

AOPA UK

High and mighty

New ceiling and extra power as
**Cessna relaunches Turbo Skylane
T182T** which promises to be the
perfect ride for mountain hoppers



FIGHTING FOR MEMBERS

The challenges facing AOPA in ongoing campaign to improve conditions for GA community

HISTORY AND HIGHTECH

The elegant Junkers A50 Junior celebrates the Art Deco days of German giant's production line

FRIEDRICHSHAFEN IS GO

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SKYWAY CODE LED BY EXPERTS

THE CAA IS getting increasingly excited about the new Skyway Code for Maintenance, or will it be the Airworthiness Skyway Code? What's in a name? Seemingly quite a lot as it provoked lively debate at the recent AOPA Maintenance Working Group. The group comprises representatives of the CAA, three of whom were at the last meeting including the Airworthiness Manager, a GA Airworthiness Surveyor and the GA Principal Policy Specialist, GA & RPAS Unit. In addition, there was the chief inspector from the LAA and AOPA members who are or have been aircraft owners or engineers in maintenance organisations. I mention these people to demonstrate the high level of knowledgeable and informed discussion that was had. The publication is eagerly anticipated in the third quarter of this year depending on the outcome of consultation with legal counsel, also in the hope that a public consultation will not be necessary. It is expected that after initial distribution feedback will be collected for the next revision. In recognition of the significant contribution AOPA's Maintenance Working Group has made to this publication, both in pushing for the initiative and constructive feedback, AOPA has the opportunity to distribute an AOPA-branded version of it. We're currently waiting on details but hope this will be of benefit to members whilst bringing to everyone's attention the work AOPA does on behalf of UK GA.

As an indication that life continues to return to normal, I received the first invitation to an in-person meeting of the Airfields Working Group of the All-Party Parliamentary Group for General Aviation (APPG GA). As is the increasing trend, a remote option is also available, but it will be good to reconnect with existing members and welcome new ones. The Working Group will now include a representative from ARPAS, currently the most rapidly growing GA sector. There will be no doubt a lot of work to do as the final, immovable deadline for all local planning authorities to submit their Local Plans is now December 2023. The airfields at risk register does not shrink, the most recent and significant loss being Coventry Airport to development as a vehicle battery gigafactory. This means the last remaining airfield in Warwickshire is now Wellesbourne Mountford. Stratford-upon-Avon Council, the local planning authority for Wellesbourne is in negotiations with Warwick District Council to create a unitary council. Warwick DC will benefit enormously from the development at Coventry and should, in my opinion, be asked to fund the Compulsory Purchase Order of Wellesbourne.

Finally, AOPA will be attending events again this year. The first is Private Flyer, 13 and 14 May at Wycombe Air Park, 11 June at Blackbushe (previous AOPA Airfield Award winner) to help celebrate their 80th anniversary, 16 to 18 June at Aero Expo, Kemble then 1 to 2 July at Private Flyer at Leeds East. It is hoped that as many of you as possible take the opportunity to fly in to these events and come and see us. In addition, if you fancy volunteering to help on the stand just let us know. It can be for as little as an hour or two. Which leads me to my last call for help; we're looking for suggestions for worthy recipients of the AOPA Awards again for this year. Check out the website for the categories and send them to pauline@aopa.co.uk. ■



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Material for consideration for the June issue should be received no later than April 2022.

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EDITOR'S COMMENT

The EGNOS system provides greater accuracy to the basic GPS/GNSS signal, a space-based augmentation service which means providers have greater confidence in position.

Regulators can publish approaches into aerodromes that provides an ILS CAT 1 lookalike approach using satellite infrastructure for a fraction of the cost of the traditional ILS systems. This means more aerodromes can afford to install a facility that provides improved safety and more business opportunities.

However, the Government decided the system does not provide value for the UK taxpayer as participation in EGNOS would equate to £30m a year.

The Aviation Minister has stated that the DfT is considering the feasibility of a sovereign system by the end of this decade.

Are there other reasons why the Government dropped EGNOS?

AOPA UK CEO Martin Robinson is investigating how the decision was reached and awaits responses to his FOI requests.

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REFORM IS DIFFICULT BUT THE BATTLE MUST GO ON

EARLY IN February 2022 there was a press release from the Civil Aviation Authority informing the GA community that 2021 had ended with clear objectives.

What follows in this article is a look back over 15 years to a time when a Parliamentary Transport Select Committee took evidence from the aviation community about the work of the CAA. Trying to achieve change with the CAA/Government is like trying to turn a supertanker.

The CAA's press release and words from the GAU about prioritising what they believe 'UK GA community pilots' want is perhaps an indication of how the CAA listens – or not as the case may be. My recent experience of engagement at working level with the GAU has been difficult to say the least, with relationships at their lowest point for a very long time.

THE SMALL STEPS OF IMPROVEMENT

Change is often a long and difficult process and all too often change is slow. One of the benefits of having been involved with AOPA over many years is that I have a large collection of publications that relate to completed consultations. As I continue to work from home, I decided to carry out some much needed 'housekeeping'.

As I started to read through some of those old publications, I thought of an article and how I could recap some of the issues have been presented to the Government and CAA over many years.

Starting with the House of Commons Transport Committee Report of Session 2005-2006, "The Work of the Civil Aviation Authority" the final report was published on 8 November 2006.

At this point, EASA had been operating for three years and Sir Roy McNulty was the chairman of the CAA. The reality behind EASA was that it was established to support Airbus and Commercial Air Transport (CAT) and to compete with Boeing. I think it is also true to say that EASA's beginning was difficult, which was mostly due to structural, budget and income problems.

On 19 January 2006 I was called to give

evidence before the Transport Committee, whose Chair was the indomitable Mrs Gwyneth Dunwoody MP and a panel of eight MPs. Prior to the hearing, I submitted a Memorandum to the Committee, which covered six points:

1. No independent oversight of the CAA. I suggested the National Audit Office;
2. CAA's excessive charges and over-regulation;
3. CAA senior executives change too often (led to eventual creation of CEO);
4. Commercial Aviation and GA have entirely different financial environments;
5. Over-regulation;
6. *No justification for 6 percent tax (now reduced to 3.5 percent.)

* No ombudsman to appeal to. (Against decision taken by CAA. We remain concerned about the CAA's charges as applied to GA).

I began by saying, that, the fundamental problem was the lack of Government policy". Well, today, there is the GA roadmap which sets out to make the UK the best place in the world for General Aviation. However, it lacks substance.

Whilst proportionate risk-based regulation would benefit GA, there is no direction on how this could be achieved.

At the same time, I said that there needs to be an independent review body to which the industry can appeal where it believes it is being imposed upon for all the wrong reasons. I suggested the National Audit Office. Today we have a GA Unit whose focus is towards recreational flying, yet most AOPA members fly certified aircraft which are subject to higher regulatory standards than non-certified aircraft and who pay the full regulatory costs through the CAA's fees and charges scheme, signed off each year by the Secretary of State!

No justification for the 6 percent tax. This point was made to highlight that the requirement for the CAA to make a 6 percent return on capital deployed, it is a tax on safety. AOPA said that in other public sectors 3.5 percent tax was the norm.

Today, the CAA is only required to make a 3.5 percent return on capital. The reduction has helped to keep charges low,

not just benefiting GA but airlines too.

In responding to a question from Mrs Dunwoody, I said: "The CAA was slow to react to new technology." I referred to GPS-based approvals for GA aerodromes, which would provide more business opportunities as well as improved safety for GA pilots. I stand by my words 15 years later.

I also spoke about the cost of flying training, stating that our training organisations are the nurseries for the airlines. Wouldn't that mean that pilots are subsidising the airlines as they accrue large training debts prior to employment?

This is still the case today, and when we speak about trying to zero rate VAT on flight training, the Government (Treasury) is non-responsive. They just quote the existing tax rules.

Fuel is taxed and upon which is another tax (VAT), so forgive me but I find it remarkable when the Government promotes aviation through ambassadors who give their time freely whilst at the same time continuing to tax training.

The Transport Committee discussed our concern about the cost of Mode-S transponders and the need for lightweight, portable solutions vs the benefit to GA operations in Class G airspace. This resulted in changes to the adoption of Mode-S that reduced the impact on GA and ultimately saved huge sums of money.

Today we have Electronic Conspicuity which improves situational awareness and can benefit safety. There has also been financial support which was aimed at increasing the take up of these devices. This will have improved safety without a doubt, but this goes back to when I was involved in Single European Sky debates where I suggested (in 2003) that the beneficiary of change should be the airspace because all airspace users have a right to access.

We also worked on GNSS approaches and following a meeting with Sir Roy, the CAA trialled six overlay approach procedures in 2007 to assess whether GNSS approaches were safe to introduce as permanent procedures!

The French were already publishing GNSS approaches, whilst EGNOS

promised a safer signal due to augmentation, the Government has now canned EGNOS and is looking at the feasibility of a national augmented system by the end of this decade – so in 15 years we've not moved very far.

In 2006, the CAA also began a Strategic Review of General Aviation and I 'tongue in cheek' said to the Transport Committee: "If I was a cynical person, I might be tempted to suggest that someone tipped them (the CAA) off that they were next in line for the Transport Committee to review."

However, I am sure it's merely a coincidence!" But frankly that review produced very little in reality.

The CAA Regulatory Review of 2006 was chaired by David Chapman and produced 19 recommendations. Looking back at the recommendations I can see how they were mainly aimed at restructuring the relationship between the GA community and CAA.

The mix of non-EASA aircraft and aircraft that came within the EASA system created certain jurisdiction problems as the CAA could only try to influence EASA during rule-making tasks whereas for non-EASA aircraft, they had more ability. Many hours went into those discussions but with few results.

I spoke about over-regulation along with high levels of charges and how this can impact safety.

I still believe this to be the case hence the need for a proportionate risk-based regulatory system, but in order to achieve this we will need good quality safety and economic data on which decisions can be based. Key performance indicators will help to identify trends which can be reacted to in a timely way.

When the CAA sets out new rules, they need to be subjected to Regulatory Impact Assessments (RIA) Cost vs Benefits Analysis (CBA), business impact test and competition analysis, particularly for aerodromes.

All of which are tools aimed at helping regulators and industry. In fact, Cabinet Office guidance on Better Regulation also said that at two years post-implementation of a new rule there needs to be a review to make sure that rule is achieving what it was set out to do.

I think this is very sensible because if the rule is failing then the requirement is to change it. This should focus the minds of the regulators when they are drawing up new regulations/rules so as to avoid having to make changes two years down

the line. A good example of this would be the recent proposal to amend the cost-sharing rules.

In March 2015, the DfT worked up a GA Strategy. Robert Goodwill MP was the Secretary of State for Transport and the Right Honourable Grant Shapps MP was a minister without portfolio. York Aviation carried out economic research which provided some economic rigidity to the claims being made by GA. £30 billion of Gross Value Added (GVA), supporting more than 38,000 jobs.

York also pointed out that the sector has been in decline in recent years, citing CAA figures that showed a 50 percent reduction in flying hours for aircraft with a MTOM greater than 750kgs but less than 5700kgs whereas there was a 35 percent reduction for fixed wing aircraft under 750kg. The fall in economic value between 2005 and 2013 in real terms was quoted as 39 percent. To date the CAA has focused on the 35 percent and has left the 50 percent sector to stagnate. We need the CAA to address the certified sector and to see it back to growth.

There have been other reviews, including Airspace Modernisation CAPI862 – where the Kirkhope Enquiry picked up on an AOPA article I wrote of the need to amend Section 70 of the 2000 Transport Act. The Kirkhope Report said, "Section 70 should either be replaced or amended." However, this would need Parliamentary time and due to Brexit, it's unlikely that the necessary time will be found any time soon.

To some extent this has been overtaken by the CAP 1616 process, which is extensive, but I question whether it is proportionate?

The CAP 1754 led to the 2018 to 2023 GA Strategy but this has been replaced by the GA roadmap and Brexit. The four CAA principles that resulted were:

- Only regulate directly when necessary and do so proportionately
- Deregulate where we can
- Delegate when appropriate
- Do not 'gold plate' and quickly and efficiently remove 'gold-plating' that already exists.

The 2018 Beyond the Horizon Consultation – The future of UK aviation, the next steps towards an Aviation Strategy is sitting on a shelf somewhere!

Again, AOPA contributed with input, recognising that between now and 2040 the evolution of aviation is probably going to be faster than any other period.

Now we have the CAA Air Space

Modernisation (AMS) consultation which is going to be the working document once it is published on how airspace evolves. I am looking forward to learning from members what your views are. Again, whilst there has been some change, progress over the past 15 years has been glacial.

The CAA has always employed very capable people from the CEO to administrative staff. However, sometimes things go wrong. I do think that the CAA needs to look at its own processes to make sure they are fit for purpose, making sure they are streamlined. I do not think CAA stands for Cancel All Aviation but we need greater focus towards certified GA because this is where most costs fall for our members. The CAA has a global reputation, but it needs to show greater leadership now we are out of EASA if it's to achieve the goal of being the best place in the world for UK GA.

In an interview AOPA undertook back when the head of EASA was Mr Patrick Goudou, he recognised and said it was his intention to reduce the burdens on GA. He also said we need GA in Europe, and we need to promote it because it is weak. Yet after nearly 20 years of EASA, GA remains weak, because the policies remain wrong and over-regulation places a higher cost burden on what is, for most people their disposable income. It's no wonder that manufacturers find it difficult to build 2/4 seat single engine aircraft that can be sold at affordable prices, if you think I am wrong you only need to look at the global numbers.

Amongst the concluding remarks it was noted that the CAA was undergoing a 'period of substantial transition'. This was put down to moving into EASA, now of course we have renewed direction which is likely to mean another 'period of substantial transition'.

Looking at what is happening in the world today and with the increase of fuel costs, inflation, and the impact generally on living standards, it is likely that GA will feel more pain over the next few years. There is a need for the Government to take the right action NOW.



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WORDS Chris McGine

CO SURVEY LINKS AIRCRAFT AGE TO LEVEL OF DANGER

There were 25 reports of alerts – with 22 on aircraft that were at least 31 years old – but there were no reports in the survey of poisoning symptoms in cockpit

THE CAA HAS completed the first quarter of a year-long survey on how active CO detectors perform over the course of a full flying season in a variety of General Aviation aircraft and flying conditions – with a focus on low-cost equipment.

The monthly results, based on data from 86 volunteer pilots with 59 percent flying between 1 and 5 times a month, 23 percent between 6 and 10 times, 11 percent between 11 and 30 times. More than 40 percent of aircraft in the trial are more than 41 years old.

Other age ranges are evenly distributed. Historically, CO incidents have increased with aircraft age so the survey benefits from the range.

The five most represented aircraft types are CoA: Piper PA28, Cessna 172, Robin DR400, Cessna 182 and Grumman AA-5. Permit to Fly: Eurofox 912, Europa XS Mono, Icarus C42, Luscombe 8 and Vans RV-8 and RV-9A.

The majority of pilots keep their CO detector attached to the instrument panel (30 percent), rear cabin - behind front seats (14 percent) or in the side pocket or side panel (12 percent).

More than 80 percent of pilots reported no CO alerts in this first quarter of the of the trial.

There were 25 reports of CO alerts; 22 of these occurred on aircraft that were at least 31 years old.

Even after adjusting for the fact that there is a greater number of older aircraft



The Robin DR400 is one of the many aircraft types taking part in the year-long survey on the performance of active CO detectors in various conditions with a focus on low-cost equipment

participating in the trial, the data confirms that CO alerts increase with the age of the aircraft.

The CAA received 30 descriptions of CO occurrences from survey participants in the first three months of the trial (not necessarily resulting in an alert from their chosen detector). 16 occurrences took place on the ground whilst taxiing or performing checks. 14 reported a reading observed during flight.

The majority involved low CO levels (under 50 ppm) being recorded. There were three cases with greater than 50 ppm readings during flight, two of these were confirmed as exhaust related.

There were no reports in

"Several pilots reported accidentally leaving them on when away from the aircraft resulting in a drained battery"

the survey of CO poisoning symptoms such as dizziness, headache or fatigue.

Some CO detectors are able to be turned on/off. Several pilots reported accidentally leaving them on when away from the aircraft resulting in a drained battery.

Even if relatively low CO levels are observed, the detectors are prompting people to investigate possible CO sources on their aircraft:

Several participants indicated that they carry a back-up CO detector with them while flying: Some participants have included a functional check of their CO detector as part of their pre-departure checks.

- We will monitor and report on the findings of subsequent surveys to members. ■

WORDS Chris McGine & Malcolm Bird

FUELLING THE FUTURE

Mission to deliver unleaded AVGAS 100 for piston-engined aircraft takes important step as industry leaders push for transition by end of 2030

THE MOVE towards the development of unleaded AVGAS 100 fuel for all piston-engine aircraft has taken a big step with an ambitious goal set by General Aviation leaders, petroleum industry stakeholders, and the U.S. government to transition to lead-free aviation fuels by the end of 2030.

The initiative called EAGLE (Eliminate Aviation Gasoline Lead Emissions) was announced during the General Aviation Manufacturers Association State of the Industry event in Washington.

EAGLE is a public-private partnership to expand and accelerate government and industry actions and investments, and to establish the policies and activities to permit new and existing GA aircraft to operate lead-free without compromising safety or economic health.

The GA industry has long focused on eliminating lead in all aviation fuels; however, it has also been very mindful that the transition must be done in a smart and safe way. The EAGLE initiative calls for ensuring aviation fuels available today remain in place until an unleaded solution is deployed at airports.

In the UK, AOPA is working with the LAA, DfT and the CAA on "Project TEL" to make progress towards the same goal of introducing a lead-free alternative to AVGAS 100LL.

AOPA UK Policy & Position: Reducing use of leaded fuel in piston-engined aircraft

Most airfields in the UK stock leaded aviation fuel 100LL and most piston-engined aircraft make use of this fuel as it is an easy and well understood path.

The situation:

- Lead is a substance of concern and there is no safe level, we all have to do what we can to reduce introducing it into the atmosphere.
- The automotive industry tackled the use of lead in fuel several decades ago, piston engine aircraft are now a significant source of lead in the atmosphere.
- Efforts have been underway (PAFI) since the 1990s to find a drop-in replacement for 100LL that is lead free but it is clearly not easy and no simple solution has yet been found that could be produced at a reasonable cost.
- There is only one supplier of TEL that goes into the making of AvGas (100LL) and this is based in the UK. If this supplier shuts down for any reason, world supplies of AvGas will be severely disrupted. The EU have recently given notice of banning the movement of TEL within the EU (although they have offered a window to apply for an exemption). As the petroleum blending sites are in the EU, this would mean importing AvGas from outside the EU, probably the USA and this will affect cost.
- The effect of activists deciding that aviation has had time enough to resolve the situation might precipitate decision by the manufacturer to cease production or disrupt supplies.
- In the US, GAMI have announced a fuel that could replace AvGas and rather than gaining standards authorisation are applying for approval to use in specific aircraft – as a way around the very costly standards processes. They plan to add

"The automotive industry tackled the use of lead in fuel several decades ago, piston-engined aircraft are now a significant source of lead in the atmosphere"

many aircraft to the approved list. However, it is unclear whether this will export to Europe for various reasons. Volume supply partnering could be an issue and there are questions about the advisability of some of the chemicals involved that replace the lead. Further information is awaited.

- Using lead in fuel causes considerable issues for engine maintenance. Unleaded fuels can result in much cleaner engines with reduced maintenance requirements. Yet, many of our aircraft (approx. 70 percent) can run on existing unleaded aviation fuel eg UL91.

Many pilots/operators do not know this or decide to use the generally available 100LL..

AOPA is keen to promote the use of unleaded fuels:

- Make unleaded aviation fuel more generally available and at an attractive price. Gain DfT support to encourage airfield installations, national fuel distribution and a temporary tax break.
- Make it easy for pilots to know whether their aircraft can use unleaded aviation fuel. e.g. placards by fuel filler caps and new information added to G-INFO to facilitate look-up.
- Encourage people buying new aircraft to only consider models that are clearly capable of running on unleaded fuel.
- Pursue the authorisation of a higher octane unleaded fuel for those aircraft not able to run on the current unleaded variants. A leading European contender is under trials and should be prioritised.
- Encourage the introduction of electric aircraft charging facilities widely at airfields. ■

WORDS CAA

SWITCHED ON AND TUNED IN

THE CAA is tackling risks posed by non-adherence to standard radiotelephony phraseology and aims to reduce aviation risks generated by such non-adherences.

The principal areas of concern are:

- Airspace infringements that are often caused by the lack of understanding of the Air Traffic Service provided and/or the use of an inappropriate ATS Unit
- Airproxes
- Increase in non-standard and non-compliant radiotelephony phraseology
- Increased ATS and AGCS workload
- Lack of pilot understanding regarding UK Flight Information Services available and how to make best use of them
- Pilot lack of confidence when transmitting on aeronautical radio frequencies
- Pilots and other users operating aeronautical radio equipment without holding a FRTOL

The CAA aims to improve the current FRTOL testing system by introducing a new and more relevant FRTOL practical

"The CAA aims to improve the current FRTOL testing system by introducing a new and more relevant FRTOL practical test format"

To help achieve this and to provide ongoing oversight of FRTOL examiner standards, a panel of FRTOL senior examiners has been formed.

The panel consists of both Industry and CAA examiners and has input from general aviation, commercial air transport, military, and ATS subject matter experts. One of the panel members is appointed as FRTOL chief examiner. The FRTOL chief examiner reports directly to the CAA Head of Radiotelephony Standards who maintains overall responsibility. ■



A lack of understanding of the ATS may cause infringements



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WORDS David Chambers

A FOND FAREWELL

JANUARY SAW the last meeting with me as chair of the Members' Working Group.

During the past two years, I moved these meetings online via Zoom which increased attendance especially from those geographically distant. The group was set up primarily to encourage dialogue between members and the AOPA leadership team, and has allowed attendees to gain a greater appreciation of what the organisation does (and does not) do. It has also provided an important feedback channel where the executives directly hear members' concerns and discuss what might be done.

Our January meeting followed the regular format, and you will read elsewhere about the ongoing efforts made regarding flight crew

licensing, airfields under threat and maintenance. I was encouraged to hear that the CAA will publish a booklet on light-aircraft maintenance (with similar format to the popular Skyway Code), which has been strongly promoted by the AOPA team. Much work continues to be done behind the scenes on both airfield planning and flight-crew regulations, where expert advice and guidance is forthcoming.

We were also updated on the purchase and refurbishment of an administrative building in Kemsing near Sevenoaks at an estimated cost of £750,000. This will become the main office for our two staff as well as hosting board and committee meetings.

Regrettably, not all of the AOPA executive have been

able to attend the Members Working Group although it is appreciated that many are volunteers and have other commitments. This results in making both the Members' Working Group and the executive team less effective.

The board has been developing its business strategy for some months, and this may include revising the purpose and format of the group. Rather than appoint a direct replacement as chair and continue in the same vein, it was decided that the board will present its strategy at the next meeting and subsequently determine if the group should continue in a similar or altered format. Pauline Vahey will chair these strategy sharing meetings in the short term.

I do hope that the board will continue to engage with

members and ensure that AOPA serves their needs. There is definitely an ongoing requirement for a successful and effective organisation to represent UK GA aircraft owners and pilots, particularly for certified fixed wing, which comprise the bulk of the current membership. Equally, I would also hope that members will continue to engage with the executive, offering voluntary assistance, raising concerns and encouraging greater transparency of the organisation's strategy, objectives and finances.

Finally, I'd like to thank all those who have supported me in this role as well as those who have participated at meetings and behind the scenes. The purpose and format of future meetings is under review. ■

WORDS George Done

BUYERS BEWARE

THE MAINTENANCE Working Group met online via Zoom mid-February.

We expect future meetings to be face-to-face, but it is likely, however, we will use this expedient and popular platform for a combined/hybrid interaction, as the WG participants are widely spread.

The agenda covered standard and familiar topics, two of which appeared in the article about the group's work in the February 2022 issue, namely, the Skyway Code for Maintenance, and Project TEL.

The latter was covered in the article and the current position is much as described. The former is now in draft and likely to have airworthiness in the title rather than

maintenance. It will contain management aspects and 'soft areas' such as pre-purchase inspections. Publication is expected in the second quarter of this year. As AOPA lobbied for such a document following the appearance of the original Skyway Code, we very much look forward to its publication.

Recent engineering problems from AOPA members form another standard agenda topic. These are anonymised (only the owner's initials appear) and summarise the basic problem with advice provided. Generally, they are straightforward and satisfaction achieved. A good proportion of enquiries concern 'on condition' inspections for aircraft subject

to EASA Part ML. Reference is usually made here to the relevant article in the August 2020 issue of AOPA UK.

For the other many and varied problems posed by owners, the combined knowledge and experience of the maintainer members of the Working Group is invaluable, as is the ability to obtain regulatory advice from the CAA representatives.

A fairly common problem is that of the owner of an aircraft recently purchased who discovers, on its first visit to the new owner's maintainer, that considerable remedial work is needed to make the aircraft fully airworthy. Glowing advert texts should definitely not be taken at face

value! This underlines the importance of a pre-purchase inspection (see 'Go flying' at www.aopa.co.uk) before parting with any cash. It is not unknown for non-member owners in this situation to belatedly join AOPA in the hope that the situation can be alleviated, but by then it is too late, bar going to court and the Consumer Rights Act 2015.

Enquiries are also received on what tasks a pilot/owner is allowed to undertake on their aircraft, and if they can do a 50-hour check. Reference is made to appendices in EASA Part ML, but a WG member has offered a series of short articles on this which will appear in future issues of AOPA UK. ■

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WORDS John Walker

AIRFIELDS UPDATE

THERE ARE airfields across the UK currently under threat from developers and local councils.

BOURN

Site earmarked for 3,500 homes in 2031 Local Plan adopted by South Cambridgeshire District Council on 27 September 2018. The council approved a planning application for the development subject to the completion of prior conditions.

CAMBRIDGE

Marshall Aerospace and Defence Group will be vacating the aerodrome by 2030 and have signed an option to lease land at Cranfield. A final decision on a new location has not been made but it is expected that a planning application for the new facility will be submitted in autumn 2022. The aerodrome site has been put forward for a major housing development in the First Proposals for the new Greater Cambridge Local Plan issued for public consultation that ended on 13 December 2021.

CHALGROVE

Site included in South Oxfordshire District Council 2034 Local Plan adopted on 10 December 2020 for a 3,000-home development with a new runway for Martin-Baker Aircraft (MBA) operations for which development a planning application was submitted by landowner Homes England (HE). The application was withdrawn on 21 May 2021 pending a review of the plans after the CAA recommended that the proposed development be discontinued as it was incompatible with MBA's current site operations. HE has stated that they will use their CPO powers if negotiations

with MBA (their tenant) are unsuccessful.

COVENTRY

Outline planning applications for an electric vehicle battery Gigafactory on the aerodrome site were conditionally approved by Warwick District and Coventry City Councils on 11 and 13 January 2022. The applications were referred to the Secretary of State at the Ministry of Levelling Up, Housing and Communities who has declined to call in the applications.

DEENETHORPE

The Government has accepted the site for development as a 1,500 home Garden Village. East Northamptonshire Council (now part of the new North Northamptonshire Council) approved the site masterplan on 15 October 2018. A planning application for the development is awaited.

DUNSFOLD

Planning application for mixed use development with 1,800 homes on site approved by Waverley Borough Council on 14 December 2016 but called in for a public inquiry the result of which was approval for the application on 29 March 2018. Protest groups appealed these decisions in the High Court but the court rejected these challenges on 5 November 2018. The development has now been granted Government Garden Village status. A public consultation on a draft Supplementary Planning Document for the development ended on 20 December 2021.

ELVINGTON

York City Council draft Local Plan submitted for Public Examination on 25 May 2018 with public hearings commencing on 10

December 2019 includes a development of up to 3,330 homes occupying the middle section of the runway. Public consultation on the Local Plan ended on 7 July 2021 and additional public hearings are scheduled for April 2022.

FAIROAKS

Landowner of part of the site gave notices to vacate by February 2022 to some hangar and aerodrome building tenants which action did not affect the operation of the taxiways and runway. Public consultation ended on 30 July 2018 on Surrey Heath Borough Council's draft Local Plan options document which states that for Chobham "Employment and Retail - Sets out that development at Fairoaks Airport should be guided by a development brief/masterplan."

HALFPENNY GREEN

In September 2018 South Staffordshire Council approved a Site Allocation Document expanding on adopted Core Strategy in the Local Plan which states that the aerodrome is allocated and protected for employment. A planning application has been submitted for the construction by MCR Property Group, of 112 homes on south-west corner of site and aerodrome improvements, including construction of three hangars.

LANGAR

Aerodrome occupied and operated by British Parachute Schools sold in January 2019 to the owner of Nottingham City (Tollerton) aerodrome

LONG MARSTON

Aerodrome is designated in Stratford-on-Avon District Council Local Plan adopted Core Strategy for housing

and has Government Garden Village approval for which a planning application has been submitted. Developer is Cala Homes in conjunction with site owner.

MANSTON

On 9 July 2020, the Secretary of State granted a Development Consent Order (DCO) for the aerodrome as a Nationally Significant Infrastructure Project. A Judicial Review application resulted in the High Court quashing the DCO on 15 February 2021. As part of a review of the decision to grant the DCO, the SoS requested an independent report on the need for the development. The draft report was published on 21 October 2021 and endorsed a Planning Inspector's previous view that the need had not been established. A public consultation on the review ended on 3 December 2021. On 9 July 2020 Thanet District Council adopted its 2031 Local Plan that safeguards the aerodrome.

NOTTINGHAM CITY

With the support of the landowner, site and adjoining land earmarked for up to 4,000 homes in Local Plan adopted by Rushcliffe Borough Council on 8 October 2019. A planning application for development proposals to the north and west of the aerodrome has been submitted.

PANSHANGER

HE has bought the aerodrome site from Mariposa Investments. A public consultation by Welwyn Hatfield Borough Council ended on 1 May 2020 into providing additional housing sites for the Local Plan which schemes preclude a realigned grass runway to the north

of previous runway 11/29 proposed in the current draft Local Plan. Latest public hearings on the Local Plan ended on 17 March 2021. An outline planning application to reopen the aerodrome has been submitted.

PETERBOROUGH/SIBSON

Huntingdonshire District Council submitted an unsuccessful bid for a 2,500 home Garden Village on site. The council subsequently withdrew their support for the proposal but the site is still listed in the Council's Housing and Economic Land Availability Assessment.

PLYMOUTH

FlyPlymouth, a social enterprise aerodrome support group, plans to reopen the aerodrome for regional airline services. Sutton Harbour Group, the site leaseholder, has proposed a mixed-use development although the adopted Plymouth City / South-West Devon Joint Local Plan retains the site for aviation use at least until the first 5-year review of the adopted Plan.

POPHAM

Site landowner has submitted the site for a 3,000-home development in the Strategic Housing and Economic Land Availability Assessment. It is provisionally shortlisted for development as part of the Local Plan review by Basingstoke and Deane Borough Council.

REDHILL

Tandridge District Council public consultation on four potential Garden Village sites including Redhill ended on 9 October 2017. The draft 2033 Local Plan submitted for Public Examination on 18 January 2019 with hearings ending on 28 November 2019 has ruled out the site for a Garden Village and allocated it protected status as an Important Employment

Site. Part of the site is within the boundary of Reigate and Banstead Borough Council whose adopted Local Plan makes no mention of the aerodrome.

RETFORD/GAMSTON

Full planning permission granted by Bassetlaw District Council on 25 October 2021 to convert hangars 6 to 11 into a vehicle testing facility and for dual use of the runway for autonomous vehicle testing and aircraft.

THURROCK

Thurrock Council have validated a planning application for development of 750 houses, a medical centre and employment units on aerodrome site.

WELLESBOURNE, MOUNTFORD

Stratford-on-Avon District Council Core Strategy stated policy is to "retain and support the enhancement of the established flying functions and aviation related facilities at Wellesbourne Airfield". The council have rescinded permitted development rights and initiated negotiations for an agreed purchase of the site whilst also taking CPO action to acquire the site. Under a MoU dated 30 August 2019 between the Council and the site owners, the CPO action has been suspended for up to a year (which period has now been extended) to allow the owners to propose limited development of the site whilst retaining the aviation facilities.

WYCOMBE AIR PARK

Site lease holder has agreed new leases with the land owner, Wycombe District Council (now part of the new Buckinghamshire Council). The Council's adopted 2033 Local Plan provides for an industrial/warehousing complex on south-western part of the site requiring shortening of runway 35 and relocation of gliding activities. ■

AOPA INSTRUCTOR REFRESHER COURSES

For revalidation of an FI certificate, the holder shall fulfil two of the following three requirements:

- 1 At least 50 hours of flight instruction during certificate validity as FI, TRI, CTI, IRI, MI or Examiner;**
- 2 Attend a Flight Instructor Refresher Seminar within the validity of the certificate; and**
- 3 Pass an Assessment of Competence within the 12 months preceding the expiry of the certificate.**

For at least each alternate subsequent revalidation, an assessment of competence must be undertaken. In the case of a renewal you should, within 12 months before renewal, attend a Flight Instructor Refresher Course and pass an assessment of competence.

NEXT DATES

The next dates for the course are

July 5-6, 2022

Approval has now been obtained from the CAA to run these courses using Zoom during the current pandemic.

It is therefore imperative that any candidate is up to speed on using Zoom prior to commencing the course.

Further information can be obtained from the Course

Administrator, Mandy Nelson, on 020 7834 5631.

Please book the course online at www.aopa.co.uk



To register for a place on any of the seminars please call the AOPA office on 020 7834 5631 or join online at WWW.AOPA.CO.UK.

The courses start at 0930 and end at 1700 each day.

WORDS Nick Wilcock

LICENSING SHAKE-UP HAS RATTLED PRIVATE PILOTS

A look at the UK-EU transition with changes from 1 January 2023

THE CAA has published information on its website <https://info.caa.co.uk/uk-eu-transition/> which on first reading may have alarmed many private pilots.

So let's see whether these changes will actually affect you:

- **Pilots holding a UK-issued EASA Part-FCL licence:** Relax! You do NOT need to convert your licence to a UK Part-FCL licence at the current time. All pilot licences issued by the UK, when we were still a member of EASA, are deemed to be UK Part-FCL licences and there is no need to convert them. You can if you really want to; also if you have to send your UK-issued licence to the CAA to have a new item included, it will in any case come back in UK Part-FCL format. Otherwise, if there is a future CAA requirement for you to convert to a UK Part-FCL licence, the CAA will give ample warning; however, no such proposal currently exists.
- **Pilots holding a foreign-issued EASA Part-FCL licence issued before 31 December 2020:** You will have been permitted to

continue to fly UK registered aircraft under a General Exemption, but this will no longer be valid after 31 December 2022. As of 1 April 2021, a new licence application process became available to EASA licence holders, whose date of initial licence issue was before 31 December 2020, to gain a UK Part-FCL licence off the back of their foreign-issued EASA licence. This process is also applicable to EASA licensed pilots, instructors and examiners who previously held a UK issued Part-FCL licence issued after 1 January 2021 and have not since then gained a higher level licence. This process will remain in place until 31 December 2022 and allows for a pilot to hold a UK Part-FCL licence at the same time as a Part-FCL licence issued by an EASA Member State. So if you fall into this category you should take immediate action to obtain a UK Part-FCL licence.

- **Pilots holding a foreign-issued EASA Part-FCL licence issued after 31 December 2020:** In order to fly UK-registered aircraft, you must now hold a UK Part-FCL



Nick Wilcock looks at the changes over licensing.

"If there is a future CAA requirement for you to convert to a UK Part-FCL licence, the CAA will give ample warning"

licence; the General Exemption does not apply in your case.

To 'convert' a foreign-issued Part-FCL PPL to a UK Part-FCL PPL under Article 9 of UK Regulation (EU) 2020/723, you will need to complete the following requirements:

- Pass written exams in Air Law and Human Performance
- Demonstrate language proficiency in accordance with FCL.055
- Hold at least a valid Class 2 medical certificate
- Have a minimum experience of at least 100 hours of flight time as pilot
- Pass the PPL Skill Test
- Fulfil the requirements for the SEP Class Rating.

However, this does NOT mean that you would have to surrender your foreign-issued licence.

- **Pilots flying ONLY non-Part 21 aircraft,** Under Article 150 of the Air Navigation Order, any ICAO-compliant pilot licence holder whose licence remains valid in the country of issue may fly non-Part 21 aircraft without any need for licence conversion. ■

PRAISE FOR BBGA TEAM

AOPA UK CEO Martin Robinson writes: I recently attended the BBGA annual conference which was excellent.

I would like to congratulate Marc Bailey and his team.

The CAA gave the delegates a reminder about the changes coming into effect from the 1st of January 2023.

The UK will no longer be able to recognise EASA issued certificates, approvals, and licences for the operations and or maintenance

of UK registered aircraft. The CAA was represented by David Kendrick who was very humorous in his delivery of this important message.

He asked us to remind our members not to wait until the 11th hour to act as the CAA is encouraging holders of EASA's licences and approvals to start the process now of obtaining the UK equivalent. It's possible for you to continue to keep your EASA licence alongside a UK licence if you need to.

WORDS Martin Robinson

INVESTMENT NEEDS BENEFITS

CIVIL AVIATION publication 1711 is the airspace modernisation strategy aiming to make sure that the UK's future airspace meets the needs of all users over the next 40 years.

The CAA will need to achieve alignment with the ICAO's GANP (The Global Air Navigation Plan) - note that the UK CAA is committed

to no gold-plating of the ICAO (SARPs) standards and recommended practices.

At the same time the airspace change organising group (ACOG), which is headed up by Mark Swan, is preparing a master plan looking at how changes can be made to the existing airspace structures that support, in the main, commercial air

transport operations. Included in this are the Government's goals on carbon net zero, capacity balancing and greater efficiency in the routes flown. Clearly the airspace modernisation strategy will need to reflect this but what are the four priorities?

Carbon net zero, capacity, efficiency and safety. I'm sure someone will point

to all these items, but how will this impact the task of airspace design because General Aviation still needs airspace to operate in. So whatever the future airspace requirements are, when placed on general aviation for accessing airspace there needs to be clear benefits in order for GA to invest. NO benefits NO investment. ■

AOPA UK AEROPLANE PILOT LICENSING AIDE-MÉMOIRE - VERSION 1 (14 MAR 2022)

PILOT MEDICAL DECLARATIONS

STATUS	Minimum PMD level	Notes
Student pilot	<5700 kg	Only applies to NPPL students flying non-Part 21 aeroplanes
NPPL(SSEA) holder	<2000 kg	
LAPL(A) holder	<2000 kg	
ANO UK PPL(A) holder	<2000 kg	IMCR privileges permitted
UK-issued Part-FCL PPL(A) holder	<2000 kg	Restricted to LAPL privileges (However, 'rolling validity' does not apply)

AEROPLANE OPERATIONAL RESTRICTIONS

STATUS	Aerobatics	IR(R)/ IMCR flight in UK	Sailplane and/or banner towing	Microlight aeroplane privileges	Motorglider privileges
NPPL(SSEA) holder	Non-Part 21 aeroplanes only; aerobatic training strongly recommended	Not permitted	Non-Part 21 aeroplanes only; in accordance with the ANO	Microlight Class Rating required	SLMG Class Rating required
LAPL(A) holder	Aerobatic Rating required	Not permitted	Sailplane and/or Banner Towing Rating required	Differences training with Microlight FI	TMG training and Skill Test required
ANO UK PPL(A) holder	Non-Part 21 aeroplanes only; aerobatic training strongly recommended	IMCR on non-Part 21 aeroplanes only	Non-Part 21 aeroplanes only; in accordance with the ANO	Differences training with Microlight FI	Privileges included
UK-issued Part-FCL PPL(A) holder	Aerobatic Rating required	IR(R) on Part 21 and non-Part 21 aeroplanes	Sailplane and/or Banner Towing Rating required	Differences training with Microlight FI	TMG training and Skill Test required

AEROPLANE PILOT LICENCE VALIDITY

STATUS	VALIDITY
NPPL(SSEA) holder	Class Rating may be revalidated by 12 hrs TT in 24 months, 6 of which must be in last 12 months of validity period. The 24 month period must include 8 hrs as PIC including 12 take-offs and landings and a minimum of 1 hr total flight time with instructor. Additional Class Ratings may be revalidated if at least 1 hr as PIC or dual in each Class is included in the 12 hrs TT. Revalidation may alternatively be achieved by Proficiency Check; if check is flown earlier than 3 month before expiry date, new validity will apply from date of test.
LAPL(A) holder	Privileges maintained through 12hrs TT in 24 months before date of flight as PIC, dual or supervised solo, including 12 take-offs and landings and a minimum of 1 hr total flight time with instructor. Alternatively, lapsed privileges may be regained for 24 months by Proficiency Check from date of test.
ANO UK PPL(A) holder or UK-issued Part-FCL PPL(A) holder	Ratings may be revalidated for 24 months by 12 hrs TT within last 12 months of validity period, 6 of which must be as PIC, including 12 take-offs and landings and a minimum of 1 hr total flight time with instructor. Revalidation may alternatively be achieved by Proficiency Check; if check is flown earlier than 3 month before expiry date, new validity will apply from date of test.

NOTE: This is an unofficial document valid as at 14 Mar 2022. This is intended as an aide-mémoire only; users should refer to the relevant source documents for full details and to any subsequent AOPA Information Update(s) for details of any further regulatory changes.

CAMERAS IN THE COCKPIT?

STUDENT LACHLAN Akers is in his final year of his Aircraft Maintenance Engineering degree at the Aviation Academy in Newcastle.

He is required to complete a dissertation as a segment contributing to his university

degree and his project is on the installation of cameras within the cockpit, analysing their usefulness to aircraft accident investigations but also the complications such devices may introduce into the cockpit environment.

To research this concept in detail, he would like to hear pilots' opinions on the topic, to establish if they would agree with the introduction of cameras, accept the benefits they could bring but also highlight concerns they may

have with the concept. If AOPA members have experience or opinions on fitted cameras in cockpits,

The proposed questionnaire can be accessed via this link <https://forms.office.com/r/uQV1dPAag1>. ■

AOPA NEWS

Russians will be made to pay for rebuild, claims Ukraine company



WORLD'S BIGGEST AIRCRAFT DESTROYED

Iconic mercy-flight cargo giant hit as Russian invaders attack Ukrainian airfield

THE ANTONOV AN-225 was destroyed in an attack by Russian forces near Kyiv in the invasion of Ukraine.

The six-engine AN-225, known as Mriya – Dream – was at the airfield for routine maintenance and had one engine removed so could not be flown to safety.

Ukroboonprom, a Ukraine military manufacturing company which includes Antonov, confirmed the attack. The company said the aircraft would be rebuilt at the expense of the Russians.

“The occupiers destroyed the airplane, but they won’t be

able to destroy our common dream of a strong, free and democratic European state,” said Ukrainian Foreign Minister Dmytro Kuleba. “Mriya will definitely be reborn. The restoration is estimated to take more than five years.”

The story of the An-225 begins back in the 1960s and 70s when the Soviet Union was locked in a race into space with the United States.

By the end of the 1970s, the need arose for transporting large and heavy loads from their places of assembly to the Baikonur Cosmodrome, the spaceport in the deserts

“Mriya will definitely be reborn. The restoration is estimated to take more than five years”

of Kazakhstan that was the launchpad for Yuri Gagarin’s space voyage of 1961.

The cargo was the Buran spacecraft, the Soviet Union’s answer to NASA’s Space Shuttle. There were no aircraft capable of carrying it, so the Antonov company was ordered to develop one.

• Flight Design and Aeroprakt officials said their manufacturing facilities in Ukraine were closed to safeguard the workforce.

Flight Design USA’s president Tom Peghiny said: “We have found a site within Czech Republic.” ■

BOARD WARTIME SPY FLIGHTS

THE AERIAL Collective at Duxford is offering flights in the Westland Lysander.

Numbers are limited, says the collective, which works closely with the Aircraft Restoration Company at Duxford.

“Following a detailed

safety briefing at our hangar facilities, you will join one of our seasoned pilots within our pilot’s hut and on-airfield private viewing area,” said the Aerial Collective.

“Here you will be equipped with a flight suit

and gloves and discuss any personal desires for your flight experience with your pilot.

“Strapped in, you will be facing rearwards and towards the tail of the aircraft, making the most of the Lysander’s large canopy and the views out across the English countryside passing below.

“As an aircraft heavily known for completing clandestine operations during the Second World War, you will have the opportunity to look down upon some of the most significant and secretive airfields from the Lysander’s wartime legacy.”

Prices for the Lysander flights are expensive, starting from £4,500. ■



The Westland Lysander IIIA in 161 Squadron markings

AOPA NEWS HIGHLIGHTS

Avionics company

Dynon has warned that it expects to see challenges delivering some products in the coming months.

The avionics company saw record customer demand but challenges in the global supply chain reduced its ability to keep critical components in stock.

Textron Aviation –

home to aircraft makers Cessna, Beechcraft and Bell – is buying Pipistrel, manufacturer of the world’s only type certified electric aircraft.

CEO Scott Donnelly said that Textron is committed to maintaining Pipistrel’s research and development.

CAA AND FAA FOCUS ON EVTOL SAFETY

THE CAA and FAA are working to support the future of electric vertical take-off and landing aircraft and other Advanced Air Mobility (AAM) craft.

The two authorities announced at the Global Urban Advanced Air Summit that discussions were focused on facilitating certification and validating new eVTOL aircraft, production, continued airworthiness, operations, and personnel licensing.

“As these aircraft enter into the aviation ecosystem, we must continue to maintain the high safety standards that the public expects.

“To streamline and expedite integration, this technology should use existing regulatory frameworks on which that strong safety record is founded,” said a statement.

• BAE Systems and Embraer

Defence & Security have announced plans to embark on a joint study to explore the development of Eve Urban Air Mobility Solutions’ eVTOL vehicle for the defence and security market.

The joint study builds on Eve’s development for the urban air mobility market and will look at how the aircraft could provide cost-effective, sustainable and adaptable capability as a defence variant.

Engineers from BAE Systems’ Air sector in Lancashire will work together with the Embraer Defence & Security team based at São José dos Campos in Brazil, to explore how a defence variant could be used for a range of applications such as personnel transportation, surveillance and reconnaissance, disaster relief and humanitarian response. ■



HELP SAVE THE UK'S AIRFIELDS!

Visit www.gaac.org.uk/donations to fund the fight

The General Aviation Awareness Council (GAAC) is recognised by Government and fights to protect all UK airfields. Our team of professional advisers works hard on your behalf to keep vulnerable airfields open for flying. Meanwhile the GAAC and the All-Party Parliamentary Group for GA (APPG-GA) have proposed the creation of a legally protected Strategic Airfield Network.

GAAC is a non-profit organisation, so we URGENTLY NEED YOUR HELP to cover costs & expenses, to carry on our valuable work.

If you have a question or pressing need for advice, please visit our website www.gaac.org.uk or contact info@gaac.org.uk or planning@gaac.org.uk

WE NEED THE SUPPORT OF ALL PILOTS SO PLEASE RECOMMEND THIS TO YOUR COLLEAGUES



AOPA NEWS HIGHLIGHTS

The FAA is drawing up a set of airport flash cards aimed at preventing pilots from landing on the taxiways or the wrong runway. The Arrival Alert Notices will be published in the May 19 charting cycle and will be included along with the regular information for 11 busy small- to medium-sized facilities across the country. The alerts include a pilot's eye view of a one-mile final for the runways that cause the most problems. The alerts will include "hotspot standardised symbology" that will use three standardized shapes to alert pilots to dangerous areas of the airport. A cylinder-shaped outline will denote airport surface hotspots while circles or ellipses will denote ground movement hotspots.

EASA has published a Safety Information Bulletin (SIB) on Thursday warning that the likelihood of intermittent Global Navigation Satellite Systems (GNSS) outages has increased following Russia's invasion of Ukraine.

According to the agency, it has received reports that indicate there has been a rise in GNSS "jamming and/or possible spoofing in geographical areas surrounding the conflict zone and other areas" since the conflict began on February, 24. EASA identified four regions of concern including the Russia's Kaliningrad region and the surrounding Baltic Sea, eastern Finland, the Black Sea and the eastern Mediterranean.



The popular high-winged Luscombe

SUMMER FLY-INS ON THE HORIZON

New airfield owner will reopen facilities to host events for visiting aircraft including European Luscombes association

FARWAY COMMON Airfield, near Sidmouth in Devon, will reopen in early summer and has already agreed to stage three fly-ins.

The first is its own: The Farway Welcome Fly-in over the weekend of 21-22 May. "All welcome," said the new owner

of the airfield James Hortop. "There'll also be overnight camping, plus a barbeque and bar."

Next up is a fly-in organised by the Devon Strut of the LAA on 18 June.

The Devon Strut has been connected with Farway

Common for years through the previous owner, the late Terry Case. Please register through the airfield website.

The third fly-in announced so far is a visit by European Luscombes, the association for Luscombe owners in Europe, on 22-24 July. ■

ICELAND AOPA CHIEF KILLED

ICELAND AOPA president Haraldur Diego has been found dead in his Cessna 172 at the bottom of one of the country's largest lakes..

He was well known for his work in promoting aviation in Iceland, as well as for his remarkable landscape photography through his company Volcano Air Iceland, a popular aerial photography tour company.

He was instrumental in

promoting numerous events, including the founding and organisation of Iceland's annual summer fly-in at the Mulakot Airport.

He was also the editor and publisher of AOPA Iceland's magazine.

It is believed he was on a sightseeing trip with three passengers. When he didn't return that day – when Iceland had just over seven hours of sunlight – the

rescue operation got under way.

More than 1,000 members of the Icelandic Association for Search and Rescue spent a day and a half scouring the terrain to the east and south of Reykjavik.

A grieving friend said: "He managed to create enough memories of him flying and capturing Iceland that we will remember him for a long, long time." ■



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FRIEDRICHSHAFEN IS GO – AND READY FOR A RECORD AS EXHIBITORS RUSH BACK

After an absence during the pandemic, AERO 2022 is gearing up for exciting expo of innovation from new propulsion systems to state-of-the-art avionics

IT'S BACK and the countdown to AERO 2022 is on with manufacturers and pilots of Ultralight and Light Sport aircraft gearing up for Europe's largest General Aviation expo, even after a Covid-led absence.

With the recently updated health guidance of the State of Baden-Württemberg, which includes far-reaching relaxations of restrictions, the staging of AERO 2022 is secured and the Messe Friedrichshafen exhibition

“By increasing the maximum take-off weight, manufacturers can design their aircraft to be even more powerful and safer.”

centre will be buzzing with visitors from April 27-30.

Ultralight (UL) and Light Sport Aircraft (LSA) traditionally play a major role at AERO.

This industry is a very innovative segment of General Aviation, which has been given an additional boost by the approval of the so-called 600kg class in Europe.

By increasing the maximum take-off weight, manufacturers can design their aircraft to be even more powerful and safer.

The number of aircraft types in this class is steadily increasing. In terms of flight performance, ULs not only match many traditional single-engine aircraft, but even surpass them in many cases.

Dirk Ketelsen, managing director and owner of Breezer



Manufacturers are ready to present show visitors with a large number of innovative products following Covid cancellations

The Markdorf glider airfield will be available for fly-in visitors



AERO 2022 will now be the ideal platform to show customers what progress has been achieved in aviation, say organisers

Aircraft, said: "After two years without any major public events, we are very happy to finally be able to show our Breezer at AERO again and enjoy the unique spirit.

"We will present an innovation to our customers in the wonderful setting in Friedrichshafen, our UL tug Breezer B850, which is rated at 850kg towing load and of course a lot more.

"It will be a great start to the 2022 season, which we are all very much looking forward to!"

Aircraft ranging from civilian drones to gliders, ultralights and gyrocopters, helicopters, touring and training aircraft with piston or turboprop

engines and business jets will be on display.

New propulsion systems, electric flight, state-of-the-art avionics, services and accessories for pilots are further focal points.

These topics are also reflected in the AERO conferences, making Europe's largest General Aviation event an important platform, said organisers.

Roland Bosch, AERO division manager and member of the Messe Friedrichshafen executive board, said, "AERO 2022 will probably be the most important ever. It will be a great start to the 2022 season, which we are all very much looking forward to



Roland Bosch and Volker Thomalla, members of the Messe Friedrichshafen team who are expecting a record exhibition

"It will be a great start to the 2022 season, which we are all very much looking forward to"

most important ever. After the cancellation of two events due to the pandemic, a gathering of the GA industry is of enormous importance."

Organisers say the number of registered exhibitors is already on par with the record AERO 2019, with all major market leaders already registered with innovations and world firsts.

For pilots who want to fly their UL or motor glider to the AERO themselves, the Markdorf glider airfield north-west of Friedrichshafen is once again the place to go.

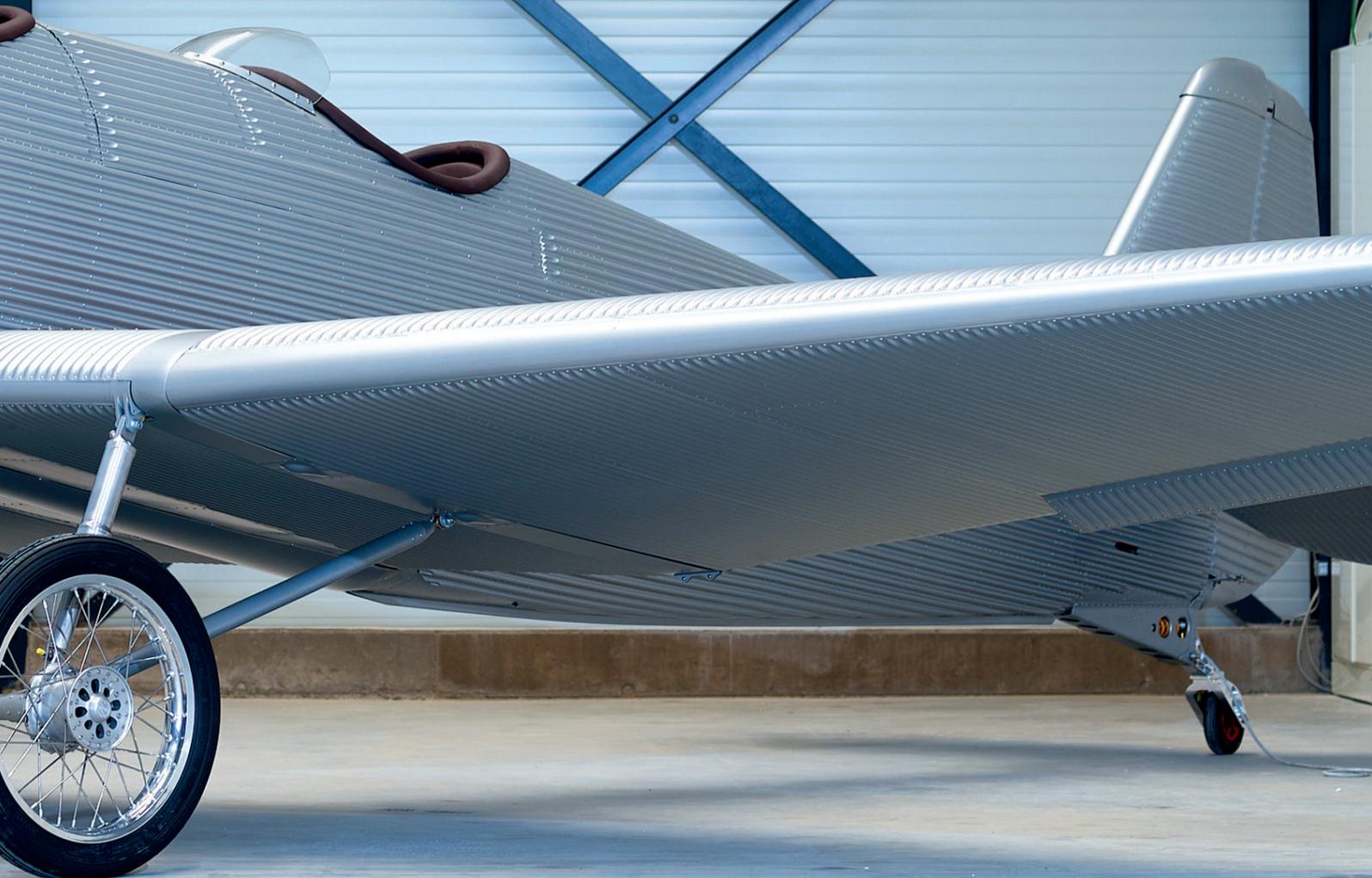
From there, there is a shuttle directly to the exhibition grounds on all days of the trade fair and back again after the trade fair visit. ■

ART DECO DREAMS

German nostalgia meets modern technology in Junkers Junior A50



In place of cylinder heads and exhausts are two streamlined bugles in the cowling to accept the shape of the boxer engine



JUNKERS... now there's a name to conjure with — it brings to mind a whole stable of aircraft ranging from civilian to bombers, to innovation and jet engines. But what perhaps marked it out more than any other manufacturer was the pioneering use of metal while other companies were still thinking of wood and fabric.

The company's first aircraft, produced in 1915 and unsurprisingly known as the J1, was innovative for the time to say the least; a mid-wing monoplane eschewing the then, common form of construction to use steel ribs and metal sheeting instead.

While the J1 wasn't the greatest success, by the end of the First World War the company had refined its use of metal in construction and what followed was a wide range of aircraft, among them the A50 Junior sports aircraft

which had its maiden flight 93 years ago — and now it's back, albeit in a slightly different form.

This replica is the brainchild of Dieter Morszeck, founder and owner of Junkers Flugzeugwerke AG, who decided to revive the A50 Junior as a modern 600kg ultralight. Surprisingly, it took just 18 months to go from an idea to the prototype's first flight at the end of 2021 — and it should go on sale this April.

What perhaps made the timeline more straightforward was that Dieter has previous form in this field, producing the Junkers F13 replica which made its maiden flight in 2016, with a small series production starting in 2018.

From the outside the A50 looks the part, just like its forerunner — 'Art Deco' with an oval fuselage cross-section and corrugated sheet metal skin but, unsurprisingly, it's been constructed using the latest technologies and components. In place of

“This is no scaled down replica, the fuselage length remains the same as does its height, well apart from an inch (who's counting) at 7ft 9in”

the original five-cylinder Armstrong Siddeley Genet radial engine there's a 100hp Rotax 913iS, an MT propeller, Beringer brakes and spoked wheels (rather than the original's solid ones) and a suite of Garmin instruments, plus there's a Galaxy ballistic parachute rescue system.

The then and now theme continues inside the two cockpits with a leather trimmed interior well suited to the past, dual flight controls but with more modern hydraulic toe-operated disc brakes, and the panel is equipped with a Garmin G3X ten-inch screen with integrated Comm/NAV, a transponder, an engine control system, a moving map in the rear — from where it's flown when solo — an intercom, two USB plugs and an ELT.

The corrugated aluminium skin of this first aircraft has been painted in a polyurethane metallic matt finish, though other colours



The replica of the A50 Junior falls into the ULM category with its 355 kg empty weight and a maximum 600kg take-off weight. Initial flights suggest a cruising speed of 102kt with a stall speed of 41kt and a fuel burn of just over three gallons an hour.

The A50 is packed with modern tech including a Rotax engine, MT Mühlbauer propeller and a built-in Galaxy rescue system



The panel is equipped with a Garmin G3X ten-inch screen with integrated Comm/NAV



will be available. Given that the Rotax power unit is being used rather than the original five-cylinder radial, there have obviously had to be changes to the look of the nose, so in place of cylinder heads and exhausts protruding from it, there are two streamlined bugles in the cowling to accept the shape of the Rotax's boxer engine, though they blend in well and don't really detract from the overall look of the aircraft.

You might expect that as it's in the 600kg class its size would differ markedly from the original, too, but this is no scaled-down replica: the original weighed-in at 600kg with a wingspan of 32ft 10in and a fuselage 23ft 4in long; the 'new' A50 has a span just 10in less than the original, the fuselage length remains the same as does its height (well apart from one-inch, but who's counting) at 7ft 9in.

At present it's still undergoing testing, but initial flights suggest a cruising

speed of around 102kt with a stall speed of 41kt and a fuel burn of just over three gallons an hour. With a fuel tank of around 26 gallons, that should give a decent cruising range.

As we went to press it was expected that the A50 would be on display at this year's Aero Friedrichshafen. First deliveries are expected to take place in April and initially it will be certified under the rules of DULV (Germany) as an ultralight aircraft/600kg class with an introductory price of €179,000 (inc. VAT).

CELEBRATED

The initial idea for the Junkers A50 Junior was for an all-metal sport aircraft that would be priced competitively with the classic wooden/textile types of the time. It was designed by Hermann Pohlmann (who also designed the Stuka) with the intention of it being a trainer/sport aircraft capable of carrying two plus 30kg baggage for up to five hours.

Initially it was moderately

TECH SPEC A50 Junior

Span 32ft

Length 23ft 4in

Height 7ft 9in

Empty weight 705 lb

MTOW 600 kg (1323 lb)

Engine Rotax 912iS, 100hp

Propeller MTV-33-1-A/170

Fuel capacity

120 litres (26 gal)

Fuel consumption

15 l/h (3.2 gal)

Cruise speed 100kt

Max speed 111kt

Stall speed 41kt

Ballistic parachute

Galaxy GRS 6 600 SD Speedy

successful and had the potential to become 'the people's aircraft' with Junkers, perhaps optimistically, hoping to sell some 5,000. In the event, only 69 were built before the depression of the Thirties intervened, effectively ending the production run.

It did, however, make some notable flights before it was shelved.

To promote the A50, several record-setting flights were made in 1930. An A50 equipped with additional tanks was ferried to Japan within ten days, Marga von Etzdorf flew one from Germany to Tenerife and nine months later she flew long-distance again, this time from Berlin to Tokyo, the first woman to do so.

Then, in May 1932 the celebrated Finnish pilot Väinö Bremer flew a long-range flight from Helsinki to Cape Town and back to Dessau in Germany and, until recently, as befits a such a flight, his aircraft has been proudly on display at Helsinki Airport. ■

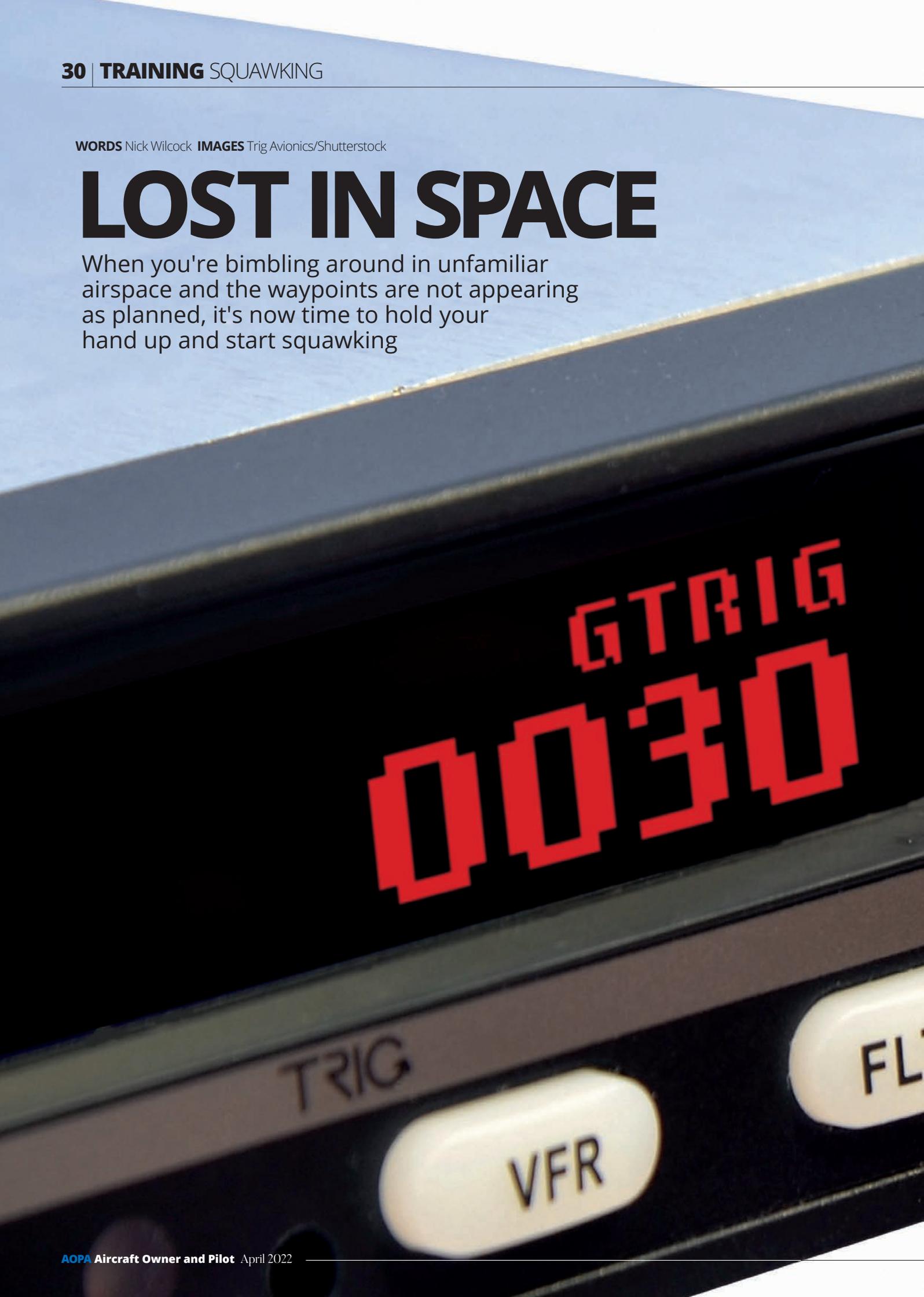


It took just 18 months to go from an idea to the prototype's first flight at the end of 2021 and it should go on sale this month

WORDS Nick Wilcock IMAGES Trig Avionics/Shutterstock

LOST IN SPACE

When you're bumbling around in unfamiliar airspace and the waypoints are not appearing as planned, it's now time to hold your hand up and start squawking



GTRIG
0030

TRIG

VFR

FL

Own up and hit the transponder or pride may come before an infringement



BACK IN my RAF days, 0030 was usually the time when either an exercise was called, or Station Ops rang to scramble me off to go chasing Ivans in the mighty Vickers FunBus (VC10K for those who might wonder). But today it has a rather more down to earth meaning, as we shall see.

No pilot really likes to say that they're lost, merely that they're perhaps temporarily ever so slightly unsure of their precise location. But pride has its price in today's skies; many years ago I was taught that, if 'uncertain of position' you could construct a circle of uncertainty based on your last known position then follow a line feature to a landmark somewhere within the circle. Which was probably all very well and good in the days of non-radio Tiger Moths and the like, before Beeching had destroyed all the railways which made such good line features, but in today's skies that isn't a

terribly good idea and I hope that no one still teaches it as the recommended procedure. Blundering about in such a way will probably mean that you soon arrive uninvited and unannounced in someone's controlled airspace, earning yourself the dubious distinction of becoming yet another infringement statistic. All because you were too proud to admit that you were actually LOST!

PRECAUTIONS.

There are still those who reckon that unless you can navigate with a quadrant, cross-staff, lodestone and astrolabe (Google those or contact the RIN), you're not a real pilot. I beg to differ; proper pre-flight planning will of course help you on your £100 hamburger trip to another aerodrome, but there are also many pilots who may simply want to slip the surly bonds of earth to bumble about in the local area for an half an hour or so without having planned anything specific. GNSS and moving map enabled

“If relying on an electronic device in particular, make sure that you can actually reach your back-up system in flight”

iThings are superb devices for positional situational awareness even if you're not following a pre-planned route, but even so I recommend that you always have some form of back-up available. A couple of years ago I was on my way to Stapleford Tawney in rather nasty weather, with a nice magenta line on the Garmin showing me exactly where I was. But then it froze; I couldn't even turn it off to reboot it. I had a back-up GPS, but that was in a contingency bag in the luggage compartment. Fortunately I was in my car rather than in an aeroplane and I'd also taken the unusual precaution of printing off my route from the M25 exit ahead to the aerodrome. But the lesson was equally applicable; if relying on an electronic device in particular, make sure that you can actually reach your back-up system in flight.

OPTIONS.

If despite everything you realise you're LOST, what is the best course of action? First and foremost, admit it, then seek



Selecting 0030 will alert D&D to expect a call from a lost aircraft, but will also indicate the pilot isn't declaring an emergency. If you think that you're experiencing positional uncertainty, or in other words, you're actually lost in space, raise the alarm...

help. There are those who think that calling for a Training Fix on 121.5 MHz is an easy option, but I don't agree. It was something I always demonstrated to students, but only as a way of introducing them to the Distress and Diversion (D&D) system. There are better options open to you:

Frequency monitoring codes. If you're flying in much of the UK, you can listen out on certain specific RT frequencies and can indicate to the controller that you're doing so by selecting the frequency monitoring SSR code ('listening squawk') associated with the frequency. Calling the controller and advising him/her of your predicament is certainly an option, but there may be others with the same squawk and it could take a while before you are positively identified.

D&D.

Suppose you're pottering happily along wearing a 7000+Alt VFR conspicuity squawk, talking and listening to no one in particular, when

you realise that you don't know quite where you are. In the UK, the wonderfully helpful D&D cell can assist. If you ever get the chance, ask to pay them a visit. Back when they were still at West Drayton, I visited the cell as part of my RAF pilot training.

Whilst we were chatting with the staff, a Canberra crew called up from somewhere over the North Sea with an engine fire warning. In those days the auto-triangulation wasn't quite as Gucci as it is today, being somewhat analogue, but the flying coffee cups and speed of reaction as the D&D folks sprang into action made a lasting impression. Most people know that 7700 is the emergency SSR code and 7600 indicates that you've lost your radio, but there is another code which you can use to attract D&D's attention without causing quite the same level of drama:

0030

From recent conversations, it seems to me that surprisingly few people, including FIs, FIC

“No one will treat you as a fool, they will be far happier that you had the good sense to seek navigational assistance early”

instructors and FEs, are aware of the existence of the 'lost in space' code 0030. Selecting that code will alert D&D to expect a call from a lost aircraft, but will also indicate that the pilot isn't declaring an emergency. So, if you think that you're experiencing positional uncertainty, or in other words that you're actually lost in space:

1. Admit it!

2. Select 0030+Alt.

3. Call D&D on 121.5MHz.

Don't worry too much about what to say: "London Centre, London Centre, this is G-nnnn squawking 0030 uncertain of position" will probably suffice as an initial call. No one will treat you as a fool, they will be far happier that you had the good sense to seek navigational assistance early rather than becoming an infringement statistic later.

Finally, if you are an instructor, please ensure that your students are aware of 0030. Perhaps it would also be a good topic to cover during LAPL / PPL dual refresher training flights. ■



Nick Wilcock's RAF days flying the Vickers FunBus – VC10K – meant chasing Ivans in the middle of the night. When his magenta line disappeared in nasty weather, he discovered his back-up was out of reach. Luckily he was on the ground!

The mountain climber

Cessna brings back the turbocharged 182 to the flightline for pilots hunting cross-country adventures at 20,000ft... and the improvements might just leave its rivals rattled

WORDS Chris McGine IMAGES Cessna



TEXTRON AVIATION has revealed the return of the Cessna Turbo Skylane T182T to its range of piston-powered aircraft.

Powered by the Lycoming TIO-540 engine and equipped with a Hartzell Engine Technologies turbocharger, the new aircraft generates 235hp up to 20,000 feet, said the company, which is especially useful for pilots flying over mountainous regions or for cruising at higher altitudes.

Textron Aviation president and CEO Ron Draper said: “The turbocharger adds another level of performance to an already exceptional aircraft. The Cessna Skylane is a remarkably instinctive aircraft to operate, and the turbocharged engine provides even greater performance that enhances the overall flying experience.”

The single-engine Turbo Skylane features the latest Garmin G1000 NXi avionics suite, a heated propeller and an in-cabin oxygen system.

Originally introduced in 2001,

“The Skylane has been a great airplane for more than six decades, and is especially popular with first-time owners”

production of the Turbo Skylane T182T was paused in 2013 while the company focused on the addition of a wide range of product developments. The Cessna Skylane, with its normally aspirated Lycoming engine, has been in production since 1956 with more than 23,000 delivered.

“The Skylane has been a great airplane for more than six decades, and especially popular with first-time owners,” said Lannie O’Bannon, senior vice president, Sales & Flight Operations.



"During our conversations with customers, they shared a desire for additional power for special missions."

The Lycoming engine is fitted with a constant-speed, three-blade, electric de-ice McCauley propeller that offers, claims Cessna, optimal performance in all phases of flight.

The cockpit features the Garmin G1000 NXi avionics suite with a new GI 275 electric standby, providing a brand-new cockpit interface. The built-in oxygen system offers an integrated solution for providing pilots and passengers with the onboard oxygen necessary to maximise the performance of the aircraft at higher altitudes.

ABOUT THE CESSNA TURBO SKYLANE T182T

The Turbo Skylane T182T has a seating capacity for four and an estimated range of 971 miles. The certified ceiling is 20,000 feet (6,096 metres), and maximum speed is 165 kts.

When banks stopped lending money to Clyde Cessna, a farmer turned wood-and-fabric aircraft pioneer, he packed up and moved to Wichita which is now synonymous with Cessna aircraft.

The company has seen mixed fortunes; in 1932, the Cessna Aircraft Company closed due to the Great Depression. Cessna's nephews, brothers Dwane and Dwight Wallace, bought the company from Cessna in 1934. They reopened it and began the process of building it into what would become a global success.

In 1940, Cessna received their largest order to date, when they signed a contract with the U.S. Army for 33 specially equipped Cessna T-50s. Later in 1940, the Royal Canadian Air Force placed an order for 180 T-50s.

Cessna returned to commercial production in 1946, after the revocation of wartime production restrictions (L-48), with the

When banks stopped lending money to Clyde Cessna, a farmer turned wood-and-fabric aircraft pioneer, he packed up and moved to Wichita

release of the Model 120 and Model 140. The approach was to introduce a new line of all-metal aircraft that used production tools, dies and jigs, rather than the hand-built tube-and-fabric construction process used before the war.

In 1985, Cessna ceased to be an independent company. It was purchased by General Dynamics Corporation and became a wholly owned subsidiary; production of the Cessna Caravan began. General Dynamics in turn sold Cessna to Textron in 1992. In March 2014, Cessna ceased operations as a company and instead became a brand of Textron Aviation.

The names of Cessna models do not follow a theme, but there is usually a logical approach to the numbering: the 100 series are the light singles, the 200s are the heftier, the 300s are light to medium twins, the 400s have "wide oval" cabin-class accommodation and the 500s



- 1: The three-blade, electric de-ice McCauley propeller offers, optimal performance in all phases of flight
- 2: The dual LED landing and recognition lights with pulse recognition technology improve both visibility and illumination
- 3: With its resilient airframe and strong tricycle landing system, the Skylane can handle short runway takeoffs and landings

The Cessna Skylane has been in production since 1956, and Textron has delivered more than 23,000



“Compared with its previous models, the T182T's engine was created with more robust components due to the high amounts of power available at maximum cruise”





Cessna has updated the aircraft with the latest Garmin G1000 NXi avionics suite and an in-cabin oxygen system



are jets. During the 1950s and 1960s, Cessna's marketing department followed the lead of Detroit carmakers and came up with many unique marketing terms in an effort to differentiate its product line from their competitors including Nav-O-Matic – the name of the Cessna autopilot system; Para-Lift Flaps – Large Fowler flaps Cessna introduced on the 170B in 1952; Open-View – the removal of the top section of the control wheel in 1967 models. These had been rectangular, they now became ram's horn shaped, thus not blocking the instrument panel as much.

THE COMPETITION

Pilot Selise Askeland put the T182T through its paces and shares her thoughts.

After ten years off the market, the Turbo Skylane is making its return with a few upgrades which may be enough to take the spotlight away from the latest Cirrus SR22 model.

Compared with its previous models, the T182T's engine was created with more robust components due to the high

"The inclusion of the automatic wastegate almost completely removes the chance of over-boosting the engine"

amounts of power available at maximum cruise.

"Additionally, the T182T has an automatic wastegate, unlike its predecessor, T182, which had a manual wastegate," said Tony Woo Jr., a Florida Tech instrument-rated student with over 15 hours of PIC time in the aircraft. "The inclusion of the automatic wastegate almost completely removes the chance of over-boosting the engine."

The propeller on the aircraft's cowling is a three-blade McCauley aluminum constant speed propeller. An extra benefit to this aircraft is that the propeller contains electric anti- and de-icing capabilities.

John Wu, a CFI for Orlando Sanford Flying Club, notes that the Cessna Skylane is more stable, climbs and cruises faster, and flies smoother than the 172 and is a great introduction to high-performance aircraft. The biggest control difference, he noted, is the addition of the constant speed propeller and cowl flap.

The Skylane's top speed is 165 KTAS, and its range is

estimated at 971 miles.

Capable of ferrying four total passengers, the aircraft is also equipped with a standard four-place oxygen system.

Inside the cockpit, the flight deck has been elevated, equipped with the G1000 NXi models and a GI 275 electronic standby instrument. Some of the features on the flight deck include standard ADS-B In and Out, wireless database and flightplan loading, integrated VFR sectional charters, vertical situation display, selectable visual approaches, and more.

Overall, pilots found the extra power available at altitudes up to 20,000 feet MSL gives important utility to an aircraft that's already a stable IFR cross-country and mountain machine.

The aircraft is very popular with first-time owners and is similar to the 172 models. It starts at a base price of \$653,000, with options. Deliveries are expected to begin in 2023. ■

Thanks to Selise Askeland of GlobalAir.com for her help with producing this feature.

TECH SPEC Cessna T182T

WEIGHTS

Empty Weight: 2,000lb (907kg)
MTOW: 3,100lb (1,406lb)

DIMENSIONS

Wingspan: 36ft (10.97m)
Length/height: 29ft (8.8m)/9ft 4in (2.8m)

POWERPLANT

Engine: Turbocharged Lcoming TIO-540-AK1A
Propeller: McCauley, 3-blade metal

PERFORMANCE

Max Speed: 165 ktas (306km/h)

Stall speed: 49kcas (91km/h)

Max Climb Rate: 1,040 fpm (317mpm)

Endurance: 971 miles

Take-Off ground roll: 775ft (236m)

Service Ceiling: 20,000 ft (6,096m)

Max Load Factor: 836 lb (379 kg)





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