1996 Earley Squadron Newsletter

August 2011

Berkshire TVW Field Weekend

From the 2nd – 3rd July, Earley Sqn were represented by Sgt Mignot, Cpls McBrien and Tsang and Cdts Soones and Giles in the annual TVW Fieldcraft Weekend.

They spent the weekend moving around Bramley Training Area, taking part in round-robin exercises such as First Aid, Orienteering, Communications, Low Ropes and a Night-Ex.

Overall the team came 5th in the competition, despite having low numbers.

Everybody enjoyed themselves after a satisfying weekend and look forward to entering the same competition next year.

Annual Inspection

On the 4th July 2011, 1996 (Earley) Sqn was inspected by Sqn Ldr New and WO Twigg.

The cadet force performed a march-past of the reviewing staff with the Sqn Banner paraded by Cpl Tsang, after being inspected on uniform and knowledge of First Class training about the ATC. The cadets then carried out the ACTI-120 drill sequence under the order of Sgt Mitchell.

The NCOs then displayed a presentation to the staff about the last 12 months at Earley Squadron, showing the activities and events we have taken part in. At the end of the night, two cadet teams, an NCO team and a staff team took part in a quiz set by Sqn Ldr New about general aviation and cadet knowledge.

Well done to all that represented the squadron on the night.

Paper Plane Competition

Every year, Earley Squadron host a paper plane competition, where the cadets spend the evening creating and decorating their own paper planes to compete in design, endurance and distance catagories.

On the 11th July, the 2011 competition was held and there was a lot of healthy competition between the cadets to create the ultimate plane and win the prize of chocolate.

After a long period of test flights and many dried-up felt tip pens later, they were ready for competing.

Cdt Wallace won the prize for Distance flown and Cpl Weeks and Sgt Mitchell won the prizes for Design and Endurance respectively.

They all had a great time and are looking forward to the event next year.

Upcoming events:

04/09/11: Wing Swimming Competition

25/09/11: Wing Activities Day

Fieldcraft Exercise

On 14th July, Cadet Stamp and Wallace organised a fieldcraft exercise using water rifles.

The cadets were split into their flights and had the task of locating enemy locations and intelligence in order to work out the final location of a bomb site and plant it.

It proved a challenge for everybody and the cadets should be commended for the excellent exercise that they planned.

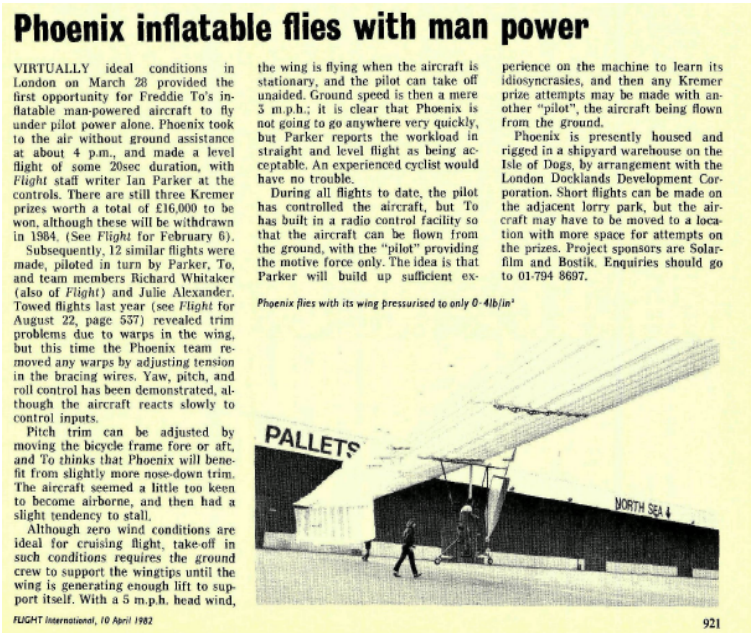
Leadership Exercises

Cpl McBrien put cadets to the test mentally and physically on July 21st in a series of leadership exercises.

They involved crossing rivers of shark infested custard with various pieces of equipment, moving radioactive waste from a hazard site and escaping from a Soviet POW camp.

All the cadets enjoyed the evening and are looking forward to solving similar problems again soon.

Aircraft of the Month



Phoenix inflatable flies with man power

VIRTUALLY ideal conditions in London on March 28 provided the first opportunity for Freddie To's inflatable man-powered aircraft to fly under pilot power alone. Phoenix took to the air without ground assistance at about 4 p.m., and made a level flight of some 20sec duration, with *Flight* staff writer Ian Parker at the controls. There are still three Kremer prizes worth a total of £16,000 to be won, although these will be withdrawn in 1984. (See *Flight* for February 6).

Subsequently, 12 similar flights were made, piloted in turn by Parker, To, and team members Richard Whitaker (also of *Flight*) and Julie Alexander. Towed flights last year (see *Flight* for August 22, page 537) revealed trim problems due to warps in the wing, but this time the Phoenix team removed any warps by adjusting tension in the bracing wires. Yaw, pitch, and roll control has been demonstrated, although the aircraft reacts slowly to control inputs.

Pitch trim can be adjusted by moving the bicycle frame fore or aft, and To thinks that Phoenix will benefit from slightly more nose-down trim. The aircraft seemed a little too keen to become airborne, and then had a slight tendency to stall.

Although zero wind conditions are ideal for cruising flight, take-off in such conditions requires the ground crew to support the wingtips until the wing is generating enough lift to support itself. With a 5 m.p.h. head wind, the wing is flying when the aircraft is stationary, and the pilot can take off unaided. Ground speed is then a mere 3 m.p.h.; it is clear that Phoenix is not going to go anywhere very quickly, but Parker reports the workload in straight and level flight as being acceptable. An experienced cyclist would have no trouble.

During all flights to date, the pilot has controlled the aircraft, but To has built in a radio control facility so that the aircraft can be flown from the ground, with the "pilot" providing the motive force only. The idea is that Parker will build up sufficient experience on the machine to learn its idiosyncrasies, and then any Kremer prize attempts may be made with another "pilot", the aircraft being flown from the ground.

Phoenix is presently housed and rigged in a shipyard warehouse on the Isle of Dogs, by arrangement with the London Docklands Development Corporation. Short flights can be made on the adjacent lorry park, but the aircraft may have to be moved to a location with more space for attempts on the prizes. Project sponsors are Solarfilm and Bostik. Enquiries should go to 01-794 8697.

Phoenix flies with its wing pressurised to only 0·4lb/in²

FLIGHT International, 10 April 1982 921

Flt Lt. Alexander walking alongside 'The Phoenix', which She helped to make and flew shortly on as a pilot.

'The Phoenix' is an inflatable, man-powered aircraft that flies under pilot power alone.

The aircrafts yaw, pitch and roll manoeuvres are controlled by inputs made by the pilot who is suspended in a make-shift cockpit, made from bicycle frames and has a built in radio control facility so that the aircraft can be flown from the ground; the pilot providing motive forces only.

OC 1996 Sqn, Flt Lt Alexander helped to make the aircraft and flew it shortly as a pilot.