

TURBULENT G-APNZ PRESERVATION SOCIETY

CHAIRMAN'S REPORT 2024

Previous annual reports have catalogued the final technical problems associated with the procedures necessary to allow it to fly. Physically the aeroplane is complete. Sadly however there is an enduring wait for clearance of two simple modifications both made in the interests of safety. The modifications involve the installation of an electric fuel pump and two annunciator warning lamps in the electric ignition system. Applications for both were lodged with the Light Aircraft Association (LAA) in August 2022. The LAA is organisation approved by the UK regulator (the Civil Aviation Authority) to oversee and approve this aircraft's engineering necessary to permit flight.

The delay has had a deleterious effect on the state of the engine. As a consequence of lack of use there is internal corrosion and this requires removal of the cylinders and valves for reconditioning. This is relatively straightforward but without a date for the processing of the modifications it is considered not worth doing at this time. Volunteers are on site and standing by to carry out the necessary reconditioning.

Another problem relates to the provision of insurance. Hitherto Airspeed Aviation Ltd (the aerodrome host at Derby) has generously extended its own insurance to cover the ground risks of the Turbulent. Insurance premiums across the board have increased substantially and Airspeed's generosity has become strained. An individual quotation (currently in excess of £1100) for the Turbulent to cover ground and flight risks will require that the Trustees will need to introduce new funds. Obviously at a minimum insurance to cover third party risks is mandatory. The ongoing delay also means that hangarage charges may need to be made. Up until now Airspeed have waived charges for the Turbulent but the company is faced with turning away requests for hangarage from other parties.

On a more positive note there remains the plan to base the aircraft at Duxford where it can be made visible to a very wide sector of the public at the UK's premier museum and display venue. This will include the ability to display the aircraft in flight as part of the regular flying display programme.

As ever the Trustees are indebted to the ongoing support of the volunteers without whom the Society could not proceed.

Martin Jones

Chairman of the Turbulent G-APNZ Preservation Society.