FLIGHT International, 15 December 197$ 1997

Cessna's "known icing" r
package for singles

Private

IFyiasnr

Official organ of the Royal Aero Club

THE T210 and the pressurised P210
Centurions can now be equipped by Cessna with a de-icing package allow-ing them to fly into known icing con-ditions, as briefly mentioned last week. The company is hoping to clear the package for some'of the smaller high-performance singles in the range. The kit has to protect the aircraft for one hour's flight in icing and the pilot must be able to land in icing con-ditions. The problem in transposing the kit to smaller aircraft is that they must have enough residual engine power to climb with one hour's ice accretion on those parts of the air-frame which are inevitably not de-iced, such as wing and tailplane tips, aerials, spinners and cowlings.
The 210s are fitted with special BF

GOOD progress is being made with two long-term restoration projects at the Shuttleworth Collection, Old Warden. Wings and fuselage of the original DH 88 Comet racer are re-ported to be "essentially finished", with two zero-houred engines await-ing installation. Items on hand or being constructed now include the propellers, fuel tanks, engine bearers and undercarriage frames, flying con-trols and cockpit canopy.
Main items outstanding are all con-trols other than flying controls, tyres, oil tanks, brakes and most of the plumbing. Radio aids will be installed at a later stage, plus a tailwheel in-stead of a skid for runway operations. Variable-pitch propellers will replace the original Ratier propellers which would not go into fine pitch and con-tributed to the Comet's legendary flat and long approach and landing. After suitable test flying, there are plans to fly the Comet to Melbourne for the anniversary of the England-Australia race in 1984. The route will

Goodrich boots on wings and empen-nage which operate in three groups and lift rather higher than the ordi-nary boots, thereby breaking ice away more surely. The propeller is protected by electric mats, pitot and stall-sensing tabs are heated and an ice-detection lamp is fitted for spotting ice at night. An electrically heated plastic panel is bonded onto the windscreen and de-ices a small rectangular area near the bottom of the screen. This has been shown to give an adequate view for landing.
The Centurion has to have a 95A alternator to carry the electrical load of the system. As fuel costs rise and interest in the big singles increases, such dependable de-icing becomes more and more attractive.

only be flown in stages and in good weather, using available radio aids and with help from Australian and British airlines-

Work is also going well on the Hawker Hind, retrieved on a 6,000-mile overland journey from its old home in Afghanistan. Structural work on the fuselage is complete, instru-ments have been overhauled, the pro-peller checked, the Kestrel engine in-stalled and a new brake system built up.
Some research has been carried out into the Hind's origin, and while this cannot be confirmed, it is fairly cer-tain that it served originally in the RAF as K5457 (57 and 211 Squadrons, before being transferred to Afghani-stan in 1939). But there is a possibility that the Hind could be K5544, which served with 12, 113 and 211 Squadrons of the RAF before joining the Royal Afghan Air Force. Shuttleworth is likely to settle on K5457, unless sup-porting evidence comes along to prove otherwise.

Australian

touring guide
A NEW guide designed for light air-craft pilots in Australia has been pub-lished by Hartingdale of Sydney. The guide has details of more than 200 airfields and their facilities for visitors, plus details of points of interest in the nearby towns. Also included is information on car hire facilities and local accommodation. Hartingdale's Light Aircraft Touring Guide is intended to be updated annually and is published by Harting-dale, 60 Riley Street East, Sydney, New South Wales, 2088, price A$4-95.

International

interest in

Formula One
AS increasing fuel prices, inflation and airspace restrictions continue to hit sport flying, it is probably the horne-builts, hang-gliders and ultralights which are most adaptable to survival. Formula One air racing comes into this category. Many of the aircraft are constructed and maintained by their pilots, using a standard small engine with limited fuel, and occupy-ing a minimal amount of airspace. Real interest in this "midget" air racing was apparent at an inter-national meeting held in London on December 1 to agree a set of rules for international championships to take place, preferably within the Federation Aeronautique Inter-nationale (FAI).
About 40 people attended, including official delegations from the US, Britain and France With observers from Japan, Sweden and West Germany. In the chair was Ann Welch, an FAI vice-president. Heading the US delegation was Don Beck, who was a USAF military test pilot, and George Budde, an FAI flight operations inspector. The International Formula Midget Racing Association was led by Ward Garland and Bob Downey, the British contingent by Michael Jones of the Tiger Club, and the French by Jacques Carlier.
International agreemen t was reached on many essentials. Andrew Chadwick was asked to produce a first draft of the proposed international rules for circulation.

HtPP*^

Four Victa Airtourers of the Royal Queensland Aero Club's formation team helping to celebrate the club's 60th anniversary this year. It was the first aviation organisation to be established in Queensland, and one of its 1910 members was Bert Hinkler, who later made the first solo England-Australia flight. Today club aircraft fly some 9,000hr a year

Comet and Hind progress at Shuttleworth