mix of flight schools and private operators, private charter flights, and is located just a 40-minute drive from Birmingham. ■

SIBLINGS WIN SEGRAVE TROPHY

THE SEGRAVE trophy is awarded to a British national who has done something unique on either land, sea or in the air.

For this year the trophy has been awarded jointly to sister and brother Zara and Mack Rutherford, who both flew around the world in a Shark Ultralight aircraft.

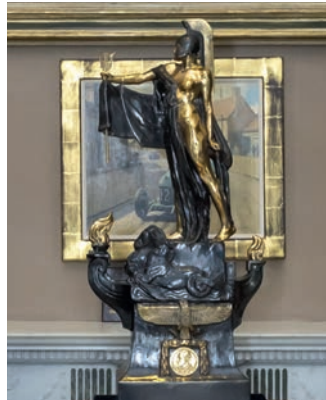
Zara is recognised as the youngest woman to achieve this at just 21-years-old and Mack is recognised as the youngest pilot at the age of 17, for which he has a place in the Guinness Book of Records.

Sir Henry Segrave was a pilot in WWI, a motorcar racer who set numerous land speed records, and then turned his attention to water speed records.

Following his death in 1930, his widow, Lady Segrave, set up a fund and commissioned a trophy to be awarded to the British national who demonstrates "outstanding skill, courage and initiative on land, water and in the air."

Notable aeronautical recipients (since 1945) include Neville Duke, Peter Twiss, Bill Bedford, Ken Wallis, Paul Bonhomme, (Paul is now a member of the nomination committee) Dave Sykes and James Retchell. Motor racing recipients have included Sir Stirling Moss, Bruce McLaren, and Sir Lewis Hamilton.

The trophy is administered by the Royal Automobile Club where a committee



The impressive Segrave trophy has been won by siblings

meets twice a year to consider nominations for the award of the trophy. This committee consists of individuals representing motor racing, waterborne competition and last but not least, aeronautical endeavours. ■

AOPA NEWS HIGHLIGHTS

- NBAA says business aviation pilots saw average pay raises of about 12 per cent in the last year. The association's annual pay survey also found that the average salary increase across all positions was 7.22 per cent.

- Textron Aviation and Netjets recently announced the terms of a record-breaking deal between the long-standing partner companies for the purchase of up to 1,500 Citation jets. The deal extends over the next 15 years.

- The Collings Foundation's Nieuport 28 World War I-vintage fighter crashed on landing at the foundation's home airport in Stow, Massachusetts. The aircraft reportedly suffered a landing gear failure.

DEVELOPERS REVEAL PLANS TO SHORTEN RUNWAY AT WELLESBOURNE AIRFIELD

PROPOSALS TO change Warwickshire's Wellesbourne airfield have been revealed by developers Gladman and Stoford.

The changes proposed would include the creation of an industrial estate and a 'new realigned runway', as well as see the current airfield reduced in size and the re-allocation of infrastructure, including 'new hangars, aircraft parking and maintenance facilities, along with a new control tower, a check-in-area, waiting lounge and café'.

At the heart of the development, the new

realigned runway would be built to modern standards and would allow for the construction of a new industrial park on what the developers are calling the 'underused part of the existing site'.

In a statement, Gladman and Stoford announced that the development of its proposals 'will ensure the long-term future of the airfield', adding that 'the significant investment into the airfield will attract new business, training recreational flyers to the site, appealing to a future new commercial operator'.

The 'new, high-quality employment park of approximately 210,000 sq m of industrial and logistics space' is described as having the potential to 'generate significant job opportunities.'

Illustrated plans show 13 industrial units of varying sizes will be constructed, although the length of the realigned runway has yet to be released.

Wellesbourne Mountfield was originally opened in 1941 before being closed in 1964. Now under civilian ownership, it is also home to a variety of companies. ■

ALL-ELECTRIC eDA40 MAKES DEBUT FLIGHT

The flight took place at the company's Austrian headquarters and marks a significant step towards certifying the aircraft



The eDA40 has taken to the skies in Austria

THE eDA40, which will be the first EASA/FAA Part 23 certified electric aircraft, is designed to be an electric circuit trainer powered by an ENGINEUSTM electric smart motor by Safran and charged by Electric Power Systems' (EPS) battery module equipped with a Direct Current (DC) fast charging system.

Piloted by Diamond's Head of Flight Test Sören Pedersen the maiden flight covered system checks, all basic manoeuvres and initial performance evaluation. The flight went as scheduled.

"We are extremely proud to announce another significant milestone for our all-electric eDA40. The aircraft performed outstandingly well during

its maiden flight and not only met but exceeded all our expectations," said Liqun (Frank) Zhang, CEO Diamond Aircraft Austria. "We are very much looking forward to offer a sustainable aircraft for the flight training market of tomorrow."

"We are very excited to take part in the eDA40 first flight, along with Diamond, as it is the first time our electric motors and the electrical protection system will fly on an all-electric aircraft. Participating in the electrification of the DA40 has been a thrilling technical challenge. We have recently obtained Design Organisation Approval from the EASA for our

"The eDA40 project ushers in a new era of electric propulsion"

ENGINEUS 100 electric motor and are currently on the home stretch in obtaining their final certification. This state-of-the-art equipment is one of the essential building blocks in Safran's decarbonisation strategy," said Bruno Bellanger, Executive Vice President & General Manager of the Power division of Safran.

Nathan Millicam, CEO of Electric Power Systems: "This marks a historic milestone for both Diamond

and EP Systems. The flight is the culmination of years of determination, innovation, and hard work. The eDA40 project ushers in a new era of electric propulsion that solves an immediate problem in both an economical and sustainable way. Through unwavering dedication and cutting-edge technology, we are showing the industry how electric propulsion can be implemented in aviation. We extend our deepest gratitude to our visionary customer, dedicated employees, and passionate investors who have made this achievement possible. Their unwavering belief in our mission has fuelled our determination to power a more sustainable future." ■

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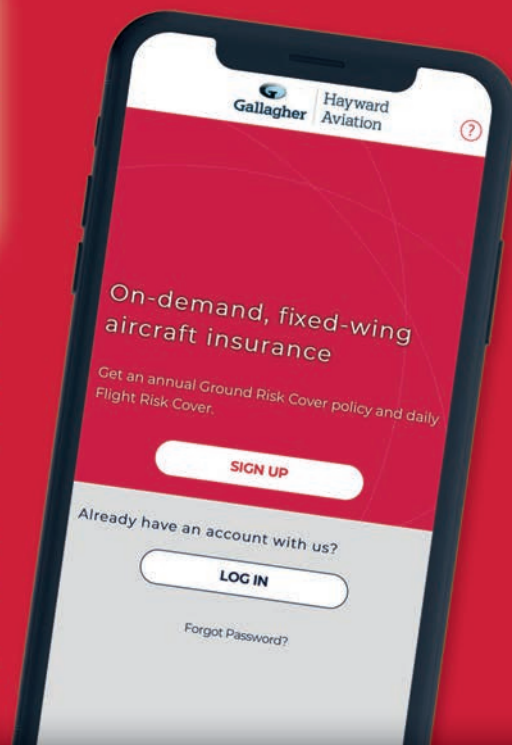
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FIRST FLIGHT OF LIQUID HYDROGEN-POWERED ELECTRIC AIRCRAFT

The world's first piloted flight of an electric aircraft powered by liquid hydrogen has been achieved by German company H2FLY

H2FLY, THE STUTTGART, Germany-based developer of hydrogen-electric powertrain systems for aircraft, announced it has successfully completed the world's first piloted flight of an electric aircraft powered by liquid hydrogen.

The H2FLY team has completed four flights powered by liquid hydrogen as part of its flight test campaign, including one flight that lasted for over three hours. The flights were completed with H2FLY's piloted HY4 demonstrator aircraft, fitted with a hydrogen-electric fuel cell propulsion system and cryogenically stored liquid hydrogen that powered the aircraft.

Results of the test flights indicate that using liquid hydrogen in place of gaseous hydrogen will double the maximum range of the HY4 aircraft from 750 km to 1,500 km, marking a critical step towards the

delivery of emissions-free, medium- and long-haul commercial flights.

"This achievement marks a watershed moment in the use of hydrogen to power aircraft. Together with our partners, we have demonstrated the viability of liquid hydrogen to support medium and long-range emissions-free flight," said Professor Josef Kallo, co-founder of H2FLY.

"We are now looking ahead to scaling up our technology for regional aircraft and beginning the mission of decarbonising commercial aviation," he added.

The successful campaign marks a significant milestone for H2FLY, reflecting the extensive insights from the company's research efforts. Moreover, it is the culmination of Project HEAVEN, a European-government-supported consortium assembled to demonstrate the feasibility of using liquid, cryogenic

"We are now looking ahead to scaling up our technology for regional aircraft and beginning the mission of decarbonising"

hydrogen in aircraft. The consortium is led by H2FLY and includes the partners Air Liquide, Pipistrel Vertical Solutions, the German Aerospace Center (DLR), EKPO Fuel Cell Technologies, and Fundación Ayesa.

Compared with pressurised gaseous hydrogen storage (GH2), the use of liquified, cryogenic hydrogen (LH2) enables significantly lower tank weights and volume, therefore leading to increased aircraft range and useful payload.

Pierre Crespi, Innovation Director at Air Liquide Advanced Technologies says: "Air Liquide is proud to have designed, manufactured and integrated, together with H2FLY, the liquid hydrogen tank that enabled to power the HY4 aircraft. Today's success demonstrates the full potential of liquid hydrogen for aviation. Liquid hydrogen can be stored onboard and transported. Hydrogen is key to the energy transition and

this new step proves that it's already becoming a reality."

Tine Tomažič, head of engineering and programmes at Pipistrel, says: "To be a part of this magnificent team has been an honour. At Pipistrel, our aim is to be the pioneer of future flight and playing a role on the liquid hydrogen tank integration, we, along with all the other partners involved, are able to demonstrate the success of alternative sustainable fuels, ready to power the aircraft of tomorrow."

Dr. Syed Asif Ansar, Head of Department Energy System Integration at the German Aerospace Center (DLR), said: "DLR boasts extensive expertise in electrified aircrafts, with a track record spanning over 15 years. Starting from the inaugural flight of the Antares DLR-H2 in 2009, consistent advancements have been made in fuel cells and their auxiliary systems.

This progressive journey culminates in a significant present achievement in aviation history: the utilisation of cryogenic liquified hydrogen as fuel storage for a four-seater aircraft powered by fuel cells. Collaborating with H2FLY, AirLiquide and other project members,

DLR is actively engaged in projects aimed at propelling the development of CS-23 and CS-25 fuel cell powered aircraft into the next phase." ■



The HY4 – H2FLY's demonstrator aircraft

CONTINENTAL TO TEST VEGGIE OIL IN CD-100 ENGINES

CONTINENTAL SAY that this research and development investment signifies the company's commitment to fostering a more sustainable general aviation industry aimed at reducing carbon emissions and promoting environmental stewardship.

HVO is a renewable and carbon-neutral fuel alternative. This biofuel is produced from vegetable oils, using hydrogen as a catalyst instead of methanol. In addition to vegetable oils, this premium quality fuel product can be produced from tallow and used cooking oil.

By approving HVO for use in CD-100 engines,

Continental enables aircraft owners and operators to significantly reduce their carbon footprint without compromising their engine's performance.

"Hydrotreated vegetable oil is one of many sustainable alternative fuels. While the industry continues to work through a wide variety of diverse, sustainable options on their path to reach decarbonisation, Continental is proud to take this incremental testing step to potentially bring a cleaner fuel to our CD-100 Jet-A owners," said Dr. David Dörner, Vice President of Global R&D for Continental.

"Our extensive analysis has thus far demonstrated results that confirm our 4-cylinder Jet-A engines exhibit seamless performance equal to traditional Jet-A fuel." Continental's action to evaluate HVO in the CD-100 series engines demonstrates the company's approach to reducing the use of fossil fuels in the industry. By embracing sustainable practices, Continental continues to drive change, setting an example for the GA industry. Continental is dedicated to research and development in eco-friendly technologies, working towards a sustainable future. ■

AOPA NEWS HIGHLIGHTS

- A 64-year-old man is facing numerous charges after he allegedly tried to steal a Cessna 140 from Rockcliffe Airport in Ottawa, Ontario. He allegedly tried to take the taildragger off the airport just east of the capital city.

- Bristow Group has entered into a partnership with Germany-based urban air mobility (UAM) startup Volocopter to develop commercial passenger and cargo services using eVTOL aircraft in the US and UK.

- The FAA has ordered SpaceX to fix 63 deficiencies in its Starship megarocket system before it can attempt another launch after the company said it was ready to take another crack at getting the ship into orbit.

AEROVOLT BEGINS ROLL OUT OF ELECTRIC CHARGING NETWORK ACROSS UK

THE UK'S AEROVOLT is launching what it is calling "the world's first" smart charging network for electric aircraft, in the south of the UK, initially with six sites at IOW Sandown, Lee-on-Solent, Shoreham, Lydd, Bournemouth and Kittyhawk. A further 18 sites across the UK are confirmed to be installed in the next 18 months.

"Developed in house, 'Squadron' is an aviation specific software management system," said the company in a press release. "With the ability to book charging slots across the network, real time charger usage and status

updates, load balancing and seamless communication for all aircraft using the network."

"Alongside the Charging Network Aerovolt is offering cheap and accessible electric flying to all pilots with a PPL. Covering the cost of conversion training and free ground schooling. Our Velis Electro Aircraft is available to rent for only UKP100ph. Equivalent to almost half the cost of renting a conventional ICE powered aircraft. There are also plans to expand the electric fleet with a range of upcoming new electric aircraft and eVTOLs



Expect to see these charging stations near you soon

coming to market."

Later this year, SkyDemon will be adding Aerovolt's smart charging data feed for electric aircraft to its popular flight planning application. ■

Kevin Annunziato

answers the questions on how the Bose A30 came to be



Kevin Annunziato is the Director of Engineering - Aviation, Military and Broadcast Division at Bose and has been at the company for 19 years

”

Q Why did it take so long between the A20 and A30?

A The A20 is a great headset and it has served pilots well for many years. But the Bose A30 is an entirely new headset and an improvement over the A20 in terms of comfort, noise cancellation and audio clarity. It took some time to incorporate the latest technology and materials to make the A30 comfortable and easy to use while providing excellent noise reduction and audio performance. The Bose A30 reduces clamping force by 20%, making it more comfortable. We also introduced digital active noise cancellation (ANC) which extends the bandwidth of active noise cancellation, maintaining overall noise reduction performance. The addition of digital ANC also enabled three modes of noise cancellation. The down cable and microphone are side-swappable without a tool and the cable is notably thinner and more flexible than the A20, so pilots can quickly configure the headset for their situation. I'm confident the Bose A30 is a worthy successor to the A20 and was worth the wait.

Q What are you most proud of when it comes to the A30?

A The Bose A30 is a headset that we are all very proud of. The engineering team worked hard to create a comfortable headset while effectively cancelling noise in harsh aviation environments. I am particularly proud of the overall system design,

which incorporates detailed refinements in acoustics, electronics and signal processing. These refinements allowed us to achieve a remarkable 20% reduction in clamping force while maintaining the outstanding noise reduction performance of the A20. This was a challenging but rewarding achievement.

Q How long was it from the A20 being launched to the start of production on the A30?

A Bose initially launched the A20 in 2010. We're retiring it after approximately 13 years in the market, though we know many pilots will continue to wear it and we will continue to support it for some time. The A30 Aviation Headset was introduced in March 2023, marking the start of production after this impressive 13-year journey.

Q How long was the A30 in production?

A We began conceiving the Bose A30 more than four years ago. The A20 was an exceptional headset, and we wanted to create a headset that is more than an improvement to the A20. We took the time to get critical feedback from general, business and commercial aviation pilots, as well as from our OEM partners. They told us what they liked and, importantly, wanted in a headset. We analysed that feedback and got to work. Bose's engineering team began developing the headset more than three years prior to its release for sale on March

28, 2023, creating a brand-new headset that combines what works well in the A20 while improving in areas customers asked for.

Q In terms of development, what do you see changing in the world of headsets in the coming years?

A In terms of headset development, I anticipate ongoing advancements in digital active noise cancellation technology, resulting in highly comfortable and high-performance headsets with minimal trade-offs. Additionally, I foresee exciting developments in machine learning (ML) algorithms being integrated into headsets. Potential examples include cleaning up incoming and outgoing speech to make it even more intelligible and passing through specific sounds that are important to pilots. While there is a lot of work to do, ideas like these promise enhanced performance and new capabilities in the future.

Q When can we expect the A40?

A Our primary focus is on providing pilots with the best possible headset in the form of the A30. We created a headset with the pilot's future needs in mind. It incorporates an all-new digital network architecture and expansion capabilities that Bose can build upon for years to come. Our research efforts will continue, and you can anticipate a new headset when we are confident that we can introduce the next benchmark in headsets. Stay tuned! ■

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WORDS David Rawlings IMAGES Courtesy of John Stahr

PAINING YOUR PRIDE AND JOY SO IT LOOKS LIKE NOTHING ELSE

Everyone thinks their own aircraft is the best, but to really make it 'yours' and stand out from the crowd, a custom paint scheme is in order. Airbrush artist **John Stahr** has been painting aircraft for over 30 years. Here's how he does it



THERE ARE two schools of thought when it comes to rebranding your own aircraft to make it that little bit more special. You can retain the traditional colours with tasteful lines or you can go all-out and have it painted in a very unique way so you stand out on the ramp.

Not that everyone wants to stand out, but for those that do, or just want something a bit different, there is a world of highly skilled artists out there willing to do the job for you.

John Stahr is an American airbrush artist and pilot who has been lucky enough to combine his two passions to cultivate a career where he can fly, paint and work on aircraft. He is known in the industry as the go-to if you want a tail piece painted, a small section of the aircraft, or the whole plane covered in unique artwork. He started his business of

painting vehicles back in 1983 and occasionally worked on aircraft. In 1995 John's main focus shifted to aircraft art and Artistic Aviation was born.

John has always been passionate about aviation and credits his father, an aeronautical engineer, for that. A pilot since 1991, John flies for fun, to travel, and to seek out references for his artwork. Known in the fine art arena for his realistic style and dramatic cloudscapes, his originals are held in public and private collections throughout the US and further afield.

START TO FINISH

John is very quiet and doesn't go in for self-promotion or advertising. All his work comes to him from referrals or word of mouth. "What I do is so niche, that there seems little point in advertising. People will find me if they want their aircraft painted," said John when he spoke to AOPA.

"Once we have the conversation about that they're looking for, the wheels start turning and I start the process..."

"After initial contact with someone that wants something painted, I'll ask them if there's anything in particular they like. Once we have the conversation about what they're looking for, the wheels start turning in my head and I start the process of coming up with visual solutions."

Once John has a rough idea of what he thinks the customer wants he'll start designing the artwork with some pencil sketches and thumbnail drawings to get a 'cartoon' view of the basic look. He'll then start to research some reference pictures for the centrepiece.

"After the initial plans have been discussed and agreed on, I'll use the computer to draw up some ideas using different designs and colours. I'll also start work on the graphical elements.

"If it's a big aircraft, such as a business jet or something the size of a Cessna Caravan, I'll do

John's airbrushing skills are second to none



a scale rendering (about a 4ft wide panel) using the actual paints and my airbrush so the customer can see the actual artwork."

John feels that this is the key to keeping the customer happy, and also stopping any shocks when they see the artwork on the actual aircraft. "I want the customer to see the artwork and the colours on a scale before they pull the trigger and sign the cheque!"

Once John and the customer have agreed on the artwork and colour scheme, it's time for the fun bit.

John will find a workshop close to where the aircraft is based and then fly out with his equipment. First of all the panels have to be stripped of its current paint and ready to receive the new artwork.

"Once the aircraft is masked, prepped and ready to go, I will scale up the artwork to full size and use a projector with my computer to project the image onto the aircraft. I will then

draw the basic line art onto the aircraft, and then fill it in like a colouring book.

"When the outline is finished, I will start on the fringes and work my way in – so the background will be painted first and then I'll move towards the main focal point and finish with that. It's like any other painting, I keep adding layers until it's completed and absolutely perfect.

"After the artwork has been agreed on, it normally takes several weeks to create the design and get the patterns drawn and put the logistics together – I need to find a workshop near the aircraft, because I will go to it. I also need to make sure the correct paints are delivered there.

The preparation takes the majority of the time. When I get to the aircraft it'll be a good week to 10 days of prepping the actual aircraft, sketching, painting and then clear coating the aircraft before it's ready to go.

"I need to find a workshop near the aircraft, because I will go to it."

TYPES OF WORK

The majority of John's work is of a commemorative nature. "A lot of customers come to me and want to honour family members or friends that were pilots or in the military, but recently I've been doing a lot of tropical artwork. The Twin Otter, owned by Wipaire, that was at 2013's NBAA show was mine and I've had a few requests for similar work from people that saw the Otter. In fact, the aircraft I'm worked on straight after was a brand-new Cessna Caravan that the client wanted a tropical Hawaiian scene as it's a touring aircraft for Hawaii and thought customers would want to have their photo taken with the aircraft."

John sometimes struggles when a customer doesn't know what they want, but his biggest problem came when John had to paint his own Van's RV8. "I had so many ideas, but there comes a time when you have to start painting.

A customer's RV8 that is based in Hawaii





The tail of John's RV8 has a very unique look

One of John's
paintings on a de
Havilland Beaver



"I've always been a fan of the US Navy's display team, the Blue Angels. I did some artwork for them a few years ago and as a thank you they took me up in Blue Angel 7, the two-seater, it was a great experience. So I thought about painting my aircraft the same as number seven.

"I sketched out a design and sent it to one of my UK customers to see what they thought. He blasted me back with a fantastic email saying, 'You idiot! You're a designer, creator and artist. Why are you copying someone else's design?' He was right, so I set about making something unique.

"I broke all my own rules on my aircraft. I tell people to try and keep it simple, easily repairable and interesting. My aircraft is full of colours blending into others and with pearl paint that will be impossible to match exactly, so if I have to re-cover some it's me that's going to pay the price

to fix it. That's why I'm allowed to break the rules.

"The two hardest customers to work with are those that can't describe what they want and the customers that know exactly what they want, but aren't open to any creative suggestions or further input to improve or alter the design.

"The best customers are the ones that allow me to create and work with them on the design. Sometimes I do run off in the wrong direction and the customer has to reign me back in, but I enjoy that part of the process."

John has had many memorable jobs over the years, but two of his most satisfying have been the new Wipaire Twin Otter due to the amount of artwork on it and a Falcon 900. "It is one of the biggest aircraft I've worked on. It was owned by an international businessman. He and his wife owned a holiday home in Hawaii and he wanted a Hawaiian paint scheme to

"I broke all my own rules on my aircraft. I tell people to try and keep it simple, easily repairable and interesting. My aircraft is full of colours"

John Stahr's very own Vans RV8, which obviously has a custom paint job

surprise his wife. The idea started out as just a tail piece, but ended up with 10 different areas of the aircraft that he wanted painting. Almost all of it was covered, including a dark blue belly with tropical fish.

"The trouble was after it was painted it became an incredible ramp magnet. So you couldn't land anywhere without people coming out of the woodwork to have a look. It was really good, but the owner leased the aircraft out and the megastars that flew in it wanted anonymity so unfortunately, they had to repaint about 80% of the artwork. But the customer has said that he'll get another jet and have another amazing paint scheme.

"Most of my work does come from homebuilders who have really worked hard on their aircraft and think a unique paint scheme will finish it off beautifully.

"I don't want to paint every aircraft, just the really special ones," concluded John. ■



WORDS Thomas A. Horne IMAGES David Tulis & Junkers

Yesterday's wings, today: reimagining a classic

Maybe it's just me, but in recent months it seems that there's been little in the way of new designs filling out the light sport aircraft end of the general aviation spectrum.



THAT ALL came to an end at this year's Sun 'n Fun Aerospace Expo when Germany's Junkers Aircraft Works rolled out its newly certified special light sport aircraft—the model A50 Junior. Faithful to the 1929 open-cockpit airframe design, the newly resurrected A50 has a decidedly modern take in the avionics and powerplant departments.

As with most Junkers civilian aeroplanes of yore, corrugated aluminium's the rule for the airframe. Ditto the spoked, bicycle-style landing gear. But that's about where it ends. Instead of the original's 80-horsepower Armstrong-Siddeley radial engine, the A50 has a 100-horsepower Rotax 912iS with dual-channel FADEC (full-authority digital engine control), a composite MT propeller, and two alternators. As for avionics,

FAST FACTS

680

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LOAD LIMITS

76

CRUISE SPEED (KNOTS)

112

VNE (KNOTS)

the pilot's (rear seat) cockpit features Garmin's big-screen G3X suite; the front-seater's panel has a smaller, 7-inch version of the Garmin G3X. There's also a Galaxy ballistic parachute recovery system, and those main gear – while they're the same size as the 1929 aeroplane's – have Beringer disc brakes.

JUNKERS A50 JUNIOR

The A50 Junior is the brainchild of Junkers president Dieter Morszeck, former owner of the Rimowa luggage company and an Embraer Phenom 300 pilot. He also built reproductions of the Junkers F13, a single-engine, four-passenger transport aeroplane with an open cockpit for two pilots that was produced between 1919 and 1932.

Yet another design—a modern one—is the A60, a Rotax-powered two-seater that can be fitted with either an

open or enclosed cockpit. Another project, based on a redo of the trimotor Junkers Ju 52 – one with three 550-horsepower V-12 diesel engines – seems to have been shelved for the time being. All three of the aeroplanes debuted at last year's Aero Friedrichshafen expo.

Today, some 27 A50s have been sold in Europe, and those for American customers will be built under a business arrangement with Waco Aircraft at their Battle Creek, Michigan factory. Since both Waco and Junkers have their roots in the interwar period, it seems like a natural collaboration.

Senior photographer David Tulis and I went to Lakeland, Florida, ahead of Sun 'n Fun to experience the A50. There they were in Bob LeBlanc's My Jet Manager hangar: serial number four, which I would fly, and serial number five, in the last steps of final assembly.



A classic looking aircraft with a modern day twist

The first two A50s in the United States, freshly blessed with SLSA certification.

Morszeck said he was eagerly anticipating the aeroplane's reception as a modernised time machine with the aim of giving today's pilots the kind of low-and-slow experience of old.

Junkers test and demo pilot Sören Pedersen was also on hand. He'd be my mentor during my introductory flight, and on our formation flight for photos and videos.

Soon enough, I was lowering myself into the front seat. It's a well-known fact, and I'm here to confirm it: people were smaller in the 1930s, which is another way of saying that people are now bigger and fatter. I'm 5 feet 11 inches on a good day and weigh 220 pounds. My shoulders were wedged against the rich, tasteful leather coaming of the cockpit, and the top of the windshield was level with my forehead. I'm not complaining,

mind you. I was too busy anticipating the flight for that. Pedersen, however, is shorter and lighter than I. He was a perfect fit.

A NEW CLASSIC

A turn of the key, a tug on the chocks, and soon we were on the takeoff run, with tail up at 40 knots, then climbing away at 600 fpm on our way to 1,200 feet. Once there, I pushed the power up to 28 inches manifold pressure and 5,100 rpm on the engine. I saw 85 KIAS and a true airspeed of 87 KTAS on a fuel burn of 5 gph. I also felt the wind and propeller blast, and the late afternoon sun's shadow playing on the rolling terrain and swampy lakes sliding by. A climb to 2,000 feet brought a welcome drop in the Floridian heat and humidity. So, this was what flying was like back in the day. Not bad at all.

I racked it into a few steep (60-degree) turns and Junior was easy to handle. As for

“So, this is what flying was like back in the day. Not bad at all”

the stall, it was a lot of mighty buffeting, with no wing drop. Maybe because I'd finally learned to keep the rudder ball in the centre by then. I thought I heard Pedersen say there was no stall horn. Probably because all that buffeting was warning enough. Some hands-off flying proved that the A50 gives a stable ride—especially given the turbulence that day.

The photo formation—with a Beechcraft Bonanza A36, to boot—was the challenge of the day. Eventually, with editor in chief Kollin Stagnito putting the Bonanza's flaps partially down and laying on just the right amount of power and with us in the A50 doing some aggressive intercept angles and pedalling as fast as we could, we stayed in position long enough for Tulis to get the shots you see here.

Time to land. The wind had picked up, and of course it was a crosswind of about 15 knots according to the G3X.



1. The seat can be a tight squeeze, as it was for our author
2. The corrugation on the aircraft offers extra strength to the airframe
3. Even in steep turns, the A50 Junior is easy to handle



A good-looking classic
from all angles



A real throwback to the golden age of aviation



In a flash of good judgment, I let Pedersen land it. The last thing we needed now was a ground loop and a dinged wing at the aeroplane's first public showing, so I watched as he slowed to 55 knots, flared, and, with rudders dancing, let those skinny tyres touch down. We canted into the wind – or was it a swerve? – and taxied back to My Jet Manager.

Later, Junkers and Waco had a reception at the Waco Kitchen in the Lakeland terminal building. The Junkers contingent included Morszeck, MT Propeller President Gerd Mühlbauer, and even Bernd Junkers (grandson of company founder Hugo Junkers) and his daughter Charlotte. She gave me a chance to practise my broken German and I thought I was making a fairly good impression, right up to the time I dropped my mushroom-filled hors d'oeuvre down the front of my shirt.

Stay tuned for more news

as events develop from the Waco/Junkers collaboration. It will be interesting to see how the market responds to a retro-modern interpretation of a historic light aircraft. It's certainly unique in the LSA niche. The A60 promises to be even more so.

100 YEARS OF JUNKERS

Hugo Junkers began his business life making boilers and gas engines. He first started Junkers & Co. in 1895 together with Robert Ludwig, a German company for thermal or heating technology in Dessau. Just two years later, in 1897, Ludwig left the company, making Junkers the sole owner. However, by 1915 his interests turned to aviation.

That's when his first aeroplane, the model J 1, was built. During World War I civilian production at Junkers largely came to a standstill. Instead of hot-air stoves and gas heating inserts, the

world's first all-metal aircraft, the Junkers J 1, saw the light of day at the end of 1915 – even though aviation had been completely alien to the company until then. It was not only military aircraft that were produced during the war, since field kitchens in particular were also built for the army, and six of his model J 2 fighters were used by the German Empire's army. Both were all-metal designs, a rarity at the time.

By 1919 Junkers was building civilian aeroplanes, beginning with the F13, a six-seater with an open cockpit. The Treaty of Versailles was signed only days after the F-13 flew, which initially forbade any aircraft construction in Germany for several months. After that span of time, only the design of civilian aircraft was permitted to Germany. With a partial relocation of the Junkers firm to the Fili western suburb of Moscow, the Junkers firm was able to restart



1. A modern glass cockpit seems to contrast with the historic look and feel
2. The A50 Junior is equipped with Beringer disc brakes...
3. ...which look good on show behind the spoked wheels

its aircraft manufacturing concern within the borders of the Soviet Union in 1922, the partly revitalised Junkers developed a series of progressively larger civil aircraft including the single-engine G.24 and three-engine G.31. Neither aircraft was a commercial success. With the expiration of treaty restrictions in 1926, Junkers introduced the Junkers W33 and Junkers W34 series, which did find significant commercial success via large production orders.

In 1929, Junkers company created the G.38, a four-engine transport that carried 34 passengers and was used by Luft Hansa. At the time it was the world's largest land-based aeroplane. Another company – Jumo – made aircraft engines.

In all, Junkers Aircraft Works built dozens of civilian designs in the 1920s, one of which was 1929's A50, a recreational monoplane that inspired today's iteration.

The Depression hit Junkers

hard, but this wasn't the company's biggest issue in the 1930s. The Nazis nationalised the company and used it to make warplanes in World War II. Hugo Junkers was forced to sign over the remaining patents to his companies and to surrender 51% of his company shares to the Reich Aviation Ministry without compensation. At the same time, Junkers was banned from his factories.

At first, the Nazis considered putting Hugo – a socialist – into a concentration camp. But Hermann Göring, the head of the Luftwaffe, thought this unfair for someone who had contributed so much to German aviation. So, Junkers was put under house arrest in 1934, and died in 1935.

During the war, the Junkers company built military aeroplanes. These included the Ju 87 Stuka dive bomber, the Ju 88 medium bomber, and the prototype, 1941 version of the Me 262—which used a Junkers Jumo 210 piston engine. (The

“By 1969, the Junkers name was forgotten. Until 2015, that is”

operational Me 262 used Jumo and BMW turbojet engines.)

After World War II, the Junkers company was merged in 1958 with the Messerschmidt-Bölkow-Blohm consortium, which was overtaken by Messerschmidt in 1967. By 1969, the Junkers name was forgotten. Until 2015, that is, when Dieter Morszeck of Dimor Aerospace picked up the company and licensed the name Junkers from the remaining family members. Prior to this, Morszeck owned the Rimowa luggage company—which featured Junkers-like corrugated aluminium construction. He sold Rimowa to Louis Vuitton Moët Hennessy for a tidy sum.

Today, Junkers the company lives on beside Waco and Centennial Air – subsidiaries of Dimor – and so does the family. Bernd Junkers, Hugo's grandson, makes the scene at airshows and events. His daughter, Charlotte, is involved with watches sold under the Junkers name. ■

TECH SPEC Junkers A50 Junior

BASE PRICE: €179,000

SPECIFICATIONS

Powerplant: Lycoming AEIO-580 B1A
Propeller: MT 4-blade, constant speed
Length: 23 ft
Height: 8ft 5in
Wingspan: 25ft 3in
Wing Area: 122 sqft

Wing Loading: 18 lb/sqft
Max Gross Weight: 2,200 lbs
Empty Weight: 1,300 lbs
Useful Load: 900 lbs
Seats: 2
Baggage Capacity: 33 lbs

PERFORMANCE

Take Off Distance: 981ft

Take Off 50ft obstacle: 1,378 ft
Rate Of Climb: 2,600 fpm
Service Ceiling: 15,500 ft
Cruise Speed (75% power): 205 kt
Landing Distance: 1,486 ft
Landing 50ft obstacle: 2,231ft
G Limits: +10G/-10G
VNO: 200 KIAS
VNE: 240 KIAS



The Leather around the edge of the cockpit offers a touch of luxury in the snug space



WORDS Pat Malone IMAGES Adobe Stock

A TRIBUTE TO DAVID OGILVY

In 2012 AOPA magazine produced a feature regarding David Ogilvy's life as a pilot and his work in aviation. David sadly passed away in July this year, so we're reprinting the article written by **Pat Malone** as tribute

DAVID OGILVY, AOPA's longest-serving officer, has decided to step back from his involvement with the Association after 45 years and is passing on much of his workload on aerodrome protection.

A co-founder of AOPA UK in 1967, David has done almost every job in the Association down the years – he is a former Executive Chairman and President, as well as having edited this magazine. An RAF Mosquito and Meteor pilot, he is the author of 14 books on aviation and has been involved in fighting GA's cause at 30 public inquiries. Once General Manager of the Shuttleworth Collection, David has 6,500 hours on some 80 different aircraft types, many of them rare and exotic, and he was awarded the OBE in 1994 for services to aviation. Among the many highlights of his career was flying the Mosquito in scores of air displays, and for the film '633 Squadron'.

Unfortunately, the legacy of an accident is coming back to haunt him. For this and other reasons he is reducing a workload which in recent years has seen him handle 752 operational or planning issues relating to small GA aerodromes in the UK.

David has had a fascinating career. The son of a music teacher, he played trumpet

and trombone, to the occasional consternation of his neighbours, and music led to his first aviation-related job – being the only boy at Aldenham School who was able both to recognise aircraft and play the bugle, he was stationed in a chair in the middle of the playing field to give warning of the approach of Doodlebugs in wartime. His interest in flying dates from the day the school was beaten up by a Hawker Hart; he immediately began planning to convert the school grounds into an aerodrome, laying out runways and support facilities in his mind. During the war he lived on his bicycle, haunting the perimeter fences of nearby aerodromes or the Hawker factory at Langley, where they turned out 12 Hurricanes a day. White Waltham was the headquarters of the Air Transport Auxiliary and every conceivable type of aircraft passed through. At Woodley, Miles were making trainers, RAF Winkfield was an Elementary Flying Training School with Tiger Moths, and in the middle of Windsor Great Park there was a secret aerodrome attached to a Vickers shadow factory with most of its buildings underground, and occasionally a sharp-eyed cyclist might see a Wellington flying in.

Having joined the ATC at 15 David got his first flight in a Dakota, and it was a major disappointment. "Sitting in the


"I was given a flight in a Tiger Moth and allowed to handle the controls. I was lost to a determination to join the RAF"

back did nothing for me," he says. "I thought, if this is flying, I'm not as keen as I thought I was. Later I was given a flight in a Tiger Moth and allowed to handle the controls. I was lost to a determination to join the RAF as a pilot from that moment."

Unfortunately for David, if not for the world, the war ended just as he came of age to join up. With thousands of aircrew being kicked out, there were very few going in. To this day David is bewildered as to how he succeeded where so many failed. "At aircrew selection they made it quite clear they didn't need anybody and the process was fairly intense," David says. "For the medical you had to stand on one leg with your eyes shut, and I've never been able to do that. The medical officer said I should fail, but I pleaded with him so he hauled in the senior medical officer, and of course I couldn't do it for him, either. But he agreed to let me through because I'd come out very fit on every other count. Heaven only knows how I got away with it."

David went to a grading school at Shellingford in Berkshire to do 12 hours on Tiger Moths. "You had four assessments in 12 hours and you could be chopped at any stage," he says. "I didn't go solo in those 12 hours but some did, and I was very jealous of them. But those who went solo were failed and those who





Some of the aircraft
David flew in his long
and distinguished
career

didn't went through. I found out later they had a policy of giving those who were to be chopped one solo flight, so they could say they'd done it." After ground school at RAF Wittering David was passed around several bases as a non-flying supernumerary. Bursting to fly, he presented himself at Denham Aero Club and showed the CFI his log book. "He gave me two circuits and sent me off, so my first solo was in a civilian Piper Cub." Training began in earnest on Tiger Moths at No 3 Flying Training School at Feltwell in Norfolk. "The scrub rate was fantastic,"

David says. "Every Monday someone wasn't there; they'd been sacked over the weekend. But I seemed to have an unusual attitude. I said to my instructor, 'you know, I really do enjoy this flying, it's marvellous', and he was quite taken aback – no pupil had ever said that to him before."

MOSQUITO

David went on to the Harvard, which was a great leap forward from the Tiger Moth. "I think the sequence of Tiger Moth and Harvard was the best training sequence anyone could invent," he says. "The Tiger gave you a sense of the weather and the wind, and you grew up in the Harvard, which taught you not to fool about."

With some 200 hours he went on to 204 Advanced Flying School, where despite his expressed preference for Spitfires he was sent to Brize Norton and introduced to the Mosquito. "I was a little disappointed but I soon discovered the Mosquito was every bit as good to fly. My instructor sold me on it – at a great height he feathered a fan and did a barrel roll. 'Anything a Spitfire can do, this can do better,' he said. The trainer, the T3, was very manoeuvrable, much better than later marks which were much heavier and nothing like as nice."

It was also a handful.

David witnessed three fatal accidents where Mosquitos on one engine rolled over and smashed into the ground on short finals – one a real engine failure, two in training. "More Mosquitos were lost in handling accidents during the war than to enemy action," he says. "They'd swing on take-off, they'd swing on landing, and asymmetric flying was very tricky. I saw three of my colleagues being killed, including my own CO, and it happened very quickly. With the high mark Merlins, if at approach speed of about 130 kt you kept the speed up you were okay, but if you had to add a bit of throttle on the good engine it could yaw and roll, and the elapsed time between touching the throttle and hitting the ground inverted would be about three seconds."

After Brize it was on to 237 Operational Conversion Unit at Leuchars, a small photo reconnaissance unit with two Spitfires, Three Mosquitos and a Harvard. The Cold War was kicking off, and David Flew the Mosquito 34 PR, the longest-range aircraft in the RAF inventory. "They had seven fuel tanks, which made fuel management interesting," he says. "We flew with 100-gallon drop tanks which apparently warped the wings; they had to be filled within an hour of departure, and if you were delayed they had to be drained. The 34 was supposed to be pressurised but it leaked like a sieve. Operational height was 37,000 feet and up there you had the sky to yourself – the PR Spitfire XIX could get above us, but the new jets couldn't get anywhere near us."

David was often detached to Gibraltar, Libya and exotic RAF Benson, which was convenient because he had developed an outside interest. "I'd always had an interest in historic light aircraft and had flown one or two, so it was useful to be in the London area, where most of them were based," he says. "I was joint

"David witnessed three fatal accidents where Mosquitos on one engine rolled over and smashed into the ground on short finals"

creator with Ron Gillman of the Vintage Aeroplane Club, where membership was restricted to owners of suitable historic aircraft. One of the keenest VAC members was Neville Duke, Hawkers' chief test pilot; they had a Hurricane, Hart and Tomtit at Langley. I used to ring him up and say, 'I've got a little show at White Waltham, can you come over?' 'What would you like?' he'd ask. And I'd reply, 'The lot, please.' The Tomtit is now at the Shuttleworth, the Hart's in the RAF Museum and the Hurricane is with the BBMF. We kept the VAC going for six years, but Ron and I both got too busy and had to let it go. Later the Vintage Aircraft Club was formed and does a marvellous job."

While in the RAF David also instructed at West London Aero Club at White Waltham, and with Wycombe Flying Club, then based at a 'wholly inadequate' small field alongside the River Thames at Bourne End. He also instructed on Piper Cubs at a far better aerodrome with two grass runways called Gatwick. At Benson David converted onto the Meteor, which like the Mosquito had tricky asymmetric handling. "You were also constantly worried about fuel. On the downwind, if you hadn't got 40 gallons each side you had to land – you couldn't go round, that was the rule. On take-off and landing the Meteor was a piece of cake compared to the Mosquito, but one vice killed a lot of people on approach. If you failed to pull the airbrakes in before you lowered the wheels it would go into a roll and you couldn't stop it. People were killed frequently in those times – the attitude to accidents was different."

ELSTREE

After six years in the RAF David was offered a civilian job at Elstree. "I'd started air racing and met Ron Paine, who raced the only remaining Miles Hawk Speed Six. He was Technical Director of Derby Aviation, which operated Elstree Flying

School. I took over at Elstree at 23 and turned it into London School of Flying, and we expanded into three schools, Elstree, Denham and Derby. At Elstree we had an Air Training Corps contract, and one of my first pupils was AOPA Chairman George Done. "We developed the professional training side of the business and I was put on the Board – my actual title was Chief Instructor for Air Schools – and I was charging £3 an hour for the Auster or Miles Magister, and £5 for twin conversion on the Miles Gemini.

"I kept flying Mosquitos because Derby Aviation acquired a number of Mosquitos on behalf of Spartan Air Services in Canada for survey work. I was asked to fetch ten from Silloth and deliver them to Derby, test fly them after conversion and ferry them to Prestwick, and I used to desert my Elstree post regularly to do this.

"I also flew for the Skyfame museum at Staverton, whose owner Peter Thomas had a Mosquito which I flew in displays. This was the aircraft I flew for the film 633 Squadron in 1963. Main filming had finished before they realised they hadn't got the soundtrack. They needed the squeal of the tyres on landing, and I flew several circuits and had to land right beside the recording equipment. So my contribution can be heard, but not seen."

SHUTTLEWORTH

In 1966 David was invited to become General Manager of the Shuttleworth Collection at Old Warden, a three-days-a-week job which left him time to work on behalf of the British Light Aviation Centre, which the following year was invited by AOPA US to become AOPA UK. His association with AOPA remains unbroken from that date. He was also destined to put in 14 years at the head of the Shuttleworth, where the opportunity arose to fly the rarest aeroplanes

in the world. "These were in many cases the world's only surviving specimens of historic aeroplanes, and they were a huge responsibility," David says. "They are never to be flown unnecessarily, but they have to be flown. You were allowed one familiarisation flight if you were going to fly in a display, which might then last ten minutes. I have a total of 6,500 hours, which is nothing in the airline world, but a lot of it was in very small parcels on very interesting aeroplanes.

"The aircraft that made the greatest impression on me was the Gloster Gladiator. The Gladiator was prone to carb icing, and on a warm summer afternoon the engine stopped dead on me. I was at around 4,000 feet on an air test, and the thing that went through my mind was that if I didn't get it right, I'd have to leave the country, so great would be the opprobrium. I'd lost about 2,000 feet before my juggling of throttle and carb heat brought the engine back to life, but it was a memorable experience."

David fared worse with the de Havilland DH53, which bent him badly. On August 31st 1980 David was asked to air test the DH53 following a rebuild. "The engine was known to be temperamental so I made four full-power taxi runs," he says. "It was working well so I decided to take off, but at 40 feet the engine stopped. I turned quite sharply to avoid a field in which stubble was being burned and discovered that the aircraft suffered very badly from aileron snatch. Several days later I woke up in Bedford Hospital with seven broken bones, to be told I'd never fly again. After nine months of rehabilitation I managed to get my licence back, but I was left with a limp and a misshapen left foot."

From 1980 to the mid-1990s David ran the flying displays for Shuttleworth, and continued doing the commentary for some years after that, while working as an aviation consultant and

"GA has gone through a revolution in my time, and my generation probably has the best of it"

expert witness in accident inquiries. He has participated in 30 public inquiries on aerodrome matters, and took over as Executive Chairman of AOPA when Ron Campbell died in 1996. In recent years he has been the Association's aerodromes man, and has been involved in 752 issues relating to aerodromes. "Apart from the accounts, I've done every job at AOPA," he says. "The constant struggle has been to keep GA aerodromes open and healthy in the face of all the pressures upon them, from property developers, complainants, economic factors...

"General aviation has gone through a revolution in my time, and my generation probably had the best of it. When I began flying there was one small piece of controlled airspace in Britain, around London airport. Many more people flew solely for fun, and there was a great number of aircraft that were engaging and challenging to fly. Regulation was far more reasonable, and training was of a much higher quality – more a matter of imparting piloting skills than making sure documents were in order.

"Attitudes were different. If you met someone else in the sky, you'd give him a wave, not file an airprox. On a summer's afternoon every aircraft would be up, and the airspace was far more crowded. Aerodromes were busy in those days. The idea that today's skies are crowded is misplaced. We thought nothing of having 20 aircraft in the circuit, and not a radio between them."

AOPA's Chairman George Done says: "When I took over from David as Chairman of AOPA in 2000 he was already deeply engaged in the vital work of aerodromes support, having finally given up his flying life. David's dedication to the task was, and continues to be, unsurpassed and it is going to be a challenge to ensure that the need for support is safely and securely covered following his retirement." ■



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