

This Technical Leaflet has been written to help LAA members find out which types of vintage and classic aircraft are eligible to operate on an LAA Permit to Fly. Over the years, the status of many types of vintage aircraft have changed and many more types have been added to this list as more types have been determined to be 'orphan types', which therefore no longer need qualify for a Certificate of Airworthiness (CofA). Expansions in LAA's limits on power, weight, etc, have also allowed certain types to transition to the LAA which previously would have had a Permit issued directly by the CAA.

Conversely, some old favourites that were formerly able to transfer to the LAA system such as the Luscombe 8 series, Piper J3 and Fournier RF4 are no longer able to transfer into the LAA fleet, either because they are now 'EASA types' regulated from EASA HQ or because they are types that the present less flexible CAA policy now determines to be supported to the level appropriate to holding a CofA. In the latter case, it means because there is a type certificate holder for the type still in existence which the local National Aviation Authority (e.g. the FAA) consider to be active in supporting the type, the type is not considered to be orphaned. Fortunately, individual aircraft that have been transferred to the LAA system and issued a Permit in the past, or already accepted in writing for transfer onto the system by the CAA as restorations are able to continue in the LAA fleet and to qualify for the issue of a Permit even if they are of types that are now barred.

The list of types eligible to transfer to the LAA Permit fleet is as below:

Aeronca	100, C3, K, 50, 65 7 series (Aeronca built i.e. not including Decathlon or Citabria) 11 Series L3 series (0-58B)
Auster	1, 3, 4, 5, 6, AOP6 J Series AOP9 B8 Agricola
Avia	FL3
Beagle	E3, 109 Airedale, A61 Terrier series, D5 Husky
Blackburn	B2
Bucker	BU 131/CASA 131 Jungmann, BU133 /CASA 133 Jungmeister BU 181 Bestmann, Zlin Z38
CAB	Minicab GY20, Supercab GY30
Chrislea	Super Ace, Sky Jeep
Culver	LCA Cadet
Curtiss	C-2 Robin
de Havilland	DH60 Moth series, DH80A Puss Moth, DH82A Tiger Moth, DH83 Fox Moth, DH85 Leopard Moth, DH87B Hornet Moth, DH94 Moth Minor
DH, DH Canada	DHC-1 Chipmunk
Druine/Rollason	D31 Turbulent series, D62 Condor series
Extra	EA230, EA260
Fairchild	24R, Argus M62 Cornell / PT-19
Falco	F8L
Fleet	Model 80 Canuck
Focke-Wulfe	FW44j Steiglitz
Fokker	S11-1 Instructor
Fieseler	F156 Storch
Garland/ Fairtravel	Linnet
Globe	CG1-B Swift
Great Lakes	T2-1A
Helton	Lark 95
Hindustan	Pushpak
Jodel	D112, 117,119,120,140, 150, 100, 1050, 1051

VINTAGE AND CLASSIC AIRCRAFT TYPES ELIGIBLE TO TRANSFER TO AN LAA PERMIT TO FLY

Klemn	L25, L35
Messerschmitt	BF108
Meyers	OTW
Miles	M2 Hawk series, including Hawk Speed Six M5 Sparrowhawk M11 Whitney Straight, M17 Monarch, M3A Falcon Magister/Hawk Trainer, M38A Messenger, Mercury, M65 Gemini
Monocoupe	90A
Morane Saulnier	MS 230, MS315, MS 317 MS505 Criquet, MS7.33 Alycon
Nanchang	CJ-6
Naval Aircraft Factory	N3N
Nord	1002, 1101, N3202 NC854 series, 858 series
Norman	NAC1/2 Freelance
Percival	Vega Gull, Mew Gull, Proctor
Piel	Emeraude series (including Super Emeraude)
Piper	J2, J4 series, J5 series, PA12/14, PA15, 17
Polikarpov	PO2
Porterfield	CP50, CP60
Putzer Elster	B
Rearwin	175, 8125, 8135 Cloudster, 8500
Reid and Sigrist	Desford
Rollason	Beta
Ryan	PT-22, STM/STA
Scottish Aviation	Bulldog
Siai-Marchetti	SF260W (military variant only)
Sipa	900 series
Soko	P-2 Kraguj
Spartan	Arrow
Stampe	SV4 Series
Stinson	HW-75, L-1 Vigilant, L5 Sentinel
Thruxton	Jackaroo
Taylorcraft	all models except F19, F21 and F22
Tipsy	Trainer, Belfair, Nipper series (including Slingsby, Cobelavia etc) Junior
Travelaire	12Q
UTVA	66
Wassmer	50 series, 80 series
Yak	12, 50, 52, 55