

## A Unique Opportunity.

This Aviamilano F14 Nibbio, one of only two four-seat Falcos that remain airworthy in the world, is offered for sale at the price of a decent PA28.



I have owned and flown this aircraft since April 2003. When I bought it, I thought it was bigger than it looked in the ad and a little intimidating. Everybody I'd spoken to about it gave me the impression that it would be a bit tricky and difficult to handle. As it turned out, nothing could have been further from the truth. It was a real pussycat but faster than anything in its class and a real fun machine. It's one of those aeroplanes that always leaves you with a smile on your face and demands that you cast an admiring backward glance at it as you close the hangar door at the end of a flight - much the same as a Falco - with which it shares the same wing, scaled up to deliver an identical wing loading and largely similar handling.

In 2004, I received an invitation to the Schaffen-Diest 'Old Timer' fly-in in Belgium from Guy Valvekens, who organises the event. The Nibbio won the prize for the best Frati design and it was a very enjoyable event, despite the weather. I'm sure many of you Falco owners will be familiar with this fly-in.

That year, I flew from Diest to Cannes/Mandelieu and visited friends throughout France, discovering that the Nibbio's 140kt cruise using 38 litres per hour was complemented by a surprisingly good short/grass-field performance. 450 metres seems to be all it needs to take off and landings can be comfortably made in a considerably shorter distance.



Stelio Frati, here inspecting 'YN at Linate in 2006, has always been helpful.



Its good to have your aircraft signed off by the actual designer.

In 2006, I flew the Nibbio over the Alpes to Milan and persuaded the man himself, Sig. Ing. Stelio Frati, to autograph it. I also managed to catch up with the owner of the only other example still flying at the airfield of Ozzano di Emilio, near Bologna. This tidy aircraft subsequently changed hands for 50,000€.



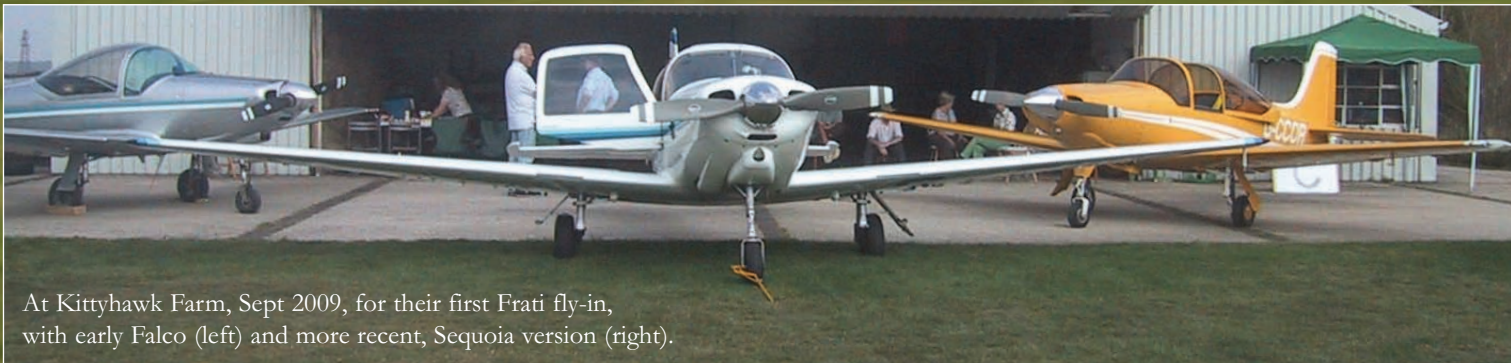
I-CAMI, the only other airworthy Nibbio is similar apart from a slightly different panel layout.

I've had a lot of fun with the Nibbio in the time that I've been its keeper but I've also given it a lot of TLC and it is certainly in much better shape today than it was when I bought it.

The fact that the aircraft was built in 1959 is hard to believe. The Nibbio had accumulated about 720 airframe hours and, even now, has only about 1000. The engine, which is a 180hp Lycoming O-360 A1A, is in excellent shape with book oil consumption and compressions all in the mid 70's. The constant-speed prop was zero-timed in 2007 and has flown less than 100hrs since. Many components have been replaced or re-manufactured during my ownership, including important items in the retractable undercarriage system, which should need no further attention for many years.



The aircraft has incurred no accident damage during my ownership and I am not aware of any problems in its previous history. Most people find it hard to believe that it is made of wood. Their assumption is usually that it is a modern glassfibre design.



At Kittyhawk Farm, Sept 2009, for their first Frati fly-in, with early Falco (left) and more recent, Sequoia version (right).



With SF 260 at Diest in 2006. The family resemblance clear is plain to see.

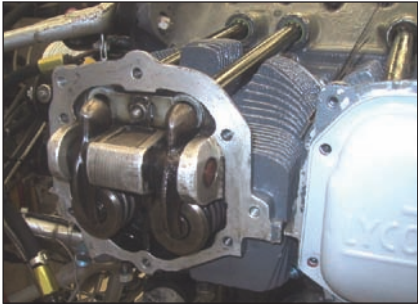
This particular airframe (No 208) started life in late 1959 when it was first registered in Italy as I-SERE. It was then sold and re-registered in Switzerland as HB-EVZ. It put in an appearance at the Schaffen-Diest fly-in at this time. Eventually, it was bought by John Wynn and imported into England - hence the current registration G-OWYN. During the re-build commissioned by John Wynn, the aircraft acquired it's current paint scheme, which is much admired.

Shortly after this re-build, the Nibbio was the subject of a very favourable flight test published by Pilot magazine, which I remember reading as a student pilot at the time, never dreaming that I would one day own that very aircraft. I thought I had a copy of this article but it seems I must have lent it to someone.

Before I bought the plane it had been through a couple of other owners after Mr Wynn but appears to have spent about three years sitting in a

centrally heated hangar in the care of Marshalls of Cambridge, from whom I recently received a stack of old records and receipts (including the original logbooks) relating to its time in Italy and Switzerland, as well as work carried out by themselves. It flew very little during that period.





Undergoing routine engine and gear retraction checks at Apollo Aviation in Shoreham for Permit renewal.

In recent years Yankee November has been in the care of Steve Westrum, chief engineer at Apollo Aviation Advisory at Shoreham, where it is hangared. The aircraft is operated on a CAA Permit to Fly, which is re-newed annually. The next Annual is due in September 2010.

The picture of the panel was taken in the cruise over Portugal in 2008, somewhere between Burgos and Portimao. As you can see, we're at six thousand feet, in a very slight climb with just under 160mph on the ASI and 65% power set (2300 rpm and 23" manifold pressure). The radio fit includes KNS 80 area nav, King flip-flop comm, Mode C transponder, ADF and hard wired Garmin 196 on a custom-made yoke mounting.



I've flown about 350 hours in the Nibbio during my six and a half years of ownership making numerous trips to France to visit relatives in Bergerac and to the little grass strip at Riberac, as well as Portimao in Portugal, Ibiza, Majorca, Milan and many points in between. The shot on this page was taken near Diest in August 2009.

Now its time to move on and concentrate on other projects, so the Nibbio is it up for sale. The asking price is £39,500.

I am offering it first to all you Falco owners in case someone out there would like a Falco with a bit more room.



If you might be interested, let's talk. My Email address is:  
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