

May 2013



SKYWRITINGS

Newsletter of the *Kent*

Project—Scrambles



Glstar project

Some twenty years after deciding to build a KIS, Julian Bone is into another project...

Several people have asked how my Glstar project is progressing and I am pleased to report that after 2 years "away" I am working upon it again. The fuselage is well advanced but the "fibreglass skin over metal tube" construction has caused a few headaches with lack of access and every simple task requires problems to be solved.

For example, being tall with long legs has been a major challenge, just getting myself to fit. With the seat fully back and the rudder pedals mounted fully forwards I can sit comfortably but could not reach the dashboard. My current assignment involves extending the dashboard 5 inches rearwards, hopefully putting the instruments back within reach.

The picture shows me 'Heat forming PVC foam on a wooden jig to produce the extended instrument panel top. Two layers of glass will be applied to make the top and the front face (housing the instruments) at the same time. When cured the wood inner support will be removed and glass plies added to the inside surface to produce a stiff sandwich like structure, in



Nigel Read - Editor

Contents

Glstar p1

Amiens 2013 p2

Radio problem p4

Presentation p5

EGTO update p5

Friedrichshafen p5

Exec 162 pics p7

Manston Air show p8

Diary Dates p8

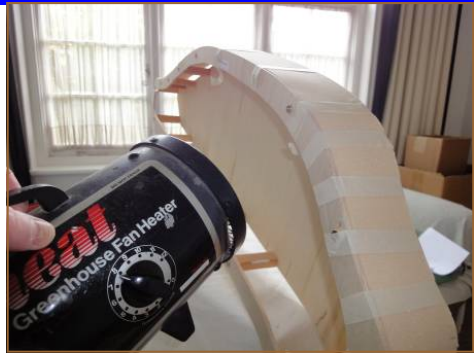


30th May Meeting
Design of the Kestrel — Brian Tutty
1000shp 8 seat composite
Cobtree Manor Golf Club,
ME14 3AZ 20:00hrs

effect a one piece dashboard. The jig shape has been designed to achieve maximum forward visibility and the build technique (mouldless construction) should produce a light weight, stiff structure which fits around the fuselage tubes. If everything goes to plan I should only need to make it once and then move onto the next design hurdle.

Will it be finished in 2013? That would be nice but who knows what problems are left to solve.

Julian Bone



Amiens 2013 Gary Smith

The Kent Strut received its annual invite to the “Amiens weekend” (4th -5th May) and we obligingly featured their poster in the April strut magazine. The e-mail “scramble” reminder earlier in the week promoted a few more enquiries and suddenly it was time to look at the weather and make plans.

A few aircraft from the strut decided to depart on Friday to make a long weekend of the trip which left myself (grounded with mechanical problems) waving farewell to the Luscombe, Piper Colt and Jabiru J430 as they departed on a “none too special” overcast Saturday morning.

The trip to Amiens is the equivalent of flying from Rochester to the Isle of Wight, about 1 hour 20 mins for most but with a longer water crossing. Flight planning using the AFPEX online system is straight forward as most people do the same trips and use their saved templates, filing outbound and return flight plans the night

before from home is also a good trick.

Immigration is straight forward too, a fax to Amiens (fax number on the poster) and e-mailing a General Aviation Report form (GAR) to UK immigration (or using their new online GAR system) could not make things easier.

The show put on by the town is always good. Guest aircraft are parked in a line and whilst the public are not allowed to walk “air side” they can pay 1 euro and take the little tourist train ride along the flight line where they are given a commentary about each aeroplane. Basically you arrive and become part of the exhibition, their gratitude is reflected in the landing fee (i.e. there is none). They have a large exhibition of old classic cars and motorcycles, an area set aside for model aeroplanes / boats and cars, old fashion fairground games (some of which need to be explained), an army re-enactment area, fairground stalls, food and a whole lot more. It has a very laid back atmosphere which is all too often missing in the UK these days and lots of people make the effort to attend.

Last year the visibility around Amiens was poor but the day improved, alas this year was the opposite. Soon after the Luscombe departed Amiens the weather to the north deteriorated and despite struggling up towards Le Touquet they called it a day and diverted back to Abbeville (swiftly followed by the Colt and the Jabiru). The weather was studied and much coffee drunk before coming to the conclusion at 6:30pm that it was going to be good enough to have another go.

Simon convinced Le Touquet that the Luscombe and Colt were a “formation” so were allowed through the zone without a transponder and hopping over the boats in Boulogne harbour they set course for home and arrived before it got dark.

Sunday dawned a beautiful clear morning, my RV mechanical problems were cured and we coasted out over Folkestone at 6500ftjust because we could. What a difference a day can make to the weather and we were glad to have waited. The Fete d’Amiens was great for us too and we returned later in the day in similarly pleasant conditions.



Out of my mind. Back in five minutes

The exhibits usually include some unusual vehicles on display, this bike is Pneumatically powered.

Just imagine the size of the pump!



It was great to listen out on the “safety com” radio frequency and hear other strut members reporting at Laddingford / Maypole / Clippgate farm etc and know that whilst you can’t see them your fellow strut members are out there having fun too.

Watch out for the Amiens Fete in 2014, well worth putting in your diary.

EMC problems from David Broom, G-RVAN via Gary Smith

(no requests to the editor for technical explanations please!)

A bit of feedback from the weekend that might be of use to some people. On departing Damme for the homeward trip the VHF was behaving as if the squelch control was permanently open. Basically very loud, constant background electrical noise. With the best part of three hours ahead of me I decided I would end up a gibbering wreck by the time I got home (some would say I am already of course!) so it needed resolving. Turning the radio down / off was not an option since there were various control centres to communicate with en-route, not least of which being Belgian Class C. Obviously I fiddled with the radio controls and breaker, I swapped to a spare headset and I tried all of the frequencies I would be using en-route with no success. I began to think through any differences between this flight and the outbound flight and the only one which seemed relevant was that I was now using a charger lead connected to the *IPAD* (strapped in the passenger seat and running *Skydemon*). The *Ipad* charger I have is supplied specifically for the device (not by *Apple* though) and supplies 2A at 5V from a standard 12V 'cigar lighter' socket. (The *IPAD* will not charge from a standard 500mA USB supply). I unplugged it from the cigar lighter socket and a silent bliss enveloped my ears! The battery on the *IPAD* lasts for a reasonable time so it was of use for the entire journey. (After 3 hours, down to 42% - Bluetooth on - for external GPS). The charger concerned is CE marked, although almost certainly from China I guess. I have used it a number of times before without this problem. One possibly significant difference on this occasion is that I had the opportunity to fully charge the *IPAD* at Damme so it was at 100% battery level when I started. This could have resulted in a low output current from the charger, which being a switch mode device could have altered its radio frequency generation spectra and caused the issue. The charger could have become faulty of course. I intend to check further and see. In the meantime it is worth trying such equipment in a variety of operational circumstances before declaring them 'the business'. I am fortunate in

that I have Electro Magnetic Compatibility test equipment at work so I can check to see if the interference is transmitted or conducted. If I find anything definitive I will follow it up.

Also note that strut members have experienced interference from LED nav lights where the high radio frequency strobing required to produce the high intensity light was causing radio interference.

‘Strut screw’ presentation

Graham Hammond with the LAA Kent strut trophy, awarded for his long standing service as Kent Strut Membership secretary (a service so long that nobody can remember exactly, but we think it is in excess of 11 years).

Graham stood down at the beginning of the year and Steve Solley was voted in at the January 2013 AGM as his replacement.

A hard act to follow but we still have Graham’s expertise on the committee.



Rochester Airport Development from Kelvin Carr, Manager

Rochester Airport are pleased to announce that we have been chosen as the preferred bidder for the recent tender process.

This will be for a 25 year lease starting in **January 2014**, also a hard runway and building works for our large hangar. The Southern parking area is likely to be transformed with new buildings and car parking area.

Rochester Airport are looking to sign the new lease sometime during the summer.

Friedrichshafen 2013 Gary Smith.

When somebody asks if you would like to visit the largest light aviation air show in Europe, it’s hard to turn such an offer down. Everybody in General Aviation has heard of Oshkosh and Sun-n-Fun air shows in America but Friedrichshafen was a new name to me and needed investigating.



There are no direct flights to the air show so we jumped on one of “Ryanair’s rockets” to Memmingen in southern Germany and let “Hertz” do the rest. (We took our own sat nav and having pushed all of the buttons in the car discovered the car already had one just as we took it back). The countryside is particularly pretty in April and since there are no hedges or boundary fences the open view across the

rolling lush green countryside was really quite impressive. In the background the mountains of Austria could clearly be seen some 30 miles to the south and best of all ... there is absolutely no litter.

Friedrichshafen has been always been associated with aviation, the Zeppelin factory being situated close to Lake Constance since the turn of the century. A museum dedicated to the airships history is located in town and is worth a visit. Unfortunately the Hindenburg disaster of 1937 (using flammable Hydrogen) necessitated the use of the safer gas Helium, but a supply embargo from USA (due to war looming over Europe) basically nailed the lid on the coffin of the airships. Many of the facilities were subsequently used by Dornier to make aircraft and parts for the war effort.



The modern exhibition area is located within walking distance from Friedrichshafen's main runway and comprises two rows of five halls, each hall big enough for a microlight to fly a small circuit. The 630 exhibitors were demonstrating and selling everything from microlights to biz jets, from complete kits to pocket sized spares, helicopters / gliders / gyros / model flying / insurance / maintenance packages / flight planning software and much much more.



Basically if it was aviation related (even mildly) it was there.

The Germans really seem to be ahead of the game when it comes to electric power installations and a complete area was dedicated to electric flight. This is hardly surprising when you look at their houses and see that 1 in 5 is cloaked in solar panels.

32,000 people attended the four day show this year. What started out as a biannual get together for the gliding fraternity has turned into the biggest aviation show in Europe and if you have not been I would mark it on next years aviation calendar as a must.

Last month's meeting

Bruce Alexander explained the challenges and frustrations of building a helicopter, as his article in last month's newsletter detailed. The following page has photographs of the finished machine...



Daylight underneath!



Bruce Alexander's Exec 162 (modified)

Light travels faster than sound.
This is why some people appear bright until you hear them speak.

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Saturday 22nd June. Aircraft on display range from the Turb team to the Vulcan which is being displayed on the ground for a close look, which also provides excellent shade in the event of a sunny day!

<http://www.heritage-events.co.uk/>
South East Air Show 2013



Consciousness:
That annoying time between naps.

Dates for your Diary

30th May Design of the Kestrel—

Brian Tutty

27th June Ripple BBQ

25th July Rochester BBQ

28th July Stow Maries -

Photographers day

29th Aug Treasure Hunt

*26th Sept RAF fighter pilot to 777

31st Oct Turbulent display team

*28th Nov Justin Willcocks CAA

Licencing (TBC)

* revised dates/meeting