

AOPA UK

April/May 2024



EARLS COLNE

Hangarchat took a trip to the Essex countryside and discovered this gem

OIL AND FILTERS

Michael Powell explains what you can and can't do to your aircraft when it comes to oil

MEMBER FEATURE

Zoe Thompson discusses inclusiveness

P.36

Reimagined

A relic from

World War II

P.28

Ken Scott discovers the wonderful tale of how András Fábíán brought the Levente II, a WWII Hungarian training aircraft – which was designed by his uncle and namesake – back to life

POOLEYS

FLIGHT EQUIPMENT

— EST. 1957 —

Over 2800 Products in Stock

Headsets
& Accessories



GPS
& Beacons



Transceivers



Aviation Oils



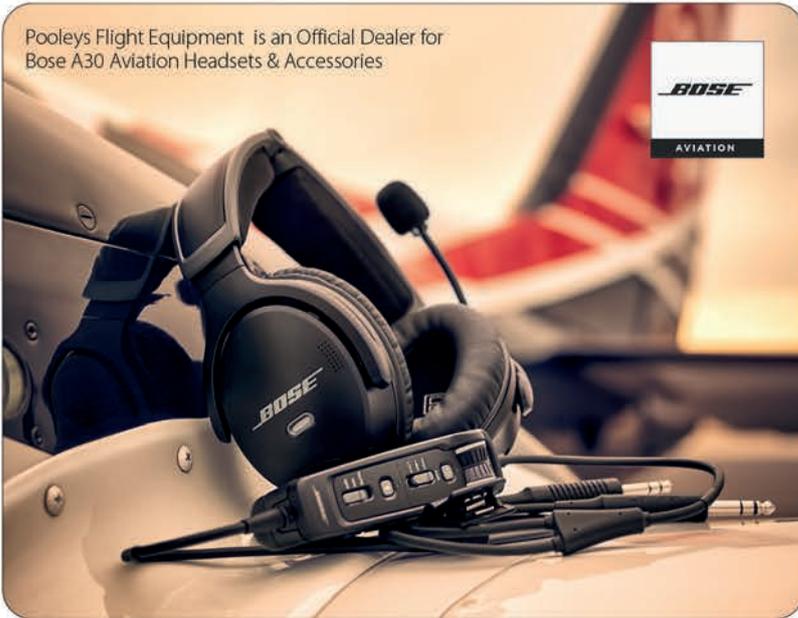
Charts



Training
Manuals



Pooleys Flight Equipment is an Official Dealer for Bose A30 Aviation Headsets & Accessories



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



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

GARMIN

Aera 760 GPS



NEW



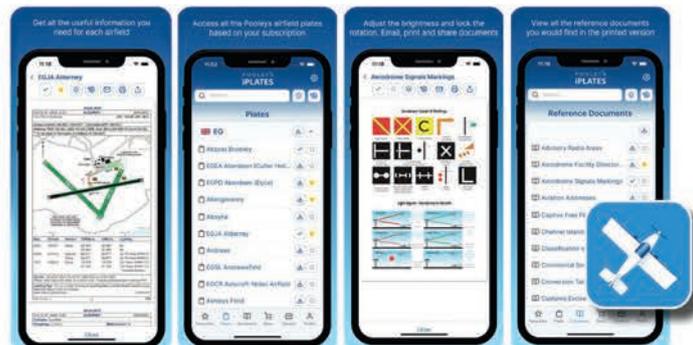
D2 Mach 1 Pro Smartwatch



D2 Mach 1 Smartwatch

Pooleys iPlates APP—update cycle every 28 days

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



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

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

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

LET'S REMOVE BARRIERS AND BUILD A BIGGER GA COMMUNITY

THERE is nothing like flying or being at an airfield. It might be a comfortable place for you, but for new pilots and visitors it can be quite daunting. Lots of noise and action, and not really understanding what's going on.

As part of the aviation world, we need to make sure everyone is made to feel welcome, especially under-represented demographics, it's the only way our hobby/career sector/life-long passion can grow - which it needs to do. I had a fantastic conversation with Zoe Thompson, a student pilot who asked me why there were no women in the magazine and I couldn't provide a good answer. So I asked her to write an opinion piece on her experiences and how AOPA and aviation in general can be more welcoming for women. I asked her to write an opinion piece on her experiences and how AOPA and aviation in general can be more welcoming for women. Whilst we're talking about welcoming, I was invited by Kevin Barber,

Managing Director of Earls Colne and Anglian Flight Centres for a coffee and a chat about the airfield. If you've never been there, I highly recommend taking a flight in this fantastic location. Not only is everyone so welcoming, there's also a cracking burger VAN and resident RAF black Labrador.

"This month's magazine tells the amazing story (beautifully written by Ken Scott) of Andrés Fábíán and how he brought a WWII aircraft back to life"

This month's magazine tells the amazing story (beautifully written by Ken Scott) of Andrés Fábíán and how he brought a WWII aircraft back to life, originally built by his uncle and namesake. He's quick to point out that his Levente II isn't a replica or restoration, it's just the latest one off the production line. The aircraft before his rolled off 76 years ago.

There are important notifications in this issue, such as how to avoid infringements at North Weald and the latest GA regulation changes. Plus, there are all the regular features, such as Michael Powell's continued series on what you can and can't do to your aircraft, the latest news from Martin Robinson and Your Hero, this month featuring the Piper Tri-Pacer. Enjoy! ■



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

AOPA UK

EDITOR

David Rawlings
editor@aopa.co.uk

ART EDITOR

Dan Payne
dan.payne@aopa.co.uk

CONTRIBUTORS

Michael Powell,
Zoe Thompson, Ken Scott, Andrés Fábíán, Nigel Wilson

PUBLISHED BY

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

ADVERTISING & SUBSCRIPTIONS

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

HEAD OF ADVERTISING

David Impey
+44 (0)7742 605338

PRINTING

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

© British Light Aviation Centre Ltd
AOPA is a member of the International
Council of Aircraft Owners and
Pilots Association. IAOPA



Articles, photographs and news items from AOPA members and other readers are welcome. Please send to the Editor. Inclusion of material in AOPA Magazine cannot be guaranteed, however, and remains at the discretion of the Editor. Material for consideration for the June/July issue should be received no later than 01 May 2024.

CONTENTS

APR/MAY 2024

03

ED'S COMMENT In an ever-changing world, it's important that AOPA – and aviation in general – adapts. This has been on the editor's mind a lot for this issue

06

AOPA AFFAIRS Martin Robinson lays out why AOPA is pivotal in the world of aviation, and in government. He explains why casting a wider net benefits every pilot

09

UP FRONT – INFRINGEMENTS There have been a lot of infringements around Stansted Airport, specifically North Weald. Find out how to avoid a proverbial slap on the wrists

10

UP FRONT – MAINTENANCE Michael Powell continues his in-depth series focusing on what you can and can't do to your aircraft. This month: oil and filter changes

12

UP FRONT – YOUR HERO This issue's *Your Hero* is the unusual Piper TriPacer, suggested by Liam Mariscotti who is a great lover of the aircraft

14

UP FRONT – REGULATION CHANGES There are new regulations when flying to and from the UK that you need to adhere to from 6th April. Here's what you need to know



15

UP FRONT – HANGAR CHAT In the green heart of Essex there is Earls Colne, a lovely airfield with an even better burger van (plus a few other reasons you should visit)

20

NEWS The latest new from General Aviation including fuel changes, aircraft type certification, role changes in companies and much more

26

THE INTERVIEW It's not every day you get to chat with a man who flew a through a tunnel, so we jumped at the chance to interview the man who did - Dario Costa!

28

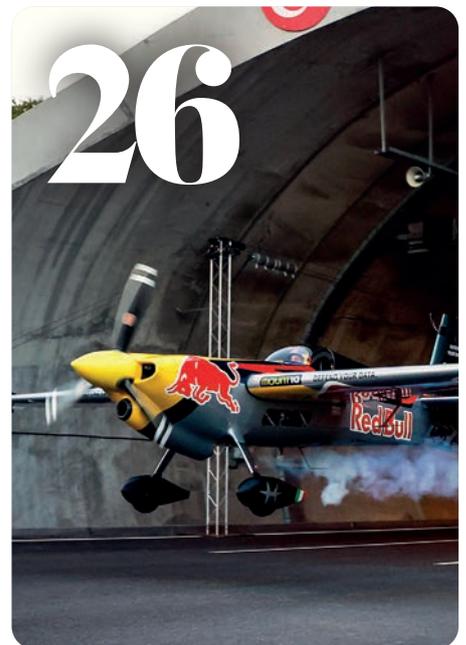
COVER STORY Ken Scott recounts the time he helped a group of Hungarian friends bring back a forgotten World War II aircraft, the Levente II

36

AOPA FEATURE Zoe Thompson is active in the world of aviation. Read about why, in her opinion, we need to do more to make the community more inclusive

43

CLASSIFIEDS Your one-stop shop if you're looking for a Licensed Engineer, parts for your aircraft, or even a new aircraft. AOPA's classifieds section is for you



AVIATION FOR ALL

One of the many great things about AOPA is that it has a wider range of members compared to other associations and therefore can help more pilots. Together we're stronger, AOPA CEO **Martin Robinson** explains

THIS ISSUE provides a comprehensive exploration of AOPA's pivotal role in championing general aviation and private flying in the UK. AOPA, the Aircraft Owners and Pilots Association, stands out for its all-encompassing approach, welcoming a diverse number of aircraft types and pilot licences. This inclusive ethos distinguishes AOPA from associations that have defined focuses, fostering a vibrant and varied community.

Within this article, the spotlight is on the challenges encountered by AOPA, particularly in its interactions with government entities ie. Department for Transport, Home Office, Border Force and the Civil Aviation Authority (CAA). The AOPA core mission focuses on ensuring fairness during policy development, with a commitment to preventing disproportionate impacts on different segments of the aviation community.

The directors of the association are actively examining the roles of BLAC Limited, the management board and AOPA's overarching work. Further details on these changes can be found in this magazine and in the earlier e-News releases. Notably, this article reinforces the significance of AOPA's international affiliation, emphasising that each country is limited to a single AOPA - a role that the UK has held since the mid-1970s.

A significant narrative unfolds around AOPA's representation at ICAO, where discussions on medical standards, airspace and drone regulations inter alia take place. As we navigate the intricacies of ICAO's global standards and stressing the importance of their adoption at the national level, AOPA's successful advocacy against "gold-plating" of ICAO standards by the CAA illustrates the association's capacity to maintain a reasonable balance.

Delving into the complexities of pilot licensing, IAOPA's global position papers and resolutions play a significant role in influencing outcomes. Expert insights from Nick Wilcock, who participated in

an ICAO discussion supporting the UK CAA, underscore the strength derived from AOPA's international membership.

In the post-Brexit environment, AOPA has a strategic avenue to influence international standards through ICAO, and these standards are also impacting the European Union. AOPA's stance on electronic conspicuity highlights our support for cooperative surveillance environments for both manned and unmanned aviation, prioritising situational awareness over a one-size-fits-all system. Collision avoidance and how best to achieve it currently requires the pilot to see and avoid BUT to avoid you have to see the other aircraft.

Each year I attend the highly valued BBGA conference; including speakers and topics, such as Eric Lindberg's compelling keynote speech.

I also learned about the CAA's new strategy, titled "Protecting People, Enabling Aerospace", which centres around five strategic points aligned with Government aviation objectives.

These focal points encompass consumer protection, innovation and growth in aviation and aerospace, elevation of global standards (ICAO), support for aviation's environmental sustainability and the delivery on these ambitious objectives. While the strategy is expansive, covering both general and commercial aviation, the CAA anticipates these adaptive measures in response to emerging technologies and environmental imperatives. The conference concludes with a resounding call to advocate for general aviation's sustained inclusion in evolving government policies. Through a strategic group GA4Biz, which includes BBGA, BHA, RPASUK and AOPA, together they will work with the CAA and DfT to improve policies that can deliver better outcome.

NATS have started consulting on their OpenAir proposal which will provide a UK-wide consistent source of secure aeronautical data and integrated network management services to ANSPs to enable them to provide services to new

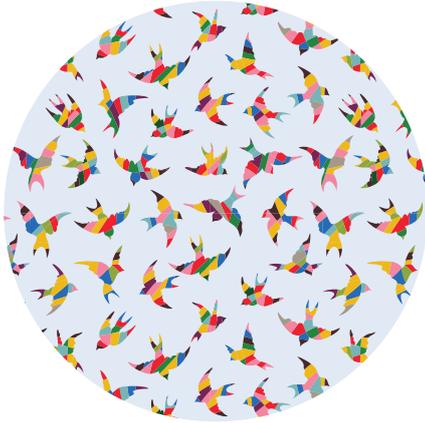
airspace users.

This initiative seems reminiscent of the EU U-Space proposal, designed to streamline future drone integration. While consultations are ongoing, the final submission to the CAA isn't anticipated until the end of June 2025. My concerns which I have shared with the CAA encapsulate pivotal considerations:

1. **SAFETY CONCERNS:** The swift advancement and integration of new technologies may pose safety risks requiring meticulous management and regulatory oversight.
 2. **INTEGRATION COMPLEXITY:** The introduction of a new network management entity like NATS OpenAir introduces complexity necessitating seamless integration with existing systems.
 3. **REGULATORY CHALLENGES:** Navigating regulatory frameworks and ensuring legislative compliance can be challenging, potentially delaying the deployment of new airspace management services.
 4. **COST RECOVERY:** Questions arise about reallocating existing LARs funding and ensuring GA interests, especially regarding non-radio flying, are adequately addressed.
- It's noteworthy that LARs funding wasn't initially factored in, however the intention is for GA to retain the option of non-radio flying. Nonetheless, guaranteeing no costs to GA, no airspace loss, and robust measures to prevent UAS against manned aviation conflicts are paramount. Active monitoring of the process and meaningful engagement in consultations will be vital in effectively addressing these concerns.

CAA CONSULTS ON FIS

The question at hand delves into the intricate area of Flight Information Services (FIS) and the UK's alignment with ICAO standards. It's a matter of importance, particularly when contrasting radar advisory or radar information services with the



“The same is true for U-Space in Europe – a lot more work needs to be done because from where I sit the technology will lead, necessitating the regulations to catch up”

GLOSSARY OF TERMS

DfT Department for Transport
CAA Civil Aviation Authority
HO Home Office
BF Border Force
BHA British Helicopter Association
BBGA British Business and General Aviation
RPAS Remotely Piloted Aircraft Association
ATSOCAS Air Traffic Services Outside Controlled Air Space

comprehensive ATSO-CAS services. Presently, these crucial services are funded through Eurocontrol rebates, yet the perennial issue of inadequate funding often rears its head, leading to a compromise on service quality. There’s a need for more robust traffic information services, especially in the context of GNSS arrivals at GA aerodromes, where procedural services are sorely lacking due to funding constraints.

The crux of the matter revolves around whether realigning our FIS to ICAO standards will address the complexity faced by pilots traversing between Europe and the UK. The question of funding casts a long shadow over this discourse, exemplified by the absence of radar, in services like London Information, prompting a reflection on the value of such services to VFR pilots. Moreover, the stark reality of lacking traffic or deconfliction services for GA pilots flying in Instrument Meteorological Conditions (IMC) raises poignant questions about underlying motives, perhaps driven by financial considerations rather than safety? During the Single European Sky debates and particularly in relation to air navigation service charges, we fought a successful campaign to stop a proposal for applying charges to GA. GA VFR and IFR up to two tonnes remain exempt from route charges. But, the regulation also informs ANSPs that if they incur costs in servicing exempt flights, they can recover those costs from their State. Some ANSPs, like the German DFS, have claimed and they have recovered most of their costs. The problem here in the UK is that NATS shareholders need to see a return on their investment and therefore providing services where there is no cost recovery mechanism will lead to the lowest level of service (let me make it clear here, I am not pointing the finger at any NATS controller), as this is a structural problem as far as I am concerned. Pilots who have flown in the USA will be aware of the flight following service and ask why we don’t have the same in the UK. Well, in the USA all controllers are employees of the FAA and the system is funded through a fuel tax contribution. In the UK GA pays tax on its fuel (about £15 million pa) plus VAT and as no UK government believes in the hypothecation of tax it’s difficult to understand why ATSO-CAS is so poorly funded. However, £2 billion of tax payer’s money has been made

available to support innovation mainly for drones. The 50% rebate scheme on Electronic Conspicuity (EC), whilst welcome is insignificant. As part of the Airspace Modernisation Strategy (AMS), there must be a discussion on funding as there will be a need to use some of the innovation funding to support GA’s future safety and airspace access. At the same time there will need to be further rule changes to support future operational procedures.

The same is true for U-Space in Europe – a lot more work needs to be done because from where I sit the technology will lead, necessitating the regulations to catch up. An example of this lies in the Commission’s rule requiring manned aviation to equip with EC. After the law came into force EASA put out a tender to determine what EC should be used!

In grappling with these weighty considerations, members are urged to draw from their personal experiences and potentially benchmark against practices in other European states. Understanding the nuanced impact of diverse funding structures and service provisions on flight safety and operational efficiency is paramount. Ultimately, our aim is to ensure unfettered access to essential weather updates, aerodrome status information and timely alerts about airspace closures, thereby fortifying safety protocols and smoothing the trajectory for seamless operations. With the AMS, AOPA expects greater access to airspace for GA, NOT less, and new technology should enable this. If it is possible to fly fare-paying passengers in non-piloted aircraft surely it must be possible to allow GA better access through controlled airspace and at the same time reduce the number of infringements that remain high.

When we circulate consultations coming from the CAA please respond, it’s your opportunity to have your say and influence change. It’s always helpful if you send a copy to AOPA or if you want to clarify something being asked, you can always email me – martin@aopa.co.uk. ■



M Robinson

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

Fly a Legend

The **Model H10-13.4** headset was designed based on one guiding principle - to make a headset that lasts, put quality first. And though we've made a number of improvements over the years, this principle has never been compromised. For tens of thousands of pilots and millions of flight hours in all kinds of aircraft, its performance has become nothing less than legendary.

For more information visit www.davidclark.com.

Model H10-13.4



WWW.DAVIDCLARK.COM

© 2024 David Clark Company Incorporated
® Green headset domes are a David Clark registered trademark.



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 Nigel Wilson **IMAGES** Courtesy North Weald

HOW TO AVOID THE IRE OF THE CAA AT NORTH WEALD

North Weald is surrounded by plenty of notified airspace. The teams at the CAA and North Weald have some pointers to help avoid making an infringement

A STONE'S throw from Epping Forest, North Weald Airfield (EGSX) is a busy and exciting aerodrome in southwest Essex. This article has been written collaboratively by the North Weald Airfield Operations Team and the CAA Airspace Infringement Team to provide you with some top tips to make your next flying visit to North Weald enjoyable and stress free.

North Weald Airfield is an aerodrome rich in history and current-day operations. With two on-site eateries, a museum and a huge variety of aircraft operating there daily. The aerodrome is situated proximate to several pieces of notified airspace: lying within a Transponder Mandatory Zone (Stansted TMZ-2), beneath a Control Area (Stansted CTA-2) with a

base of 1,500 feet AMSL and just 2NM from the Stansted Control Zone (CTR) and the Stapleford Aerodrome Traffic Zone (ATZ). Between January and October 2023, 43% of airspace infringements at Stansted involved TMZ-2 but we have some tips to help you avoid inadvertently infringing whilst either transiting or visiting an airfield proximate to Stansted.

KNOW THE REQUIREMENTS

To fly within a TMZ your aircraft must be operating a Mode S equipped transponder with ALT selected, although you can still fly into and out of North Weald if your aircraft doesn't comply with these requirements. A "keyhole" shaped Area of Operation (AOO) is established to enable non-compliant aircraft to operate at North Weald

without obtaining a permission from Farnborough Radar (132.800 MHz) or Stansted Radar (120.625 MHz) to operate within the TMZ. Pilots of non-compliant aircraft must ensure they remain inside the AOO or obtain a specific ATC approval to prevent infringing TMZ-2. It is important, pre-flight, to familiarise yourself with ground features to remain inside the AOO, for example M11 Jct. 7 and Epping VRP.

If ALT is not selected, Air Traffic Controllers responsible for the radar operation for Stansted Airport are unable to confirm that your aircraft is operating below the base of CTA-2 and therefore may take action to ensure Stansted traffic is separated from you. During your inbound pre-flight planning, identify an easily identifiable limit point (Chipping Ongar VRP, or the M25 motorway perhaps) beyond which you won't continue until you are below CTA-2 and compliant with TMZ requirements and having made contact with the operator on North Weald Radio (123.530 MHz).

TEM TOP TIPS

Threat and Error Management (TEM) is the practice of thinking ahead to identify and mitigate against any factors that may affect your flight that you can't change and any

actions or inactions as pilot-in-command that may lead to deviation from your plan, (an Error: think confirmation bias or mis-setting of the transponder etc). Even if your aircraft's transponder is TMZ-compliant, as part of TEM incorporate regular checks to avoid an infringement.

Obtain PPR and a brief from the Team at North Weald on 01992 564200.

Thoroughly plan your arrival AND departure: determine how you'll join the circuit at 1,200 feet (Stansted QNH), prepare for a change in the runway in use and when you can climb above 1,500 feet after departing.

Incorporate limit points for checks: including on the ground! When you're going to enter a TMZ, consider implementing a S A F E check: S - Am I squawking with Mode C
A - Am I at the correct altitude for the airspace
F - Am I using the correct frequency based on my transponder (or lack of)
E - if yes, yes and yes, then I am safe to enter the TMZ. Minimise distraction in the aircraft.

Make use of North Weald's website in your planning

Airspacesafety.com Hotspot Narrative 38: North Weald features more specific TEM tips for EGSX. ■



North Weald is close to several pieces of notified airspace

WORDS Michael Powell IMAGES Various

THINGS THE PILOT MAY AND MAY NOT DO

In the 11th chapter of **Michael Powell's** series on 'things the pilot may and may not do' to your aircraft the Licensed Engineer focuses on oil and filters

THERE IS much that the owner may do to keep his aircraft in good shape but this should not be taken too far – some things are either so complex or so flight safety related that they are best left to a licensed engineer. However, as this series of articles has revealed, there is a great deal that the owner may do providing they feels capable and uses the correct tools and suitable work environment. This latter item calls for a dry and warm environment with good lighting.

I was told, rather a long time ago I have to admit, that fresh oil is a lot cheaper than a new engine. So regular oil and filter changes are among the top items on any list of

'things to do'. These days there is a choice of summer or winter grade oil or, switching to a multigrade oil which is suitable for both summer and winter temperatures. The viscosity of a multigrade oil automatically thins during winter temperatures and thickens during the summer. This eases engine starting in winter and provides good bearing lubrication during the summer months.

An oil and filter change is fairly straightforward and we will look at this in this article. Following articles will look at spark plug cleaning, propellor condition, tyre condition and replacement, wheel-bearing servicing, airframe lubrication and corrosion precautions.

Coming back to oil changes – most engine manufacturers

“Oil drains faster when it is hot so it is good practice, and quicker, if the engine is run for a few minutes to warm the oil before draining it into a container”

recommend oil changes at 100 hours or six months intervals, whichever comes first, and depending upon the local environment. In some cases (Jabiru and Rotax engines) an oil/filter change is recommended every 50 hours or six months. Two-stroke engines will have a different recommended period.

Oil drains faster when it is hot so it is good practice, and quicker, if the engine is run for a few minutes to warm the oil before draining it into a container large enough to hold all the oil – rather than lubricating the hanger floor! Do not run the engine in the hanger – you could lose a lot of friends not to mention damaging a few aircraft! Oil is drained via a plug in the sump or, if you are lucky, what is termed a 'quick-release' fitting in the bottom of the sump. The screwed plug will be wire-locked and will probably be quite tight so be prepared for the use of some energy – unscrews anticlockwise. Avoid dropping the plug in the oil – it can be very messy retrieving it. The quick release plug requires simply pushing up to be held open by integral spring clips. Catch the oil in the container. Quick release plugs available from LAS Aerospace. Check engine model before buying. Lycoming quick release valve part number AE80664H or Continental AE90950G.

If you don't have a 'quick-release' plug then it would be worth fitting one so that future oil changes are simpler.



Make sure you place buckets underneath, it's a messy clean up if you forget



When the filter is out, open it to see if any shards are in there



Ensure you're working in a dry workshop with good lighting

The filter will be wire-locked and the wire may be removed using a pair of snips. Note how the wire-locking was done so that you may do it the same way when the new filter is fitted. The filter on Lycoming, Continental and Gipsy engines may be found to be very tight (unnecessarily so) and a chain-wrench or some form of strap-wrench may be needed. The nut on the end of some filters may work but usually is found not to be strong enough to overcome the torque applied by the gorilla who fitted it.

It is good practice to open up the old filter and remove the internal filter element so that the element may be examined for particles of

metal. Such particles, if found, suggest that a bearing is beginning to fail and further investigation is called for.

Opening the filter will require the use of filter opening tool. Beg, borrow or grit your teeth and buy. The decision

to buy largely rests on whether or not you intend to carry out more filter changes. They cost around £150.00 - time to talk to your friendly engineer.

Filters (and oil) may be supplied by LAS Aerospace. Fit the same part number filter as that removed. When selecting the oil to use note that the higher the oil W number the thicker the oil i.e. W100 (for summer use) is thicker than W80 (for winter use). ■



TOST
Flugzeuggerätebau

increased safety
in flying

Flugzeugräder
Aircraft Wheels

Flugzeugreifen
Aircraft Tires

Hydraulische Bremssysteme
Hydraulic Brake Systems

Schleppseileinziehwinden
Tow Cable Retractor Winches

Sicherheitskupplungen
Safety Tow Releases

Seile
Cables / Ropes

Start- / Schleppausrüstung
Towing / Launching
Equipment

Tost GmbH Flugzeuggerätebau München
Thalkirchner Straße 62 D-80337 München
Tel. +49-(0) 89-544 599-0 info@tost.de
Fax +49-(0) 89-544 599-70 www.tost.de

YOUR HERO

First built in 1949, this classic aircraft is often forgotten, but the **Piper Tri-Pacer** is this issue's Hero

THIS ISSUE'S Hero is the Piper TriPacer, and was suggested by Liam Mariscotti. It's an unusual aeroplane. Liam owns a Tri-Pacer and believes that due to it being simple, reliable and inexpensive to run, it provides hours of fun without breaking the bank. One of the first post-war aircraft built by Piper, the Tri-Pacer is unique. It has a peculiar aileron and rudder interconnection (sometimes removed by owners) which takes getting used to. Move the rudder pedals and the control wheels move too! Also, a tri-cycle undercarriage design whereby all three wheels are the same size and has a nickname of the 'Flying Milk Stool'. ■

Send Your Hero to editor@aopa.co.uk. It doesn't have to be your own aircraft... own it or admire it from afar, either way we want to know what's Your Hero and why. Just send us around 100 words, and your top 5-7 'fast facts' and we'll do the rest. ■



FUN

A fun aeroplane. Different and causes heads to turn and curiosity seekers to come over to ask questions and talk.



SHORT WING

A short wingspan of 29.3 feet. Less hangar space required (in theory).

IMAGES: Adobe Stock



ECONOMICAL

A trusty 150hp Avco Lycoming O-320 A2B engine is fuel efficient and won't take you to the poor house at annual inspection time



PERFORMANCE

I get over 95 knots cruise at 2250 RPM with just me aboard. Not the fastest in the world, but not the slowest either



SIMPLICITY

No stall warner. No pitot heat. A venturi suction system (on mine). A reminder of simpler times



VINTAGE

A vintage, short wing Piper. One of many types made after WW2. Still going after all these years. Happy landings!

WORDS Martin Robinson IMAGES ConvertKit

GENERAL AVIATION REGULATION CHANGES 2024

Martin Robinson on what has changed this month and how you can navigate the red tape of travelling with passengers to and from Europe

THESE CHANGES are part of the 2024 regulations which have been made in accordance with paragraph 27 BA and 27 BB of Schedule 2 to the Immigration Act 1971 and section 32B of the Immigration, Asylum and Nationality Act 2006.

They were entered into force on 6 April 2024.

INFORMATION REQUIRED

- Advance Passenger Information for all on board
- Information about the flight

SUBMISSION METHODS

Information about the flight and those on board can be provided using the sGAR portal, approved third-party apps (that will be listed on gov.uk website) or via direct system to systems connections.

NOTE: From 6 April 2024 it will no longer be possible to submit a sGAR on paper via fax or any other method.

Amendments are being made to the Passenger, Crew and Service Information (Civil Penalties) Regulations 2015 so that a pilot, owner or operator of a GA flight may be liable for a penalty of up to £10,000 for failing to comply with the 2024 regulations. Where owners may be allowing other pilots to use their aircraft extra care will be required regarding the nature of the intended flights.

TIMING REQUIREMENTS

The information about the flight and those on board is

to be provided no earlier than 48 hours and no later than 2 hours prior to the aircraft's expected departure to or from the UK. You will also need to keep your mobile phone active right up to the time of departure in case of any last-minute changes. If you file multiple forms (maybe due to delays) it will be the last submission that is used by UK Borders.

PENALTIES MAY BE ISSUED WHERE:

- (a) There has been a failure to supply the information by the time specified;
- (b) There has been a failure to supply the information in the form and manner specified;
- (c) There has been a failure to comply with a requirement of the 2024 Regulations

“Pilots and owners should be aware that even typos could have an impact”

to be able to receive communications sent by the Secretary of State.

Pilots and owners should be aware that even typos could have an impact, so filing the sGAR needs to be done carefully ensuring the correct information is provided. If you carry a person who has been refused permission to travel and you carry them anyway you could be in serious trouble and you could incur up to a £50,000 fine. Whilst we understand there will be an appeals process, spending a little time to correctly file the sGAR could save you a major, and expensive, headache.

The Advance Passenger Information (API) is about protecting UK Borders (info can be found at GOV.UK). ■



Ensure everyone onboard has identification for the flight

Are you due for an Instructor Refresher Seminar?

DON'T LOSE YOUR INSTRUCTOR CERTIFICATE

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

2024 DATES FOR AOPA INSTRUCTOR SEMINARS

16/17 July, 10/11 September and 19/20 November

To be held at the AOPA HQ in Sevenoaks

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

AOPA members benefit from a £50 DISCOUNT

TOPICS COVERED INCLUDE

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



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

THE ESSENTIALS EARLS COLNE AIRFIELD

DETAILS

A: Anglian Flight Centres
 Earls Colne Airfield
 Essex
 CO6 2NS
 T: 01787 223 676
 E: enquiries@flyafc.co.uk
 W: anglianflightcentres.co.uk



LOCATION

3nm SE of Halstead
 (N51:54.817 E000:40.900)

ELEVATION

227ft

AMSL HOURS

Licensed 7 days a week
 0900hrs – 1800hrs or 5S
 (winter)

PPR

Essential for noise abatement
 brief, non-radio aircraft
 accepted by arrangement

COMMS

Earls Colne Radio 122.430

PARKING

Available

FUEL & OIL

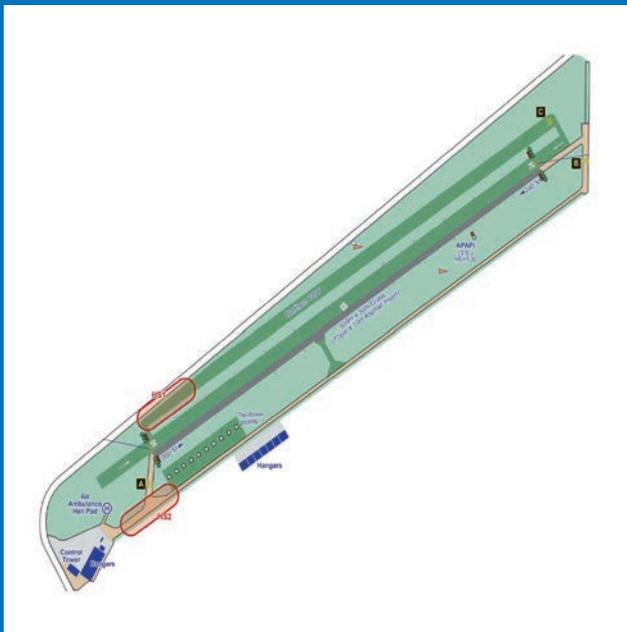
AVGAS, W100, W80, S80

RUNWAY

Earls Colne has a single runway – direction 06-24. The runway has a 10m wide paved surface embedded within the grass runway to the right-hand side of runway 06, and to the left-hand side of runway 24. If an aircraft is on EITHER the grass or the paved runway surface, the runway is occupied. A landing aircraft must wait until that aircraft has vacated before touching down. The GRASS portion of the runway is generally NOT available during winter months due to soft ground. NOTE: Runway edge lights exist on the left- and right-hand edges of the GRASS runway. Beware!

FLEET

5 x Robin HR200, 1 x Cessna 172, 1 x Slingsby Firefly and 1 x Harvard



WORDS David Rawlings

IMAGES Courtesy of Earls Colne and Anglian Flight Centres



THE FIRST person you are greeted by at Earls Colne airfield is the welcoming resident black Labrador who is after a stroke and to check if you have any food.

It's the first friendly greeting you receive, but not the last. Kevin Barber, Managing Director of Anglian Flight Centres and owner of the airfield has built a warm and relaxed atmosphere at the Essex airfield, but says it's not him who created the mood. "The Airfield has been here since the war. It was originally an RAF base meant for Wellingtons of Bomber Command, but was handed to the USAF for the operation of the Marauders," he explains. "Mick Manders owned the

airfield before me and started to regenerate it in the late 1970s. He really built it to what it is and I purchased the airfield from him in 2018 – my contribution so far is to paint the wall blue. Everything else is down to him."

Kevin's introduction to flying was a reluctant one. His daughter bought him a trial lesson at Duxford as a Father's Day present. "My background is in construction and I had no interest in flying. The voucher sat on the mantelpiece for God knows how long and, in the end, I trudged up to Duxford before it ran out and went flying in a little Tiger Moth," says Kevin. "As soon as I got home from that flight I found my local airfield, which

A GEM IN THE HEART OF ESSEX

Earls Colne may not be the biggest airfield in the country, but this former WWII RAF base has a great atmosphere and is well worth a visit, especially if you enjoy a decent burger. **AOPA** went to visit Managing Director of the airfield Kevin Barber



was Earls Colne, and learnt to fly.”

From then on it snowballed. Kevin bought a plane, “several planes,” he joked, and then he made an offer to Mick Manders to buy the airfield. “He was reluctant at first, but I explained that I wanted him to stay on and be my mentor. I knew nothing about owning an airfield. We’ve been great friends ever since. And I’m still learning from him, every now and then he’ll tap me on the shoulder and say: ‘don’t do that. I tried it 20 years ago.’”

The airfield is a mix of flying school, PPL hire, and private owners who stable their aircraft there. The Herts and Essex Air Ambulance is based there as well. The runway is

“I explained that I wanted him to stay on and be my mentor. I knew nothing about owning an airfield. We’ve been great friends ever since”

quite unique in that it is one runway divided into grass and asphalt. The asphalt keeps the airfield operational all year as the Essex clay under the grass is very soft and could eat an aircraft if it was too wet. “We religiously stay off the grass in the winter and try to stick to the hard. We want people to have a nice runway. The tarmac was put down in 2002 and I had it re-laid last October. It was showing its age so I bit the bullet. We were closed for a week and re-laid it. It does feel a bit like the Fourth Bridge and you’re constantly maintaining it.”

SCHOOL'S IN SESSION

The school offers PPL, IRR CBIR, Night Rating and upset

recovery with its fleet of five Robin HR 200, a Cessna 172 and a Slingsby Firefly. Kevin has also bought a Harvard which he offers experiences starting at just £390. “I wanted to make it affordable for everyone to be able to fly in a warbird. We offer a 60-minute experience as well as a wartime airfields trip and even a trip to see the White Cliffs of Dover. We do have a Harvard conversion, but due to the insurance and age of the aircraft we can’t let people take it out on their own,” explained Kevin.

The school currently has around 40 students at the moment at various stages in the PPL. “We had a huge uptake after the pandemic

and I thought it would drop back down, but It's kept on growing," he says.

With the school being quite busy and maybe people moving to the countryside in the pandemic, the airfield does have to deal with some quite vocal locals. Which can be an issue as the other resident on the airfield is the Herts and Essex Air Ambulance. "We try to make sure the circuit isn't too busy at certain times," says Kevin. "The pandemic was the worst for us. People moved out of the cities to the countryside and then are surprised that there were aircraft flying over their houses. I make the effort to go and talk to them and explain why there are aircraft

flying about, and also the principals of having an ATZ which quite often they are living under. If aircraft stray outside our circuit, I do tell the residents all they need to do is phone up the airfield and ask them to tighten up the circuit. And we'll put out an all stations to tighten the circuit."



VISIT THEM
Kevin will say the airfield is small, but people enjoy flying there. "We do lack some real estate; parking can become an issue in the winter. In the summer we can park along the northern taxiway. We do have other schools flying in our circuit, and we always try to be accommodating. But we do always give priority to the Air Ambulance," says Kevin.

"There is Norm and Deb's very good burger bar on site, which was busy on a Monday afternoon – a good sign!"

There is Norm and Deb's very good burger bar on site, which was busy on a Monday afternoon – a good sign! And another highlight is the price of fuel at Earls Colne, which is lower than most airfields. "We have one of the cheapest fuel prices. We keep it as low as possible, we like people coming here for a burger and some cheap fuel. We want everyone to come here and enjoy our relaxed environment," said Kevin, before concluding: "When I bought the airfield, I had a dream of sitting outside in a deckchair watching the planes go by, but nope I'm too busy. I set up the airfield so I'm an integral part of the day-to-day running, I'm not an instructor, I'm not on the ground crew roster. I will help out when I'm needed, but I love coming here, it's a great place and puts a smile on my face." ■



A breakfast and a tea, well worth firing up the aircraft for



The fuel available is some of the cheapest around



The school currently has around 40 students



“We like people coming here for a burger and some cheap fuel. We want everyone to come here and enjoy our relaxed environment”

AOPA NEWS

Make sure you know what fuel you can use in your aircraft

FUEL ISSUES

THE FUTURE OF AVGAS 100LL IN EUROPE

European GA associations comment on application to the ECHA for the temporary continued use of TEL

THE EUROPEAN Chemicals Agency (ECHA) wants to further restrict the use of Tetra Ethyl Lead (TEL) as it is a very toxic substance. TEL is an important additive in Avgas 100LL, and so far it has not been easy for the mineral oil industry to replace this substance 1:1 with a lead-free alternative. The ECHA has launched a so-called authorisation procedure with two important dates: Companies will only be authorised to continue blending TEL into fuel in Europe after an application has been approved if they have submitted an application by the deadline of 1 November 2023, otherwise the expiry date is 1 May 2025. The blending of TEL into avgas

could actually be banned in Europe if no application from the industry is approved.

What's new? Shell has submitted an application to the ECHA for the continued use of TEL. This application was supported by the GA associations Europe Air Sports, GAMA and IAOPA-Europe with a joint statement. Shortly before our editorial deadline, the ECHA also posted an application online from the mineral oil company Trafigura, which produces avgas in Estonia via its subsidiary Puma Energies. Following a review, the GA associations will also comment on this application: the comment period ends in April. We also assume that the company Warter in Poland has submitted

a similar application, but this has not yet been published. A decision on the applications is to be made by the ECHA by spring 2024.

There have been initial successes in the USA, eg the manufacturer GAMI has developed an Avgas 100 UL (UL = Unleaded), which is not yet on the market. However, a market launch is planned, initially in California. GAMI has not yet applied to EASA for approval of its STC. Other manufacturers are still in the process of obtaining approval from the FAA. In the USA, the industry and bureaucracy consider the widespread introduction of

lead-free Avgas 100 UL by 2030 to be realistic.

European companies are not planning to develop an Avgas 100UL, but are focusing on the larger US market. For as long as in the USA, Europe will therefore also have to rely on the blending of TEL if an undisturbed transition to a lead-free successor fuel is to happen.

Aircraft owners should check whether their aircraft can run on unleaded fuel that is already available (UL91), which you can find on AOPA's website.

If you are considering buying a new aircraft you should ensure it can run on unleaded fuel. ■



JMB ANNOUNCED LAUNCH OF NEW MOTOR GLIDER

JMB AIRCRAFT has announced the Phoenix, the company's new motorglider.

The company states that the Phoenix will be perfect for those searching for a reasonably priced aircraft which can serve as a cross-country capable aircraft and as a glider. The Phoenix has a range of over 900 miles and speeds exceeding 115 knots.

The Phoenix is being produced at the JMB facilities in the Czech Republic. JMB Designer, Francois Stelandre, has prepared a selection of exterior and interior packages, including the peak Ultimate One option. This will allow customers to



JMB's new motoglider will be at Aero Friedrichshafen

create a unique design.

The Phoenix makes a great contribution to the JMB Aircraft family. The versatility of the aircraft means that it can serve as the perfect machine for comfortable travel or high-performance gliding with a

glide ratio of 32:1.

"In order to maintain the quality of the Phoenix, the capacity of the assembly line is only six units for 2024, 12 for 2025, and 20 in 2026," said Jean-Marie Guisset, CEO of JMB Aircraft. ■

Dream home for sale

An aviation premises with a house and a runway is up for sale in Rufforth. It includes a five-bedroom house and gardens, a 71ft x 60ft hangar suitable for light industrial use and various outbuildings.

Dunkeswell goes electric

The network of charging points for electric aircraft is growing fast with a new Aerovolt installation at Devon's Dunkeswell Aerodrome. It will also offer charging for cars.

UK focus on hydrogen

A new UK consortium has been formed with the goal of developing and advancing a hydrogen fuel system architecture, with initial funding of nearly £40 million.

TGIS AVIATION APPOINTS NEW MANAGING DIRECTOR

TGIS AVIATION, an aviation technical services company, has appointed Charlie Whyman as its new Managing Director. This strategic move comes as TGIS seeks to enhance its impact in the industry. The timing of Charlie's appointment is particularly significant as TGIS is on the cusp of receiving their CAMO (Continuing Airworthiness Management Organisation) approval from the CAA. This approval will enable TGIS to further support its clients with their Airworthiness Management and Asset Management services. Charlie's leadership is expected to play a crucial role working

with the CAMO team to increase the value offered to TGIS customers.

Having served as a consultant to the company for the past year, Charlie has already demonstrated a profound understanding of the company's operations and has been instrumental in several key developments.

In her new role, Charlie will work closely with co-owner Trish Gray, who will move to the role of CEO, marking a significant moment as TGIS places two women in its top leadership positions. This change reflects the company's commitment to diversity and progressive leadership in the aviation industry. ■



AIRFIELD UPDATES

BICESTER AERODROME TELLS OWNERS TO REMOVE AIRCRAFT BY JULY

Airfield owners tell aircraft owners to vacate hangar by 30 June 2024

BICESTER MOTION, the company behind the classic car centre at Bicester Aerodrome, has asked all pilots with aircraft based in the 98-year-old listed hangar to move out by 30 June 2024.

Flyer Magazine reported that it understood that the building is to be restored then reconfigured for a future tenant, possibly an indoor karting track.

Philip White, an Associate Director at Bicester Motion, said, "We have been

maintaining the unrestored 'Type A' Hangar since we took it over in 2013.

"However, having been built in 1926, its age has caught up with it.

"After much soul searching, and out of concern for its natural deterioration, we are exploring a full restoration of its external fabric in readiness for its centenary.

"It seems prudent to vacate it owing to its condition, various surveys required and to get the restoration project planned.

"As such, The Bicester Aerodrome Company has requested that aircraft storage in this hangar come to an end this summer, giving plenty of notice for alternative accommodation to be found.

"We are pleased to confirm that aviation continues at Bicester Motion, with the runways and airfield operating as normal with Bicester Aerodrome."

A karting company called Team Sport tried and failed to establish an indoor

"A karting company called Team Sport tried and failed to establish an indoor racetrack in Bicester back in 2019"

racetrack in Bicester, back in 2019.

The airfield is a Scheduled Monument. Historic England says, "RAF Bicester... retains, better than any other military airbase in Britain, the layout and fabric relating to both pre-1930s military aviation and the development of Britain's strategic bomber force in the period up to 1939.

"The grass flying field still survives with its 1939 boundaries largely intact, bounded by a group of bomb stores built in 1928-1929 and airfield defences built in the early stages of the war."

The Bicester Aerodrome website says, "Our role is to ensure that diverse aviation activity continues to take flight into the future from our historic location." ■



ALL YOUR NEWS ON THE MOVE

CHANGED YOUR EMAIL or recently set one up? Let us know via the AOPA UK website (*Membership, Change of Details*), and keep up-to-date on all the latest news and more.

Update us now at membership@aopa.co.uk



We Make a Difference

Specialist Aviation Insurance Brokers

Connect with us for more information:

T: **+44 (0)204 511 4700**

E: **uk.genav@ajg.com**

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

Arthur J. Gallagher (UK) Limited is authorised and regulated by the Financial Conduct Authority. Registered Office: The Walbrook Building, 25 Walbrook, London EC4N 8AW. Registered in England and Wales. Company Number: 1193013. FP806-2022 Exp. 26.05.2023.

© 2023 Arthur J. Gallagher & Co. | ARTUK-5030



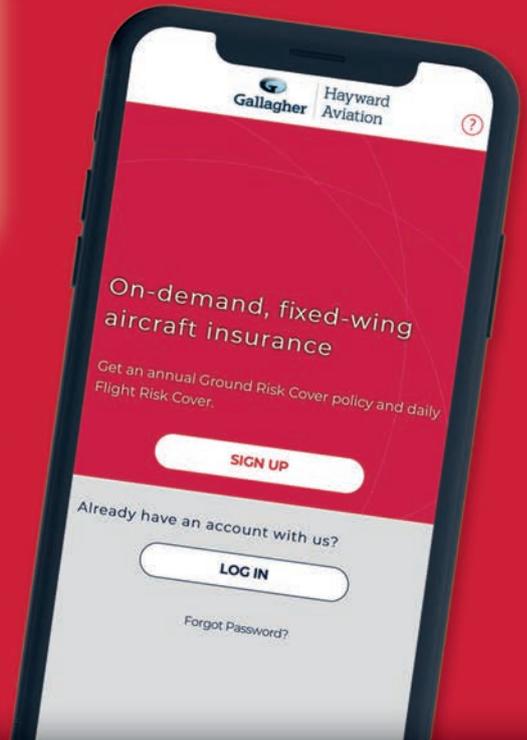
Not sure how much flying you might do in the next 12 months



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

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

Designed and developed by Gallagher Hayward Aviation.



Fly-Buy is an online aviation service provided by Gallagher Hayward Aviation, a trading name of the Arthur J. Gallagher & Co. global group of companies. For details of the registered office, company number and, where applicable, regulated status of our subsidiaries, please visit <https://www.ajg.com/uk/legal-and-regulatory-information>.



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



FUTURE

AIRLANDER 10 BEGINS TYPE CERTIFICATION PROCESS

Hybrid Air Vehicles has submitted a Type Certificate application to the UK Civil Aviation, the CAA's first for a large aircraft since 1979



HYBRID AIR Vehicles has formally begun the Type Certification process for Airlander 10, designed to be the world's most efficient large aircraft, with the CAA.

Airlander 10 is the first in a new category of efficient aircraft, designed to make possible new ultra-low emissions air services around the world. Type Certification is a rigorous process that assures a safe aircraft design. This process is now underway, passing a significant milestone towards the commercialisation of a fleet

of Airlander 10 aircraft in mobility, logistics, and tourism roles. Later planned developments include the introduction of electric motors, leading to a zero-emission version of the aircraft by 2030.

This is expected to be the first approval for a UK-derived large aircraft since 1979. Work is planned to be carried out concurrently with EASA and the Federal Aviation Administration (FAA) of the United States to enable global deliveries.

"Airlander makes new, sustainable aviation services possible at

"Later planned developments include the introduction of electric motors, leading to a zero-emission version"

scale – it's a large aircraft designed to deliver services from large global fleets. Alongside our production programme, applying for Type Certification is a key milestone in our journey towards this goal," said Tom Grundy CEO, Hybrid Air Vehicles Ltd.

Following the application, the CAA and Hybrid Air Vehicles will agree a plan for the Type Certification process, which will identify how Hybrid Air Vehicles will prove Airlander 10 achieves the requirements set out in the basis for certification, a step known as the means of compliance. With the CAA's involvement, Hybrid Air Vehicles will develop extensive documentation and conduct a range of planned tests. As for previous Type Certification

processes, certification will utilise a range of analysis, simulation, laboratory, ground and flight tests.

The application for Type Certification is the milestone that formally starts the path to delivery of £1bn of current reserved orders for Airlander 10, and up to 24 aircraft a year from a new production line to be sited in South Yorkshire. Initial reservations include 20 aircraft for regional passenger mobility services for launch airline customer Air Nostrum Group, and aircraft destined for use in the tourism and travel sector. Earlier in February 2024, Grands Espaces, a leading tourism company, reserved an Airlander 10 aircraft for unique and sustainable exploration experiences. ■



The A10 could be flying soon as it heads towards certification

CAA UNVEILS NEW STRATEGY FOR ENABLING AEROSPACE

THE UK Civil Aviation Authority has published a new strategy setting out how it will achieve its new mission: "Protecting people, enabling aerospace".

The strategy will underpin the organisation's vision to enable a safe, secure, and sustainable aviation and aerospace sector while protecting consumers and the public.

It sets out five key focus areas to set strategic direction and help the regulator to achieve its priorities. These will protect consumers and the public, enable aviation and aerospace

to innovate and grow, develop relationships to improve standards globally, and support aviation to improve environmental sustainability.

The regulator's focus will also remain on enhancing the organisation to ensure this strategy can be delivered, including through its customer experience programme, recruiting new talent to build the next generation of aviation experts, and continuing to productively work with the government.

It also reflects recommendations set by both the International Civil

Aviation Organisation and the Government's 2023 Arm's Length Body Review of the Civil Aviation Authority.

Rob Bishton, Chief Executive of the Civil Aviation Authority, said: "These new strategic priorities allow us to help support the industry's move from the post-pandemic period to a place of greater assurance. This will allow us to enable the more sustainable, innovative, and accessible future of aviation to thrive while retaining our core focus of protecting people, enabling aerospace." ■

New CFI at Aerobility

Disabled flying charity Aerobility, which brings flying to everyone, has appointed former Royal Air Force Pilot Al Rosser as its new Chief Flying Director and Service Delivery Director.

TopNav 2024 dates

The Royal Institute of Navigation's General Aviation Navigation Group has said its Top Nav challenge will take place across the UK from 13-28 April 2024. It's an annual visual navigation competition for private pilots.

RIP Thomas Stafford

Tom Stafford, who helped bring Cold War enemies together in cooperation 140 miles above the Earth, died in a retirement home near Cape Canaveral at the age of 93.

GA GROWS THROUGHOUT 2023 SAYS GAMA

GAMA HAS released its 2023 Aircraft Shipments and Billings Report and says that for the first time in more than a decade the general aviation manufacturing industry has eclipsed 4,000 aircraft delivered.

Overall, when compared to 2022, all aircraft segments saw increases in shipments and preliminary aircraft deliveries were valued at \$27.8 billion, an increase of 3.6%. In addition to this strong showing, there are robust and growing order backlogs for all segments of aircraft. This is a testament to the resilience of our industry and the integral role that general and business aviation plays in

our communities. While the deliveries from 2023 are very encouraging, our industry faces headwinds from ongoing supply chain issues, workforce shortages, uncertainty and unpredictability from global regulators, and short-sighted efforts aimed at curbing business and general aviation, particularly in Europe. As civil aviation's innovation incubator, our entire GA industry is focused on new aircraft and technologies that will lead the way in safety and sustainability for the entire aviation sector. This progress



is dependent on having effective, predictable and accountable regulatory processes, and a supportive environment. Therefore, it is crucial that the U.S. Congress passes a long-term FAA reauthorisation bill, a fiscal year 2024 appropriations bill for the FAA, and a tax measure which is pending that promotes research and development. Likewise, non-U.S. global regulatory agencies must receive the proper budgetary support from their governments to carry out current and future activities. ■

Dario Costa

The man who lived out his dream of flying through a tunnel



Dario Costa is a professional aviator and athlete, the first and only Italian to qualify, race and win in the Red Bull Air Race Challenger Class. Dario has set several records in recent years that have changed the history of modern aviation.

”

Q How did you come up with the idea?

A Thirteen years of events, starting from 1979's Iranian revolution and ending in 1992, when I was 12. Nietzsche said: "To live is to suffer; to survive is to find some meaning in the suffering," and Tunnel Pass has been that meaning, my worst childhood nightmare turned into a dream that took me 29 years to turn into reality. It is a tale and since 2022 a published book you also need to read to get this answer with no filters.

Q Who helped you with the planning process?

A In 2018 I was in my first Red Bull Air Race season as a competitor and second year as Red Bull athlete, and it was at this time that I was first presented with the Red Bull Tunnel Pass project concept. It was not rejected, but I still had no tunnel, just the idea. Since 1992 I have been looking for the perfect tunnel and Kutlu Baklacioglu from Red Bull Turkey helped me to find it.

The planning was a 14 month long complex process and Kutlu was leading it from a production side while I was taking care of my preparation with the support of an assigned team from the Red Bull Athlete Performance Center, lead by David Denifl for the body and York Kloepfel for the mind. Then I had the support of an engineering company called Bionic Surfaces Technologies to estimate all those aerodynamic effects coming from taking off inside, flying out, flying in and flying through a tunnel.

Q How do you practice for something like this?

A You don't, but you can prepare yourself for it by developing physical and mental training according to the aerodynamic tunnel induced effects. For example, I had to train myself to know how many times and the exact moments I had to blink. And I had to prepare the exact moments and number of times I had to change my altitude from 30cm to 70cm, or the exact moments I had to react in less than 250 milliseconds, and in which direction...

Q Why did you choose the Edge 540 and did you modify it in any way??

A I chose it because this project was never about finding or building the best aeroplane for the job, otherwise I should have probably gone for a STOL plane not one that flies at over 300 km/h requiring crazy reaction time due to larger aerodynamic effects. The Edge 540 was, and is, the only aeroplane I had access to fly for my sport and stunts with no mods except the ones allowed in air racing or aerobatics, no specific mods for making Tunnel Pass easier allowed. The only thing that could have been changed for this project was myself.

Q How did it feel at the moment you flew in the tunnel?

A No feelings. For 14 months I've been training visualising 60 seconds of tunnel flying and on that day, from the moment I pushed the throttle till 60 seconds after it, which

includes 43.44 seconds of Tunnel Pass and 16.16 seconds out of it, I was in the flow and had to go out of it only three times for three different unexpected events.

Q What do you have planned next?

A Actually since Tunnel Pass a lot has already happened: I co-wrote my first scientific publication which was presented in Chicago at the AIAA. In 2022; wrote my first book published in November 2022. I've also flown in sync with Red Bull cliff divers in Polignano a Mare. Together with my partner Prada, we designed the very first flight suit, shoes, gloves and under-suit. The corresponding campaign was a very exciting project in itself, introducing some new air-to-air with Red Bull pilot Mirko Flaim, and filming techniques by director Jacob Sutton, who I'd had the privilege to work with before in our 2019 'Dreams of Flight' video campaign project in Namibia. Since Tunnel Pass I've also been flying in a moving slalom in between two of the most iconic America's Cup race boats – Lunarossa and Alinghi. I've been foiling at high speed in Barcelona, and last but not least, I partnered with SWIFT Fuel to help develop a fully renewable aviation fuel for high performance piston engines. My projects for 2024 are set and planned, and we just started working on my second hardest project so far which I hope will happen for 2025, but I can't share anything more than this – sorry! For more info on Dario, visit: instabio.cc/dariocosta ■

*“I had to
train myself to
know how many
times and the
exact moments I
had to blink”*



Reimagined a relic from World War II is remade

When **Ken Scott** received a phone call regarding a part for an aircraft, he had no idea that he was about to uncover the amazing story of András Fábíán and the Levente II



WORDS Ken Scott,
courtesy of AOPA US
IMAGES András Fábrián

FAST FACTS

1940

FIRST FLIGHT

1959

RETIRED

90+1

NUMBER BUILT

YEARS AGO, I was manning the phones for a kit aircraft company in the western United States. I answered one of the first calls of the day and a voice asked in accented but perfectly understandable English if we had a weighted flop tube for a fuel tank in stock and could ship it soon.

We did, and I asked where we might be shipping it.

"Hungary," said the voice. I'd fielded calls from all over western Europe, South

America, Australia, South Africa, but I didn't know we had a customer in Hungary. I said as much.

"Oh, it is not for one of your aeroplanes. It is for another type of aeroplane we are making here."

What might that be, I inquired.

"Oh, you have never heard of it," said the voice. Game on. I do pretty darn well in the name-that-aircraft contests that crop up around work. On my birthday my wife once asked all the guests from our



**The Royal Hungarian
Air Force's 1st degree
school aircraft in the
air again**

airpark to bring a photo of an aeroplane to try and stump me. It was pitiful. Of course I know a Miles Libellula or a Bristol Bagshot when I see one. So, I said: "Try me."

"We are making a Levente II," said the voice.

I had never heard of it. Chastened, I Googled "Levente II." What appeared was a pretty little primary trainer. It had two open cockpits in tandem, a slender in-line engine, and a tall tailskid landing gear. Its outstanding feature was a graceful all-wood elliptical wing, mounted on struts above the fuselage. It was a completely Hungarian aircraft, manufactured in Hungary, powered by an engine built in Hungary, and designed by Hungarian engineer András Fábián.

I glanced at my order pad. The flop tube had been ordered by András Fábián! The man I'd just spoken with could not have been old enough to

have designed an aircraft that first flew in 1940, so I emailed and asked Fábián to tell me about his project.

The modern Fábián was the namesake and great-nephew of the designer. He and friends László Váradi, Zsolt Gettler, and Attila Gyetvai had started thinking about building a Levente II in about 2007, but there was a problem. No drawings or engineering data had survived World War II. Designer András Fábián, too, had perished in an Allied bombing raid. Although four prototype and 86 production Levente II aircraft had been built up until 1944, the war had left just a handful of rebuilt survivors. These had seen limited post-war use as glider tugs and club aircraft until attrition and disinterest had reduced their number to one. That sole survivor was sitting, forlornly, in the Hungarian Technical and Transportation Museum in Budapest.

"...but there was a problem. No drawings or engineering data had survived World War II"

GETTING HANDS ON

The team got their big break in 2009, when the museum contracted them to do a "cosmetic" restoration. They took it much farther than that. They freshened up the original Levente, took advantage of the opportunity to measure and draw every part of the aeroplane, returned it to the museum, and used the drawings to create a second, completely new, aircraft.

"We had the plane for six months, and during that time we dismantled it completely," Fábián said. "We measured every part and drew it, both by hand and in CAD. After that we developed a complete 3D model of the aeroplane and its systems. The modeling project took more than two years." The computer files were used to develop templates for the parts and the jigs to assemble them. This was particularly useful when building the wing. European spruce forests are not gone, but finding trees that



1. László Váradi is building the elliptical aileron
2. The new Levente II in a "structural ready" condition
3. András Fábián the builder, owner and operator of the Levente II



Levente II above
Danube river at
Tokol

The owners say
the propellor
needs to be
trimmed by
20mm



could yield spar stock for a 9.5-metre two-spar wing was, as Fábíán put it, “a very hard task.” With help from a German aircraft restorer, he was finally able to import suitable timber from Sweden.

Once the material was on hand, they faced reality: Building an elliptical wing is a geometric nightmare. Such wings were in vogue during the 1930s. Major manufacturers like Supermarine and Heinkel used them, but the aerodynamic advantages could not overcome the manufacturing difficulties and by the end of World War II they had virtually disappeared from production aircraft. The Levente II wing uses stick-built truss ribs – only two can be the same – and the ailerons must match the curve of the trailing edge. Add to that a wing with a double taper in thickness and a 7.5-degree sweep and it's easy to understand the 3,744 man-hours that went into a set of wings – that's without counting

the difficult plywood skin that covers the leading edge. In the end the team produced a set of wood wings that matched the computer model to within four millimetres, measured diagonally across the span. It is an exceptional feat of craftsmanship.

Using the computer model, a massive fuselage jig was welded up from rectangular steel tubing. Clamps installed on the jig held the 4,130 steel tubes of the fuselage in place while they were TIG welded together. It is a time-consuming and exacting task to cut, fit, and weld even the basic structure – and after that comes a seemingly endless number of brackets, tabs, and clevises.

SMOOTH ENGINE

Then there was the matter of the engine. The original Levente II used a MÁVAG-Hirth – a German Hirth 504 A2 built under license in Hungary. The Hirth is an inverted inline

“The Levente II wing uses stick-built truss ribs – only two can be the same – and the ailerons must match the curve of the trailing edge”

four-cylinder engine that uses 242 cubic inches to develop 105 horsepower at 2,530rpm. It has a magnesium alloy crankcase and a roller-bearing crankshaft. Hungarian MÁVAG-Hirth versions were extinct, but Fábíán managed to find a German Hirth in Lithuania. After purchasing it, he accompanied it to the workshops of Dirk Bende in Germany. Bende is well known for his airframe and engine restorations and is fully capable of building any engine part he can't find in his extensive collection of spares. The engine was found to be in very good condition internally. A couple of cylinders, a corroded main bearing, and all the valve guides were replaced, but the cam, crankshaft, and connecting rods were re-used. Later, when it was installed on the covered fuselage, the original hand crank started it easily.

No period Hungarian instruments could be found,



1. Zsolt Gettler test pilot and builder
2. Original WWII German instrumentation used, because the original Hungarian instruments were not available
3. Pantograph copy of the original Hungarian wooden propeller, originally manufactured by AeroEver Ltd.

but most of them were license-built versions of German units. A set of German instruments was gathered – all with radioactive radium still on the dials. They were stripped and the faces re-screened for use in the Levente II.

In 2014 there was good news: The Csepel district of Budapest (where the original production started in 1942) awarded the project the equivalent of £16,000. It was a welcome boost to the team (in the end Fábíán estimates the aircraft cost between £53,000 to £60,000).

AUTHORITY ISSUES

There was also some difficulty for Fábíán: Hungarian aviation authorities insisted on a completely new set of load calculations and engineering data before issuing the permit to fly. Five students at the Nyíregyháza Aerospace College made the necessary calculations as part of their degree. They confirmed the wood wing did meet the ultimate load factor calculated

by the original designers: 12. By 2015 the team could assemble the uncovered airframe. A wood propeller had been copied from an original prop using a pantograph machine. The wood formers had been installed on the steel-tube fuselage. The difficult sheet metal nose bowl and cowlings had been formed and fitted. It looked like a flying aeroplane was not far away, but as anybody who has built an aeroplane can tell you, when it looks like an aeroplane, you're not even halfway there. Covering, painting, systems, rigging... it all consumes vast amounts of time. It was October 21, 2019, before it could be wheeled out onto the grass airstrip and flown.

Early in the construction process, Fábíán had been able to interview an elderly pilot who had flown the Levente II. They found their aircraft matched his description quite well. It's a docile machine, stable and easy to fly. Stalls are straightforward, with no tendency to drop a wing. There

“No period Hungarian instruments could be found, but most of them were license-built versions of German units”

are conflicting specs for the original propellers, and the prop chosen proved a little too large.

“We plan to trim the prop blades by 20mm to allow more rpm,” says Fábíán. “And right now, the stick must be pushed forward at cruise speed, so we are working to find the best setting for the horizontal stabiliser. Both these things should help the speed. The published speed in level flight is 180kph, but I will settle for 175 – I know most aircraft manufacturers like to round up.” Manoeuvrability is good and a full aerobatic workup at the hands of Hungarian Red Bull pilot Péter Besenyi is planned.

The team is careful to point out that their aircraft is not a replica or restoration. For all practical purposes it is another production aircraft. Now when Hungarian plane-spotters see that graceful wing overhead, they will know it is not a new design. It is just the 91st Levente II – flown 76 years after the 90th. ■

Highlights of the reimagined Levente II

- By 1944, four prototypes and 86 production Levente II aeroplanes had been built and used in Hungary. After the war, few survivors existed and those that did found second chances as glider tugs and club aircraft for some years. Eventually there was just one, a relic at the Hungarian Technical and Transportation Museum in Budapest.
- In 2007, four friends hatch an idea to remake a Levente II. András Fábíán, László Váradi, Zsolt Gettler, and Attila Gyetvai started thinking about building a Levente II. The museum contacts the team and asks them to consider a “cosmetic” restoration of the remaining Levente II in 2009.
- In 2014, the team receives a financial boost of 6,000,000 Forint (around £16,000) for the project from the Csepel district of Budapest

(where the Levente II was originally built starting in 1942). Work continues as the team constructs an airframe and adds the

engine and propeller. In all nearly £90,000 is invested in the project.

- The reimagined Levente II is flown on October 21, 2019.



One of the first Levente IIs off the production line, 76 years before this one

It's not a replica or
reproduction, it's the
91st Levente II



WORDS Zoe Thompson IMAGES Various

BRIDGING THE AVIATION GAP

AOPA Member and student pilot **Zoe Thompson**, has noticed that not all things are equal in the world of aviation, and here she explains why and how things could – and should – improve



ABOUT ZOE

Zoe Thompson is a PPL student in the South East. She is inspired by her grandfather, who was also a pilot and is very proud of her. Zoe wants to get her PPL for leisure flying, and perhaps later add on Instrument and Night ratings.

I HANDED my copy of the December issue of AOPA magazine to my husband and asked: “Do you notice anything missing?”. I was wondering if he would be struck by the same thing as I was. “...No?” he replied. He is a clever and aware man, but he hadn’t noticed what I had. “There are no women in it.” “Oh.”

Well, that wasn’t quite true – after all, the Bose advertisement on the inside of the front cover had a photo of a woman airline pilot, and a blurred-out crowd in the background of a photo might have included some women. However the articles in the rest of the magazine were stories about, and images of, men and boys. Did a plane that was mentioned in one of the

articles, called ‘Sarah’, count? No, sorry.

My flying school has no female staff, I have met just one other female PPL student like myself, and I have only encountered two other women who work at the airport in any capacity. The airport I am learning at is small, but active, and not at all unusual in being heavily male-dominated.

This isn’t something completely outside my previous experience – I became a qualified football referee at 15, joined my first local astronomy group at 16, and went on to get undergraduate and

postgraduate degrees in physics and astrophysics. So I spent my formative years in male-dominated environments, a lot of that while or immediately after attending an all-girls secondary school. What a culture shock! The responsibility to ‘toughen up’ and quietly accept any sexist treatment dealt out to me was deemed mine. I was pressured to be “not like other girls” or “one of the lads”. I had to



squash down and disown my femininity. I had to counter assumptions that I wasn't really interested in or knowledgeable about my male-dominated hobbies, including accusations that I only got into them to get close to men. Later, I experienced far worse in terms of bullying and abusive behaviour – stories I cannot tell here. While I had many really good experiences I am profoundly grateful for, the bad ones were damaging. I didn't always know how to react in the most helpful way because I didn't have the experience, tools or even the power to be able to do so back then.

As I've aged, I'm more determined than ever to change things.

I looked at the CAA data for pilot licence holders by age and sex. Given the general scope of this magazine, and that these data show the number of licences held rather than individual licence holders, I focused on information for PPL(A)s only. Unfortunately there are a few years for which data isn't available, with reasons not given, but we can still see some general trends. Despite an increase in licence holders around the turn of the millennium, the number of PPL(A) licences held has

dropped steadily, for both males and females, since then. However, the percentage of pilots who are women has been falling consistently and even faster. Female pilots holding a PPL(A) represented 6% of the total in 1994 (the earliest data available), and that has now dropped to 3.4% of the total in 2021 (the most recent year for which data was available). Whilst there is evidence to suggest that women are affected by economic downturns more than men are, there are other factors which are more in our power as aviation enthusiasts to do something about. Such as attitudes towards, and acceptance and treatment of, women in aviation.

Research on low female representation in pilot training recruitment at Coventry University noted that lack of female role models, lack of acceptance from male peers and a culture of sexism were the main barriers. A much larger study by RAeS and the University of West England agreed, and also noted multiple examples of sexism and sexual harassment were reported by respondents despite this not being specifically asked for. What made this problem so much worse was a lack of

“The images and stories we see in the media don't just reflect reality, they shape it”

safe reporting processes for victims, and a fear of being discriminated against further for daring to complain. Delta pilot Andrea Ratfield, amongst others, experienced such an outcome. In case you think this is not a problem amongst those pilots generally considered the best and brightest, the Non-Statutory Inquiry report into the unacceptable behaviour - including sexual harassment, predatory behaviour and misogynistic bullying - and the culture that enabled it in the RAF Aerobatic Team (the 'Red Arrows') while at RAF Scampton makes sobering reading.

Women are just as capable as men of being pilots – but as we can see, the problem is one of culture. We need to do better, and representation of women on these pages is just one part of that. The images and stories we see in the media don't just reflect reality, they shape it – and we can't be what we don't see. Representation matters.

Representation can increase self-esteem and confidence of people in marginalised groups, and improve public perception of these groups. This can encourage under-represented people to enter and to stay in these spaces, improve their experience, and enable them to thrive. Positive images and stories about women in aviation isn't just a good thing for current female pilots - it is part of a bigger need to encourage and inspire women who might be interested in aviation to join us. Further, positive representations of women can drive a cultural change against discriminatory and sexually abusive attitudes and behaviours in aviation. It can also help to improve the image of aviation with the public. Diversity in any context has been shown to improve outcomes for everyone in terms of good experience, productivity and safety.

Exclusion is damaging to us all, even when it appears innocuous. We are a social species, so social exclusion



This shouldn't be such a rare sight at airfields



Amy Johnson
was one of the
pioneering
pilots who broke
boundaries



can affect humans deeply on a psychological level as it is a threat to survival. One of the leading online suppliers of clothing and equipment for pilots has six styles of men's pilot shirt available, but none for women. A subtle but clear hint that I'm not welcome, unless perhaps I want to buy the sexy little pants (no, thank you). It could even be argued that at least when exclusion is overt, it is easier to point out and challenge. Subtle, easily-denied and dismissed discrimination can be much more difficult to recognise and call out - making the damage insidious, like the social version of metal fatigue.

When I trained as a secondary school teacher, I was told that for every negative comment I made to my class, I needed to make seven positive ones to balance it out because of the "negativity bias" humans have in our processing. This is true in the wider world too - negative interactions with people have a far greater impact on us than positive ones. Many, many men have been welcoming and helpful to me in the various male-dominated environments I have been in. However, the ones who weren't - the ones who excluded me, insulted me, harmed me, assaulted me, used sexual slurs and abused me - although much rarer, stick in my mind. The pyramid of discrimination and violence is built on a foundation of attitudes and beliefs, rising upwards through exclusion and misrepresentation, then verbal comments and jokes, up to physical assault and worse. It starts small, but escalates, as seen at RAF Scampton, so we must be aware of what is happening at an early stage and work together to challenge it.

So I took up the offer the editor to email in my feedback on the magazine. He was quick to arrange a call with me to discuss the issue, and I think we both came out of it feeling really good about our chat and our agreement to get

"I strongly encourage more ethnic, religious, gender presenting and other types of diversity in aviation – let's see you in this magazine too!"

FAR LEFT
Women in aviation being honoured in their own countries.



The Russian monument celebrating Valentina Tereshkova, the first woman in space

more women on these pages and make things better. Not just better for me and for the magazine, but for everyone who would like to be part of aviation. We are not the only ones trying to do this - ElevateHer Aviation was launched in 2022 to support, inspire and inform women in aviation. The Aviatrix Project has a similar mission, specifically aimed at girls of school age. There is also the British Women Pilots' Association, which runs a number of regional groups and events to support and promote women pilots.

Does my call to action apply to other marginalised and underrepresented groups, such as people of colour? Yes, absolutely it does. My focus is specifically on women in this article, but I strongly encourage more ethnic, religious, gender presenting and other types of diversity in aviation - let's see you in this magazine too!

I am fortunate to feel safe with and welcomed by my current instructor and at the airport where I am learning to fly. It seems like these should be a given as an expectation, but both academic research and anecdotal data shows that is not the case. I would encourage more women to be part of aviation and to help

make a cultural change that ensures our safety and ability to fully participate - to take up space, to be ourselves, to enjoy the activity we find so thrilling. We belong here. I also want to reach the men in aviation and ask you to be a part of it too. The men who disparage, insult, exclude and assault women are amongst your ranks. Stand up against bad behaviour, don't ignore it. Take note of the experiences of women and don't assume they are the same as yours. Take it seriously if complaints of exclusion, bullying and assault are made. Ensure there are clear and supportive reporting processes in your organisations. Consider your own attitudes to women in aviation - did you notice that the December issue of this magazine had no women in it? I am saying all this not as an attempt to shame or punish male readers - there is a big and unnecessary gap between us. I am reaching my hand across that gap and asking you to take it. I am doing my bit, please help me by doing yours. Let's work together to bring the world of aviation to people who might otherwise believe they can't have a place in it.

Hi, I'm Zoe - I'm a PPL student, I'm a woman pilot, and I'm really pleased to be here. ■



DIRECT TO YOUR DOOR SIX TIMES A YEAR

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



CLASSIFIED ADS

AIRCRAFT FOR SALE



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



PIPER PA-28R-201T TURBO ARROW III (1977)

This aircraft came out of a fresh Annual Feb/2024 so is ready to fly away to a new home. TTAF 4947Hrs, Engine 1901 SOH but also had a full Top Overhaul in 2009. Same maintainer for the past 20 years. See spec sheet on the DERRICK INGS website for full details.

GBP£59,950

No VAT in the UK, which is a great price



PIPER PA-28-161 WARRIOR II (1980)

This is an Iceland based Warrior which, like the Navajo above, gives you, the buyer and your engineer, a great opportunity to visit fabulous Iceland to view, fly and inspect the aircraft. The aircraft lives in a heated hangar where you can carry out the inspection.

See spec sheet at www.derrickings.com for full details

EUR€72,500

For the UK & EU Import VAT will also be applicable

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

For further information contact:

DERRICK INGS AIRCRAFT SALES

PO Box 1559, Gillingham, Dorset, SP8 4WB, UK.

Tel: +44 (0)1747 825378 Mobile: +44 7836 708564

Email: sales@derrickings.com

www.derrickings.com



PS-28 CRUISER (FACTORY BUILT SPORTCRUISER) 2021

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

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



1980 A152 AEROBAT

Corrosion proofed and only 610 hours on the engine and prop (2016). 13140 Airframe. 8.33 and Mode S. £62k (+vat if UK sale).

CONTACT

Fly Elstree Ltd 0208 953 6868 07941 337495

Email : ches@flyelstree.com



DE HAVILLAND CHIPMUNK DHC-1

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

Enquiries: Mike Whalley mdwhalley@btinternet.com



CESSNA F150H (1968)

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

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

CLASSIFIED ADVERTISEMENTS

AIRCRAFT FOR SHARE



CESSNA C150(M) 1975 1/3rd SHARE

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

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



MOONEY 201 HANGARED AT BOOKER WITH GTN 750

Share £2,999 Monthly £130 Hourly £170

Contact details @ www.zitair.aviators.net



CESSNA 150 M 1976 G-BOIV

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

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



CESSNA F-150 L 1972 G-GFLY

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

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

CHEROKEE PA28-180



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

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



PIPER NAVAJO PA31-310C

1978 Piper Navajo PA31-310C. 1/4 equity share for sale, competitive price. Based North Weald. TTAF 4405. 100 hour check completed March 2019. Co-pilot panel. Extensive avionics including Garmin GNS430, Garmin MX20, King KLN90B second GPS, King RDR2000 weather radar, radio altimeter, Shadin fuel computer, altitude alert

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



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

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

Share £10,000. £200/month £100/hour wet. Minimum 100hr total. 10hrs complex. Please contact **Andrew Levison** 07956 282940 andrewflyboy1@aol.com

FOR ALL ENQUIRIES

Please contact
CHARLOTTE PULHAM

at

charlotte@aopa.co.uk

+44(0)1487 830105 or +44(0)7583 140127

CLASSIFIED ADVERTISEMENTS

FOR ALL ENQUIRIES

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

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

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



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



REDUCED - EQUITY SHARE FOR SALE

With a heavy heart, looking at relinquishing a 1/5th share in a superb 1982 Piper Saratoga, based at Biggin Hill. It's IFR equipped, in a well run and established group.

- New zero-hour engine and fresh ARC (2024) • Fresh interior refurbishment (2024) • HSI and KFC200 autopilot and flight director, slaved to GNS430 • 6 place intercom with crew isolation
- Pilotaware and ADL Golze Weather • ELT, lifejackets, life raft and spare headsets included with Group • Friendly group of 5 along with a group instructor (CRI) available for check-out, conversion training etc free of charge • Currently £260/month and £260/hour tacho
- Additional savings accrued in group kitty/bank account

Share valued at £50k - will accept reasonable offers

Contact paul.sodgar@gmail.com

FOR ALL CLASSIFIED AD SALES ENQUIRIES

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



CIRRUS 2012 SR22 SHARE AVAILABLE

GTS G3 FIKI non turbo 1/3 share available in Turweston. Perspective avionics with DME. Always hangared, RGV maintained, Cirrus certified IR instructor in group for conversion/tuition, it comes with lots of extras. Bargain at £95,000 and £500 per month to include cash in balance.

CALL **STUART** on 07854 098 888

CLASSIFIED ADVERTISEMENTS

EQUIPMENT

Aircraft Covers &
Ground Equipment



- ▶ ISO9001 Accredited
- ▶ Aerospace Approved
- ▶ 3 Year Warranty
- ▶ Refurbishment Service

Protect your valuable aircraft now - call us today!

+44(0) 01377 267426 info@cambraicovers.com www.cambraicovers.com

FOR ALL ENQUIRIES

Please contact **Charlotte Pulham**
charlotte@aopa.co.uk
or +44(0)1487 830105 +44(0)7583 140127

FOR ALL CLASSIFIED AD SALES ENQUIRIES

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

TECHNICAL

Planeweighs Limited

Aircraft weighing & technical services
PIPER CUB to BOEING 747
Load/Trim sheet design
CAA approval A1/8538/79

Engineers throughout the UK

Tel: 44+ (0) 1792 310566 Fax 310584
Mobile: 07798 662 939

email: info@planeweighs.com
www.planeweighs.com

INSURANCE

Land yourself
a better deal
on insurance

DON'T RENEW
before getting
a quote
from us



SC

SYDNEY CHARLES
AVIATION INSURANCE BROKERS

Light Aircraft & Jets
Helicopters & Gyrocopters
Gliders & Microlights
Flying Clubs

+44 (0)1420 88664
info@sydneycharles.co.uk
www.sydneycharles.co.uk

INSURANCE

Visicover

Could you cut the cost
of your aircraft insurance?

- ✓ Tailor your policy to your needs
- ✓ Get an instant quote and buy online
- ✓ Update your cover online when you want
- ✓ Spread the cost with interest free instalments
- ✓ Fixed wing, flex wing, autogyros and helicopters
- ✓ Available in UK, Ireland, Netherlands, Nordic & Baltic states

For an instant quote today go to **Visicover.com**

Visicover Ltd, trading as Visicover, is authorised and regulated by the Financial Conduct Authority.

life cover

FOR PILOTS

Without specialist advice fixed wing and rotary pilots can often face significant premium increases when applying for life insurance.

We can usually secure standard rates with no aviation exclusions. Your insurance will provide 24/7 cover including whilst flying.

- Life insurance for your family, mortgage or business.
- We help recreational, commercial, instructor and student pilots.
- Cover can be arranged over the phone.
- Our insurance advisor holds a PPL.
- Online quotes.



stein pilot insurance



0800 5999 101 flyingcover.co.uk

CLASSIFIED ADVERTISEMENTS

PROPERTY

ISLE OF MAN RESIDENTIAL PROJECT

Interest for aircraft owner/pilot entrepreneur

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

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

£600K

reproperty6@gmail.com to arrange discussion

COURSES

COME GLIDING AT

The Cotswolds Gliding Club



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

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

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



COTSWOLDGLIDING.CO.UK

"GWEL NANS" HOLIDAY HOME TO RENT IN CORNWALL

Trevellas, Cornwall, TR5 0XT

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

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



FOR ALL CLASSIFIED AD SALES ENQUIRIES

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



AMERICAN MADE GROUND POWER SOLUTIONS

With more than 70 products to choose from, we have mobile and portable ground power solutions to meet all of your engine starting and maintenance needs.

STARTPAC.COM



Eve Storm
President