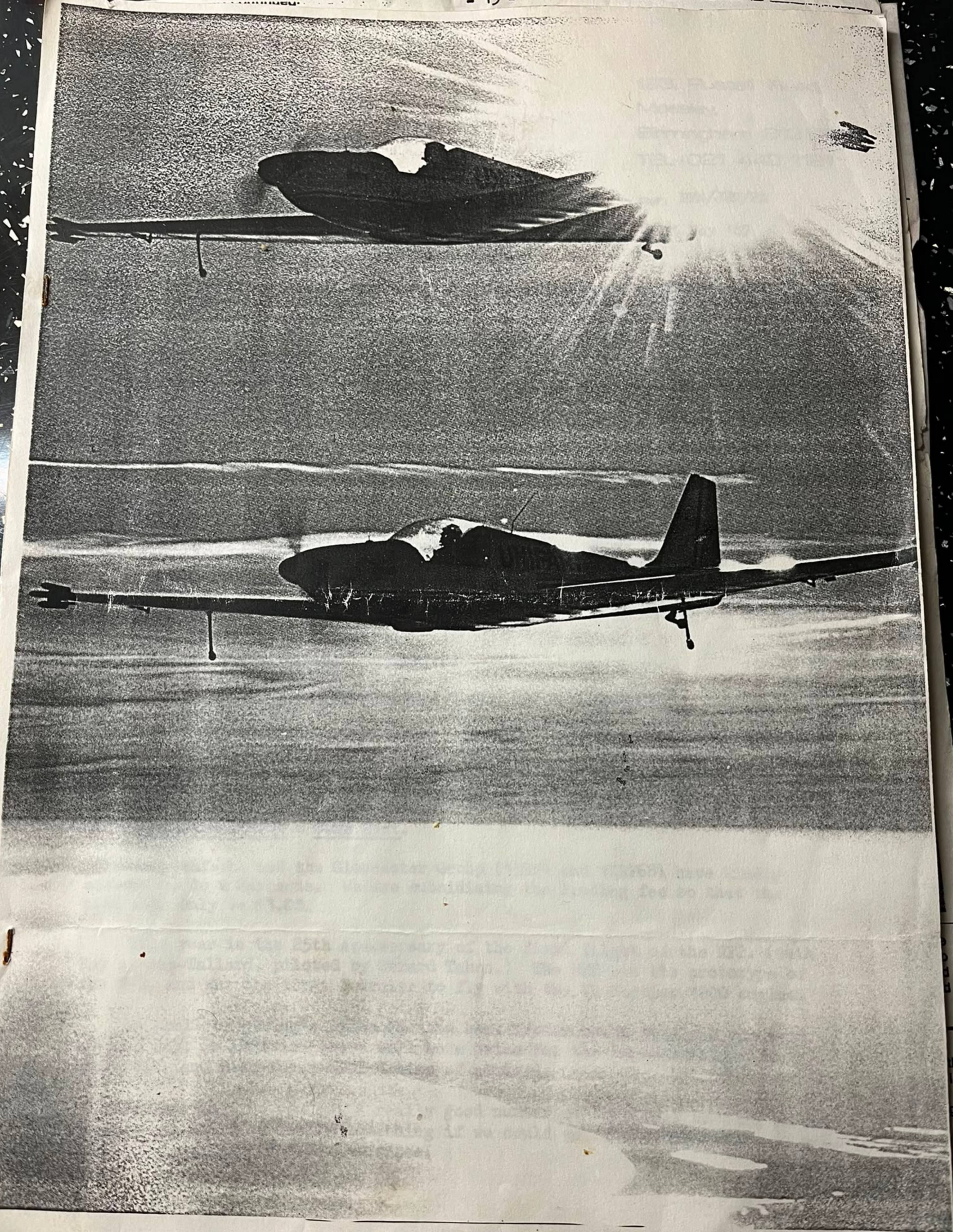




FLY FOURNIER

# SOARING EQUIPMENT LIMITED

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## FOURNIER NEWSLETTER No.2.

Our thanks for the many telephone calls and letters that followed our first effort. We look forward to hearing more of your news so that we can make the newsletter more interesting.

### Ownership Changes. 1986/87.

The list given below may not be complete, but I thought it would be helpful to note these so that if you happen to be in the neighbourhood of a new owner perhaps you could look them up. I have included all the changes of this year and last.

#### RF3.

|                                        |                         |
|----------------------------------------|-------------------------|
| G-BIPN to Mike Shelton of Swadlincote  | Marchington Airfield    |
| G-BLXH to P.G. Kavanagh of Rawtenstall | Woodvale                |
| G-BIIA to Mike Webster of Evesham      | Wellesbourne Mountford. |

#### RF4.

|                                                                       |             |
|-----------------------------------------------------------------------|-------------|
| G-BHJN to Brian Houghton of Rainford                                  | Liverpool   |
| G-AVLW to Graham Miller of Llanrwst                                   | Mona        |
| G-AVNY to Mike Dentith, A.S.D. Formaero                               | Biggin Hill |
| G-BMEM to Alan Witt, owned by him in Morocco<br>now based in the U.K. |             |
| G-BIIF to John Bridges of Redhill                                     |             |

#### RF5.

G-AZRK to T.R. Hartwell of Bedford

#### RF5B.

|                                       |          |
|---------------------------------------|----------|
| G-BAPA to Black Mountain Gliding Club | Talgarth |
|---------------------------------------|----------|

#### RF6B.

|                                             |          |
|---------------------------------------------|----------|
| F-BVKS newly imported by Soaring Equip.Ltd. | Coventry |
|---------------------------------------------|----------|

We welcome, in some cases belatedly, new comers to the Fournier Fold, and wish them as much enjoyment with their aircraft as we all have with ours.

### Staverton FLY-IN - June 21st.

Rod Ashforth and the Gloucester Group (1XRF4 and 1XRF6B) have kindly offered to do a Barbeque. We are subsidising the landing fee so that the cost will only be £3.00.

This year is the 25th Anniversary of the first flight of the RF2. (14th May at Gap-Tallard, piloted by Gérard Tahon.) The RF2 was the prototype of the RF3, and was the first Fournier to fly with the VW Rectimp 1200 engine.

We shall be giving a prize for the best french built RF3, and the best RF4 and RF5; in addition there will be a prize for the longest flight to Staverton, and also for a sealed time of arrival.

We hope that we can get a really good number of Fourniers to come to the FLY-IN - it would be really something if we could get 30+. Please try to make this first National FLY-IN a success.

### Nitray FLY-IN

Rene Fournier is at present in Spain overseeing the setting up into production of the RF5, and while there is a possibility that he will have something very interesting to show in September/October, it may be that SPRING '88 will be a better time - we will keep you advised in our late summer (August) news letter.

### Rene Fournier - Co-operavia, Spain.

The RF5 tooling has been moved down to the newly built factory at Beas de Segura (120 km S.W. of Albacete) and work is in hand producing metal parts and sub-assemblies.

The RF5 will be offered in kit form, with the 80 HP, 2 litre engine, with both fixed pitch, and variable pitch propeller options. The re-born RF5 is being announced at the Paris Air Show at Le Bourget in June.

### Engineering - existing aircraft.

Some RF5's have been found to have corrosion troubles with the rear tailplane attachment brackets (in one case very severe). The worst affected aircraft are all based in maritime environments, so the lesson from this is to ensure that the paint scheme on metal parts is kept in good condition. Most aluminium parts on the aircraft appear to have been painted ex-factory, without anodic protection, or etch priming, before painting, so we will always have to be careful to check these parts at 50/150 hour inspections.

There have not been any S.B's or A.D's about Fourniers this year.

### Mogas.

Many Fournier Aircraft use this fuel, as well as Avgas, and I think we shall have to be very careful in our choice of fuel supplier, as there does appear to be significant differences in Mogas, in so far as the way in which individual fuels affect seals, washers, hoses, and (in other aircraft) fibre-glass fuel tanks. We will try to keep up to date about any news on this, but any information you can give us would be appreciated, and published in the next news letter.

### Carburettor Icing.

RF3 and RF4. Major problems can be caused if the engine baffles are allowed to deteriorate - particularly the leather sealing strips between the aluminium and the cowlings. It appears that badly fitting baffles allow large amounts of cold air to get between the engine and the Solex Carburettor. It is a very good refrigerator, (as are all carbs.) and ices-up in no time flat, to the obvious unhappiness of the Pilot. If you do not believe me, run the engine without cowlings on a damp day, and watch the carb. frost over - it happen frighteningly quickly.

### Your News.

1. We are indebted to Mike Revill and the Exeter Flying Club Ltd. for his article on flying to France in 1984, which we copy here.
2. Thanks to Roy Greenslade of Humberside Aviation, (at present repairing the badly crashed SF31 Milan,) who sent me a copy of 'Outriggers', Dec. '76 - the Newsletter of the Fournier Register, and from this I have copied David Sutherland's article on RF5 flying (G-AZDC is regrettably no longer in existence,) which I am sure all you RF5 Pundits will find most interesting.

3. Joy Frazer, the Team Manager of the Fournier Duo, has kindly sent me a copy of the Unipart Aerobatic Team News, which I am sure will interest everyone.
4. My news - the RF6B trip to Spain will have to wait for a future issue - we are out of space.

My thank to the Fournier Duo for permission to use one of Joy Frazer's photographs - the original is magnificent, one of the best Fournier pictures I have ever seen; unless, that is, you have got a masterpiece of your own, of air to air, in which case we would love to see it.

Good flying this summer - I look forward to seeing you all at STAVERTON on JUNE 21st.

Robert Neill.

PS. Anyone know of an RF4 for sale?

#### FOURNIER FLYING

G-AZJC - David Sutherland

I bought my RF5 new in 1972, and I have used it since simply as a "fun" machine, but with an accent on touring; so it has taken me to many places on short holiday trips which I either would not have made at all or would have made by car if I had not got the Fournier. I suppose it really cannot stand comparison with the more conventional modern light aircraft as a practical touring machine (except in so far as running costs are concerned), but it does surprisingly well in this respect considering how glider-like it is, and I find a special sponse of achievement and pleasure in completing a long cross-country in a Fournier. The most ambitious trip to date was last year down through Western France, across into the Alps, to Florence and Elba, and home through Austria and Germany; two of us squeezed in a surprising amount of loosely packed luggage (rear column removed and string-top bags on the floor) and we even found room for some presents to bring home, helped by the space left after the consumption of the 2 pints of Duckhams we took with us (in the 30-odd hours of flying).

What an elegant, super efficient airframe is the Fournier in its element, the air! But on the ground by no stretch of the imagination can it be so praised. Most of my excitements in flying the RF5 are associated either with the ground, or with very close proximity to it!

When I first got the aircraft it felt so nice to fly that I could not immediately accept that there were any serious problems which I had not previously encountered in other light aircraft. I had a lot of time in a Metasokol aircraft in which I had shared ownership with my brother, and I thought if anything could teach me about difficult cross-wind landings and take-offs that could. But the Fournier still caught me out the first time I tried a take-off with a significant cross-wind from the right. Anxious to become elegant and super-efficient as soon as possible, I lifted the tail gently between 35 and 40 m.p.h. and the next thing I knew was the inevitable pivot to starboard around the wheel and what

awe-inspiring nose down swoop to the runway. I find this is another technique which is hard to take sufficiently seriously if you are used to flying conventional light aircraft - and the more so of course because it is not often (hopefully) that you find yourself flying the Fournier in high winds. Another Fournier characteristic which I usually remember afterwards, is the way the single wheel sinks into soft surfaces. I once went into Portsmouth in the winter (depressing to think it's gone) and nearly sank up to the axle and could hardly taxi on the strip at full power. Glad to say it was not a short field or else I would never have got off again - the take-off felt like trying to run under water.

Tying down - in my view securing the outriggers to blocks, both tight, so that the wings are in a level attitude with little or no rocking movement available, and then fastening the tail to stop any weather cocking, makes the Fournier secure for any reasonably foreseeable gale. It is so low on the ground and quite heavy, that I would have thought blocks tying down the main wheel a waste of time; but chocks are a good idea - don't rely on that brake! I think it is a simple aircraft to secure for outside parking - the main problem is persuading other well-meaning people at strange airfields that it is safe to leave it out.

Aerobatics - I have decided that I am never going to be an expert but I still enjoy practising those stall turns to get them just as slow and vertical as the Fournier's low power and weak slipstream and rudder will allow. But I must agree with passengers that the petrol fumes which tend to vent in stall turns are nauseating - pity, because it is one of the Fournier's prettier manoeuvres. With the engine off, judgement for applying rudder is so critical that I find myself getting tense - one full-blooded hammer stall has been enough for me. But that breathtaking silence at the top of a gliding stall turn just has to be experienced from time to time. Rolling loops I find can be pleasing (changing direction through 90 degrees); I suppose you should do four in succession to make a complete sequence, but I have never worked at it that hard myself. To turn the rolling loop into a barrel roll is no doubt possible, but I think it needs 140 m.p.h. plus, and quite a lot of G initially (less speed loss, but it feels harsh unfortunately), then when upside down don't let the nose drop too soon and try to coast over, reducing the amount of aileron to minimise aileron drag at the low speed, then winding in aileron and rudder again on the way down, to bring you out heading roughly the way you started. There just isn't quite enough rate of roll to make barrel rolls the delight they should be.

Unless the c. of g. is well aft, it seems a proper spin can only be induced by pulling a bit of G in a turn and then applying rudder. I figure, why not do just this, not in a turn but in a steep climb with wings level; the result is a graceful flick which I would have thought can be no more stressful on the plane than the entry to a spin, provided of course it is done at low speed. But the Pilot's Notes say no flick manoeuvres, so I suppose it's not a good idea. Has anyone tried - deliberately - flicking at the top of a loop?

Gliding - although I have had some success at playing with thermals in the U.K., I still have not achieved significant gains of height in more than one thermal without having to start the engine in

- 6 -

between. But of course this is not really the RF5's scene. Take it to the Alps is the answer if you want to soar in the grand manner. But I have found a fascinating world amongst the sea gulls along South Coast cliffs (try St. Catherine's Point Isle of Wight in a south westerly) where hill lift seems so much stronger and smoother than it does on conventional gliding hill sites. It would be an embarrassing place to find yourself with an engine that would not start, but at least you could keep on gliding back and forth looking to the forming gulls for inspiration on how to plan the ditching.

Carburettor icing - since richening the mixture to try to get the cylinder heads cooler, the carb icing which I suspected was the cause of engine hesitancy has disappeared (except after just starting a cold engine). So I think the Limbach engine is pretty well immune from this problem; it is only its tendency to a throttle "flat spot" which gives you the jitters - try richening the mixture a little.

you the jitters - try richening the mixture a little.

Valve seat deterioration - my engine has twice knocked hell out of its valve seats in less than 600 hours. Does anyone know the answer to this?

John Taylor, who still flies the display, conceived the idea in late 1983, together with a Tiger Club associate, Brendan O'Brien, and they flew a few displays in that season to see how the concept would be received. The idea of a day of