

# SLINGSBY FIREFLY T67M-MKII

G-BNSR · NEW ON 20<sup>TH</sup> AUGUST 1987

## GENERAL INFORMATION

The Slingsby T67 Firefly, originally produced as the Fournier RF-6, is a two-seat aerobatic training aircraft, built by Slingsby Aviation in Kirkbymoorside, Yorkshire, England. It has been successfully used by armed forces around the world as a primary trainer and is still operated by many private individuals for standard-level aerobatics training.



## GROUP INFORMATION

The group currently comprises one CRI, one retired military display pilot, one airline pilot, and eight private pilots. Availability is generally very good, with the aircraft flying typically around 200 hours per year, many flights being 1-2 hour long local (often solo) aerobatic details, but also some longer touring flights.

## AIRCRAFT INFORMATION

G-BNSR has operated by the Slingsby SR Redhill Group since 2006, based at Hangar 8, Redhill Aerodrome. It is used for primary training by group members and their families, for aerobatics flights and touring by the owners, and by Cubair Flight Training for aerobatic training (dual only). 'SR, or BoNSoR, is maintained to by Swift Aero Maintenance, currently based at Tollerton.

Generally the group operates a sufficient surplus that there was no cash-call for the engine and propeller overhaul/replacement. That said, taking advantage of the opportunity to do a major panel upgrade (rather than minimum-only) with 20% cashback from the CAA as a result of the 8.33kHz mandate did require a small cash-call in 2017. The use of 'SR for aerobatics gave the old mechanical gyros a hard life, so these were replaced by a pair of Garmin G5s in 2021, which also required a small cash-call.



## EQUIPMENT FIT

'SR had a major panel upgrade in 2017 to equip for the 8.33kHz mandate, and is now fully IFR/RNAV equipped, including LPV.

Engine	Lycoming AEIO320-D1B	Apr 2018
Propeller (Constant Speed)	MT MTV-12-C-C/C180-57	Apr 2025
Com1/Nav1/GPS	Avidyne IFD440 moving-map GPS/FMS/Com/Nav	Jan 2017
Com2	Trig TY96	Jan 2017
Transponder	Avidyne AXP340 – Mode-S with ADS-B out	Jan 2017
Audio panel	Garmin GMA350c	Jan 2017
ADI and HSI	Garmin G5 (dual) with OAT/winds-aloft/density-alt	Oct 2021
DME	Bendix King KN64	Original
ADF	Bendix King KR87 with KI227 display	Original
ELT	Artex 121.5/243/406 satellite ELT	Jan 2017
Lighting	Nav, Strobe, Taxi and Landing lights all LED	Varying times
Other	Two dual USB power outlets	Jan 2017
	PilotAware ADS-B in linked to the audio panel	
	Life jackets (x4) and Parachutes (x2)	Life expired



## THE NUMBERS ( ALL AS OF 1<sup>ST</sup> MAY 2025)

Airframe	7,864:55 hours	15,000 hour life, no calendar limit	
Engine	1040 hours since o/haul in April 2018	1600hr/12 year TBO +20% extension	
Prop	841 hours since new in October 2018 0 hours since overhaul in April 2025	2000hr/6 year TBO – due April 2031	
Typical cruise speed	108kias @75% power (25"/2300RPM/2.2PSIlg)		
Empty weight	714.4kg		
Max take-off weight	975kg		
Max fuel	161l of Avgas (100LL or UL91)	Equivalent weight 116kg	
Usable load (including fuel)	~260kg	~145kg crew with full tanks	200kg crew with 85l fuel
Typical fuel burn	35-40l/hr, more during aerobatics (~4 hour endurance to empty)		
Insured hull value	£65,000		
Number of shares	11		
Monthly payments	£150 payable on 1 <sup>st</sup> of each calendar month		
Hourly rate	£180/tach-hour, billed Jan/Mar/May/Jul/Sep/Nov, payable by end of month		
Group email address	everyone@gbnsr.org.uk		
Group website	<a href="http://www.gbnsr.org.uk">www.gbnsr.org.uk</a> (includes PDF copies of the POH)		
Maintenance/Billing	<a href="mailto:mike.ellis@gbnsr.org.uk">mike.ellis@gbnsr.org.uk</a> or 07946 399 471		
Accounts	<a href="mailto:accounts@gbnsr.org.uk">accounts@gbnsr.org.uk</a> (goes to Sally, Mike and Eric)		
CAMO	Swift Aero Maintenance, Tollerton Airport, 0116 259 3629 ///improves.overtime.equity ( <a href="https://what3words.com/improves.overtime.equity">https://what3words.com/improves.overtime.equity</a> )		

## HINTS AND TIPS

The aircraft is stored in Hangar 8 at Redhill aerodrome. Access is via Cubair when open, or by arrangement with Mike or Richard at other times. Bookings are made via the Cubair booking system. There is a locker at the back of the hangar for long-term storage of “extra bits”, including parachutes, life jackets and the control lock. The code is 2047, the serial number of the aircraft.

All flights, including the names of any passengers, must be recorded on the paper tech logs which are kept in the aircraft. There should be blank sheets in the tech log, but if they do run out, ask Cubair for more.

All defects must be logged on the defects sheet, which should be checked before flight. If you are uncertain about whether a fault is deferrable or not, ask! In all cases, send an email to the group so that everyone knows that something isn't quite right and Mike can arrange for it to be fixed.

The aircraft keys should be kept at the front of the techlog clipped to rings 2 or 3<sup>1</sup>, or hung on the altimeter adjustment knob. We do have a spare magneto key, but there is only one canopy key, and the key cannot be copied. If the key is lost whilst the canopy is locked, the only way to open it is to smash the canopy. The replacement cost of a single canopy is £17,000, and there are NO spares, so there is a minimum order quantity of five canopies.

When cleaning the canopy, only use cleaners designed for Perspex such as ClearView or Plexus, and only wipe in a fore-and-aft direction, never sideways or in circles to prevent random scratches obscuring vision – if all of the scratches are in the same direction, they are much less noticeable. A cloth and a can of Clearview should be in the small black bag to keep them clean.

### Pre-flight

When not in use, store the cover in the yellow-and-black bag to prevent it getting dirty. It is recommended to place the pitot and static port covers are stored inside the canopy cover when folding it to make putting the plane away easier. Don't turn the pitot heat on before removing the pitot heat cover – it melts, blocking the pitot tube with globs of plastic!

The under-knee lockers are very fragile – treat them gently and do not force them closed. Do NOT place the large fuel tester into the under-knee locker – it WILL break the locker. The fuel dipstick is normally in the under-knee locker or on the seat. For consistency, measure the fuel level toward the leading edge of the wing – this gives the lowest (safest) reading.

If the oil level is below 4.1qts, please add one quart of 15W50 – available from Cubair. Any oil above 5qts is thrown overboard during aerobatics and is wasted. Do not leave any in the bottle – it always gets lost, and we end pay for oil we haven't used.

You may hear a something rolling around inside the starboard elevator horn. This is a small piece of lead shot which has become unglued from the counterbalance weight inside the horn and is perfectly acceptable.

### In flight

Since all of the external lights have been replaced with LEDs, there is no harm in turning all the lights on whenever in you're in the air. Turn them off on the ground to prevent dazzling pedestrians or other pilots. The landing lights have been re-wired to “one or both” instead of the default “one or the other”.

When opening the DV panels, pull the rearmost knob toward the centre of the aircraft and slide the panel about 3cm to the rear, then put your fingers through the opening at the front and slide the panel the rest of the way back. Do NOT use the knob to slide the window all the way back – it crashes into the runner stops and breaks them, costing £100 per rail to replace!

### After flight

There is an avionics master switch which turns everything off easily, so there is no need to turn the avionics off individually. Especially for the ADF, the on-off switch is faulty and moving it (even to adjust the volume) can result in the unit failing.

When leaving the aircraft, please place the seatbelt straps in a convenient way for the next pilot – shortening them and folding them neatly across the seat looks great, but means that the next pilot can't just get in! It's much nicer to find the seat straps all full-length and stretched toward the front of the aircraft with shoulder straps between the seats. For the right hand seat, leaving the seatbelts secured and fully short is also acceptable since the majority of flights are solo.

Do not place the yellow-and-black bag behind the seats – it can catch on the fire extinguisher release catch and break the wire-lock. This effectively grounds the aircraft – we are not allowed to fly without the fire extinguisher, and without the wire-lock, the fire extinguisher can become a dangerous “loose object” in flight, especially during aerobatics.

The canopy cover can be fitted either way round – the straps go to the front and back. You can use this to your advantage by arranging it so that the wind blows the straps under the fuselage for you when fitting the cover. Do NOT over-tighten the straps – they just need to stop the cover falling off, they don't need to hold it immobile, and over-tightening them rips the cover. The pink side of the cover is the outside – do not place this side against the canopy as the seams will scratch the Perspex.

If the plane is going into the hangar after your flight, park it with the parking brakes OFF, the control locks REMOVED, and the flaps DOWN. If the plane is being left out overnight, ensure the control lock (stored in the locker or the yellow-and-black bag) is fitted – this means the flaps must be UP, so be careful when stepping off the wing.

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<sup>1</sup> Hanging them on rings 1 or 4 means they dangle out of the folder and get caught on things. Placing the keys partway through the techlog tears the paper.

## GROUP INFO

NAME	EMAIL	APPROX HOURS PER YEAR	OWNER SINCE	OTHER INFO
Eric Whitehead	<a href="mailto:eric@gbnsr.org.uk">eric@gbnsr.org.uk</a>	0	May 2006	Trustee
Mike Ellis	<a href="mailto:mike@gbnsr.org.uk">mike@gbnsr.org.uk</a>	30	May 2006	Maintenance, CRI
Anne Molinari	<a href="mailto:anne@gbnsr.org.uk">anne@gbnsr.org.uk</a>	0	December 2024	
Dave Allen	<a href="mailto:dave@gbnsr.org.uk">dave@gbnsr.org.uk</a>	10	June 2006	Instrument, Ferry
Richard Champion	<a href="mailto:richard@gbnsr.org.uk">richard@gbnsr.org.uk</a>	10	June 2006	Aerobatics, former FI
Martina van der Leij	<a href="mailto:martina@gbnsr.org.uk">martina@gbnsr.org.uk</a>	0	August 2007	
Dean Saunders	<a href="mailto:dean@gbnsr.org.uk">dean@gbnsr.org.uk</a>	5	June 2010	
Sally Hull	<a href="mailto:sally@gbnsr.org.uk">sally@gbnsr.org.uk</a>	0	August 2016	Treasurer
Husband: Mark	<a href="mailto:mark@gbnsr.org.uk">mark@gbnsr.org.uk</a>	5		
Son: Freddie	<a href="mailto:freddie@gbnsr.org.uk">freddie@gbnsr.org.uk</a>	5		
Rod Dean	<a href="mailto:rod@gbnsr.org.uk">rod@gbnsr.org.uk</a>	30	September 2016	Display Pilot (retired) Former (???) fast jet pilot
Son: Duncan		2		
Chris Ward	<a href="mailto:chris@gbnsr.org.uk">chris@gbnsr.org.uk</a>	15	May 2017	
Steve McLaughlin	<a href="mailto:steve@gbnsr.org.uk">steve@gbnsr.org.uk</a>	40	September 2019	
Cubair Flight Training		5		Ad-hoc aerobatics flights
Dave Cowden		Alumni	May 2006	Group founder
Simon Janvrin		Alumni	May 2006	Former treasurer
Tim Dench		Alumni	June 2006	Social organiser
Mike Hemming		Alumni	June 2006	
Phil Chambers		Alumni	June 2006	
Tony Yiannakis		Alumni	June 2006	
Gary Ramsdale		Alumni	January 2007	
Matt Rutt		Alumni	June 2007	
Steve Wheeler		Alumni	October 2009	
David Lewis		Alumni	May 2014	