



July 2005

# SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



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## Mike's Mutterings

Mike Negus -  
Editor



## Quick Build RV

*Or Perhaps Not !* by Gary Smith

**July Meeting –  
Come and  
Enjoy**

**BBQ at  
Laddingford  
Airfield**

### Exciting things to read this month

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

Building an RV was never going to be quick, even with one of Vans new "pre drilled kits. There are presently only four RV9A's flying in the UK so if you want one you have to build your own.

Mr Hope hand carried a set of RV9 preview plans back from Sun-n-Fun in April 2003 and after studying the literature I decided that 3 years and 2000 hours would be a realistic build period. I divided my time into 6 month blocks of 330 hours :- 6 months for the empennage, 6 months for each wing, 6 months for the fuselage, 6 months for the engine and instruments and the remaining 6 months for painting and general finishing off.

My empennage kit (tail surfaces) arrived in August 2003 and this was completed by Christmas, well inside my time schedule. The wing kit arrived in November 2003 but I had to resolve a problem with the spars and so did not actually start wing building until late April 2004. I worked steadily on the wings throughout 2004



*Is it a Boat or a Plane?*

and made a big push in December and January to complete the ailerons, flaps and tips before the fuselage kit arrived. By the time I had completed the wings I was exactly half way through the build period and had completed 800 hours (well on schedule).

2000 hours work in three years equates to 1.8 hours every day and if you don't work today you have to work twice as hard tomorrow! By

**July Meeting is a BBQ at Laddingford Airfield - Don't miss it - Full details of how to get there by road inside.**



*Jabiru landing at Ripple*



*"Four figure donations welcome!"*



*Aircraft at Ripple*



the time the wings were finished in Feb 05, I was averaging 1.4 hours per day. January 05 has been my busiest month so far, I managed to do 120 hours work on the project (average 4 hrs per day) as well as holding down a 9 to 5 job.

February 05 the fuselage kit arrived and I started work right away. I managed to build all of the rib stations, firewall and lower tail cone before departing for Sun-n-Fun in Florida.

At present (mid June) I have assembled (with cleco clips) all of the lower fuselage, drilled all of the holes and primed all of the components ready for final riveting. Once this is done I will have something to sit in (just) so I guess this is the point where a load of aluminium becomes an aeroplane. I have sorted the registration so hopefully within the next few weeks I will be sitting in my shed in my Vans RV9 canoe calling up G-CDMN ready for overdraft (I will tell you how much an engine is next time, 4 figure donations welcome).

### June Meeting at Ripple

Due to the imminence of Flying For Fun the June meeting was brought forward to the third Thursday of the month and as Steve Solley had kindly offered the use of his strip there existed the opportunity to fly in for those types of aeroplane and pilots able to take advantage.

So it came to pass that the evening was blessed with settled weather and being close to the longest day, it presented a fine opportunity and half a dozen members made it by air with another 20 or so by road.

Steve also produces quality ice cream and opened the shop for those of us who had the urge and jolly nice it is to as I am finishing the last. By the time I had arrived by car there had already been some visitors and Graham Hammond was in the circuit with the Jabiru and we were in time to watch his reconnaissance (balked approach) which was followed by a fine landing in the 400 yd strip. Other arrivals before had been Chris Reynolds in the Cub and Gary Smith in the Vagabond, whilst later came in no particular order Mark Balding in Jodel 1051, Simon Pratt with the Luscombe and two guys in a Zenair whose names I did not get so due apologies, but on their departure gave a spirited demonstration of the types short field take which given the temperature was very impressive. The rest of us were able to

**July Meeting is a BBQ!**

wander and drink in the ambience of the evening and eventually departed homeward.



On balance it was a way to go for most members being on the coast at Deal but for those of us who went we had an enjoyable evening so our thanks to Steve and his missus for the hospitality and you will be able to sample more of Solleys Ice Cream at our July BBQ and fly in at LADDINGFORD of which more anon .....

### 28th July Laddingford BBQ and Fly In - 7.00 pm

Please note that despite earlier reports we are not meeting at Rochester but at Laddingford which is being hosted by kind permission of Peter Kember who can be contacted on 01892 864892 or [pk@klw.co.uk](mailto:pk@klw.co.uk) or call Jaqui contact details at the back of the newsletter.



*Peter Kember's New Europa*

Peter as many know is chairman of the Europa Club and after building and flying a monowheel example for a number of years has just test flown his latest Tri Gear Europa which incidentally was No 1000. A picture of Peter's latest mount appears elsewhere and no doubt he will be pleased to answer any questions you may have on the breed as I know there are many fans of this aeroplane in the strut.

PLEASE make a note of the change in venue and don't forget this is very much

a social occasion and on you can bring the family or friends to and we have always in the past enjoyed the weather and company so look forward to seeing you there! The airfield is situated two miles Northeast of Paddock Wood, there is a Pub opposite the entrance. If you are driving from the Maidstone direction, follow the signs to the Hop Farm and on the dual carriageway opposite it turn left at the Bluebell Pub. Go over the railway crossing and turn left again at the junction. At the Y junction bear right and the airfield will eventually appear on your right. A map is at:-

<http://makeashorterlink.com/?K34B5227B>

### Those Intrepid Irish Birdmen Again

News has reached your editors desk about another long range adventure by air from Karl Martin and his partner who this time have hit the heights, literally, by aiming for the roof of the world or if not certainly the upper floor. I repeat almost verbatim his e mail reporting thus. ' Got to Elverum (Norway's gliding centre) then up the Norwegian West coast to Trondheim- Brunnoysund-Tromso-Hammerfest where they were weather bound for a day then in perfect weather made it to the Cape and down through Finland via Ivalo and he was then reporting (21<sup>st</sup> June) Pudasjarvi another gliding centre near Oulo! At that time the plan was return through Estonia, Latvia, Lithuania, Poland and Germany' so I look forward to some filling out of this Scandinavian trip by RV6 in due course. Well done chaps very impressive.

### Strut Fly In at Rochester 26th June

To be fair this was a let down with an assembled reception committee standing by with pancakes, tea and bonhomie the anticipated rush just failed to materialize why? I don't know. The weather was fair but only a handful of Strut Members turned up so for those of us who had set aside the day it was more than a little disappointing but as the French say, you cannot win a coconut every time so we will have to re think this one for the future.

If you must choose  
between two evils, pick  
the one you haven't tried  
before

### Rochester Wings and Wheels Open day 19th June

The Strut was represented by Paddy Jordan and Simon Pratt with the Luscombe together with Chris Ward and Co and the L4 Cub and Alan Cooper's Condor.

The guys and girls handed out leaflets all day under a blazing sun without a lot of back up so big thanks for you efforts.



### August 25th Meal at Rochester

More details next month but on offer will be pate and toast followed by beef goulash (vegetarian option available by request) cheesecake and complimentary glass of wine all for around 10 quid, can't be bad.

### Shuttleworth Evening Flying Display Saturday 20th August

For those Strut Members who would like to attend by air or car you are promised a fascinating evening of flying by some of the most interesting machines in the country and if you arrive by midday the possibility of a guided tour behind the scenes thanks to Jaqui's close contacts.

Arrangements can also be made to camp on the airfield overnight or Jaqui can point you in the direction of more comfortable surroundings with transportation BUT she needs to know numbers so if you are interested please contact her as soon as possible details at the back of the newsletter.

### Strut Tee Shirts

Is anybody interested if we can get some T shirts printed with the Strut Logo on . What Strut logo I hear you say , well yes if we are going to have these done we need a design so if there is anyone out there in Strutland lets be having you, have a chat with one of the committee or more and we will see how this idea floats.

Strut BBQ - July 28th



*Rolloson Condor*



*"To be fair this  
was a let down  
for the  
committee"*



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### Dates for your Diary

July 28 BBQ at Laddingford  
August 25 Dinner at Rochester  
August 20 Trip to Old Warden

### I can see clearly now .

I broke my second set of "expensive" sunglasses this year and thought that it would be a good idea to go to a pilot shop where they sold sunglasses sturdy enough for "real" pilots.

The shop I went to had what appeared to be a suitably sturdy set of glasses that I duly took to the counter to pay for. I was then asked the question "do you intend to fly in these"? And I naturally replied - yes!

"Ah, these use Polaroid lenses and you should not use this type to fly in." OK I replied but it does say that these are pilot's sunglasses on the packet!

"No, that only refers to the style!" Um, do you have any non-Polaroid sunglasses suitable for pilots? "No he replied. They might be getting some next week"

OK, I thought, lets look around online and get a set by post - easier said than done! After looking through the magazines for the best looks and price, as well as being worn by a famous flying team so they must be suitable, I tried to place my order.

I asked on the order line are these type of sunglasses Polaroid?

" Oh yes replied the sales person" But I thought that Polaroid glasses were unsuitable for pilots?

" They are not suitable for airline pilots but should be ok for GA pilots" was the reply!

By this time I was confused as nobody really seemed to know what was safe for a pilot to wear even if it did cost a 100 quid plus!

To cut an even longer story short I searched the WEB and the most suitable and scientific answer that made sense to me was found on a WEB site, FAA, in the USA using the following link -

<http://www.cami.jccbi.gov/aam-400A/FASMB/FAS200303/sunglasses.htm>

Please note that these are only my personal "views" on this subject and I urge you to do your own research. I would welcome feedback from anyone else before I lose sight of another hundred quid for a new set of sunglasses that are potentially dangerous to fly in.



[www.solleysicecreams.co.uk](http://www.solleysicecreams.co.uk)

I did make a call to the CAA and it appears that they do not currently have any documentation available on this topic but I was verbally advised that the use of Grey type lenses were the better choice.

My personal search on the subject found, mostly on the WEB, that -

1. Sunglasses protect eyes from glare associated with bright sunlight and the effects from exposure to harmful solar radiation. Sunglasses lenses that provide 100% UV protection are available in glass, plastic, and polycarbonate. Glass and plastic lenses have better optical properties, while polycarbonate lenses are a bit lighter and more impact-resistant.
2. The choice of tints for use in the aviation environment should be limited to grey, grey-green, or brown tints.
3. It also seems that Polarized sunglasses are not recommended because of their possible interaction with displays or other materials in the cockpit environment.
4. Photo chromic lenses, those that adjust to the light, should also be avoided, as they do not change as fast as the light conditions inside the cockpit.
5. The fitting of a necklace chain or strap is recommended so that the glasses can quickly be removed and replaced again i.e. when flying through clouds.

Careful consideration and your own research should be used when selecting an appropriate pair of quality sunglasses for flying!

John Knight