



May 2006

SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



Mike's Mutterings

Mike Negus -
Editor



Popham Microlight Fair Visit

The weather was fair and Bruce and I set off in the Luscombe to arrive at Popham around 11.30 and I could understand why the Farthing Corner trio of Frank, Brian and John had shot off considerably earlier. Boy was it busy, I dunno what the total movements were but it was busy. Now I must confess that microlights do not float my boat particularly the things that dangle under wings but at the proper end of the spectrum they are those that definitely resemble, in passing anyway, proper light aeroplanes and I was genuinely impressed with some of them.

Not knowing too much on



Silence Twister

this front I will not attempt to betray my ignorance but of the many types on show a number caught my eye but how many can be reproduced in this newsletter pictorially we will see. Giving a spirited display including, smoke on - GO were Twisters G-TWST and 'R new to me but as a single seat Spitfire lookalike

caused a bit of a flutter. More types such as the DynAero G-DGHI looked



DynAero



Elf



Jabiru

very tidy as did the Ikarus Breezer

D-MBRG whilst the KR010 Elf with its folding prop and close coupled undercarriage gathered quite an approving gaggle. Ever popular and looking quite grown up was the Jabiru 4 place G-PUKA which was subject of much approval.



Fearing a mad rush later we elected to leave modestly early and fair does we were airborne by marshalling very efficiently so well done Popham for a good day.

May Meeting - Talk on Airspace

Merrick Chruschel from Rochester, an instructor with whom a lot of us are familiar, has agreed to come and give a talk on restricted and other airspace a subject all of us I am sure could benefit with a brush up so we look forward to an illustrative and illuminating evening.

April Meeting

A big thank you must go to Dennis Horton from Manston who stepped in to the breach after negotiations for a talk on the weather fell over with another party at the last minute and thanks also to Steve Solley for persuading Dennis to come at short notice. This was his first public presentation on the subject and a lot of hard

work had gone in to the pictorial side of the talk and he obviously is a man who knows his onions. It was pleasing to see a number of new faces at the meeting and whilst I was unable to get names we hope that you will come and join us and look forward to seeing you at future evenings.

At the meeting Derek our Strut Co-ordinator, obviously now warming to the task requested assistance on a number of issues, some resolved others to be, but we can in response to his appeal welcome John Knight and Simon Pratt to the ranks of the committee so thank you chaps for 'volunteering' and we all look forward to working with you both.

John Knight as you may remember is our Strut guru on all things radio and has I know already been instrumental in problem solving a number of members problems and has expressed a willingness to assist wherever practical and he advised recently of one such issue trying to resolve a magneto problem for someone at Rochester. To assist he went on the web and came across a site which published an article previously appearing in the Cessna Pilots Association Magazine which deals with all sorts of issues regarding magnetos and helped John resolve matters at Rochester. The article runs to eight pages and thus is unfortunately too long to run in the newsletter but is very comprehensive and he did obtain permission for us to publish but if I can refer you to the website at www.avweb.com/news/maint you will

Don't forget the talk at the May-Meeting. All You Need To Know About Airspace.

find it there with a plethora of other information for you technical types.

Simon Pratt is one of our members of the Luscombe group based at Farthing Corner and will bring his own brand of enthusiasm to the committee.

Before we move off the matter of this part Derek has also called for volunteers for Flying for Fun to assist with the running of that event and we will no more at the May meeting.

Future Events

On the weekend of 22nd and 23rd of July Pent Farm will be hosting a Scout Camp as part of our commitment to getting Young Aviators airborne and at the same time allowing the youngsters to qualify for a number of aviation related badges.



Chris Reynolds who is always to the fore over matters such as the previous Young Eagles events has generously made his strip available particularly as this will be in the middle of a busy time intruding in to his full time farming. Consequently the committee are fully behind this weekend and will be looking for a number of aircraft to be available to make it work. Numbers will probably be no more than 24 so consequently numbers of participat-

ing aircraft will be lower than Young Eagles but this time we will be offering a little more in explaining some of the aspects of aviating and again details to come but please bear it in mind, we can't do it without you plus it will be a good opportunity to try a new strip as Chris has I believe about 700 yards.

On a similar subject Derek Browning has been talking to the Air Cadets representatives who are suffering a distinct lack of flying through the ever contracting RAF ability due to cut-backs. With Manston long gone and gliding disappearing under the West Malling development long bus journeys and frustrations with weather cancellations mean opportunities are few. We are considering holding a days flying a-la Young Eagles later in the Summer to fly some cadets and whilst we cannot offer a true alternative to flying in service kites it will probably be more rewarding as they would be over their own back yard and there may be a publicity angle in it for the Association.

On a slightly more earthbound subject advance notice has been received on the Hanger Dance at Rochester Airport which I understand was extremely well supported with more Japanese Admirals observed since Pearl Harbour. Date for this extravaganza is 16th September 2006 and tickets will be available from Kelvin Carr 07976 981769 for

You know, I spent a fortune on deodorant before I realized that people didn't like me anyway..

about £25/30 quid a throw, more nearer the time.

Air-Britain are hosting the Classic Fly-In at North Weald 17th and 18th June if you fancy celebrating 50 years of the Piper Comanche and 60years of the Ryan Navion and of course the Chipmunk examples of all will no doubt be gracing the event. If you are thinking about it all aircraft are welcome Strictly PPR on 01992 524510 but deep joy no landing fee!

Czech Aircraft Works SportCruiser

Whilst visiting the Microlight Trade Fair at Popham recently I was pleased to bump in to Graham Smith and his wife Sue who used to print our newsletter . Graham is now an inspector for the PFA and lives in East Kent near Dover. He has also become the importer for the above and was awaiting the arrival at Popham of the demonstrator which was weather-bound in Belgium , unfortunately it did not make the show. However Brian Hope ace reporter caught up with both Graham and the aeroplane at Rochester and the visit will form an extensive article in our sister publication Popular Flying.

The SportCruiser offers a quickbuild kit and the complete package comes in at

I was thinking about how a status symbol of today is those cell phones that everyone has clipped onto their belt or purse. I can't afford one. So, I'm wearing my garage door opener.



PFA are using more persuasion to ensure permit renewals are filled in properly!

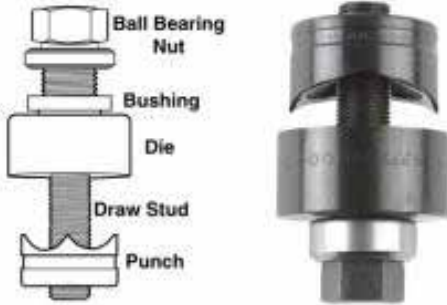
under £26500 including instruments and engine (Rotax 912 ULS).

No doubt you will wait to read Brian's critique but if you wish to contact Graham for more info on this attractive two place all metal low wing trike either call Sprite Aviation Services 01304 827266 or visit the website www.spriteaviation.co.uk and I am sure you will receive an enthusiastic response. No doubt Graham can offer his inspectorship for your project.

I was thinking about old age and decided that old age is 'when you still have something on the ball, but you are just too tired to bounce it.'

Can Anybody Help ??

Graham Hammond
g@twelveacrefarm.freeserve.co.uk or
 telephone 01622 891466 is seeking a 3" and 2&1/8" panel punch that he could borrow or hire for a while to enable him to cut out the instrument holes in the new panel for his aeroplane.



Please contact direct if you can assist.

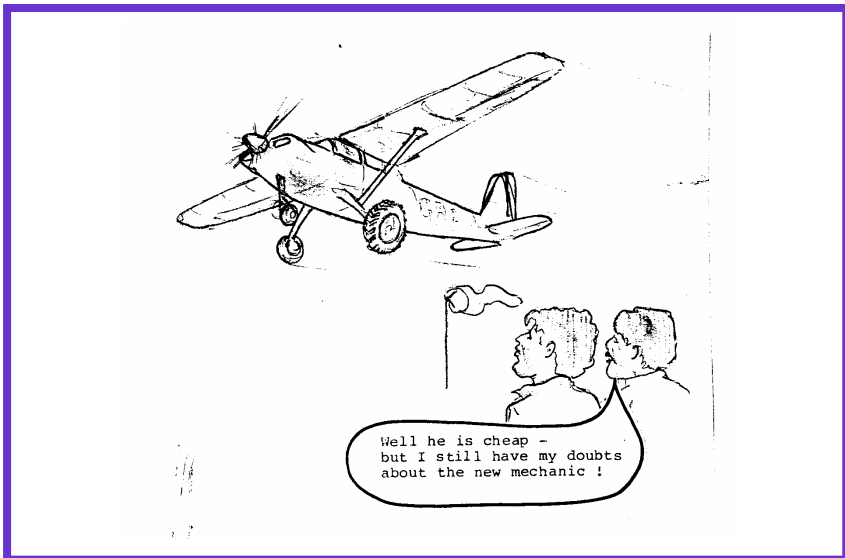
What Did I Learn About Flying From That (An amalgam of incidents)

A Sunday morning in the airfield clubhouse with several pilots and associates sitting around a table drinking coffee and moaning about marginal weather conditions as we do.

One of our number decided visibility was starting to improve so he was going to give it a try and after enquiring where to, North Weald was the response the weather looked better in that direction so see you later.

My passenger was a young student pilot who was a bit twitchy to get going and as I did not wish to disappoint said we will have a go and come back if it is IMC.

We departed and at 1000' it was IMC





Not Everyone in Wales Appreciates Aviation

so I turned downwind landing back on 02 from a low level circuit saying 'no way' The next Sunday I met my friend who had planned to go to North Weald and enquired 'how did it go?'. He explained that overhead the Thames he had tried to call for rejoin but the transmit button came adrift and he could not remember the radio failure procedure so he elected to go in to a right hand orbit, his passenger holding the yoke on his side whilst our pilot refitted the switch which he found sitting on his left knee. This took several orbits to fix whilst he was also keeping a lookout at the same time.

Expressing my sympathy I asked why not transmit from the right hand yoke switch. Never gave it a thought said he as we only just got down on 20 with a

straight in approach before visibility decayed to almost zero at 800'

I was heading up to North Weald the following week in a C172 and called up for joining instructions but the response was broken and garbled and at the third attempt my passenger said he could just make out the response. We promptly swapped headsets and I used the right hand transmit button which seemed to be better having previously fiddled with the jack plugs. Everything being done in a rush as I was already overhead, I found myself on finals for 02 my brain went in to overdrive as I told myself I was lined up on the wrong runway as I checked and checked whilst this mental tug of war went on it was only

Committee Contacts**Co-ordinator: Derek Browning**

Tel : 01622 851273

Mob : 07885 298484

Treasurer:

John Dean 01892 822776

john_dean@tiscali.co.uk**Membership Secretary:**

Graham Hammond 01622 891466

g@twelveacrefarm.freeserve.co.uk**Newsletter Editor:**

Mike Negus 01634 364396

57 Ploughmans Way

Rainham, Kent, ME8 8LH

mike.negus8@blueyonder.co.uk**Committee Members:**

Mark Balding 01959 532825

Brian Hope 01795 662508

Jaqui Clark 01795 830378

Bob Chequer 01634 668276

Stephen Solley 01304 374337

when the threshold numbers became visible I realized I was on the right runway that I had been advised to use.

Later I left my companion and returning to the aeroplane having put on the master switch I changed from comm 1 to 2 and called the tower for a radio check and received confirmation strength 5. Intermittent fault on comm1 why had I not thought to try this when airborne ?

So in answer to my original question what did I learn flying from that well I can only conclude that the human brain is not naturally attuned to hauling a bloody big lump of metal around the sky.

Anon

Employment application forms always ask 'who is to be notified in case of an emergency.' I think you should write, "A Good Doctor!"

I thought about making a fitness movie, for folks my age, and call it "Pumping Rust."

Dates for your Diary

May 25	Airspace
June 29	Where to Go 2006
July 27	BBQ
Aug 31	Dinner at EGTO
Oct 1	Abbeville Fly-Out