

TURBULENT G-APNZ PRESERVATION SOCIETY

CHAIRMAN'S REPORT 2023

Previous reports have described in some detail the problems encountered during the final stages of the restoration of this aircraft. Also described were the disappointments about missed opportunities to fly into the prestigious LAA Rally, the inability to inform HRH The Duke of Edinburgh about the restoration prior to his death and similarly to fly at HM The Queen's Platinum Jubilee. Chief among the problems was the ignition system which resulted in it's complete replacement with a new system of a later variant. This also involved a new repositioned sensor arrangement, new coils and a new ignition harness. However the problems associated with overheating have been completely resolved as revealed in extensive taxiing trials.

Improved engine instrumentation has also been provisioned and installed and a new mechanical altimeter has been added.

Unfortunately the LAA required that two modifications needed their formal approval in accordance with their new obligations to the CAA. Firstly was the installation of a back up electric fuel pump despite this embodying an aviation approved pump and associated plumbing, electrical circuit protection and a properly labelled switch. Satisfactory fuel flow measurements had also been recorded. Secondly the LAA required that both ignition circuits be fitted with visible status lights. This involved two LEDs and associated minor wiring changes. The LAA modification procedure is a two stage process starting with an outline request and if acceptable in principle, a unique reference number is provided for use to accompany a more detailed, second application. Once finally approved the modifications are formally recorded in the aircraft's documentation. Initial applications for both the Turbulent's modifications were made in August 2022 but sadly still await clearance to the second stage. As a consequence the necessary Permit Flight Release Certificate (PFRC) cannot be provided.

Visitors to Derby Airfield are pleased to be shown the aircraft in association with a briefing about it's illustrious history. Whilst this is fortunate, clearly a more prominent exhibition venue is desirable for a much wider public appreciation. Fortunately the Trust has received an invitation from the management at Duxford, an Aerodrome that has world class exhibitions of all manner of classic aircraft – WW1 and WW2, civil airliners and even American military types. Duxford is a major museum site and many of the exhibits are displayed at frequent flying displays. It is anticipated that the Turbulent may be flown at these air days and will be on permanent display as part of the collection. Arrangements are being made to ensure that visual display material is made available to accompany the aircraft at all times. Additionally it is hoped to involve a local group of young persons pursuing their Duke of Edinburgh Awards to ensure that the Turbulent is properly hosted at events and maintained always to be in a clean and presentable state.

Clearly the test flying program needs to be completed here at Derby Airfield and this awaits the clearance of the modifications and issue of the PFRC from the LAA.

As ever the Trust is indebted to the continuing actions of the vital volunteers here at Derby. Thanks are therefore due to three Johns, Sean, two Peters, Mark, Martin, Ken, William, George, Ben, Paul, two Davids, Lucy and Aurora. Without their unstinting support the restoration would not have reached this advanced stage.

Martin Jones

Chairman of the Turbulent G-APNZ Preservation Society.

