



February 2005

# SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



## Contents:

Project Evening	1
AGM	1
Icom Battery	2
The Law	3
Contacts	4
Diary Dates	4

## Mike's Mutterings

Mike Negus -  
Editor



# Project Evening for February Meeting

**February  
Meeting –  
Come and  
Enjoy**

**Buiders  
Evening- See  
how its done**

*Exciting things to  
read this month*

- Icom Batteries
- Pictures of Strut Aircraft particularly needed
- Please let Editor Mike have your articles for inclusion in the Newsletter

Due to a late unavoidable change Dick Richardson, the popular manager of Popham Airfield will be unable to give his long anticipated talk this month on his time with the Avro Lancaster. We have therefore replaced this item with a builders night which gives a chance to all those currently engaged in or thinking of starting to come to the meeting on the 24<sup>th</sup> February to show us what you've got or see what others are doing.



Either way this is always a popular evening and to so many is what the PFA is all about. As a taster Brian Hope has recently aquired a Sonerai in nosewheel format and tandem 2 seats upon which not only is it to be converted in to a single seat but a taildragger to boot.

Hopefully Brian will be able to update and explain a little more on the night. We will be contacting other Strut stalwarts who are building so that we can get an eclectic mix of projects represented. See you there.

## Annual General Meeting Jan 2005

The AGM took place at the Golf Club Thursday 27<sup>th</sup> January and our Strut Co-ordinator, Jaqui Clark, gave a bullish report on the years event and meetings and on reflecting we had a good mix of speakers both imported and domestic and the standard in both camps is very high. We had a trip to Bletchley , BarB Q and a dining evening as well as the Christmas Dinner. Jaqui also reported her election to the EC and thus we have an effective conduit to the PFA and congratulations should also

**Don't forget the February Meeting is all about building aeroplanes -  
How to do it - All you need to know!!**



Covent Garden



*“ Strut numbers  
are being  
maintained”*



London City Airport



be passed on to Brian Hope for steering the Popular Flying Mag to groundbreaking monthly issues which to some if not all is long overdue and may well be instrumental in bringing in more members to the Association.

Strut numbers are being maintained around the 100 mark and the treasurer's report given by John Dean confirmed we are still solvent although slightly down on last year with production of the Newsletter being the most significant expense. To contain this it would be helpful if any members would like to receive it electronically please let John Dean know, contact details on the back of the newsletter.

Mike Negus confirmed, as editor, the format will continue but much more input is required from members to increase interest.

We were very pleased to accept on the Struts behalf the donation of a laptop suitably configured for use from member John Knight and we offer on behalf of the strut our thanks - now if anyone has a projector....?

The vote was taken and despite attempts to resign the committee was voted back on plus two additional welcome volunteers in the shape of Steve Solley purveyor of fine ice cream and Jodel driver and Norman Willoughby who has been known to loiter with intent to fly anything he can get his hands on at Rochester Airport.

A proposal of thanks to the Committee was proposed by Colin Ladd and gratefully accepted which closed the formal proceedings and allowed members to continue nattering.

### Aero Vintage Limited Visit - 12th or 19th March

Mark Balding our events coordinator has arranged a visit by limited numbers no more than 12 to Aero Vintage premises in Sussex on one of the above dates to be confirmed.

For those who don't know the organization they are carrying out restoration work on a number of significant Hawker Biplanes from the inter war period such as the Fury and Nimrod with others awaiting their turn plus a Bristol Fighter from WW1 and a Yak1 Russian fighter from WW2. Further details to be given on Strut night February but this will be a popular trip and will be first come first served with the cost including donation to the charitable side of round about £8 or £10 but for a 2hr guided tour of the facilities

which are rarely open to the public this has to be good value. If over subscribed we will see if a re-run can be made in the Autumn.

### Battery Pack Charging the IC-A22E

*John Knight has written an interesting note which may be helpful to operators of the above radio.*

The IC-A22E is very popular as a back up transceiver for pilots. This unit comes with a Ni-Cad battery CM-166 and a wall charger which takes approximately 15 hours to charge from flat.

There is a rapid charger available which is expensive but this does not discharge or condition the battery before charging starts. This can cause the battery to develop a shorter 'memory' and reduce the effective operating time of the transceiver. Overcharging also has the same detrimental effect. It is important to discharge the Ni-Cad batteries, not quite fully otherwise damage can occur to the cells and then charge them for the full recommended time.

I found the recommended 15 hour charge period was an awkward figure to work with i.e. if you put it on charge at 6pm it would not be ready until 9am the next morning while I was already at work causing it to be overcharged by the time I got home again. There was also the tendency to 'forget' about it and that caused the same problem!

The solution that I came up with was simple and more importantly, cheap. I purchased one of those little pin timers that cost about £3.50 at Wickes and removed all the programming pins except for one. The remaining pin was plugged into the off position at 1500; the time set to 24hrs and the over ride lever set to 'ON'. The charger was plugged into the timer socket that was connected to the mains. 15hrs later the battery is fully charged and cannot be overcooked - that's it! Have fun.

### Strut Questionnaire on Future Events

Well we had two back. Nuff said it would be nice to get in to double figures Guys.

**A Brush with the 'Law' PFA Style, A Tale From Kemble 2004**

Depart Rochester 0800hrs, 4 POB PA28 G-BRGI Cherokee 180 destination the PFA Rally Kemble.



*Piper Cherokee*

I was the first to arrive at Rochester checked out the aeroplane and piloting the outbound leg through demanding conditions with broken cloud around 1500/2000 feet we flew M25 Salisbury Plain to Kemble. Locating the airfield after some evasive action avoiding other light aircraft, I called finals and landed at approximately 1000hrs after another aircraft turned finals ahead of us making the arrival more tricky. However we landed without the need to go around, just!

The Marshalls directed us to the required parking area and I shut down and the crew all proceeded to the food halls to obtain breakfast whilst I checked in.

"Catch you up", I said and I walked to the gateway to exit airside where a young chap manning the gate asked to see my blue wrist band. "Oh shit" its still on the dining table at home, forgot to bring it, very sorry and all that. "Can't come in here" says he in a challenging manner.

I switched on my mobile to call Jaqui, our Strut Co-ordinator, when I was told in no uncertain terms that there was no way of getting through without said blue wristband. Patience shortening and I said I needed the Gents urgently and use my mobile to call Jaqui Clark. "No way" I was told and "who's she". I pushed past and went to the portaloos

The ideal pilot is the perfect blend of discipline and aggressiveness.

a few yards away to my relief and crossed the grass to see my daughter sitting at a picnic table with a cup of coffee and a bacon roll for me. I sat down to relax while she went off to round up the other two, whilst I started my breakfast, but not for long.

A 4 wheel drive vehicle sped across the grass and stopped about 3feet away and a guy got out and almost knocked the coffee right out of my hand and said "show me yer blue wrist band". Startled I explained it was home on the dining room table and offered him my mobile to contact Jaqui but he insisted I accompanied him to the station saying he'd never 'eard of 'er. I refused and told him to "go away" and I was going nowhere and was having breakfast. We were in for the classic Mexican Stand Off.

So I sat there on my own with this guy glaring down saying I was to come quiet like and get in the car. I dialed Jaqui's mobile and invited him to talk to her so she could confirm my credentials and bone fida as I was to be a main gate helper and thus operating under her auspices. This was still unacceptable and deciding I was too old to thump him and too old to run I got in the car with my breakfast to go to the main gate and have my story verified.



*Piper Cherokee*

He drove around the camp site whilst I slopped coffee in the back and munched on my breakfast. Another bloke in the front sat there grinning at me and I was trying to work out if he was seeing the funny side of it or winding me up! Going along I got a grip on my pride and thought "you were a soldier a long time ago and rollocked by professionals so play it cool".

The medical profession is the natural enemy of the aviation profession.



*Sonerai II*



*"he drove around the airport whilst I slopped coffee in the back"*



