

9th FEBRUARY 2010



Robin will tell us how to make an Aero engine from this bunch of parts



**Kit Building a Great Plains
VW Engine**

By

Robin Morton

Subscriptions for 2010 Now Due

This Month

Tuesday 9th February, starting at 7.30 pm. Robin Morton, that man of many parts, was involved in the building of a replica Avro Triplane, part of his contribution being to build a Great Plains VW aero engine from a kit of parts. He'll be spilling the beans on how it all went. Be sure to bring along an aviation friend.

Last Month

It being January, we held our annual general meeting (minutes below) which, according to our timekeeper, took almost 5 minutes, after which we had a extremely testing quiz on Air Law administered by Roly Robinson. This was followed by a couple of very enjoyable light aircraft recognition tests set by Dave Haines and Steve Smith using their own photos. Many thanks to all three. After a small celebration for our 17th birthday, the evening deteriorated as my own aviation history quizzes were once again found to be flawed (we have such very knowledgeable members, darn it). However, David Joyce having supplied such excellent wines, a good time was had by all.

Subscriptions

This means **subscriptions are now due**. The rates are the same as last year: £5 for email newsletter; £10 for the printed version by post and £2 for each additional family member.

Congratulations

Hearty congratulations to Liza and Jeremy Davey on the arrival of their first sprog – Archie. I hope to sign him up soon as our latest Strut member.

Congratulations, too, to LAA members whose efforts have been recognised by Royal Aero Club awards:

Laurie Shaw – RaeC Diploma for services to recreational aviation;

Brian Hope – Nexus Trophy for aviation journalism;

Nigel Hitchman - Bronze Medal for reporting events and Project News

Cliff Mort – Bronze medal for service to the LAA, especially the Rally;

Dave Wise – RaeC Certificate of Merit for long service and Where to Go column and website.

Cape Challenge

Former Strut member Steve Noujaim plans to set out on his attempt on Alex Henshaw's London-Cape Town-London record on 30th April. We all wish him well and you can follow his progress at:

www.capechallenge.com

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.

7 Mar - Vintage Fly-in Old, Sarum – tel 01722 322 525

28 Mar – VAC Spring Fly-in, Turweston – tel 01280 705400

4 Apr - Wessex Strut Fly-in, Henstridge

11 Apr - Jodel Fly-in, Popham

1-3 May – Microlight Fair & Aero Jumble, Popham

2 May – Shuttleworth Spring Air Display, Old Warden

8-9 May – Great Vintage Flying Event, Kemble

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.

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

Item 10. Payments from Capital A sum of £100 was voted from reserves to the Armstrong-Isaacs Flying Scholarship Foundation, Scholarship Fund, dedicated to the memory of Rod Ashforth, David Coombes, Stuart Filhol, Malcolm Gay, John Dance, William Mills, Clive Roberts, Denis Stanley Paul Sweeting and Clive Roberts. In addition, £21.50 was voted to bring the sum allocated to GAAC up to £50 and £50 to Flying for the Disabled.

Item 11. Motion to Elect an Honorary President The members present voted unanimously to offer the position of honorary President to Manuel Queiroz.

Item 12. Motion to Elect Honorary Members The members present voted to offer honorary membership to: Anne Houlihan, Clive Porter and Darren Lewington.

Item 13. Motions Submitted by Members None.

Item 14. Any Other Business None.

Please let me know (in writing to 80 Lansdown Road, Cheltenham, GL51 6QW, or email: Harry.Hopkins@talktalk.net, by the end of February if you wish to see any corrections or additions to these minutes, failing which they will be deemed approved by those present.

Free Landings

This month's Aviation magazines are once again offering free landings at various airfields:

Pilot	Sturgate, Peterborough, Old Sarum, Leicester, Fife & Andrewsfield.
Flyer	Full Sutton, Eaglescott, Sturgate & Bodmin
Today's Pilot	Cromer, Eaglescott, Longside, Netherthorpe, Panshangar & Sandtoft

Zenair 601 UL kit build

The following article was provided by Strut member Roger Cornwell and is reproduced by his kind permission.

Part 1 - Returning to my roots

It all started in around 2006, after 18 years of trike flying; I felt like I needed a change, and switch to the dark side.....3-axis!
So decision made, my Quik sold (had some really memorable trips in this with Chris Sperring and friends), and a 3-axis Kitfox microlight taildragger purchased, in the process swapping a 912 for a 582 to boot. This 3-axis stuff better be all its cracked up to be.

After buying the Kitfox, it dawned on me that it was a very difficult aircraft to fly, even though on my old PPL D I could legally do so. So some intensive training, and 18 hours later, solo again. My knees knocking, just the same as they did on my first Pegasus XL solo flight at Davidstow many years ago.

Being able to fly when the weather was good, I managed to rack in 70 hours in about 6-7 months on the 582 Kitfox. Now I was getting really too big for my boots, as, for reasons still unknown to me, I wanted to fly something heavier than 450Kgs. The Kitfox was sold, and a new group A Rotax 912 engined Kitfox purchased. Three 3 days of intensive NPPL training at Bournemouth followed, and there I was, flying group A! At 475Kgs, a full 25kgs up on microlights....

Of course no difference to what I had before, except a few extra kilos and a 912. Flying a group A aircraft on the NPPL SEP license meant no overseas trips as it's a UK license only, but as all the talk was of an integrated European sport license, it seemed inevitable that in 12 months I would be able to fly in Europe again.

Change again was in the air, after 300 hours of taildrugging, I swapped my tailwheel for a nose wheel (whose pilots I had pilloried for flying the easy 3-axis); I now owned a Zenair 601XL - at 560 kgs, really in the big time now!

Then, just recently, the LAA said, sorry, no sign of the European license happening anytime soon; it's all gone pear shape. That was it; I looked at what I had done in the last years and realised I must have had some type of mid-life crisis, or feelings of grandeur, so instantly decided to go back to flying microlights. On my PPL D this means no European restrictions, no bi-annual, no serious medical worth worrying about, and easy 13 months log book stamping - just easy fun flying again.

I really liked the Zenair 601 XL but sold it and bought a part build microlight Zenair 601UL microlight kit with 912. It's more or less the same aircraft, yet I can fly anywhere without restriction or any fuss, great, this is what I want.

Knowing nothing about kit building (even an oil and plug change can be testing for me) I hurried into the part build kit purchase and took the existing builder's self-declared engineering skills at face value, only to find out later he was not as good as he thought he was; perhaps that was why he was selling so cheaply. Problem now was, who can I find to help me build it? I contact all the people I know and Alec Janaway from Exeter became a real star and wanted to help me. So we split the ownership and started building, being joint owners and build partners.

First I collected the kit on the back of a flat bed trailer, and drove from Scunthorpe to Exeter. A further day of unpacking revealed some mistakes with the 50% signed off build. No matter; Alec is a first class award winning builder - he'll sort it out.....

This brings us up to beginning November 09, part 2 next issue.

Roger



A Zenair 601 UL similar to that featured in Rogers article

Minutes of Annual General Meeting of The Gloster Strut

Item 1. Minutes of the Last Meeting had been published in the February 2009 newsletter and, in the absence of any application for amendment, were taken as read.

Item 2. Matters Arising There were no matters arising.

Item 3. Chairman's / Treasurer's Report My report had been published in the January newsletter and was accepted.

Item 4. Approval of the 2009 Accounts The 2009 accounts, also been published in the previous newsletter, and for once contained no arithmetical errors. They were approved without dissent.

Item 5. Motions on Subscription Levels for 2010 The subscriptions and charges were kept at existing levels: viz, £10 per annum for the printed letter sent by post; £5 pa for a member taking the e-newsletter, £2 per additional family member and £2 joining fee.

Item 6. 2010 Budget The budget for 2010 was also accepted.

Item 7. Election of Chairman, Vice-Chairmen There were no eager claimants for the posts of chairman or vice-chairmen and the present incumbents were re-elected.

Item 8. Distribution of Draw Fund £100 from the 2009 draw fund was voted to Aeros Flying Club and the remaining £28.50 towards a total of £50 to the GAAC.

Item 9. LAA Birthday Dinner Subsidy The 2010 budget included a subsidy of £200 towards the cost of this year's annual dinner.