

EDGLEY OPTICA PRODUCTION LIST AS AT 24/10/2021

- EA7/001 Edgley EA.7 Optica
Registered to Edgley Aircraft Ltd (Cranfield) 11.5.1979 as G-BGMW c/o 8 Waterloo Terrace, Islington with certificate 2027.
Exhibited informally at the International Business and Light Aviation Show (IBLAS) at Cranfield from 6th to 8th September 1979
First flew 14th December 1979 in the hands of Angus McVitie at Cranfield
Exhibited at Farnborough International Airshow between 31st August and 7th September 1980 where fly away price quoted as £80,000
Used by Hampshire Constabulary to observe traffic on the 6th and 7th September 1980, the public days
Exhibited at Paris Air Show in 1981 with show number 249 applied
CofA Permit Expired 26.8.1981
Exhibited at Farnborough International Airshow in September 1982
Exhibited at Cranfield Business and Light Aviation Show between 3rd and 5th September 1982
Exhibited at Paris Air Show 1983 as show number 191
Exhibited at IBLAS 1983, Cranfield between 1st and 3rd September 1983 within the CIT Hangar
Permit to fly expired 17.7.1985
Ownership transferred to Brooklands Aerospace Group (Old Sarum) 25.7.1989
Cancelled as withdrawn from use by CAA 8.11.1990
In July 1990 the wings and rear fuselage were stored behind the flying club headquarters at Old Sarum.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51)
Components reported stored at The Old Dairy, Tisbury in 2020
- EA7/002 Static test airframe, never flown, **Fate?**
- EA7/003 Edgley EA.7 Optica
Registered to Edgley Aircraft Ltd (Old Sarum) 14.2.1984 as G-BLFC, ownership status shown as “charterer”
First flew on 22.8.1984 at Old Sarum.
Re-registered as G-TRAK 10.7.1987 to Brooklands Aircraft Company Ltd (Old Sarum) and type altered to Optica Industries OA.7 (modified)
Registered to Entertainment Film Productions of 27 Soho Square, London on 16.3.1988
Used in the sci-fi movie *Slipstream* released in 1989
Registered to Brooklands Aircraft Company Ltd (Old Sarum) on 16.5.1989
Registration cancelled by CAA on 14.10.1991
Registered to FLS Aerospace (Light Aircraft) Ltd (Bournemouth Airport) on 24.3.1994
Registration cancelled on 21.1.1998 on sale in USA as N130DP
Registered to William & Ruth Bruggeman of Minneapolis, experimental certificate issued 13.3.2017 and valid until 31.3.2023

KEY TO OUTSTANDING DATA

B-class = test or temporary markings carried

Status = stored or current

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Fitted with Lycoming IO-540-V4A5D (Optica OA7 A51).

Current on US Register (checked 24.10.2021) with type recorded as OPTICA INDUSTRIES LTD OA7 OPTICA

Mode-S code (Octal) 50075612 and Mode-S code (Hex) A07B8A

B-class & Test Pilot?

- EA7/004 Edgley EA.7 Optica registered to Edgley Aircraft Ltd (Old Sarum) 14.2.1984 as G-BLFD
First flew on 4.8.1984 at Old Sarum
Re-registered as G-KATY 2.4.1985 to William Richard Christopher Mervyn Foyle t/a Christopher Foyle Aviation (Leasing) at Luton Airport
Delivered to Air Foyle on the 14.5.1985 and leased to Hampshire Constabulary on the same day
Involved in fatal crash on 15.5.1985 at Ringwood, Hampshire killing pilot PC Gerry Spencer and photographer/observer DC Malcolm Wiltshire.
Cancelled by CAA as destroyed on the 22.1.1987
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51). **Test Pilot/B-class?**
- EA7/005 Edgley EA.7 Optica registered to Edgley Aircraft Ltd (Old Sarum) 13.9.1985 as G-BLYZ
Destroyed by fire at Old Sarum 16.1.1987
Registration cancelled as destroyed by CAA 6.2.1987
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51). **First Flight date & Test Pilot/B-class?**
- EA7/006 Edgley EA.7 Optica registered to Edgley Aircraft Ltd (Old Sarum) 11.9.1985 as G-BMED
Allocated class B identity G-56-6 but photographic evidence that flown as G-56006
Re-registered as G-FORK 5.6.1986 to Optica Industries Ltd at Old Sarum, type quoted as an Optica Industries OA.7 Optica
Ownership transferred to Frederick Arthur Simpson and Gordon McKenzie Hood t/a Claymore Air Services 19.11.1986
Destroyed by fire at Old Sarum 16.1.1987
Registration cancelled as destroyed by CAA 30.1.1987. **First Flight date & Test Pilot?**
- 007 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 18.2.1986 as G-BMFF.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class?**
- 008 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 18.2.1986 as G-BMKZ.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.

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- Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class?**
- 009 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPE.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class?**
- 010 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPF.
Ownership transferred to Brooklands Aircraft Company Ltd (Old Sarum) 01.07.1987.
Operated by Hampshire Constabulary during summer of 1987.
Written off in accident at Vigo, Spain.
Cancelled by CAA 19.9.1991.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class/accident date?**
- 011 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPG.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class?**
- 012 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPH.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A52). **First Flight date & Test Pilot/B-class?**
- 013 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPI.
Cancelled as destroyed by CAA 11.7.1991.
Was under construction and no engine fitted. **Status when destroyed and how? Some doubt ever built?**
- 014 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPJ.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Was under construction and no engine fitted.
- 015 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPK.
Destroyed by fire at Old Sarum 16.1.1987 and registration cancelled as destroyed by CAA 6.2.1987.
Was under construction and no engine fitted.

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- 016 Optica Industries OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPL.
First Optica built by Brooklands Aircraft (later Brooklands Aerospace) in 1987
Registered owner changed to Hampshire Police Authority 2.2.1988.
Sustained damage in flight on 11.3.1990 to fan and hub.
Registered owner changed to FLS Aerospace (Light Aircraft) Ltd 6.6.1991.
Exhibited at Dubai International Aerospace and Defence Exhibition 3rd to 7th November 1991.
Exhibited at Farnborough Airshow 6th to 13th September 1992.
Leased by Helisureste (Spain) in October 1993.
Registered owner changed to Sunhawk Ltd 5.6.1998.
Registered owner changed to Aces High Ltd 22.3.2002.
Stored Dunsfold 11.2003, and then moved by road to North Weald 8.2005.
Ownership changed to John K Edgley (Thrupton) 25.1.2008.
Certificate to fly expired 2.8.1997.
Declared total hours at 31.12.1994 of 2,362.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51-803).
Mode-S (Octal) 20023335, Mode-S (Hex) 4026DD
Stored at The Old Dairy, Tisbury by 2020.
First Flight date & Test Pilot/B-class?
- 017 Brooklands Aerospace OA.7 Optica registered to Brooklands Aircraft Company Ltd (Old Sarum) 14.4.1986 as G-BMPM.
Registration cancelled 14.10.1991 by CAA.
Operated/stored in Dubai by 2006. Last noted as playground attraction "in Arabian Gulf".
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51-803). **First Flight date & Test Pilot/Status/B-class?**
- 018 Brooklands Aerospace OA.7 Optica registered to Optica Industries Ltd (Old Sarum) 14.4.1986 as G-BMPN.
Registration cancelled 14.10.1991 by CAA.
Marketed as a Scoutmaster and sold to M Waterhouse of Chatswood, New South Wales and registered as VH-BMC 14.12.1993
Due to be registered as VH-OPT but not taken up.
Ownership transferred to Charles Henry Waterhouse of Killarney Heights, New South Wales on 11.1.2011.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51-803).

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EDGLEY OPTICA PRODUCTION LIST AS AT 24/10/2021

Current on Australian register (checked 24.10.2021) with type recorded as FLS AEROSPACE (LOVAUX) LTD OPTICA SERIES 200, year of manufacture shown as 1988

First Flight date & Test Pilot/B-class?

019 Brooklands Aerospace OA.7 Optica registered to Brooklands Aerospace Group PLC (Old Sarum) 17.5.1988 as G-BOPM.
Cancelled by CAA as wfu 13.12.1990.
Restored to FLS Aircraft (Light Aircraft) Ltd (Hurn) 24.3.1994.
Exported to USA 21.1.1998 as N198DP
Registered to PRS Services of Spring Hill, Florida and certificate issued 4.12.2018 until 31.12.2024 in standard classification.
Fitted with Lycoming IO-540-V4A5D (Optica EA7 A51-803).
Current on US register (checked 24.10.2021) with type recorded as BROOKLANDS AEROSPACE GRP PLC OA7 OPTICA
Mode-S code (Octal) 50303074 and Mode-S code (Hex) A1863C

First Flight date & Test Pilot/B-class?

020 Brooklands Aerospace OA.7 Optica registered to Brooklands Aerospace Group PLC (Old Sarum) 17.5.1988 as G-BOPN.
Ownership changed to Brooklands Aerospace Ltd (Old Sarum) 29.8.1990.
Exhibited at Farnborough Airshow 1990.
Ownership changed to FLS Aerospace (Lovoux) Ltd 3.12.1991.
Displayed at Farnborough Airshow 1996 marked as 9M-OPT 7th to 13th September 1996, operated by Sabah Air.
Registration cancelled 13.3.1997 on sale to Malaysia as 9M-OPT.
Restored as G-BOPN to Sunhawk Ltd (Jersey) 8.1.1999, type shown as OA.7 Optica Srs.301.
Cancelled 21.1.1999 on sale to M O Waterhouse of Chatswood, New South Wales as VH-OPI
Ownership changed on 11.1.2011 to Charles Henry Waterhouse of Killarney Heights, New South Wales.
Fitted with Lycoming IO-540-V4A5D (Hoffmann HO-E 315 / 122EZ).
Current on Australian register (checked 24.10.2021) with type recorded as FLS AEROSPACE (LOVAUX) LTD 301

First Flight date & Test Pilot/B-class?

021 Brooklands Aerospace OA.7 Optica registered to Brooklands Aerospace Group PLC (Old Sarum) 17.5.1988 as G-BOPO.
Cancelled by CAA 13.12.1990.
Restored to FLS Aerospace (Lovaux) Ltd (Hurn) 29.1.1993 as type FLS Aerospace OA.7 Optica Srs.300.
Cancelled by CAA as sold to Spain 3.8.1993 as EC-435 with Helisureste, subsequently registered EC-FVM.
Restored to FLS Aerospace (Light Aircraft) Ltd (Hurn) 3.4.1997.

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Arrived Farnborough by road 21.1.1998.
Ownership changed to Sunhawk Ltd (Jersey) 5.6.1998.
Ownership changed to Aces High Ltd (North Weald) 22.3.2002.
Ownership changed to John Kelsey Edgley (Thrupton) 25.1.2008.
Fitted with Lycoming IO-540-V4A5D (Hoffmann HO-E 315 / 122EZ).
ARC expired 16.10.2020.
Total hours at 17.10.2019 1845.
Operated with restricted CAA certificate of airworthiness reference G-BOPO/UK.MG.0337/17102019
Mode-S (Hex) 402B64, Mode-S (Octal) 20025544
Resident in Hangar 6a Thrupton Airfield **First Flight date & Test Pilot/B-class/status?**

- 022 Brooklands Aerospace OA.7 Optica registered to Brooklands Aerospace Group PLC (Old Sarum) 17.5.1988 as G-BOPP.
Cancelled by CAA as wfu 13.12.1990.
Restored to FLS Aerospace (Lovaux) Ltd (Hurn) 29.1.1993 as type FLS Aerospace OA.7 Optica Srs.300.
Cancelled by CAA as sold to Spain 20.6.1994 as EC-438 with Helisureste, subsequently registered EC-GCH.
Written off in accident at Caudete de las Fuentes, Valencia 30.8.1995.
Fitted with Lycoming IO-540-V4A5D (Hoffmann HO-E 315 / 122EZ). **First Flight date & Test Pilot/B-class/hours?**
- 023 Brooklands Aerospace OA.7 Optica registered to Brooklands Aerospace Group PLC (Old Sarum) 17.5.1988 as G-BOPR.
Cancelled by CAA as wfu 13.12.1990.
Restored to FLS Aerospace (Lovaux) Ltd (Hurn) 29.1.1993 as type FLS Aerospace OA.7 Optica Srs.301.
Cancelled by CAA as permanently withdrawn from use 23.5.1997.
Restored to Sunhawk Ltd (North Weald) 5.6.1998.
Ownership changed to Aces High Ltd (North Weald) 22.3.2002.
Ownership transferred to Aeroelvira (Thrupton) 25.1.2008, John Edgley is a shareholder in Aeroelvira.
Fitted with Lycoming IO-540-V4A5D (Hoffmann HO-E 315 / 122EZ).
No flight declaration 28.3.2018
Reported as stored at The Old Dairy, Tisbury by 2020 **First flight date & Test Pilot/B-class/hours?**
- 024 FLS Aerospace OA.7 Optica Srs.300 registered to FLS Aerospace (Lovaux) Ltd (Hurn) 29.1.1993 as G-BUTU.
Cancelled by CAA as wfu 23.5.1997.
Never completed. **Fate?**

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025 FLS Aerospace OA.7 Optica Srs.300 registered to FLS Aerospace (Lovaux) Ltd (Bournemouth) 29.1.1993 as G-BUTV.
Cancelled by CAA as wfu 23.5.1997.
Never completed. **Fate?**

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