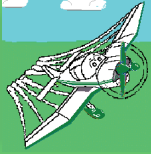


January 2017



SKYWRITINGS

Newsletter of the *Kent Strut*



Light Aircraft Association

Happy new Year

Meetings

January is our AGM followed by a talk on Gliding from strut member Karl Martin. If you haven't tried flying without an engine it is something you should try. Many clubs offer temporary membership or run holiday courses. The relative quiet enhances the experience but also gives a clue to your speed. Rudder coordination becomes much more noticeable. Some motive power is required to get you going- a tow from a winch or truck another aeroplane (even a kit plane) or for the really environmentally friendly—a length of bungee elastic on the edge of a hill. Then staying up is another matter!

November We had an absorbing talk from Pete Kynsey on flying on water. Pete and his partner Anna Walker operate the amphibious Husky on Floats based at Rochester G-WATR. It is equipped with oars, flares, a marine radio and an anchor. Each float is 90% of the buoyancy of the aircraft and can carry luggage although it may get a little damp! The step in the float is necessary to get airborne as it reduces the water wetted area and drag. There are sea rudders which are only used at low speed. These retract as do the wheels for a water landing. Front wheels caster on land, steering being by differential braking. Landing both on



Nigel Read - Editor

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**January Meeting
AGM and Gliding talk**

Cobtree Manor Golf Club, ME14 3AZ 20:00hrs

www.laakentstrut.org.uk

water and land is done with the nose high. Touch down is done at 60 mph, the minimum possible. Rather like glider pilots using a mnemonic when landing 'out' there is a check to do prior to landing on water—W wind, wake, waves and wires. Water can be calm at the upwind end of a lake indicating wind direction and the sound of hitting wave tops the strength. O obstacles— Submerged or semi submerged obstacles such as logs or mud banks which cannot be seen while on the water. Pete uses an Ipad chart with GPS to show Depth and tides. The size of a lake can be timing flying across it at 60 mph.

The rear fitting for the float is a mod, not necessarily strong! Water spray, just like flying through rain will erode the prop so taxiing is done either slow or fast at 40 mph for the Husky sitting on the step.

Smooth glassy water gives no height perception and is one of the main causes of float plane accidents so using instruments is recommended for landing. 18" is the maximum for rough water.

After flying the aircraft is washed down with fresh water then marine salt inhibited inside the floats. Not a nice job in the cold of winter so this is seasonal flying!





Christmas Dinner

There being no meeting at the golf club in December it was Christmas Dinner instead. As in previous recent years we went to the Newnham Court Inn near Bearsted. Due to the numbers we got pushed back to a later start of 9pm which unfortunately was too late for some. However everything ran smoothly with attentive waiting staff and reasonable food. A Fayre and Square chain pub but with a remarkably similar menu offered by Green King pubs with the same beers! Let us know what you think at the AGM as to whether or not we should look for a change of scenery for next year.

As usual, we had a raffle, organised by Mike Negus. The display of marvelous prizes is pictured right. Books, Booze, Chocolates and even a kit plane to build!

£55.51 was donated to Aerobility.



Abbeville and Amiens no longer have immigration which means we can no longer go straight there. This is important information from Gary Smith. The link to the Abbeville website is below and indicates the NOTAM. **NO FLIGHT CAN BE CARRIED OUT DIRECTLY A DESTINATION OR ORIGIN D' A COUNTRY OUTSIDE THE SCHENGEN AREA** (part auto translation)

<http://ae2ab.assoc.pagespro-orange.fr/aerodrome.html>



Happy diners at the Christmas Dinner

Christmas and New Year Flying

The holiday period has thrown a mixed bag of weather at us but there have been some very sunny, clear but biting cold days ideal for pottering around and getting the cobwebs blown away. I Hope you have managed to take advantage of some of them. My base, Laddingford, has enjoyed some pleasant flyable days when not dogged by fog, which can creep back again late in the day at this time of year, has experienced dry firm runways for a change. Partly due to extra drainage work and partly due to the unusually dry winter. Maybe the latter has had the greater effect as even the grass taxiways are usable at the moment. Always worth checking first before you go somewhere. My Europa continues to require some development since fitting a slightly more powerful Jabiru engine. The new propeller lost a small portion of the epoxy reinforced leading edge from the tip—just came off, providing a slight vibration which I thought was the tape around the wing root until the engine stopped on rollout with the damaged blade sticking up in front of us. Hmm. With the prop removed to my garage and a plan to setup our old Arplast I set about measuring the pitch at various points to see how I might set the ground adjustable. With the mounting face up and horizontal and using vernier scaled levels I was able to measure them on a flat portion from the trailing edge. Imagine my surprise to find each blade was different. I performed the same check on what is a slightly

shorter original GT prop with the same spec and that was identical both sides and about three quarters of a degree coarser. No wonder we needed up to 200 rpm more to get the same cruise! It was sent back to GT before Christmas but as I write no news of what they are going to do. I think it needs a clock mounting in the middle.

However we have been up with the Arplast and with the tips now set at 12° , whether it is the pitch setting, the newly sealed gaps (glider style with pvc tape) at the wing roots or the cold weather, we have gained about 10 knots! Only problem with the Arplast is that even in this cold weather we have three to four minutes running at 2000 rpm before the 150° red line is reached but we can go to 175° for a few minutes during the climb and the gauge will over read for each degree the gauge (cold end) is below 22° - a useful fact I found on Skycraft's web site.

So after all that, one of our flights was down to Pent Farm, (actually two but we just overflew on the first). Our neighbour in the hangar, Richard, was going to Pent Farm with his Turbulent to do some Cub training with a guy who had flown from Sussex in his Eurofox, so we thought to follow him down after calling Chris Reynolds. They are sensitive about noise issues and very sensitive about what is in the maintenance hangar. It was a first trip to Pent Farm for my co-owner, the second for me as several years ago we flew some air scouts during a weekend camp for them.

So hoping to find something to fill the pages of Skywritings with here is a selection of pics off my Ipad, while Tom was flying.



Chris Reynolds' Cub being run up

The Tiger Club's Cub



Inside the Tiger Clubs hangar

Visitors



Battle of Britain Museum



Canterbury



Old Pfizer site



Committee Contacts**Co-ordinator: Gary Smith****Tel : 01795 422426**gary.james.smith@btinternet.com**Treasurer:****John Dean 01892 822776**john@jmdean.co.uk**Membership Secretary:****Stephen Solley 07836 653257**sc.solley@solleysicecream.co.uk**Newsletter Editor:****Nigel Read 01634 362375**skywritings@tesco.net**Committee Members:****Mike Negus 01634 364396****Mark Balding 01580 851112****Brian Hope 01795 662508****Uttam Chakravorty 07802 413043****Frank Lissimore 07798 900220****Peter Huxley 07899 015287****Glen Everett 01622 858956****Kevin Marks 01622 850939**www.solleysicecream.co.uk**Airbus CEO Sees 'Flying Car' Prototype Ready By End Of Year**

Reuters Jan 16, 2017
 GERMANY --- Airbus Group plans to test a prototype for a self-piloted flying car as a way of avoiding gridlock on city roads by the end of the year, the aerospace group's chief executive said on Monday. Airbus last year formed a division called Urban Air Mobility that is exploring concepts such as a vehicle to transport individuals or a helicopter-style vehicle that can carry multiple riders. The aim would be for people to book the vehicle using an app, similar to car-sharing schemes. "One hundred years ago, urban transport went underground, now we have the technological wherewithal to go above ground," Airbus CEO Tom Enders told the DLD digital tech conference in Munich, adding he hoped Airbus could fly a demonstration vehicle for single-person transport by the end of the year.

"We are in an experimentation phase, we take this development very seriously," he said, adding that Airbus recognised such technologies would have to be clean to avoid further polluting congested cities.

He said using the skies could also reduce costs for city infrastructure planners. "With flying, you don't need to pour billions into concrete bridges and roads," he said.

Enders said Airbus, as the world's largest maker of commercial helicopters, wanted to invest to make the most of new technologies such as autonomous driving and artificial intelligence, to usher in what amounts to an era of flying cars.

"If we ignore these developments, we will be pushed out of important segments of the business," he said. A spokesman for Airbus declined to say how much the company was investing in urban mobility.

Dates for your Diary 2017

Strut Meetings last Thursday of the month. Meetings TBC
 Watch this space for some interesting and unusual talks!

Jan 26th	Apr 27th	Jul 27th	Oct 26th
Feb 23rd	May 25th	Aug 31st	Nov 30th
Mar 30th	Jun 29th	Sep 28th	