

12th JANUARY 2010

Quiz Night

Qu

AGM

Quiz

AGM

Quiz N

AGM

Quiz Nig

Quiz Night

Birthday Party

Quiz

Annual General Meeting

Quiz Night

Quiz Night

Quiz Night

This Month

Tuesday 12th January, starting at 7.30 pm. It's time for our Annual General Meeting, our birthday party and our quiz night. Hopefully the AGM will be short, the quiz fun and the party refreshing. There will be prizes to be won for success in the quizzes but no one will be embarrassed by having to reveal what answers they gave. Bring along a £1 coin for a slice of birthday cake and enjoy a free glass of wine or beer. Guests welcome.

Last Month

Jon Cooke, the LAA's Head Coach, explained just what the coaching scheme makes available to members and I think some were surprised at the advantages it offers. The Strut is lucky enough to possess two coaches: Phil Hall and Ray Lewis. The full list is on the LAA website.

Jon went on to tell us about recent developments in the regulations affecting us and followed this with a quiz which was very useful to those like me who can't remember all those rules and regs.

Guests & Visitors

It was a pleasure to welcome Susan Steade as a guest.

Scouts' Air Camps

Just before Christmas I had a telephone call from Ron Shell of the Scouts movement to thank us for our work at Scouts' Air Camps. He told me he had a dream of finding a way to introduce scouts to the thrill of flying and it was Gloster Strut which got the ball rolling. In fact it was Alan Twigg and John Bean who were the driving forces from our side but they would be the first to acknowledge that without your help it would have gone nowhere. As it is, Ron tells me that hundreds of scouts have now been flown and one of the first is making his career in aviation. He's now studying at Cranfield and has plans to fly himself in to a future scout camp to show just where such introductions can lead.

Strut Annual General Meeting

To speed up the boring bit, the agenda, accounts and my report are set out below and I'll be assuming you have already read them – they won't be repeated on the night.

Agenda

- 1 Minutes of last AGM (as in Feb 09 newsletter)
- 2 Matters arising
- 3 Chairman's / Treasurer's Report (see below)
- 4 Approval of the 2009 Accounts (see below)
- 5 Motion to set the subscription levels for 2010 at:
£10 for a first family member requiring a printed newsletter,
£5 for a member taking an e-mail version of the newsletter.
£2 for a second family member, and £2 joining fee.
- 6 Approval of Budget for 2010
- 7 Election of Chairman, Vice-Chairmen, and Auditor
- 8 Motions as follows for the distribution of 2009 draw fund and donations (£128.50):
To Aeros Flying Club - £100
To The General Aviation Awareness Council - £28.50
- 9 Motion to provide £200 to subsidise the Strut's annual dinner
- 10 Motions to pay the following from capital reserves:
£100 Armstrong-Isaacs Flying Scholarship, in memory of Rod Ashforth, David Coombes, Stuart Filhol, Malcolm Gay, John Dance, William Mills, Clive Roberts and Paul Sweeting.

£50 to Flying for the Disabled

£21.50 to the GAAC (to bring our total donation to £50

- 11 Motion to elect an honorary Strut President for 2010.
- 12 Motion elect honorary member(s) of the Strut for 2010.
- 13 Motions Submitted by Members

If you wish to propose a motion please send it without delay (01242 260242 or harry.hopkins@talktalk.net).

- 14 Any Other Business

CHAIRMAN's / TREASURER's REPORT

Venue We're very fortunate to have the continued support of Aeros and such a superb meeting place. I am proposing a donation of £100 towards the wear and tear we cause.

Membership We started 2009 with 133 members. Sadly, two members died, two more resigned and 9 failed to renew their subs. During the year three lapsed members returned to the fold and we recruited 3 new members, bringing the year-end membership to 126. Most new members have been introduced to the Strut by existing members and I hope you know that we welcome guests (at no charge). *Please introduce your aviation friends to the Strut and **welcome** those whom others introduce.*

Retiring Members I appeal to anyone who does not intend to renew to let me know so that the Strut is saved wasted postage.

Programme We had a meeting each month last year, with between 30 and 45 of you attending. Suggestions of subjects and/or speakers for future meetings are always welcomed.

Scouts' Air Camps The 2008 camp was rained off so we ran two camps this year to make up for it. Each was a great success thanks to those Strut members who ran it and those who flew, gave ground instruction or simply helped out.

Fly-out Programme David Joyce has kindly laid on a fly-out programme but support for it has been disappointing. I'm hoping he'll at least arrange one cross-Channel trip this year and thank him for the work he's done.

Social Events Our social events last year were our birthday party in January our annual dinner in October and mince pies and wine at our December meeting. This year we will again organise a dinner in October for those who enjoy it.

Newsletters Tim Houlihan has continued to produce superb newsletters for us, and Anne has stuffed the envelopes and stuck on stamps for those who still need a printed version, now down to 18, with the rest of you taking the email version. We owe Tim & Anne our thanks for all their hard work on our behalf.

Website I'm very grateful to Ray Lewis for providing us with such a smart website. Its costs (domain name registration fees and hosting fees) are included in the budget I'm proposing.

NC Travel Costs I attended 3 National Council meetings but cost for will came from LAA funds.

Miscellaneous Expenditure During the year I bought and posted cards to the next of kin of those members who died and Christmas cards for those non-members who have given service to us. These, with other miscellaneous admin costs, came to just under £10. I've again budgeted £20 to provide a prize to the person flying the furthest to get to our fly-in, if we have one.

Strut Draw Last year the draws raised a total of £128.50. I propose we donate £100 to Aeros and £28.50 towards a grant to the General Aviation Awareness Council. I'm also proposing some further donations from our capital account.

Cash Flows Because of much lower printing costs and fewer members taking the printed newsletter we lived well within income and have added a small amount to our reserves.

Capital Expenditure 2009 We voted £187 from capital reserves in last year (£100 Armstrong-Isaacs Flying Scholarship, £50 to Flying for the Disabled and an additional £37 to GAAC). Our reserves still include £300 earmarked for the PFA HQ 'Buy-a-Brick' scheme, to be given when the Association starts to build its new HQ.

Proposed Capital Expenditure 2010 I'm proposing we donate a further £100 to the Armstrong-Isaacs Flying Scholarship in memory of 9 late members: Rod Ashforth, David Coombes, John Dance, Stuart Filhol, Malcolm Gay, Clive Roberts, William Mills, Paul Sweeting and Denis Stanley each of whom was an enthusiastic aviator. I'm again proposing a sum of £50 to Flying for the Disabled, and £21.50 to the General Aviation Awareness Council to bring our total donation to them to £50.

Strut Helpers The Strut wouldn't function without some effort from its members. I'm always grateful to those (too numerous to mention) who help to set up the room, make the coffee (usually Ian McGugan – thank you Ian), and clear up afterwards. Please don't wait to be asked when you can see something needs to be done. Your Strut will be what you make it.

Election of Chairman for 2010 Our constitution limits the chairman's term of office to one year at a time; anyone willing to take over the job should make it known to me a.s.a.p.

Election of Vice-Chairmen & Auditor We also need to (re)elect two vice-chairmen and an auditor.

Strut President and Honorary Members I shall again be proposing candidates for election as Strut President and honorary membership.

Accounts & Budget The accounts for 2009 and budget for 2010 are printed below. I shall be seeking your approval of them unless anyone wishes to propose a budget alteration. Although we cannot rely on low printing costs, our capital reserves allow us to take the risk of a small overspend. I shall therefore again be

proposing a subscription of £10 for first family member taking a posted newsletter. Other subscriptions and the joining fee will remain as last year, viz. £5 for the e-newsletter, £2 each for additional family members, and a £2 joining fee.

2009 ACCOUNTS & 2010 BUDGET

Income (excluding draw)

	09 budget	09 outcome	+/-	10 budget
Subscriptions	645*	675.5	+30.50	645
Joining Fees	20	6	-14	10
Bank interest	2	2.50	+0.50	2
Miscellaneous	Nil	10	+10	Nil
Totals	667	694	+27	657

* assumed loss of 20 members and recruitment of 10. In the event 15 LAA
 ~ assumes loss of 20 members, recruitment of 10 new members, and subs as proposed above, with 90% taking e-newsletter.

Non-Capital Expenditure

	09 budget	09 outcome	+/-	10 budget
Newsletters	171	64	-107	210
Quiz Prizes	5	Nil	-5	5
Speaker Travel	60	80	+20	60
Nat'l Council	Nil	Nil	0	Nil
Annual Dinner	200	105	-95	200
Website	115	121	+6	55
Fly-in Prize	20	Nil	-20	20
Miscellaneous	25	10	-15	25
Totals	596	380	-216	575
Surplus (deficit)	71		216	82

Capital Expenditure in 2009 PFA Flying Scholarship
 Scheme and £100; Flying for Disabled £63 Total £163

Projected Capital Expenditure 2010 LAA flying scholarship
 £100; £50 Flying for Disabled; £21.50 for GAAC. Total £171.50

Total Surplus Carried Forward £2684* (includes £300)

earmarked for HQ fund 'buy-a-brick' scheme) **Actual reserve £2384**) * assumes capital expenditure approved as proposed.

MOGAS – A WARNING

The LAA is very fortunate to have Barry Plumb as Chairman of its Engineering Sub-Committee and Barry has been keeping his antennae alert for news on the increasing use of alcohol in MOGAS, something mandated by our Government as one of its 'green' measures. He tells me it's becoming increasingly difficult to buy MOGAS without ethanol: most of the major oil companies' and supermarkets' outlets now include it and even if you use one of those who don't normally dispense it, such is the inter-company trading that company X may have just taken delivery of a supply from company Y.

The problem with water in fuel containing Ethanol is quite serious. Firstly ethanol is hygroscopic, which means that it will absorb water from the atmosphere. This means that if it is left in a vented fuel tank it will absorb moisture through the vent. Secondly Ethanol has a very strong bond with water, but a very weak bond with gasoline. This results in a situation where with a low water content all three fluids are in a state of equilibrium, however as the quantity of water reaches a critical point, the Ethanol releases its bond to the Gasoline, and the whole quantity of Water and Ethanol separates out. Since this has greater density than gasoline it settles to the bottom. This sudden phase separation will occur not only with a change in water content, but as a change in temperature or pressure occurs. So if you have a mixture of Gasoline, Ethanol and Water in the tank, and it is in equilibrium, when you check your fuel drains prior to flight, all appears normal. However as you climb and enter the cruise, the pressure reduces and after a while the temperature of the fuel reduces. If the phase separation then occurs there are two possible scenarios. Either a) the quantity of Water/Ethanol will overwhelm the gascolator, fill the float bowl, and stop the engine or b) the resulting Ethanol free Gasoline will now have a reduced octane rating which allows the engine to run in detonation (pinking) and severe damage occurs to the engine.

Test kits are available from AIRWORLD UK. There are two types, Bluebuds and Bluebottles. The bluebottle kit is slightly more expensive but gives quicker results. It's very easy to use as a strong blue colour change occurs if fuel with alcohol is found.

Carburettor Icing

[The item below was written by Robin Morton in response to my last month's item on winter operations and I commend it to you]

Just a point about carb ice. Everything you said about it was correct, but in fact carb ice is much more likely in spring and autumn than in winter, as the air is often so cold in winter that there is very little moisture left in it, hence less risk of carb ice than at other times of the year. For sure, cold and wet will bring it on, as will snow in the air, but it is airframe icing that starts to be the real problem in winter, as you also rightly pointed out.

Finding yourself in an ungainly heap on the ground due to carb ice is the second silliest way of crashing an aircraft, with running out of fuel being No. 1. It is a fact of life that even some flying instructors don't understand it fully, as, if the aircraft they train in doesn't suffer particularly from carb icing, they have little experience of it themselves, and find it difficult to teach. In the latest LAA accident statistics, 4 in 68 accidents (6%) were believed to be caused by carb icing, and it is a regular feature in the AAIB Bulletins.

My little Jodel would ice up if you sneezed in flight, and the carb hot air handle was out as often as it was in. It was a function of all sorts of things, mainly lack of an effective air filter (which helps quite a lot) but I suffered mostly when on the ground taxiing for take-off. My take off technique was to start the roll with carb air hot, to clear anything that had

accumulated at the holding point, pushing it to cold as the wheels left the ground. Once I had it stop on me at the holding point as I opened up to line up (bad news with a hand-swung VW!), and once as I opened up to taxi away from the hangar (similar embarrassment). However, I now know a huge amount about carb ice and how quickly it can happen. All approaches were done with the carb air at hot from before throttle closure on downwind leg (no-use doing it afterwards), until the end of the landing roll. I will argue with anyone against pushing it to cold at 300 feet, though some Flight Manuals advise it, and in fairness it does depend on the engine and its installation.

When we were running-in Daryle Parsons's engine in his lovely Jodel for the first time on the ground at Staverton (it was September and 17° C) it failed to open up on one occasion and quit cold. Daryle was like a buzzy bee trying to figure out what had gone wrong with his brand new engine, and was dumb-founded (and totally disbelieving) when I told him it was carb ice. We left it two minutes, it started again perfectly, and I was able to demonstrate at will the onset of carb ice to him and how the hot air system can clear it given enough time, which he had never understood before.

Dates for Your Diary

Sat 13 Feb – LAA Annual General Meeting, at Turweston, starting at 11 am but preceded by a Members' Forum at 10 am.

4,5, 6 Sep – LAA Rally at Sywell.

For Sale

Sennheiser HME100 Headset new end 2003 and hardly used. New cost today would be £169. £85 o.n.o. Call Harry 01242 260242.

Piper J3c '65' Cub Built in 1944 as a L4 for the US Army. Recent overhaul and recover – excellent condition. LAA Permit until July 2009. 760 ch Microair radio and intercom. Spare Prop. Same owner for 29 years. Viewable at Little Rissington Airfield. Price £24000 o.n.o. Contact : 01453 834041 Mobile 07798 527005 jackiemorecraft@hotmail.co.uk.

CONGRATULATIONS

Hearty congratulations to octogenarian Edwin Shackleton who set himself the target of travelling in 100 different forms of transport in 2009. He handsomely exceeded this by managing to ride or fly in a total of 136 types. This is Edwin's second record: he's already in the Guinness Book of Records for getting airborne in 861 types of flying machine. You just can't keep an enthusiast like Edwin resting on his laurels. Well done and congratulations from all of us.

E-mail Addresses If you acquire a new e-mail address please notify me at: harry.hopkins@talktalk.net

Manchester 118.575

Birmingham 118.050

Luton/Stansted 129.550 / 120.625

London Heathrow 132.700

London Gatwick 126.825

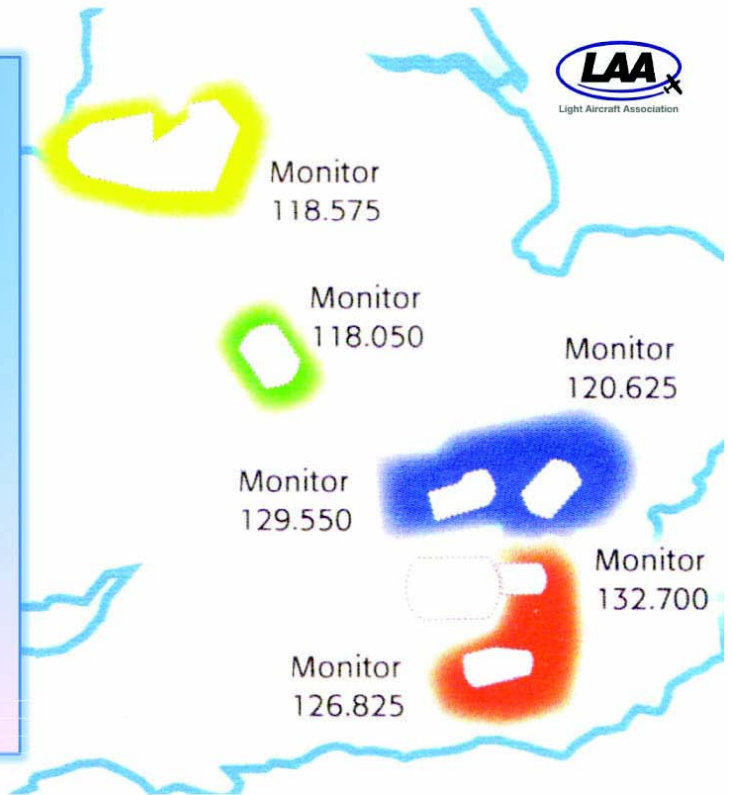
MAN
7366

BHX
0010

LTN/STN
0013

LHR/LGW
0012

Doncaster
6170 - 126.225



Listening Squawks