EFLEVA Newsletter

New year 2023

Dear EFLEVA members,

Just one year ago, I was auguring that the pandemic was slipping slowly behind us and that we could optimistically envision a better future for our light aviation.

Alas, adding to all the remaining threats I enunciated - competition for access to airspace, aging of our members, the unavoidable obligation to invent a sustainable aviation - a new calamity has befallen us in February: war is back, ravaging a neighbouring European country. Even if we do not live the tragedy that Ukraine endures, we are concerned by several pernicious but serious effects on our activity, if only the increase in the price of automotive and aviation fuels, especially Avgas and there is no sign of a cooling down soon.

This reinforces my conviction that sobriety is one of the most evident path towards a still-flying future. We must design and build lighter and more efficient aircraft, and maybe surrender one or two dozen knots to save 10 or 20% of our fuel consumption: what is the benefit in making our usual Sunday flight at full power, when we can get more flying time spending less money, while prolonging the life of our engine and caring for local residents beneath!

More than ever, there is a lot to do and EFLEVA must be the focus point for all the information, initiatives and experiments which will aim at making our aviation SUSTAINABLE!

Have nice and safe flights and see you at the EFLEVA Days and other international and national events, see the list below.

Dominique SIMON
President
EFLEVA

CALENDAR 2023

We aim to list any event with an 'international' character on our calendar. It your organisation has an event wishing to attract aircraft from other countries, let us know and we will report it on the calendar.

(DE) EFLEVA	19-22 Apr 2023 Friedrichshafen (EDFN) Aero Friedrichshafen
(UK) LAA	14 May 2023 Turweston (EGBT) LAA at home day – HQ fly in
(NL) NVAV	24-25 Jun 2023 (tba) NVAV Fly in & EFLEVA Meet-up
(FR) RSA	21-23 July 2023 Brienne Eurofly'in (LFFN)
(AT) IEC	11-13 August 2023 Krems (LOAG)
(BEL) DAC	12-13 Aug 2023 Diest (EBDT) Oldtimer Drive & Fly in
(UK) LAA	19-20 Aug 2023 Perth (EG…) Scottish Aero Club Fly in, Meet the LAA

(EFLEVA) 20-22 Oct 2023 Salzburg (Austria) - ANNUAL MEETINGS: the Technical & Business meeting on Saturday 21st is open to all members of EFLEVA member organisations. The General Assembly on Sunday 22nd is reserved for the Delegates from member organisations. A visit of the Red Bull museum is planned. For details, ask secretary@efleva.eu .

UK LAA looking for new CEO

Steve Slater has recently celebrated his 65th birthday and has announced to retire as CEO of the UK Light Aircraft Association next spring.
With over 8000 members operating a fleet of over 2500 aircraft, the LAA is the largest member organisation within EFLEVA.
In the seven years that Steven has been leading the LAA, he has taken the organisation through a significant change in both the Association and the recreational flying community. He has taken on the challenge of preparing LAA Engineering for the future. The ever evolving regulatory environment implied that new standards had to be met and new approvals to be obtained. Anticipating the retirement of the Chief Inspector and Chief Engineer, each approaching the end of a 30+ years carrier at the LAA, Steve's vision of the future resulted in a complete transformation. Fresh blood was brought in to strengthen the team and a new position of Engineering Director was created and filled in by John Ratcliffe. Earlier this year, Lucy Wootton was appointed as the new Chief Inspector.
Steve has also helped drive better communication between fellow flyers, with "Meet the LAA" events and fly-in attendance aimed at getting more interested in the benefits of LAA membership. Steve also piloted the LAA through the challenges of the Covid lockdowns, maintaining both membership levels and a non-budget balance sheet as well as lobbying the regulator to ensure the minimising of disruption to flying.
Steve is also an Executive Member of EFLEVA. At this year's EFLEVA annual Technical & Business meeting in November, Steve was re-elected for another 3 year term as Executive Member.

Beware – Scammers targeting aircraft builders

Crime comes in different shapes, but the theme is always the same: they are after your money, be it cash or other valuable possessions.
We all heard of the thefts of many Rotax engines which peaked a couple of years ago. However, aviation crime is not confined within the airfield fence, and could easily catch you at your desk at home.
Last month, an advert appeared on the website of the Experimental Aviation of Switzerland (EAS), an EFLEVA member organisation. The advert promised a second hand IFR certified GPS/nav/com navigator from an established avionics brand, only two years old, hardly ever used and complete with all accessories for installation. All for just over € 6000 with the seller in a coastal town in a EU country some 800 km further North.
With the new price for this set is over € 15 000, this advert attracted the attention of an EAS member, so he contacted the seller via email. Although initially all appeared to go normal, but as € 6000 is not the kind of money to take a gamble, he decided to investigate a bit further before committing to a deposit, which the seller began insisting on.
A quick check with an avionics dealer raised a first warning flag, saying that, at about half the market value, this offer was almost too good to be true. Subsequent investigation revealed that the one of the pictures in the advert was identical to a picture on the website of an avionics dealer located in the USA. When asking if a friend living nearby the seller could make a visit to see the equipment, the seller suddenly went silent.
This was clearly an attempted scam and all information obtained has been forwarded to the police in the country where the seller operates from. The police have opened an investigation.
This is not an isolated case. There have been other reports of scammers offering aircraft parts and equipment on the internet. As always, be cautious, do the necessary checks before you commit to

pay any money. If the seller is insisting on a quick sale, be extra cautious, and do not let this put any pressure on yourself to rush things. Remember:

If it sounds too good to be true, it probably isn't true.

Issues and challenges related to fuel containing ethanol

In the recent years, a lot has been written about which fuel you could or should use in your aircraft engine.

With today's high fuel prices, the use of non-aviation fuels (so called mogas) may be an interesting alternative. However, be aware that these fuels may contain ethanol, and this could cause trouble in your aircraft, as reflected in the Service Alert published by Andair in October.

This Service Alert applies to all Andair fuel pump models (PX375-TC, PX500-TC, PX375-S, etc.). It was discovered that the use of ethanol-based fuels overtime can cause detriment and weakness to the epoxy adhesive/potting compound in these fuel pumps, which could eventually lead to fuel pump malfunction. Andair recommends discontinuing the use of ethanol-based fuels with their fuel pumps with immediate effect, whilst a solution to resolve the problem is being developed. The full Service Alert can be downloaded from the Andair website www.andair.co.uk.

Unlike operators of Part-23 aircraft (i.e Piper, Cessna and more), amateur built aircraft have more flexibility to opt for unleaded and non-aviation fuels. This however, is on the condition that the fuel is suitable for use in your particular aircraft. While some Lycoming or Continental engine models are not suitable at all for using mogas, others like Rotax are very happy to run on mogas. While the use of unleaded aviation fuel is preferable, the number of airfields offering 91UL or 94UL is still fairly limited.

Mogas containing ethanol can only be used if the aircraft is suited. And as Andair proves: this is not only about your engine, but includes every component of the fuel system: fuel tanks, fuel hoses, seals, fuel valves, fuel pumps, and everything else which comes in contact with the fuel. Yes, there have been cases of fuel level sensors being dissolved by ethanol.

Mogas E10 may contain up to 10% ethanol. In practice, it will nearly always contain ethanol.

Mogas E5 may contain up to 5% ethanol. Whether it actually does and how much ethanol it has, varies from supplier to supplier and from batch to batch.

If considering mogas and unsure about ethanol compatibility, you should test each fuel batch prior to use to make sure it does not contain any ethanol. Testing for the presence of ethanol can be done easily and quickly with a 'gasohol aircraft fuel tester' which costs only about €12.

To test a sample of fuel for the presence of ethanol, use your gasohol fuel tester as follows:

1. fill the tester with water to the 0 mark;
2. add fuel to the 'fuel' mark;
3. use your thumb to cap off the fuel tester and shake vigorously for about 2 minutes. During this time water will absorb all ethanol in the fuel and cause the water volume to expand
4. hold the tester still and wait for the water to sink. The percentage of ethanol can be read on the scale where the water and fuel meet.

France updates regulation for overflight of foreign registered amateur built and vintage aircraft

Mid 2022 the French government revised the regulation which allows foreign registered amateur built and vintage aircraft to fly into France. This article deals with amateur built aircraft. Vintage aircraft will be dealt with in our next newsletter.

For the official text: https://www.legifrance.gouv.fr/loda/id/JORFTEXT000036437808.

Aircraft are authorized to temporarily overfly French territory without requiring prior permission, provided the following conditions are met:

1. The aircraft is classified as an amateur built aircraft, as defined by EASA Annex I, paragraph, registered in another member state of the EU, the UK and Switzerland.
2. The aircraft has a valid 'regular' permit to fly (or equivalent). Aircraft operating under temporary permissions such as for flight testing, ferry flights are excluded from this regulation.

3. Aeroplanes (fixed wing aircraft) have at least 15 hours flight time and 50 take-offs and landings since the permit to fly (or equivalent) was first issued (ed note: copy/paste from the requirements applicable to French registered amateur built aircraft).

Similar minima are specified for gliders, helicopters, autogyros and balloons.

4. The aircraft is operated in accordance with the operating conditions associated with the permit to fly (or equivalent), and the following additional restrictions:
    a. the permit for fly must be valid from the date the aircraft enters French territory until the date the aircraft leaves French territory;
    b. the aircraft must not be operated for public transport (Commercial Air Transport),
    c. the aircraft must not be operated for remunerated flights as permitted in French aeroclubs;
    d. the aircraft must not be used for air experience flights or advertising in the media,
    e. the aircraft must not be used for flight training nor glider towing;
    f. the aircraft is to be operated only under VFR Day conditions
    g. the aircraft must have a Journey Log Book which must be kept up to date by the pilot.
5. The pilot has a valid pilot's licence with ratings as required to allow him to fly the aircraft. The pilot's licence must either be issued by the country of registration of the aircraft or, be accepted or validated by the country of registration of the aircraft.
6. The authorization is limited to a maximum of 90 days cumulated in the last 12 months. For this purpose, all days are counted from the date the aircraft enters French airspace until the day the aircraft leaves French airspace, regardless of the number of days the aircraft was actually flown.

For example, a UK registered amateur built aircraft can visit France with a pilot holding a non-ICAO UK NPPL and a medical certificate issued in accordance with the 'self-declared system' in place in the UK (in comparison, the same trip in an "EASA aircraft" or "Part-23 aircraft", say Piper 28 or Cessna 152 would require the UK pilot to hold an ICAO compliant UK issued pilots licence and medical certificate).

Note that this new rule drops the usual "28 days per stay" which is common across several European countries, but it still complies with the ECAC recommendation (European Civil Aviation Conference) which does not give any indication on the length of the stay.

Legal Matters – Keeping current *(Filip Lambert, Belgium)*

As I was driving home last week, police was doing random checks on traffic. "Can I see your driving licence?" I pulled this double folded piece of paper out my wallet which had been there ever since I was 18 years old, and handed it over. It took the officer only some a quick glance at my licence to conclude: "That's all right, sir. Thank you. Have a safe journey".

Unfortunately, in the aviation world, things are a lot more complicated. Presenting a pilot licence that has been sitting in your pocket for over a decade will not be enough to convince the public servant to give you a thumb up and him wish you a safe flight.

Most of us pilots will probably have to dig deep into the home library to find the PPL course books, and if that's your case, don't bother digging – the rules have changed anyway. So let's have a look at what is required today to be legal to go flying.

Today, our pilot's licences are governed by an EASA regulation, known as Part FCL, which was introduced from 2012. Part FCL offers two types of licence for non-commercial pilots: the PPL and the LAPL. There are important differences in the rules that apply to PPL and LAPL, and it is important to know what applies to your licence.

A. PPL (Private Pilot Licence)

If you hold an EASA PPL(A) or Private Pilot Licence for Aeroplanes, you are entitled to "exercise the privileges of the holder" provided that you meet the following conditions:

1. Valid Medical
2. Valid Language proficiency / FRTOL
3. Valid Class or type rating
4. Recent experience

If any of the above is not met, your PPL (A) is not valid and you are not allowed to fly as Pilot in Command (PIC). An PPL(A) meets ICAO standards and allows you to fly all over the world in aircraft registered in a EU member state.

Medical

EASA Part-MED stipulates that valid **Class 1** or **Class 2** medical certificate is required with a PPL(A). Your medical examiner will print the expiry date on you medical certificate, which is dependent on your age:

5 years until the age of 40,
2 years until the age of 50,
1 year after the age of 50

Language proficiency & Flight Radio Telephony Operator Licence

ICAO introduced language proficiency requirements in 2003.
Somewhat surprisingly, EASA has not taken control of the Flight Radio Telephony Operator Licence (FRTOL), which remains under national legislation. To exercise the privileges of your FRTOL (i.e. to use the aircraft radio), EASA requires a valid language proficiency endorsement on your PL(A). The endorsement must be for English, or the language used on the radio in flight. The minimum language proficiency level is 4, which is valid for years. Level 5 is valid for 6 years, and level 6 is valid for life.

Aircraft class or type rating

You cannot fly an aircraft unless your PPL(A) has a valid class or type rating for this aircraft. For the vast majority of us, this will be the SEP(Land) rating – Single Engine Piston Landplanes. The SEP(Land) rating is valid for 2 years.
Your SEP(Land) rating can be r validated by experience if, in the 12 months preceding the expiry of the rating, you have flown minimum 12 hours in SEP (Land) planes, including:

- minimum 6 hours flown as Pilot in Command;
- 12 take-offs and 12 landings
- refresher training flight of at least 1 hour with a Flight Instructor or Class Rating Instructor

Your instructor will normally assist you with the paperwork to be completed for revalidation of your SEP(Land) rating. It is very important that you complete all this BEFORE the expiration date of the rating.
If you do not meet the requirements to revalidate your rating by experience, then you must do a proficiency check with an examiner.
In case your SEP(Land) rating has expired, then you must:

- be assessed by at a ATO, DTO or with an instructor, and as deemed necessary get refresher training until you reach again a level of proficiency to fly safely; and then
- pass a proficiency check with an examiner.

Recent experience

In order to take passengers, you must have carried out as PIC at least 3 take-offs and landings in the preceding 90 days.

B. LAPL (Light Aircraft Pilot Licence)

The fundamental difference between a LAPL(A) and any other licence (PPL, CPL, ATPL), is that a LAPL(A) is by default limited to Single Engine Piston Landplanes or TMG with a Maximum Take-off Mass not exceeding 2000 kg. Consequently, a LAPL(A) has no aircraft class or type ratings
If you hold an EASA LAPL(A) or Light Aircraft Pilot Licence for Aeroplanes, you are entitled to "exercise the privileges of the holder" provided that you meet the following conditions:

1. Valid Medical
2. Valid Language proficiency / FRTOL
3. Recent experience & training

If any of the above are not met, your LAPL (A) is not valid and you are not allowed to fly as Pilot in Command (PIC). A EASA LAPL(A) does not meet ICAO standards and allows you to fly in any EU member states in aircraft registered in an EU member state.

Medical

EASA Part-MED stipulates that valid **Class 1** or **Class 2** or **LAPL** medical certificate is required with a PPL(A). Your medical examiner will print the expiry date on you medical certificate, which is dependent on your age:

5 years until the age of 40,
2 years after the age of 40

Language proficiency & Flight Radio Telephony Operator Licence

For the LAPL(A), the same language proficiency rules apply as for the PPL(A), explained above.

Recent experience & training

Your LAPL(A) does not expire. However, to fly as Pilot in Command, you are required, in the last 24 months:

- minimum 12 hours flown as Pilot in Command including 12 take-offs and 12 landings;
- refresher training of at least 1 hour with a Flight Instructor or Class Rating Instructor

If you do not meet these requirements you have the following options:

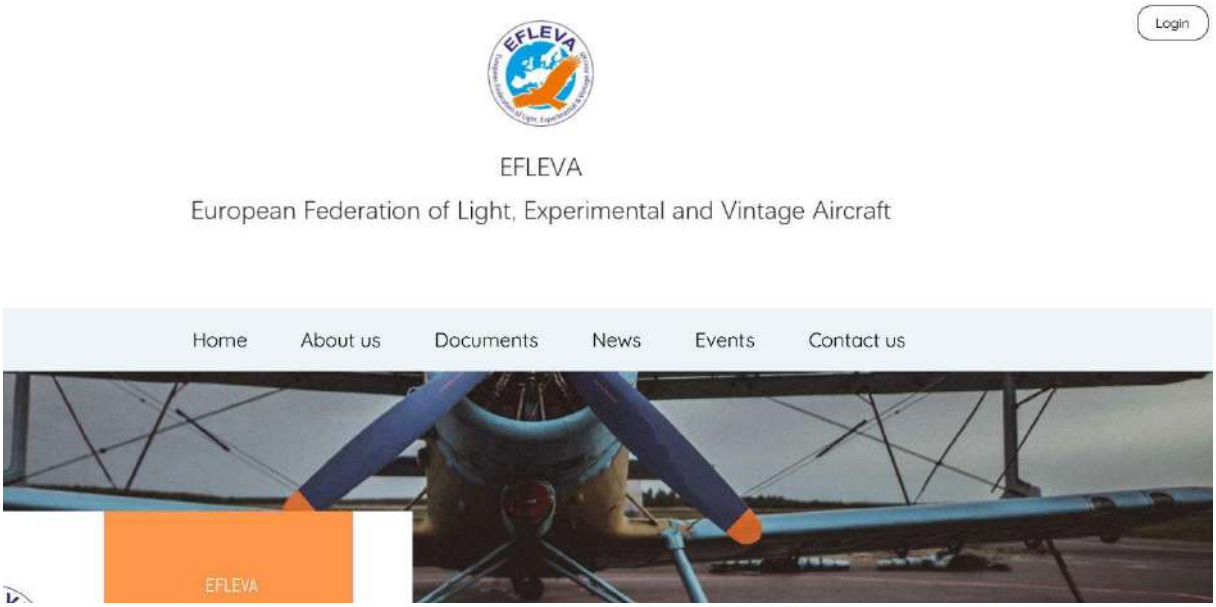
- either, perform the additional flight time, or take-offs and landings, flying solo or dual, under the supervision of an instructor, until the above requirements are met; or
- either, pass a proficiency check with an examiner.

In order to take passengers, you must have carried out as PIC at least 3 take-offs and landings in the preceding 90 days.

NEWS FROM EFLEVA

EFLEVA Website

Visit www.efleva.eu



Some general information is available for website visitors - see "Documents". Member associations can request login codes to access the intranet where they will find more detailed data (use the "contact us" tab).

In return, we kindly ask all member organisations to provide EFLEVA with data, statistics, regulation and information for their country.

Insurances

EFLEVA is working on a European programme of insurances that should fit several member organisations. The aim is to get lower premiums by gathering a large number of policy holders (potentially more than 5000 across Europe) having a specific customer profile: the typical EFLEVA

pilot has indeed a special link with his aircraft, as he or she is the builder, restorer, mechanic or long-time owner and therefore has a perfect knowledge of and takes great care of his aircraft.

However, the insurance market is tight at the moment, especially within the current war context. Several insurance companies argue that the great variety of regulations regarding liability coverage among European countries make it difficult to offer a unique contract to all EFLEVA member organisations.

REGULATION

FRANCE

Asbestos in aircraft

Following the "asbestos scandal" in the early 90's, France banned the use and commercialisation of asbestos in 1997 and issued stringent norms to protect employees exposed to asbestos fibres at work.

A recent development of the French regulation makes mandatory to aircraft owners to establish the "mapping" of asbestos in their aircraft; asbestos can be found in firewall or tank liners for instance. The objective is to pass this information to their maintenance workshops so that they supply appropriate protection to their employees.

In practice:

- aircraft built in France past 1997 are deemed asbestos-free
- aircraft owners performing their maintenance by themselves, or with the aid of unpaid mechanics, or by a workshop based outside France in a country not having a similar asbestos regulation, are not subject to this obligation.

Electronic conspicuity

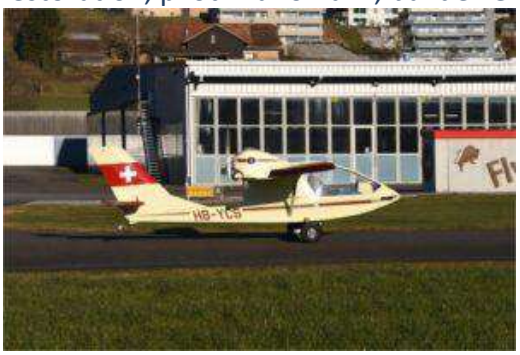
Experimentations:

- in France: following a strong recommendation from the French Glider Federation, sailplane pilots use extensively FLARM and POWER FLARM systems, reinforced by a ground network (OGN); other light aviation federations are experimenting various systems; experimentation results are expected at the end of this flying season.

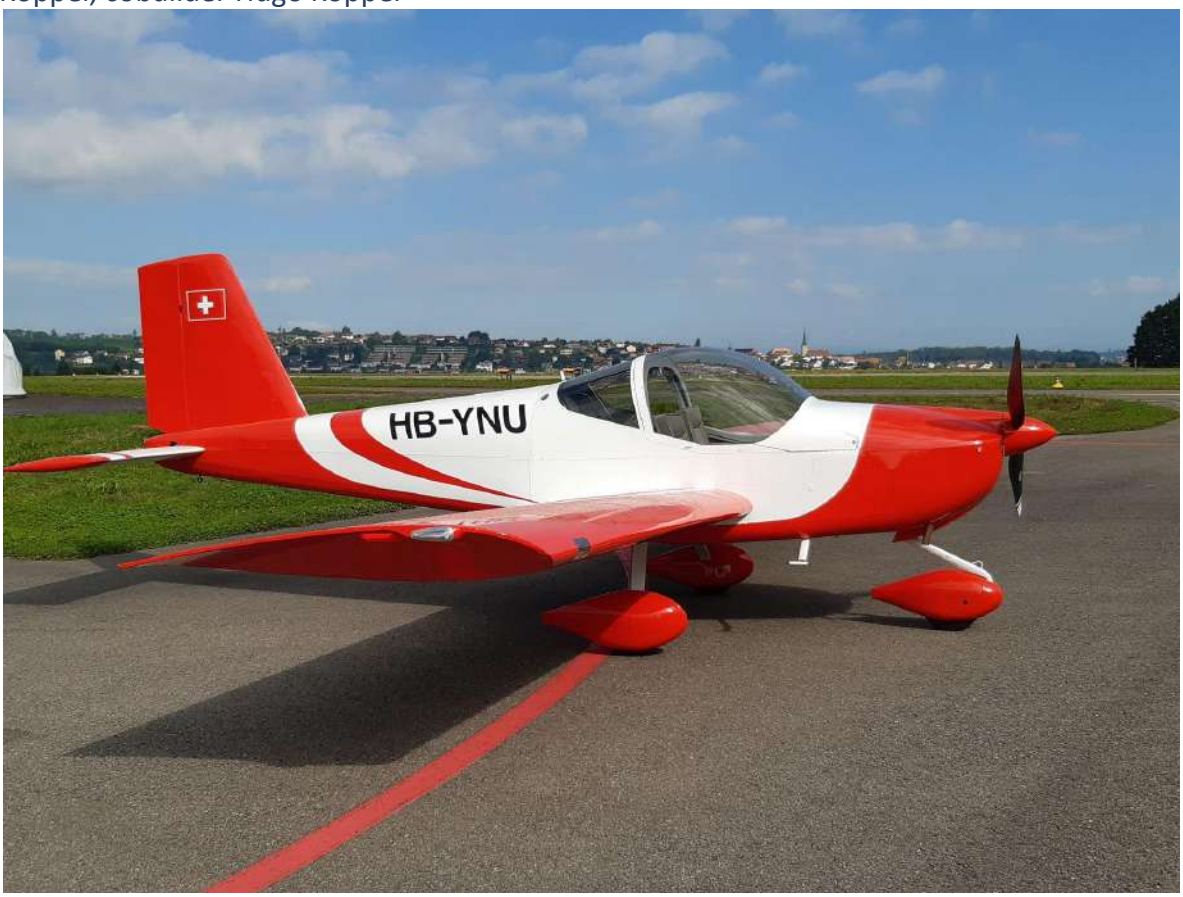
THEY BUILD/RESTORE AND FLY

08. Feb 2022 Birrfeld LSZF, RV-14 HB-YAF, first flight by pilot and builder Fabian Hummel, builder Alexandra Hummel

09. Feb 2022 Flying-Ranch Triengen LSPN , Don Quixote J-1B HB-YCS 2nd first flight after restoration, pilot Bruno Banz, builder Gilbert Burkhard (1986), restorer Heiri Wirz



02. Mar 2022 Ecuvillens LSGE, RV-12 HB-YNU first flight by pilot and builder Martin Köppel, cobuilder Hugo Köppel



At Les Mureaux (LFXU), a nice MJ10 (75% Spifire by Jurca) made her first flight, after numerous years of hard work interrupted by the builder's illness (fortunately overcome now).

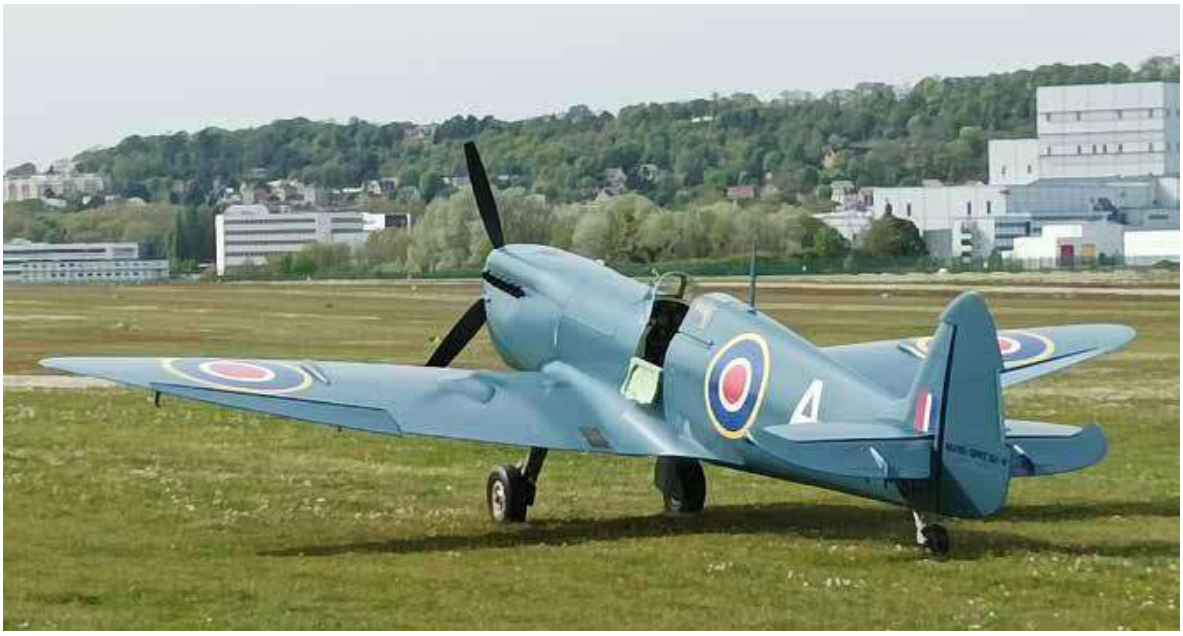


Photo Cahiers du RSA

***EFLEVA** is a European federation of 16 Associations grouping 15'000 individual members.*
Defending the interests of more than 11'000 amateur-built and 11'000 vintage or orphan aircraft
EFLEVA** is a member of **EUROPE AIR SPORT