BUSINESS AVIATION

Shell decides

not to

supply mogas
for aircraft

LONDON

Shell (UK) Oil has decided
not to involve itself in the
use of motor fuel for air-
craft. The company regards
its Avgas 100LL product as
the most appropriate for the
majority of piston - engined
aircraft requirements, and
has written to its major cus-
tomers telling them of this
policy decision.
Existing and future suppli-
ers of Shell motor spirit will
continue to meet the British
Standard specification BS.
4040, which defines "four-
star" fuel—mogas. But Shell
says that its Mogas will not
necessarily comply with the
additional requirements of
Civil Aviation Authority air-
worthiness notice AN 98. This
recent document permits the
use of mogas in certain de-
fined aircraft which use low-
compression, unsupercharged
engines.
Th e manufacturer sees
difficulties in producing fuel
to the terms of AN 98, par-
ticularly to meet the require-
ments outlined in Schedule
2 of the document. This de-
fines acceptable spirit as "fuel
meeting BS.4040: 1978 speci-
fication and with 40 per cent
or less aromatics, 10 per cent
or less olefines, no alcohol
or other substitute fuels, and
no additives other than those
recognised for anti-oxidant
and anti - knock purposes". I
Shell points out that BS.4040 J
is the spec for any four-star j
fuel, and that the company
produces at least three differ-
ent grades of four-star in the
course of a year, depending
upon season. It would "have
trouble guaranteeing the de -
fine content of every gallon"
that it sold.

For the "small" quantities
involved, Shell says that it
would be quite uneconomic
to introduce the necessary
manufacturing, handling, and
distribution controls to meet
the terms of AN 98. Estima-
ting a total UK market for
30,000 tons of avgas annu-
ally—of which Shell claims
to sell "a little bit over a
half"—the company says that
even if 10 per cent of that

volume went over to mogas
it would not be enough for
the company to enter the
market. Shell would regard
such a venture as akin to
producing a new fuel and
says that it would be an ab-
solute "non-starter", in the
terms of its own operations.
The company handles 20
million tons of UK oil-pro-
duct sales each year. Addi-
tionally, the fuel would be
subject, Shell says, to all the
normal aviation-spirit quality
controls.

Th e supplier recognises
that manuals for many older
aircraft specified reputable
motor spirit but suggests
that such fuel, while prob-
ably less pure, was much
better than today's in terms
of thermal value. Shell sug-
gests that the earlier fuels
might have been much closer
to today's avgas spec.
• Ultramar supplies the UK's
present mogas fleet opera-
tors CSE Aviation and Farm
Aviation, who respectively
operate Piper Tomahawks
and Archers for training, and
Piper Pawnees for crop spray-
ing. The supplier is satisfied
that its four-star fuel meets
the requirements of AN 98,
and arranges for an inde-
pendent sample of each
batch delivered. Ultramar ad-
mits that more care is taken
in delivering mogas to air-
fields than to garages, but
the fuel itself is "straight"
four-star with no special re-
fining. It is happy to supply
mogas to "responsible users"
who will follow the CAA
conditions.

Under the conditions of
AN 98 (Schedule 2) a com-
pany may give prior warning
of any intention to change
significantly the constituents
of the fuel supplied. Alterna-
tively, a sample from each
delivery (or from the bulk
storage from which the de-
livery is made) may be ana-
lysed. This analysis must be
supplied to a person author-
ised by the CAA to accept
such analysis.

International

Business Aviation

Council grows
SOUTH AFRICA

Latest recruit to the Inter-
national Business Aviation
Council is the Commercial
Aviation Association o f

Southern Africa business
aviation division. Existing
members include Germany's
Bundesverbanid der Deuts-
chen Industrie business air-
craft committee, the UK
Business Aircraft Users'
Association, the Business
Aircraft Association o f
Canada, and the Inter-
national Business Aircraft
Association. This last-men-
tioned organisation is a
regional member of IBAC
representing Belgium, Den-
mark, France, the Nether-
lands, Sweden, and Switzer-
land.

IBAC hopes to become
recognised by the Inter-
national Civi l Aviation
Organisation as the sole rep-
resentative of business avia-
tion to that body. The organ-
isation identifies a number
of areas where it hopes to
improve existing circum-
stances : the awareness of
business aviation's role in
many national economies,
the movement of aircraft be-
tween states, aircraft certifi-
cation, air legislation, safety
and operational information
exchange, legal status of air-
craft commanders, and the
environmental and opera-
tional limitations on business
aircraft.

Gamta directory
outlines

British GA

Ninety-four per cent of all
British - registered civilian
aircraft are involved in gen-
eral-aviation (GA) opera -
tions, says the UK General
Aviation Manufacturers and
Traders Association (Gamta)
in its new director, General
Aviation in Britain. Only 380
aircraft are registered to
major airlines, against 6,358
involved in GA, says Gamta,
which gives this breakdown:
UK General Aviation Aircraft

Scheduled services 85
Air taxis 350
Helicopters 558
Private & business 4,094
Flying club 493
Commercial training 190
Agricultural & aerial work 262
Stock aircraft* 326

TOTAL 6,358
"Held by manufacturers and
I dealers.
i A wealth of further numeri-
i cal information is included.
I There are more than 200 air-
| fields in the UK, and more
I than 2,000 in Europe. Of
I these, fewer than 10 per cent

are served by scheduled air-
lines of any sort.
The UK has over 1O0 GA
public - transport licensed
operators, who carry 500,000
passengers a year on business
flights. Countering "tha t
popular myth", Gamta is at
pains to point out that GA
is not merely recreational
flying. Leisure and sport
operations account for less
than 10 per cent of overall
activity, while business flying
represents 65 per cent of all
hours flown each year. Flying
training is put at 20 per cent
and agricultural and other
aerial work is said to consti-
tute six per cent of the GA
flying.

Fuel consumption is de-
tailed as 9,900,000 gallons
avgas annually. Airline opera-
tions "in the UK" in 1980
are said to have consumed
1,299 million gallons of jet
fuel. Road transport—busi-
ness and pleasure — accoun-
ted for 7,519 million gallons
of motor and diesel fuel.
Gamta says that GA con-
sumption was barely one per
cent of all aviation con-
sumption, and that 97-5 per
cent of this was burned in
business operations.

Recreational flying is said
to have accounted for less
than 5 per cent of the total
aviation gasoline burned in
Britain each year, consuming
some 720,000gallons.

Short finals ...
Francis Pacquet is appointed
a director of Jet Aviation,
the Swiss-based maintenance,
flight - operations, outfitting
and consultancy service.

Fixed-base operator A A R
Oklahoma has opened a new
hangar at Will Rogers World
Airport, Oklahoma City. The
41,000ft2

storage and office
space has been leased to
A A R ' s corporate tenants.
Some 125,000ft2

of hangar
space is occupied by the FBO.

Glos-Air has set up a base
at Aberdeen's Dyce Airport.
The new avionics facility
will offer radio, radar, navi-
gation, autopilot, and GPWS
equipment lin e servicing.
There will be an office for
Glos-Air (Charter). Contact
Glos - Air (Aberdeen) at
Room 12, Building 4, 12
Thistle Road, Aberdeen Air-
p o r t, Scotland: telephone
0224 725724 or 722331 exten-
sion 5724.

12 FLIGHT International, 3 July 1982