



Over she goes!  
Contact the LAA's Pilot  
Coaching Scheme to  
make sure this doesn't  
happen to you.

# TAMING THE NOSEWHEEL

No-one wants to be called a nosy parker, so brush up your techniques

WORDS Will Greenwood PHOTOS [www.airteamimages.com](http://www.airteamimages.com)

➤ **THERE have been a few related incidents regarding the RV 'A' model where the nosewheel leg has collapsed or been damaged in certain conditions. RVs are exciting machines to fly and have a large and loyal following, but they are a bit more sporting than your average LAA type, hence the need for adequate training before you jump in.**

They are not hard to fly, and, given a few simple techniques and shown the correct handling qualities, are safe to operate. Do not be fooled by the fact that because an aircraft has a nosewheel it is easier to fly. As the Tiger Club says, "Aircraft Bite Fools!"

Some problems have been caused by rough damp ground when the nosewheel has dug in and caused damage. In such instances, it is a simple case of checking both that the ground you are operating from is suitable for your aircraft as well as the experience of the pilot to cope with these conditions.

There is a modification to put a larger 5 x 500 tyre on the nosewheel, which will help those operating from airstrips and spread the load in softer conditions. Having flown the RV 'A' model with both the 'old type' and the 5 x 500 nosewheel, they are both acceptable, but both require a technique for safe operation from the grass airstrips that many of us like to use.

The other scenario is pilot error. RVs do not like to be dragged in and then dumped onto a runway on all three wheels. Landing heavy on the mains with the nosewheel pitching forward will lead to problems. It is better to keep some momentum in the round out and hold off, and

*'RVs do not like to be dragged in and then dumped onto a runway on all three wheels'*

close the throttle as the plane settles, holding the nosewheel off, almost in a tail wheel landing technique, but with less nose angle.

A constant-speed prop set to fully fine for landing will also act as an 'airbrake' and care must be taken if closing the throttle quickly while slow and low in the approach. During your PPL training, a similar technique was the soft field approach, where the nosewheel was protected and allowed to lower naturally at a slower ground speed.

The elevator on the RV is powerful and pilot induced oscillation (PIO) can also be a factor, as well as a landing up a slope without sufficient airspeed to meet the angle of the runway.

With practice and good technique, the RV 'A' models will operate safely from your average farm airstrip. The LAA's Pilot Coaching Scheme is ideally suited to help with any training or coaching that pilots may require – it's better to have the knowledge that your flying technique is correct than the upset of a bent aeroplane.



# OVERFLIGHT OF CONGESTED AREAS

WORDS Ray Newall

IF you fly in the less populated parts of the UK, you may not have thought the change to the 'overflight rules' applicable to our Permit to Fly aircraft to be particularly ground-breaking. However, if you fly in the more urban areas, such as the South-East, it's certainly more important for your flexibility of airspace use.

Prior to July 2008, we were not allowed to overfly 'the congested area of a city, town or settlement'. The LAA has argued that the proven reliability of the whole range of Permit aircraft shows that, as a group, we have been unnecessarily restricted and the perceived risk has been exaggerated.

The CAA agreed that the safety record of the Permit to Fly fraternity has caused no alarm concerning the safety of the public due to any sudden failure of airframe or engine. As a result, it has allowed a relaxation of the previous restrictions to amateur-built aeroplanes up to 1500kg mass and factory-built permit aircraft up to 1500kg mass, and microlights.

The exemption is issued as an extension of the Air Navigation Order 2005, under Exemption

No E2576, which can be viewed at [www.caa.co.uk/publications](http://www.caa.co.uk/publications).

You will find that this reads as a series of rather complex sets of legal double negatives and CAA-speak, which requires serious concentration to extract the bit we need as Permit pilots.

In a nutshell, the previous restriction to overfly is removed until July 2009 (when the LAA hopes it will be renewed).

However, the restriction remains for any form of test, experiment or Permit renewal flight. Thus if any part of your flight increases the risk to you or your aircraft, you may not put the greater British public at risk – go fly over less populated areas.

If I may use a CAA-like 'notwithstanding', don't forget Rule 5B of low flying restrictions: NOT within 500ft of any person, vehicle, vessel or structure; NOT below 1500ft in congested areas; NOT below such a height that you can 'land clear' in the event of a sudden hush. Not Rule 5, but... try not to annoy the neighbours!

Let's all continue to fly responsibly and considerately to show the CAA how good our airmanship is, and hopefully we will welcome the continuation of the relaxation after July 2009.

