Single-avgas introduced

The UK CIVIL AVIATION AUTHORITY has received notification from fuel companies that the new Avgas 100L aviation fuel is already being used to replace stocks of standard 100/130 fuel, and that the 115/145 grade is now being withdrawn. All grades lower than 100/130 will not be replenished and it is anticipated that the transfer in the UK will be complete by early next year. It is expected that the changeover on the Continent may take slightly longer.

The new all-purpose fuel is a 100/130 grade under specification D.Eng.R.D.2485, except that the tetraethyl lead (TEL) content will be limited to 2.4ml/lmp gal, a 30 per cent reduction on that of the previous 100/130 grade. The changeover is recorded in CAA Airworthiness Notice No 70 which points out that use of fuels of an octane rating higher than that approved for an engine creates a problem only if the fuel has more than the approved TEL content. The Notice refers owners of Rolls-Royce and Lycoming engines to new procedures published in amended manuals by the manufacturers. Operators of other types of engine which require a lead content less than that of 100L are asked to follow a monitoring programme which should first be submitted to a CAA area office for agreement. The programme should include, at least, checks of power, cylinder compression, sparking plug condition and of oil and oil filters for evidence of sludging. Gipsy Major 1 and Gipsy Six 1 engines with aluminium-bronze cylinder heads will be particularly susceptible to corrosion. These will need frequent top overhauls unless they are converted to a variant which can operate on leaded fuel.

The Notice states that operators of engines that can use both leaded and unleaded fuel, but for which only unleaded fuel has been used, should obtain details from a CAA area office of revised maintenance periods to be adopted initially. As reduction of lead content is considered beneficial, however, all engines approved for the previous 100/150 may use 100L without restriction.

The practice of running engines on lead-free petrol at the end of acceptance tests may now be waived provided that the end of the landing run, ground looped and landed heavily on its nosewheel. On July 30, Jodel DR1050 G-ATIC landed at an airstrip at Cranleigh, veered to starboard towards the end of the landing run, ground looped and hit a fence post. Piper Cherokee G-AVLF made a normal approach and touchdown at White Waltham on August 14. The aircraft ran straight for 300 ft, 100 m, and then ground looped to the left. Inspection revealed failure of an undercarriage torque link. After a normal touchdown and gentle braking, the port undercarriage of Victa Airtourer G-ATHT collapsed at Goodwood on August 23. Inspection revealed that the undercarriage attachment bolts had failed. Although each of these incidents resulted in aircraft damage all occupants escaped uninjured.

On August 30 the pilot of a Jodel D-120 OY-DAW made a precautionary landing in a field near Knighton, Radnorshire. After refuelling and checking his position the pilot attempted to take-off on a downslope run of 800 ft, 270 m with a very light tail wind. The aircraft became airborne but struck a boundary hedge. It came to rest in the next field. The pilot and his passenger were uninjured.

After two power-off stalls there was no engine response when the pilot of Cherokee G-AYAT opened the throttle fully during recovery from a third stall. The pilot carried out the standard checks and selected carburettor heat and fuel pump on, but the engine did not pick up. During the subsequent forced landing in a field near Hambledon, Hants, the aircraft overshot, crossed the road and came to rest against a high bank. This incident, which occurred on August 30, resulted in extensive aircraft damage but the pilot, the sole occupant, escaped uninjured.

The Notice concludes with a warning against the use of motor fuel. Pointing out that it is mandatory that only approved aviation fuels are used, it discusses a number of the deficiencies of motor fuel and their likely effects on aircraft engines.

Cessna plans for Europe  Cessna Aircraft Co has announced plans to increase its present European sales by 250 per cent over the next four years. Speaking at the company's first European regional dealers meeting in Brussels recently, Cessna chairman Dwane Wallace said that the 1976 European sales target was 1,250 aircraft, of which 75 per cent would be built at Reims. Cessna's European target for this year is more than 500 aircraft. Mr Wallace said that total production would increase to 10,000 aircraft in 1976, double that of 1972. He also indicated that significant new models are now under development.

Mr Robert Lair, Cessna senior vice-president, said on the same occasion that the company intends to introduce its standardised private pilot training system into Europe by encouraging dealers to set up Cessna Pilot Centres. Mr Lair said that there are now 250 Cessna Pilot Centres in the USA and maintained that necessary training time at these centres averaged 27 per cent less than other courses. He added that the company's new professional pilots' course would also be introduced into Europe.

Private-flying accidents Recent DoTT Accidents Investigation Branch Bulletins record four landing accidents involving private aircraft. Following an apparently normal approach at Southend on July 18, Cessna 150J G-AYRK bounced on touchdown, pitched nose-down and landed heavily on its nosewheel. On July 30, Jodel DR1050 G-ATIC landed at an airstrip at Cranleigh, veered to starboard towards the end of the landing run, ground looped and hit a fence post. Piper Cherokee G-AVLF made a normal approach and touchdown at White Waltham on August 14. The aircraft ran straight for 300 ft, 100 m, and then ground looped to the left. Inspection revealed failure of an undercarriage torque link. After a normal touchdown and gentle braking, the port undercarriage of Victa Airtourer G-ATHT collapsed at Goodwood on August 23. Inspection revealed that the undercarriage attachment bolts had failed. Although each of these incidents resulted in aircraft damage all occupants escaped uninjured.

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World Helicopter Championships The second World Helicopter Championships is to be organised next year by the Helicopter Club of Great Britain. It will be held at Middle Wallop Army Air Station, Hants, between July 25 and 28, and will be open to the public. Representatives from Eastern Bloc countries are expected to take part.

Two new championships for 1973 Two of the newest aeronautical sports to achieve recognition are to have their own World Championships next year. The first World Hot Air Balloon Championships is to be held at Albuquerque, New Mexico, from February 11-17. The first World Para-Ski Cup meeting is scheduled for March 11-18 at Flims in Austria.

Racing symposium date changed The date of the next UK air racing symposium has been changed to February 24. The symposium, which will still be held at the Excelsior Hotel, Heathrow, will be followed by the 1972 season Air Racing and Aerobatics Ball, newly extended to provide an event for those with purely aerobatics interests.