



(Above) Before even starting to describe this next product I must make it absolutely clear that it is not yet LAA approved and cannot be fitted to an LAA aircraft.

The factory-built Rotax 914 turbocharged engine has been around for a long time now, and a number of experimenters have worked on retrofit turbos and superchargers for the 912 over the years, although I don't believe any have surfaced in the UK – until now. The manufacturers of the Tucano have fitted an Italian Flygas supercharger system to their 912S-powered factory demonstrator and it has flown over 120 trouble-free hours. Farry and Tony have brought one of the kits into the UK, ultimately hoping to use it in the Tucano, and have fitted it to a second-hand 912S. By fitting it to a new engine you would almost certainly run into warranty issues with Rotax, so it makes sense to use an out of warranty engine.

If LAA approval is forthcoming, the kit will be available for excl. vat which includes everything necessary to carry out the conversion. Basically a drive pulley is bolted to the rear end of the crankshaft and drives a gearbox, via a multi-vee belt, which steps up the rpm by a considerable amount to drive a centrifugal compressor. The gearbox is lubricated by fitting a piggyback oil pump to the Rotax pump at the front of the engine, which then has its own tank and filter - the engine lubrication system and the supercharger lubrication system are totally independent. The compressor provides 41in of manifold pressure and a simple waste gate system will be fitted to ensure there is no possibility of over boosting the engine. The only other mods to the engine are lowering the compression by fitting 2mm spacers underneath the cylinder barrels, and changing the carburettor jets and needles. Claimed power output is 130hp at 5,800rpm. flyinglegenduk@yahoo.



The Association's new exhibition stand was used for the first time at the show and features a number of what we hope are inspirational photographs by Ed Hicks. The free-standing unit has a degree of versatility in that the back and side can be used together, as here, or as two single units, depending on the space available. Lightweight and quickly riggable/deriggable, they pack into two wheeled boxes that double as the lecterns, which fit into a typical estate or hatchback. The team were kept busy chatting to members and potential members throughout the three days, thanks to those who dropped in to say hello.