



Out in force

Dave Fairbrass reports from the Popham fly-in and trade show

The start of the UK flying season is always marked by the Popham Microlight Trade Fair. It's a good chance to meet up with old friends, do some networking and generally catch up on gyro gossip.

The BRA stand was located in its traditional place at the far end of the flight line, a good spot because at that end it's generally easier for pilots to park up gyros and drivers can sneak in and park close to the BRA caravan. The additional benefit this location offers is that the 'facilities' are close by, just behind the hedge.

Mr BRA, aka Peter Creswell, as usual manned the BRA shop, selling merchandise to would-be customers and new members. Pete, you really need to get an apprentice to assist you.

The weather was initially overcast. Indeed, in the wind it was a little chilly, definitely not short-trouser weather, however in the early afternoon the sun shone through to brighten the day. Gerry even donned his corporate sun hat and talked to potential customers while exhibiting his MT03, G-RSUK. I

ended the day getting a little toasted with sunburn.

Kevin Robison (Events Officer Retired) and Sam Palmer did an excellent job of towing the caravan to site and erecting the stand. This does take a lot of effort and planning, so new helpers are always welcome. No sooner than I arrived than Sam offered me a coffee and bacon sandwich, just what I needed. All part of Kev's planning for Popham and boosting club funds.

Although it was a two-day event, the BRA was only there officially on the Saturday, which produced a good turn out with members, from as far away as Cornwall and Kirkbride. That's commitment for you: all 'the faces' were there.

The flyers

Steve Hart flew in with his newly acquired Merlin, sporting a Rotax 912. This must be the single-seater to cruise distance in.

Martin 'Red Shoes' Love flew his RAF2000 G-BWTK in from Blackbushe. At Popham this machine had in excess of 1000h logged but still looked new. By the time you read this it should have a few more hours on it, because Martin and Kevin were planning to fly to Bois de la Pierre (*as you can read elsewhere in this issue - Ed*).

Dave Organ made the trip in his

Cricket; it was nice to see this classic machine again, and it's always well presented.

Marc Lhermette flew in from his farm strip near Whitstable in Kent, complaining about the cold. Apparently it had been 5°C early on when he set off, flying with the doors off. He was last seen wandering round Popham looking for an Ozee flying suit. Sorry Marc - too far to walk to your machine to take a picture.

Longest flight must surely go to **Phillip Harwood**, who is pictured on the front cover with his MT03. He flew in from Kirkbride via Lydd, some trip!

An example of Gary Layzell's AV18 arrived by road on a one-off bespoke trailer. I believe **Peter Rawson** from Huddersfield owns this one.

Paul Robichaud in his RAF G-IRAF made it across from Henstridge. I never had a good chance to talk with Paul but he must notice the difference from last year, when he flew in with his open-framed Bensen.

Francis Moyle from Cornwall is in the design stages of making some quality protective rotor and propeller covers that zip off, perfect for protecting your blades from hangar rash. Francis is a sewing machine engineer by trade and also produces a variety of embroidered clothing badges with a →

The BRA stand was busy all day





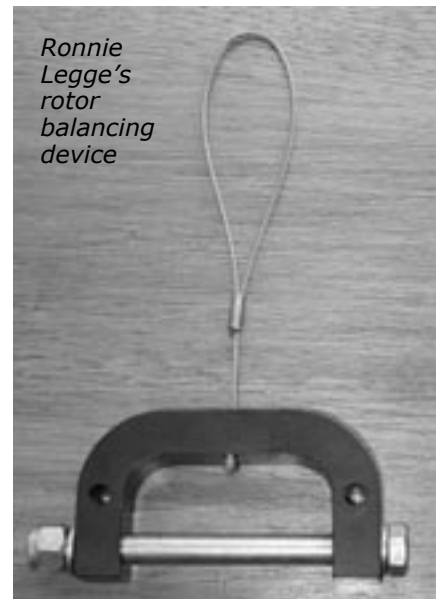
*Gary Layzell
and the AV18*



*Steve Hart, with
blades slowing*



*Dave Organ and
Cricket, looking as
smart as ever*



*Ronnie
Legge's
rotor
balancing
device*

→ gyro theme. Contact him via <thehappyaviators@yahoo.co.uk>.

Ronnie Legge described an interesting device he bought from the USA to assist in balancing rotors. The rotors are statically balanced off the aircraft by suspending them, so they hang down as they would cone in flight. A level is placed on the base of the hub bar and corresponding weight and adjustments made so that balance is achieved in all planes. Our photograph explains its design better than I can.

This could be a useful tool to have in your box, as Ronnie has apparently had excellent results using it on his RAF blades. His RAF had a constant stick shake at 1

per rotor revolution. Then, as speed increased, a second shake manifested itself through the pedals, at 2 per rev. This shake was not constant but faded in and out, starting at nothing, then increasing for two or three seconds, then fading out for a couple of seconds.

As chord adjustments were made on the rotor head, the stick shake would lessen but the pedal shake would increase. Using the balancing tool, however, has given Ronnie a near perfect result.

It does not look that difficult a device to engineer and could be adapted to suite most hub bar designs. If anyone cares to experiment further I'm sure we would all be interested to know about the results.

GF



*This photo and above:
Paul Robichaud*

