



NEWSLETTER

OCTOBER 2013

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Astroturf Extension Completed

The planned widening and lengthening of the Astro Turf runway was completed last weekend. The works by Roger Darvell and his men suffered from some bad weather which forced them to add crushed concrete under the extension.

The work has included levelling and laying grass seed to the pits area, this is to eliminate the dip and associated flooding problems. The path has been extended and we'll be arranging a work party to erect some more leaning rails.

The starting tables have been re-arranged for the winter to allow the grass to grow. There is still some spare Astro Turf left in a pile behind the club hut, this may allow us to turf the pits at a later date.



Gordon Tarling lands his Corsair on the new, larger runway. The sand was too wet to brush in between the Astro Turf, hence the runway appears sand coloured rather than green.

Tony Taylor wrote to me with this interesting tale.

Fitted into his Acrowat, Tony's hardly run in OS 70FS had proved troublesome eventually transformed by a change of fuel. It was no surprise then when another problem manifested was again thought to be fuel related. Engine start up and adjustment for full speed range quite normal but the engine began to "hunt" up and down the speed range. Nevertheless a very uncomfortable, brief, flight was attempted.

A bench test using all the plumbing (including the tank and clunk) extracted from the airframe proved a very smooth, easily starting and steadily running engine. No signs of the troublesome "hunt".



Restored to the Acrowat, same problem. But this time some movement of the engine in the airframe was spotted and the problem diagnosed. As the engine moved forward under power the throttle linkage moved the lever arm back causing a reduction of thrust and allowed the engine to resume its normal position. This caused the throttle lever to move once again causing revs to increase in the process. And so this "hunting" cycle continued.

On examination it was found that the two upper bearer bolts were sufficiently loose to allow the engine to move forward under load and the bottom, fully tightened pair, sprung the bearers back again when the load was reduced. All four bolts had previously been fully tensioned. The culprits appeared to be the two captive nuts, which had drawn into the back of the firewall.

Mike Pugh suffered a nasty injury the other day at the club. He was starting a new plane and the engine started backwards. He instinctively grabbed the plane and put his hand through the prop. He's suffered nasty cuts requiring an operation to the base of his thumb. Luckily, other members were present to give first aid. Roger Darvell gave first aid and took him to Mount Vernon after the Ambulance failed to arrive.

This has got some of thinking about several things. Would you know what to do?

Do you know where the first aid kit is?

None of us want to make a rule saying that you can't fly alone, just be prepared and take some precautions.

Open the club hut before flying. The last thing you need to do if you've suffered a cut is to dig around for keys in your pocket and then unlock three locks! Consider taking the first aid kit out of the hut and leaving it in a prominent place for the days flying.

Do you carry a mobile phone to be able to call for help?

Consider using a Velcro strap to secure the plane to the table while you are starting it.

In November, at the Club night, we've arranged for club member Kayo Contractor to give a short talk on immediate action first aid. Come along and listen, we can all learn something. Kayo spends his days cutting people up so should know what he's talking about.

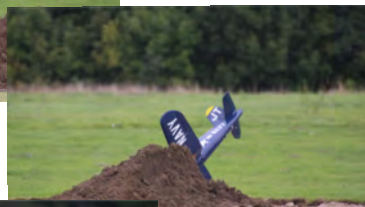
Lastly, Dave Chinnery gives a talk entitled Fly Electric, Thursday 11th October at Uxbridge at 8 pm.



Unfortunately for Gordon, I was there to capture a flight of his new Hanger 9 Corsair. Luckily the damage was limited to a broken prop and a few other bumps and scuffs.



The plane missed most of the piled up sand that was part of the work in progress for the Astro Turf.



This plane may well have used up most of its 9 lives in one go.

