



September 2003

SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



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Mike's Mutterings

Mike Negus -
Editor



Nosh Night

Success

September Meeting – Dawn to Dusk

Did you enjoy the Nosh Night

Exciting things to read this month

- More on Disorientation
- Pictures of Strut Aircraft particularly needed
- Please let Editor Mike have your articles for inclusion in the Newsletter

The August Strut meeting has traditionally been poorly attended due mostly to people being on holiday and has taken the form of a natter night at the golf club.

This year, in view of the facilities now available at the Horizon Café at Rochester, we decided to try something new and a dinner was tentatively arranged for the Thursday Strut night.

A total of 24 sat down to a very enjoyable evening and more expressed a wish to attend but unfortunately were not able to book in time. It certainly is an event that we will consider arranging again next year but this time will ensure that arrangements are made well beforehand so that they can be advertised in the newsletter with plenty of notice.

Whilst the weather has been so good, few people want to look to the winter but your committee have been doing

For a forecast of the weekend flying weather, try sending an Email to flyinghigh-subscribe@topica.com



New Four Place Dyn Aero spotted at Midden Zeeland

just that and are arranging an exciting series of meetings for your enjoyment during the coming months.

Dawn to Dusk

The first of these meetings will take place on the last Thursday in September and will be at the Cobtree Manor Golf Club starting at 8pm promptly. If you have never been involved with Dawn to Dusk, come along and find out all about it - some of our strut members are experts



Jodel Pyrenenan Fly-In

By Brian Hope



Meet your Committee
- Mark Balding -
Events Coordinator



"Abbeville Fly-Out
is on again this
year!!"



The First Dutch Homebuilt ??



For the past seven years a small group of Jodel enthusiasts in southern France have organised a fly-in in the Haute Pyrenne region. The first three events were held at Laloubere, which is very close to Tarbes. It then moved about 50km east to Castelnaud Magnoac. The event is really very low key and in the six times I have attended I do not think the total number of aircraft visiting has topped 40. Size isn't everything of course, and for me this is one of my favourite trips of the year.



It is approximately six hours from Farty Corner to Castelnaud so the fact that the event takes place over the August Bank holiday is very useful. This year I departed FC at 1600 after work on Thursday, and met up with Basil Baldock (from Maypole) in his DR1050 at Abbeville for Customs clearance. We then made the hour long flight to that haven of all Jodellers, Bernay, where we met up with John Crabbe from Dunkeswell in his D117. Having wined and dined in the superb Angleterre restaurant, and slept in their not so superb rooms, we re-fuelled and headed south to Angouleme, routing overhead Le Mans and Saumur (where fellow Strut member Martyn Ferid had overnighted with 'the blond!').

After a comfort stop and more fuel we headed down to Castelnaud where we arrived mid afternoon. A happy band of about 20 people, French, British and German, enjoyed a fine meal at a local hotel that evening - what diet!. Saturday saw more arrivals and in all eight British aircraft attended. We had a magnificent al fresco feast on the airfield that night with many locals and club members joining the party.

Come Sunday lunchtime Basil and I



Jodel

departed for Sarlat in the Dordogne, about an hour north. There we met PFA chief executive Graham Newby and his partner Liz, who were holidaying in their holiday home, which they are slowly restoring from a derelict shell. We enjoyed a cooling-off swim in the neighbour's pool and had the inevitable excellent meal at a local restaurant. Naturally I tried my hardest to only eat a couple of slices of bread but then felt it would have been unsociable not to join in.

Monday morning at ten we headed north in the same perfect weather that we had enjoyed all weekend. Routing overhead Poitiers we did a three hour five minute leg to Deauville, and then one hour fifty to home. An absolutely wonderful weekend, good weather, great flying, good company and of course - good food. The Jodel is a great aircraft for flying between French restaurants!



The Pyrenees

**The Strut Flyout to Abbeville
has changed dates!!! It's now
on the Saturday - September
27th 2003.**

Another Good Weekend

by John Dean

When Brian said “Where shall we go this weekend” and I replied “How about the Isle of Man”, there was a pregnant pause as he took in the enormity of the suggestion. Whether it was the sixty mile over water leg or the mere fact of going north instead of south, I don’t know. He agreed on the proviso that we could set off after work on Friday and stay overnight at Manchester Barton to give an opportunity to see a couple of long time friends who live nearby. Almost immediately, strut members Frank Rothera, Graham Hammond, Colin Ladd and Jaqui Clark agreed to come as well making a party of six aircraft.



Some of the Participants at Barton

Brian, Frank and I set off from Farthing Corner in the early afternoon with Graham following shortly behind from Headcorn. Jaqui and Colin had departed the day before to give them a longer break and would organise a car for when we arrived a day later.

The flight to Barton took us exactly two hours and was in excellent weather all the way. The low level corridor through the Manchester Control Zone is simple with a GPS but still caused the heart to beat a little faster! After finding a hotel for the night, we then eventually found a restaurant and had an excellent meal with our two northern friends.

The following morning dawned on yet another excellent flying day and after a short taxi ride to the airfield, we filed a flight plan and readied ourselves for the direct line flight to the Isle of Man. Ronaldsway airport has lots of jet and turbine passenger flights going in and out and it is necessary to have a handling agent. We chose the Manx Fliers Aero Club as the cheap option and a further advantage was that they are well away from the hustle and bustle of the terminal building. Nevertheless

with a landing fee of just over £16 and a Handling fee of £11, the total was not cheap! The flight was in wonderful weather and leaving the coast at Southport (home to the big northern flower show), we soon had the island in sight for a downwind join to runway 08.

Colin and Jaqui met us with the news that the Aero Club would lend us a car for a nominal sum and that she had borrowed a flat in the local boarding school belonging to a friend of hers who was on holiday in one of the Greek Islands. With transport and accommodation fixed, we went to examine the Laxey Wheel, reputed to be the largest working water wheel in the world - very interesting. After lunch Jaqui and Colin departed to do some shopping in the town with Graham and his wife, Shirley, whilst the rest of us took the car on the route of the Manx TT Races.

My younger daughter, Nicola, who lives on the island had booked a table at a local restaurant and a jolly good meal was had by all that evening.

The following morning amid talk of a deterioration in the weather, we decided to have a quick look at the most southerly part of the island and then depart for Coventry. Whilst a busy airport, the landing fees here are reasonable and the staff helpful. The flight across the Irish Sea to the Dee Estuary was uneventful as was the subsequent flight home.

An excellent weekend with good weather throughout. What more can you ask?

Busy Rochester

Rochester is busier than ever with movements up this year by over 10,000 on this time last year. Genuine noise complaints are 25% down and incidents down by 15%. That’s got to be good news. The other piece of good news is that the airport will remain open every Wednesday evening until December with the restaurant also remaining open. With the nights drawing in it will be good to use every moment of daylight and for those with suitable aircraft and rating night flying becomes a real possibility.

Borrow money from pessimists - they don't expect it back !



*The Laxey Wheel -
Known as
Lady Isabella*



*“excellent weekend
with good weather”*



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Dates for your Diary

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|---------|----------------------|
| Sept 7 | Laddingford Fly In |
| Sept 25 | Strut Meeting |
| Sept 27 | Fly-Out to Abbeville |
| Oct 30 | Strut Meeting |

Mechanisms of Orientation in Flight

The ability of man to sense, or more correctly to perceive, orientation in three-dimensional space depends on his learned ability to interpret the continuous input of signals from many sensory receptors. Some of these are specific and obvious such as the eye or the vestibular apparatus of the inner ear; others are more generally distributed in the body and are to be found in the skin, the capsules of joints and supporting tissues.

When we are in our natural environment, that is, when standing, sitting or moving about on the ground, adequate and accurate perception of the spatial orientating of our own body relative to the immediate surroundings is readily achieved by the use of visual cues. These cues, along with those from non-visual receptors also allow us to sense our position, attitude and motion relative to the earth's surface.

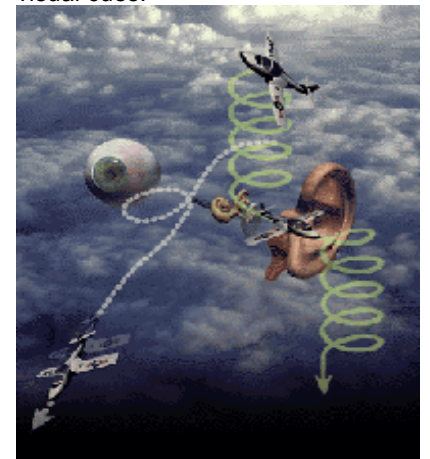
In flight, the perceptual task is somewhat more complicated, for the "immediate surroundings" is the aircraft itself, which has a changing orientation relative to the earth's surface. The motion and attitude of the aircraft, as indicated by cockpit instruments, is perceived by the pilot as motion and attitude of both the aircraft and himself. Similarly, signals from the inner ear, which may tell the pilot that he is turning, are perceived as angular both of himself and of the aircraft.

Accurate perception of aircraft orientation, which is essential if adequate control of the aircraft is to be achieved, is dependent primarily on the correct interpretation of visual cues, whether these be obtained from outside the aircraft or from cockpit instruments. These visual cues can be supported by information from non-visual sense organs, though in normal flight operations these play a subservient, yet not insignificant, role in the correct perception of aircraft orientation.

The Eyes

The eyes are the most important sense organs to provide information about orientation of the body with respect to the immediate environment. They tell the pilot about the position and attitude of the aircraft relative to the

surface of the earth. When visual cues outside the cockpit are used to determine orientation, as when flying in conditions of good visibility, the pilot has little difficulty in interpreting the information passed from the eyes to the brain. The task of determining the orientation of the aircraft is relatively straightforward and is but an extension and development of the perceptual skills first acquired in early childhood. In conditions of poor visibility, however, as when flying in cloud or at night, the pilot must determine aircraft orientation from cockpit instruments: he has to interpret symbolic information displayed on the instrument dials. The visual information lacks the familiarity and hence the "strength" of external visual cues. Nevertheless, pilots are expected to acquire the necessary integrative and interpretative skill and can usually determine aircraft orientation with accuracy, whether flying by instruments or by external visual cues.



Next meeting is on the subject of the Dawn to Dusk Challenge. Don't know what it is? Come along and find out. Golf Club at 8pm.

Ambition is a poor excuse for not having enough sense to be lazy.

Hard work pays off in the future, laziness pays off now