

TURBULENT G-APNZ PRESERVATION SOCIETY

CHAIRMAN'S ANNUAL REPORT 2025

The last year has been full of challenges for the volunteers working in this restoration project but there is some good news albeit some problems remain.

- 1) As previously reported the team carried out a “top overhaul” of the engine owing to poor compression. This entailed the removal of the cylinder heads with associated connections. Valves and valve seats were reground. Satisfactory compression was restored.
- 2) Subsequent engine testing revealed a very poor throttle response and difficulty in achieving full power. Carburation was suspected with the possibility of fuel contamination. The fuel system was drained, flushed and filled with fresh fuel. The carburettor was removed and stripped. Replacement small parts and gaskets are in very short supply. Alternative carburettors were considered albeit associated with fitting matching and cowling rework. After repeated further investigation a very fine fuel passage within the original carburettor a contaminant was found and removed. Subsequent reassembly, refitting and commissioning reinstated the necessary engine performance.
- 3) Lack of response from the Light Aircraft Association concerning two submitted modifications (first submitted in 2022) continued. However after considerable, repeated and increasingly pressurised communication sanction was received during the summer of this year to proceed to the next, more detailed application process. A visit from an engineering consultant from the LAA revealed that some minor improvements could be made to the battery retention, protection to some internal wiring and duplication of earth wires to the ignition units. These improvements have been made. Full modification submissions in accordance with LAA Mod Form 3 have been prepared by members of the team. No further delay is expected. We look forward to the LAA approving the modifications and the issue of the requisite Permit Flight Release Certificate.
- 4) The plan is to carry out the necessary check flight to re validate the Certificate of Validity to be done here at Derby Airfield. Subsequently the aircraft is planned to go to the Imperial War Museum at Duxford for prominent exhibition to a much wider public that is possible at Derby. This will entail the production of information leaflets and display boards together with agreements with volunteers at Duxford to care for the aircraft. Hopefully volunteers can emanate from local Duke of Edinburgh Award candidates fulfilling their ambitions.
- 5) One problem remaining is that of insurance for flying. Whilst the aircraft has been in the long term care of Airspeed Aviation Ltd as operator of Derby Airfield, insurance has been included within Airspeed's overall cover. This will not extend to cover flying. Arrangements will have to be made to raise funds for the insurance premium. The Trustees will need to consider ways and means for this

to happen. This may well involve a public appeal through one of the internet based funding agencies. In the overall scheme of time, effort, infrastructure and expense bourn by the volunteers and Airspeed thus far, the insurance premium hurdle should not be allowed to be insurmountable.

The Trustees, volunteers, and DoE Awardees look forward to seeing this iconic and famous aircraft back in the air and prominent to the public as an inspiration for future young persons.

As ever I wish to express my appreciation to all of the people who have supported the restoration of this aircraft.

T. Martin Jones

Chairman of the Turbulent G-APNZ Restoration Project
Derby Airfield.