

# 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 full FI (with aerobatics instruction rating), one CRI, one retired military display pilot, one airline pilot, and seven 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 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 a very high standard by Swiftair Maintenance at Leicester and is occasionally seen on the UK airshow circuit.

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.

The use of 'SR for aerobatics does give the gyros quite a hard life, hence the group currently plans to replace one or both of the Artificial Horizon and HSI with Garmin G5(s) in the near future. A Dynon D3 is currently fitted pending this upgrade. As the Garmin G5(s) are an upgrade (not maintenance), there may be a need for the members to agree to a small (£300-£800) 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 approaches.

Engine	Lycoming AEIO320-D1B	April 2018
Propeller (Constant Speed)	MT MTV-12-C-C/C180-57	October 2018
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
DME	Bendix King KN64	Original
ADF	Bendix King KR87 with KI227 slaved display	Original
HSI	Bendix King KCS55A with KI525, KA51B, KG102A	Original
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	
	Dynon D3 standby artificial horizon	
	Life jackets (x4)	
	Parachutes (x2)	



## The numbers (all as at 6<sup>th</sup> June 2020)

Airframe	7,223:40	
Engine	399:10 since overhaul	1600hr/12 year TBO +20% extension
Prop	252:10 since new	2000hr/6 year TBO
Typical cruise speed	108kias	
Empty weight	716.1kg	
Max take-off weight	975kg	
Max fuel	161l of Avgas	Equivalent weight 116kg
Usable load (including fuel)	~258kg	~142kg crew with full tanks
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	£130 payable on 1st	
Hourly rate	£130/tach-hour, billed every other month	