



August 2010

SKYWRITINGS

Newsletter of the **Kent**



Light Aircraft Association

Nigel's Natterings

Last Months meeting - BBQ at Farthing Corner

Around 70 people came to Farthing Corner for a very well stocked and cooked BBQ! Thanks to Martin Payne who spent all day preparing for the evening having already purchased the food. Chefs duties also shared with Alan Bourner with John Dean assisting with serving. The takings from the BBQ along with the raffle income resulted in a small profit of £40 less gas used in cooking. The light cross wind and just about warm enough temperatures saw four visitors fly in. Prawn starter; Chicken, Burger, Ham and sausage and as much new spud



Nigel Read—Editor



Strut BBQ

August Meeting

Thursday 26th August 2010

Car Treasure Hunt - Start 18:30

At London Bound Medway Services Car Park

www.midkentstrut.freeserve.co.uk

as you wanted main course followed by Apple turnover and custard. Solleys Ice cream and freshly picked Kent Cherries from a tree not 50 yds away was also available to anyone with enough room.



Scene outside the Hangar



Chefs at work

PAFRA Flyouts:

The visit to Sywell's museum was hit by the weather, some going to Clacton and G-FLOX to Lydd as there was a free landing voucher where I bumped into Shaun Cockburn with one of the Long-Ez's, G-CBLZ featured in Jamie Foreman's story in the June issue (the printed copies marked April!). This was the one that lost a spinner on the way to an RSA rally, as featured in Light Aircraft some months ago. There was more to the story that Brian did not have room for, detailing an eventful return after repairs and all the help from French military and civilian airport staff... I had a promise of an article there!

However, getting back to Pafra, the trip to Skegness, 25th July went ahead despite the forecast doing it's best to put us off. Several strut and Pafra members went in seven aircraft and enjoyed fish and chips in what appeared to be the bigger of several restaurants after a bus ride south past myriad caravan sites. The Ximango and Europa returned via Old Buckenham catching a distance glimpse of the BBMF Lancaster.



Goodwood have a 'Breakfast Club' fly-in mainly on the first Sunday of most months with half price landing and Pafra went on the 1st August with performance car legends on display. Classic cars are on the 29th Aug and three more similar events Oct- Dec.

Rochester Memorial

The MAPS organised memorial to the Battle of Britain and the crews of the Boulton-Paul Defiant was unveiled with

Did I read that sign right?

**TOILET OUT OF ORDER.
PLEASE USE FLOOR BELOW.**

due ceremony in the corner of Rochester Airport garden by the Vice Lord Lieutenant, Viscount De L'Isle, on behalf of the Lord Lieutenant, Alan Willets CMG on the 19th July.



Muswell Manor Rolls Royce commemoration 24th July

The Display, sponsored by Rolls Royce to commemorate 100 years since the death of CS Rolls featured the Turbulent Team, Three Stamps, The Headcorn parachute club, Wingwalking Stearman, Gazelle Helicopter, Rans microlights and the Kent Spitfire. It was worth going just to see and hear the Spitfire performing an excellent display. Unfortunately the Vampire from North Weald would not restart after returning from another display in Scotland. The adjacent farmers

**WE EXCHANGE ANYTHING
- BICYCLES, WASHING
MACHINES, ETC. WHY
NOT BRING YOUR WIFE
ALONG AND GET A
WONDERFUL BARGAIN? .**

field was set up as a runway with the Islander landing to pick up the eight parachutists and Tony Richards in the Stearman to collect his 'young' lady who was clearly game for anything but old enough to know better!



Vintage Muswell Manor air display with futuristic horseless carriages in the foreground and model of latest canard design by messes Wright.



Turbulent lining up to fly under bunting

THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES.



Preparing for wing walking

Revised Danger Areas for UAV's

To accommodate UAV's revised Notam activated danger areas came into force on 1st July, or when 'Watchkeeper' enters service. Most have bases high enough to not be a problem but D126 from the surface has a crossing service from Salisbury Ops on 122.750 MHz. Anyone who attended the Medway Branch of the Royal Aeronautical Society meetings last season will remember the talk on Watchkeeper, BAe Systems entry into this market.

AIC: Y 022/2010 20-MAY-2010

Air to Air comms on 123.45 Mhz

Following a change in frequency assignments 123.45 MHz is no longer assigned for discrete ATC purposes within the UK

and air to air communications on this frequency are now permitted.

However, 123.45 MHz is still used for air-ground communications in a number of neighbouring States. This is to remind pilots that use of the air-to-air channel can cause interference to and from aircraft using the same frequency for air-ground communications, and pilots should adhere to the published procedures for the frequency.

More on the actual AIC Yellow 044/2010

http://www.nats-uk.ead-it.com/aip/current/aic/EG_Circ_2010_Y_044_en.pdf

or from NATS home page, click 'IAIP' on the top menu and then 'Aeronautical Information Circulars' in the Left menu then click the list of Yellow AIC's to find both 022 & 044 scrolling down to find danger areas then radiotelephony whilst trying not to get distracted to all the others by AAADD!

Next Months Meeting

Treasure Hunt, organised by Brian Hope, so we will probably end up on the Isle of Sheppey. (That's not meant to be a clue - or a suggestion). Meet at 18:30hrs at M2 services on the London bound side.

Other Forthcoming Events

Sywell Revival September 3rd- 5th
 Rochester Open Day, Sept 12th -LAA participation
 September 19th Turweston Wings & Wheels PPR

October 3rd - Young Aviators at Rochester - Note pilots will need 10 hours in the previous 3 months, so start aiming for that now. Also, supporting documentation will have to be checked, insurance, medical, logbook, permit - New rules we have to follow as agreed by LAA insurance company.

October 10th Abbeville Fly Out
 GASCO / PAFRA event - Safety presentation on the 20th Oct in the Rochester Cafe at 7.30pm.

Get to Know your Committee

Our esteemed editor has asked that committee members relate a word or two about their life of flying, so, appreciating his need for material (he didn't say it had to be interesting) and ever happy to talk about aeroplanes and flying here's a brief resume of mine.....

A Recreational Pilot's Experiences.

By Brian Hope.

I learned to fly in 1976/77, starting initially with Universal Flying Services at Rochester on Condors, and finishing on Robins at Headcorn when Universal packed up. I was very fortunate to have two highly experienced instructors at Rochester, commercial pilots who instructed because they enjoyed doing it, not as was common practice in those days, because they needed to build hours towards a Commercial license. The latter was the case with the first chap I got at Headcorn who was younger than I (and I was only 26 at the time) and simply saw me as freight to haul around as he built hours to the magic 700 required. After a couple of fruitless hours with him I told the CFI that either

I went with somebody else or I'd go elsewhere, and from then on I only flew with the senior instructors.

But I've jumped ahead; at Rochester I really enjoyed the Condors, went solo in



just *Condor* under 13 hours and did the solo cross country and most of the other gubbins, including spinning which is no longer required, by 33 hours. That was when UFS ceased trading and I had to up my weekly budget from the £11 an hour that they charged, to £25 for the Robins at Headcorn. I still feel the pain.

By 43 hours I had my PPL and over the



Robin DR400

next three or four years did the usual blatting around the local area with family and friends. I did the cross Channel check

to Le Touquet, having to land at Lydd out and back for Customs, and that cost me the best part of £200 which convinced me with some certainty that flying abroad was simply beyond my means. By 1980 I'd stopped flying altogether, with less than 100 hours in my logbook.

I was by then a member of the PFA but was pretty impecunious - nothing much has changed really. I went hitchhiking around the US for six months in late 80/early 81 and met some guys who were into ultralights so on my return I built a Teman Monofly 3-axis microlight. I flew that illegally because PFA weren't interested in microlights, and BMAA was involved in getting Section 5 sorted for production machines and weren't in a position to do anything for homebuilts. I hadn't flown for three or four years but just got in (on?) and flew it, having to make a false landing on the first flight because the engine seized. Oh the ignorance and bravado of youth.

By the mid 80's my finances had improved enough to save £3000 and borrow another £3000 from the bank and buy my Jodel, which I bought from a guy up in Halifax in late 1987.

My license was well lapsed by then so I had to get somebody to collect the Jodel for me and I went to Mike Peare's Condor Club at Redhill to get revalidated - CAA wanted 20 hours, including another cross country. Once that was out of the way I did a quick circuit at Rochester as a check flight

**IF YOU CANNOT READ, THIS
LEAFLET WILL TELL YOU HOW
TO GET LESSONS**

in the Jodel and the rest as they say, is history.

I kept the Jodel at Rochester for a year but in those days it was a soulless place and I moved to Farthing Corner as soon



Brian and his beloved Jodel

as I was able, and they haven't been able to get rid of me since. I now have about 2500 hours, all cross country touring and I've been lucky enough to see a great deal of Europe.

One of my most memorable flights took place not too long ago and on the face of it was pretty unremarkable. I had to be at the LAA AGM at Hucknall, up near Nottingham, and it clashed with the St Omer Jodel fly-in in France, which is a favorite of mine. I took off from Hucknall after the AGM, around 6pm, and flew down over Cambridge at 4000ft, across Essex, Shoeburyness, the wind farm off Whitstable and over Manston, across the Channel and into St Omer, which is about 25nm inland of Calais. I landed as the sun was about to descend below the horizon, just as everybody was about to sit down to the hangar 'do' of moules et frites.

The flight had been calm, clear and utterly peaceful, everything came up bang

on time and ATC cleared me through without hassle. Odd that such a sim-



St Omer

ple

flight should lodge in my mind, but there you go; it ranks with flights to and from many more exotic sounding places much farther from home. But flying is an art form, a love affair, escapism and passion, the continental boundaries are not important. It is the mere act of being airborne, controlling a living, breathing machine that stirs the soul. As you lift off the world opens up before you as if by magic, and magic it is too, forget the Bernoulli theory, the one in sixty rule and all that other nonsense; flying is pure magic and when you sit behind the controls you are the magician for that all too brief period of time before you have to return from perfection to the all too imperfect world below.

[New book on WWII fighter Pilot](#)

For King and Another Country: An Amazing Life Story of an Indian WW2 RAF Fighter Pilot by [Graham Russell](#)

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www.solleysicecreams.co.uk

BBC Interview with Gravesend veteran,
 Squadron Leader Mahinder Singh Pujji:-

http://news.bbc.co.uk/local/kent/hi/front_page/newsid_8872000/8872500.stm

Steve Noujaim's Cape Challenge

Progress seems to be delayed. The latest on his blog (8th July) shows completion of a long range test, Lands End to John O Groats and back, setting an unofficial record - unofficial because it would cost too much to have it recognised by the Royal Aero Club. More on www.capechallenge.com.

Dates for your Diary

Aug 26	Treasure Hunt
Sep 3-5	THE RALLY
Sep 12	Rochester Open day
Sep 30	Back to the Golf Club
Oct 3	Young Aviators
Oct 10	Abbeville Fly-Out
Oct 28	Talk on the War Rooms
Nov 25	Talk on D & D
Dec	Christmas Party