



June

SKYWRITINGS

Newsletter of the *Kent*



Light Aircraft Association

PLASTIC PLANES to LE TOUQUET

Like a bunch of excited kids organising a kick about, a flurry of Friday night and Saturday morning phone calls had 3 of the south east's finest canard machines ('proud parent' writing licence used liberally here) set for a fly-out.

Steve Brown and Mike Roper in their Vari-Eze (very used to being seen in print nowadays), Shaun Cockburn in his instantly recognisable (check out the pictures!) Long-Ez and myself and Sian in our Cozy (if you're not sure, it's the 'widebody' Long-Ez in the middle) made the intrepid journey across the pond to Le Touquet.

By **Jamie Foreman**



Nigel Read—Editor



Jamie & Sian at L2K

June Meeting

Thursday 24th June 2010

Fly-IN BBQ at Ripple

Still being the newby to a fly out (it was my first one!!), I got double excited as, crossing mid-channel and changing frequency, I heard Steve making his calls to Le Touq' tower and thinking how cool our little covey of canards was going to look on the ramp. The sweat increased a bit as I turned base to realise that Steve and Mike would be watching (although not scrutinizing, obviously) my landing, and felt the pressure to 'grease' it on rather than 'arrive'! Fortunately, all was well and we soon were parked up with an ear to the sky for the unique sound of the pusher configuration that would pre-empt Shaun's arrival. Some foot tapping and watch glancing later and Shaun made his landing (almost as good as mine, I am sure) and joined us on the parking line. We did indeed look cool. The foot tapping was not impatience on our part, Shaun had made the earliest flight plan so we thought him overdue, but he had been delayed at the pump. As the saying goes; *'Time to spare? Go by air!'*

The lack of practical knowledge of French provided some humour as we tried to work out the bus schedule to get to town; there should be no excuse for this as Sian and I work in a school with an excellent French teacher! So, we walked... it would probably help the W&B on the way back after lunch anyway. Lunch was selected at a lively street restaurant two blocks up from the beach front and was very enjoyable fare. A small excursion followed for Shaun to get ice-cream, he was VERY insistent about this. After some consideration the rest of us considered this to be a Long-Ez driver peculiarity, as anyone who spent time with the late and missed Dave Machin will recall. Them boys gotta have their ice-cream! Having



had enough exercise for one day, and wishing to conserve our reserves for the flight home, Sian remembered which the bus stop for the airport was and so we took advantage of the free, if a little crowded, courtesy mini-bus back to the airfield.

A check of all things aeronautical, final photographs, some pointing and laughing as we donned and tied a variety of life-jackets, hand shaking and hugs (manly ones, of course) and we were ready for departure. Once again pretty cool looking as our squadron taxied out to line up. Sian and I's little hop back to Lydd was pleasant and uneventful (just the way I like it!) apart from a look at the oil-rig platform being towed up the channel. I trust my squadron colleagues was similar.

A fab' day with fab' people, my thanks to Steve and Shaun for encouraging me! If you haven't had the chance to either cross the channel or join a fly-out yet perhaps this little tale will prompt you?

Jamie Foreman Cozy G-BDXO (Lydd)

The only time you have too much fuel is when you're on fire.

Bi-ennials with a Difference

With the CRI (Class Rating Instructor) and the Revalidation Examiner accreditation under my belt, it was time to put it to use. The rating only allows tuition post qualifying. If formal instruction is needed then a full flight instructor is the right person for the job as our level of training does not fully equip us to train ab initio.

With three of us CRI's to my knowledge within the strut, there are certainly areas where we can help. It could be navigation, negotiating new airfields, joining the circuit, going foreign, dealing with controlled airspace or any area where the individual may lack confidence.

As the normal flying instructor has to earn his living through the instruction he gives, he hasn't generally got the time to travel to a remote strip, fly to another airfield and spend time on procedures before returning back. He may be uncomfortable flying unfamiliar types and even if he had that kind of time available, the cost would probably make it prohibitive for most.

Personally I have tried to focus on confidence building with the biennials that I

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

have done, trying to find an area where each pilot may have some uncertainty and building on it.

With one chap we had lunch on the Isle of Wight, with map and compass navigation (non GPS) and circuit joining outbound and some slow flight, stalls and steep turns on the way back.

With another we went through all the formalities involved in going foreign and did a cross channel check spending the day in France and covering the usual check flight stuff on our return. Although the pilot had been qualified 30 years, he had not really crossed the channel. Four days after our flight together, he took his wife for a day out to Le Touquet for lunch.

The aim is to help push your own boundaries a little and attempt some of the things that you may not normally want to tackle alone.

Another experienced pilot, but tackling in currency was nervous when we took off in the gusty conditions. But after mixing in a busy circuit at the Jodel fly-in at Popham, he went home brimming with confidence after a satisfying days flying.

The people I have flown with so far have all been very good pilots, with personalities to match and I've had also had a fun day out. There is no charge for the service CRI's provide and I for one am quite happy to spend a day out in a different type passing on any relevant experience or advice.

Recently I have been asked to go as

a safety pitot to Salzburg with one inexperienced pilot and accompany another to Denmark. Two microlight pilots have asked to upgrade their licences up to NPPL's and with biennial flights having to be done every two years I expect all three of us will be quite busy.

Whether you have a full PPL or an NPPL, if your licence is anywhere within the second year we can do the check=flight, leaving the rest of the revalidation paperwork to be done in the last three months before the two years is up. I would like to add once again that we are not here in anyway to undermine the work that full flying instructors do; it's just a free service we offer for the love of flying.

Contact:

stoneacreaviation@yahoo.co.uk

Next Month's meeting - Tea at Ripple - CT14 8JL

Drive or Fly, it starts at 6pm. If you intend to fly please phone Steve Solley on 07836 653257 for PPR and you may find the details at <http://tinyurl.com/2uh6mwn> of assistance. Those driving should find the following maps helpful.



Last Months Meeting - Airspace Infringements

Jonathon Smith gave us an interesting talk - better I think than the previous two at Duxford and Farnborough! Not all controlled airspace is controlled by NATS =Newcastle and East Midlands for example. They do cover sixteen UK airports and also Gibraltar. The talk described the notified airspace that is infringed - A to E, RATS, Restricted, Prohibited and Danger areas, Temporary and Aerodrome Traffic Zones.

Within controlled airspace the controller is required by CAA rules to maintain 5nm separation horizontally and 5000' vertically as soon as infringing traffic is seen (they normally work to 3nm with authorized traffic but the 5000' is very difficult to maintain). Radar blips must not touch! An aircraft (GA) flying beneath a control area without mode C is deemed to be below the base of the controlled

There is no reason to fly
through a thunderstorm
in peacetime.

airspace, but as soon as it crosses into a zone with base at the surface the 5nm separation immediately kicks in.

In response to a question about increasing controlled airspace and not giving any back, Jonathon said they were actually looking at releasing some south west of Luton and possibly Gatwick. So watch this (air)space! A exciting radar plot was played back showing an aircraft entering the SW corner of Stansted as a Ryanair jet took off from Runway 23 and turned right towards it □ unseen by the controller who was watching a couple of Ryanair's approaching from the NE and into the North area of Stansted zone, and waiting on a delay in an answer from the first Jet.

Expecting the intruder to see the big air[ort and turn away south or back the way it came as usually happens (seen it before then) but no □ continues on so the first incoming jet is held at height and turned right away from the approach. Next option intruder would carry merrily on - no, he turns down wind to runway 23. Second Ryanair is similarly held at 2000' and turned left (heading outside the zone and when the third Ryanair follows the controlled airspace suddenly gets rather small. Meanwhile the Stansted controller is handing over control to other controllers to spread the work load and the Cambridge controller is asking the infringing aircraft are you sure you are at Cambridge I can't see you!

It didn't get as far as landing but it was gone midnight before the delays dissipated.

The figures □ 92% down to GA, (77%

UK, 15% Foreign). Class D accounts for 2/3rds of all reported. Controlled Airspace Infringing tool (CAIT) turns the Radar screens infringing blips magenta (any unexpected code or 7000) but is clever enough to ignore circuit traffic from Andrewsfield.

There was an Aware GPS unit available to play with and it seems the strut may get one to try out. The next stage after the aware program is "Prepare" a graphical Notam system.

PAFRA Flyouts:

1. Fair Oaks/Brooklands 14th April

Pafra's first flyout of the season was to Fair Oaks and taxi to Brooklands Museum. This was my first visit since Mercedes built their facility there and the first since the Concord was reassembled. 9 a/c flew in from Rochester, Farthing Corner and Laddingford. Dave Smith put in a good time on the F1 simulator around Brooklands track!



Brooklands Vimy

2. Weybourne Tank Museum 12th May

This provided some exciting landings to watch for those who arrived first! An interesting trip if you fancy it. Following on from the D&D talk at Duxford I took the opportunity on the way to do my first practice pan which produced a very quick result! Listen on 121.5 first then Call “London Centre, callsign, practice pan” and after practice pan acknowledged request a “training fix x3, callsign, training fix”. 3000’ anywhere should get their attention, or 2000’ in the vicinity of London TMA.

Plenty of tanks, missiles and vehicles to see. Also the Suffolk and Norfolk Yeomanry museum. Landing is a fiver and there is a restaurant.



Muckleburgh Runway

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.



Museum's Outside Exhibits

Rolls Royce celebration at Musswell Manor



CS Rolls Statue Monmouth

The Aviation Centenary Commit-

tee, Muswell Manor, supported by Rolls-Royce PLC and Leysdown Parish Council, are pleased to announce a free, community air display to be held over the Leysdown coastline on Saturday July 24 2010 to honour the achievements of aviation pioneer, the Honourable Charles Stewart Rolls, who died 100 years ago this year. Until months before his tragic death at the Bournemouth Airshow, Rolls visited Leysdown to fly British built aircraft before moving to nearby Eastchurch. He was a founder member of the British Aero Club headquarters at Muswell Manor which eventually became the Royal Aero Club in February, 1910.

The flying display will feature the Turbulent Team and Stampe Formation Team from Headcorn, a wing walker perched on top of a Boeing Stearman, the Headcorn Parachute Club, the Kent Spitfire and a Vampire Jet. In addition displays will be given by para-gliders and microlight aircraft. (Weather permitting). Thanks to generous support, the event will be free to the public with the best views to be seen along the beaches and coastal park areas of Leysdown and Shellbeach. It is hoped the public will give generously to the chosen charity for the event 'Help the Heroes'

For more information contact Terry or Sharon Munns at Muswell Manor on 01795 510245, or Robin Brooks - 01622 675847. Display due to start at 12:50 until 16:50.

Aviation Weather School

Simon Keeling's next one day seminar is on 11th September in Wombourn, not far from Halfpenny Green.

However, if you don't want to travel, Simon is planning to deliver his weather school in 4 two hour chunks. There will be charges as he runs a commercial operation.

You can book a place at www.weatherschool.co.uk or call 01902 895252. £120 includes the course, lunch and refreshments throughout the day. Simon sends out free forecasts if you sign up for them.

Nigel's Natterings

'BIGGIN ON THE BUMP'

John Knight has advised of a talk on Biggin Hill by journalist author and broadcaster Bob Ogle on 14th July at The Write Place, Creative Writing School at The Mick Jagger Centre, Shepherds Lane, Dartford Kent. DA12JZ 7.00pm - 9.30 pm.

Cost is £7 and tickets are available from Elaine Everest elaineeverest@aol.com or 01322 662364

When one engine fails on a twin-engine aeroplane, you always have enough power left to get you to the scene of the crash.

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Battle of Britain Memorial

Medway Aircraft Preservation Society is commissioning a memorial stone to be placed in the garden near Rochester Airport Tower. This is due to be unveiled by the Lord Lieutenant of Kent, Allan Willett CMG on 19th July 2010. On this date in 1940, nine Boulton Paul Defiants of No. 141 Squadron (RAF) from Hawkinge took off for their first squadron action. Six were lost with ten pilots and gunners.

MAPS are currently restoring a Defiant at Rochester, N1617 the 179th of 1064 built and the only complete and original surviving example.

www.mapsl.co.uk

Dates for your Diary

Jun 24	Tea at Ripple
Jul	BBQ at Farthing Corner
Aug	Car Treasure Hunt