

Russell's RV4

Recently Russell Arthur purchased an RV4 which was able to register with RA-Aus. His first big trip to was all the way to Gatton in Queensland. Here is his story.

I purchased the RV4 from a friend of mine who is not in good health and to make a long story short a deal was made. I had to sell my Jodel D11 first before I could do anything.

After 3 or 4 weeks the Jodel went to Truro Flats in South Australia to a lovely couple who I know will look after it. The trip was uneventful and took 3 hours 35 minutes from Mangalore. A total distance of 320 nm. To get back to Melbourne I had to get a bus overnight to Spencer St then a train home.

Now back to the RV. I had made enquiries about putting the RV on the RA-Aus register and was told that it would be OK. After the RV was flown to Mangalore I thoroughly looked it over. So all of the cowls, panels, plates and inspection hole covers were taken off. A few extra switches and lights were added to tell me what was going on. Fuel tank gauges calibrated so I know when I only have reserve left and so on. I removed the rear seat and all of the controls to make it a single seat to fit into the RA-Aus and take photo's of the cockpit showing the seat removed and warning labels on instrument panel showing 544 KG takeoff weight.



Getting the old VH numbers off took 2 days of careful picking with fingers and nails. Then when you get them off the bloody glue is still there. This had to be removed with alcohol. So metho was OK but very time consuming. Finally it was clean and repolished. I then stuck the new numbers on and had to take photo's of them too.

The paperwork handed it is C of Airworthiness, C of Registration, weights and balance, stall speed,

maintenance release, de-registration from GA papers and a form to register it in RA-Aus, a registration fee and a partridge in a pear tree. All done.

I finally got the paperwork back 1 week before my trip to Gatton so now I could practice flying it.

I spent 6 weeks getting the RV ready and spent many nights in the hangar overnight. The day had come to fly it. I had already taxied it and felt pretty good except for a small vibration. Off came the propeller for a balance. I discovered that one blade was 4 mm longer than the other, so it was heavier on that end.

After trimming the prop I balanced it. It was now vibration free. The prop was a Henry prop. Not sure how that happened? I always do a prop balance as it saves a lot of stress on the airframe and yourself.

I was careful on the first flight. Only about a foot off the ground. Landing was a breeze. Climb was absolutely breath taking. 2000 ft / min at 100 kts. Landings with 40 degree of flap can be as slow as 50 kts over the fence. Not much faster than my Jodel. Now I was ready for the trip to Gatton on the 5th of June. I rang my mate at Gatton to let him know that I would be up for the fly-in on the 6th of June.

I arrived at Mangalore early Saturday morning. The weather was good, very slight fog with a light southerly wind. I took off and tracked to Temora but the slight fog got thicker and thicker until I couldn't see the ground. Eventually it cleared and I had a good run to Temora. Narromine in 2 hrs. Inglewood, Queensland in 3.5 hrs. My ground speed of 160 – 180 kts would have me in Gatton in about 4 hrs. Better than my estimated 4.5 hrs. Anyway I stopped the clock at 4 hrs 12 min overhead Gatton. My friend Martin welcomed me and was astonished at my flight time.



The fly-in on the Sunday saw 65 aircraft arrive from all over Queensland and I managed to win the longest distance award.

The next few days was spent looking around Brisbane by bus. Martin and partner Chris have their house and hangar on the airstrip as do a few others. It is now a very nice airpark.



On Tuesday the 8th of June I said my goodbyes and headed for Inglewood then Moree for fuel. Next I tracked to Narromine to stay overnight in the caravan park. The next morning I headed for Temora but the weather turned quite bad with low cloud and rain. I sneaked onto a very wet runway and decided not to go any further, so I stayed the night. The next day were clear skies and I tracked to Mangalore. The trip back took 5 hrs 15 min because of headwinds and averaged about 130 kts over the ground. It took about 120 litres to get to Gatton so the fuel burn is about 26 – 28 litres per hour.

Anyhow keep flying.

Russell Arthur