



April 2011

SKYWRITINGS

Newsletter of the **Kent**



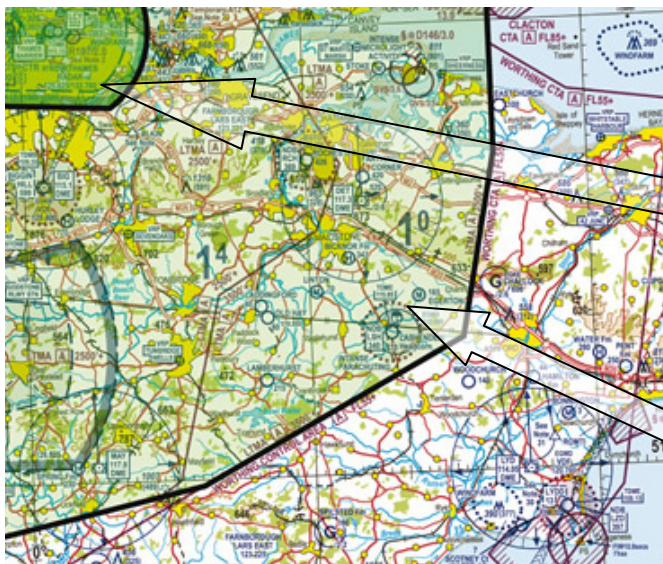
Light Aircraft Association

Two separate restrictions for the Olympics

1. Olympic restrictions announced covering June 13th to September 12th 2012



Nigel Read—Editor



Prohibited

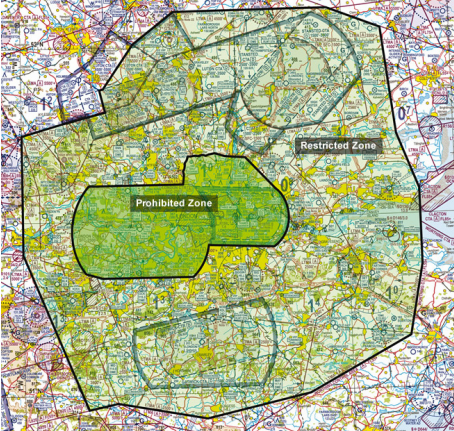
Heathrow, London City & a semi circle and extension North of LCY, bounded in part by M25 & A1

Restricted

The Restricted zone follows the outline of portions of the TMA currently at various heights and parts of Luton CTA and Oxford AIAA but all from the surface!

This has been approved by the government (DfT) and is apparently not going to be reduced. However, the CAA want to mitigate the effect on those airfields affected by both prohibited and restricted areas with

April 28th Meeting
Peter Kember, Airfield Planning
20:00hrs Cobtree Manor Golf Club



entry and exit lanes and require to hear from those airfields. It is required by the home office for the duration of athletes' occupation of the Olympic village. Locally, Kelvin Carr, Airport Manager at Rochester has contacted the larger airfields and put together a presentation to the CAA outlining the Hopes and Aspirations for the Olympics; Airspace Restrictions/Zones– 1. DfT (Prohibited & Restricted Zones) and 2. NATS/CAA (Southend & Manston area for holding patterns (CAS(T))); The impact on the busiest period of the year for the airport in general; the commercial organisations and private flyers. Over the last two years Rochester had annual movements of 5000 to 5865; recommendations including Reduced Restrictions, Imposed Restriction Times when necessary, Eastern entry/exit route (M2/M20), No transponder if using entry/exit route, Special Branch (Pre-vetted pilots SQ code supplied) & instructors supplied with unique transponder code. This is also being coordinated by National

organisations such as LAA (John Brady) and AOPA. Kelvin is suggesting routes following the M2 or M20 and this could include Farthing Corner. Dave Watts has suggested a route from Laddingford SE via Cranbrook. Depending on how many separate routes are suggested or are acceptable to the CAA who have the job of making the DfT requirements work I guess some might be combined eg South from Laddingford could include Old Hay and Lamberhurst. At the moment flight plans are required and have to be approved and squawks allocated. It might be that following recognised exit and entry routes will allow non transponding aircraft to escape the restricted area. Flights substantially within the restricted area at the moment require exact timings. The danger areas 138, east of Southend will apparently still be active although CAS(T) will overlap.

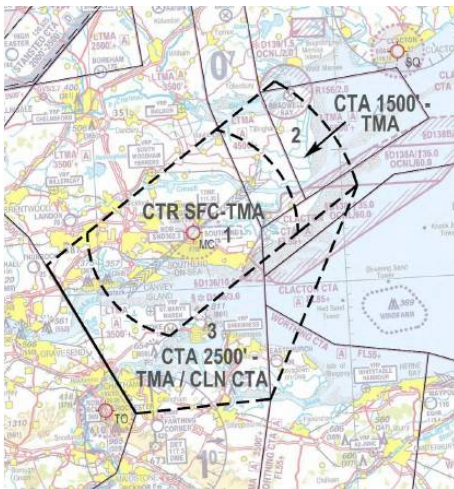
Martin Robinson (AOPA) gave a talk to PAFRA members recently, although to highlight AOPA's work and developments with IMC, Licensing, Single European Sky and lobbying etc. questions that followed naturally included the Olympic Airspace. The question of compensation was apparently raised in the House of Lords but don't hold any hope there. Complaining to your MP apparently won't help as the spooks seem to be in charge!

Keep an eye on the LAA website which has a link to the latest position.

<http://www.lightaircraftassociation.co.uk/>

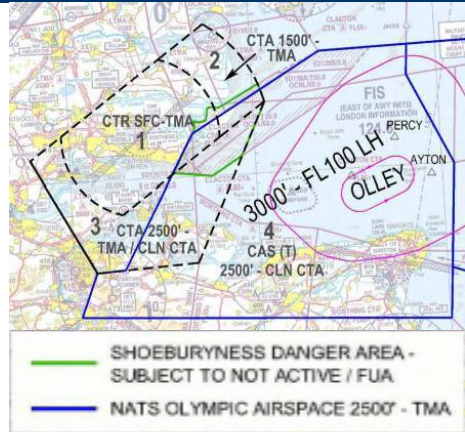
2. Olympic CAS(T) Southend and Manston locally but Farnborough and Southampton also have changes covering July 16th to August 15th 2012— one week before the opening ceremony and three days after the closing of the main games (not Paralympics).

Separate to the 'Ring of Steel', CAA and NATS will have to introduce additional controlled airspace to cover the rise in IFR traffic all of which will need landing slots. Full details of proposals are at :<http://www.nats.co.uk/wp-content/uploads/2010/06/London2012OlympicsCASTConsultation.pdf> (46 pages to read) Consultation closes on the 26th May.



So you can see how much bureaucracy our organisations have to continually respond to.
On pilot licensing, Martin Robinson's

**Teenagers:
Leave home now while you still
know everything!**



talk to PAFRA members included:

- EASA, under its remit from the Basic Regulation, has brought forward new proposals through the NPA process (Notice of Proposed Amendment)
- The existing JAR PPL will remain very much the same as it is today although there is likely to be some relaxation on medical standards.
- This remains an ICAO (Annex 1) compliant license.
- The main change will come from the proposed LPL (Leisure Pilots License) and will be applicable to both fixed wing and rotary aircraft with family doctor medical up to age 50.
- However this LPL will not be compliant with ICAO annex 1 and may only be used throughout the 27 EU member states but allows up to 3 passengers and additional ratings to be added.
- The CAA plan to make the transfer to EASA as straight forward as possible - BUT there are some pitfalls to be aware of.
- The UK IMC will remain with grandfather rights but the name will change. Hopefully this will still be available to future pilots.
- There will be 2 kinds of instructors, the unpaid PPL FI without CPL knowledge and remunerated full PPL FI with CPL.

Written by a Delta pilot about the approach to Tokyo on 11th March:-

I'm currently still in one piece, writing from my room in the Narita crew hotel. It's 8am. This is my inaugural trans-pacific trip as a brand new, recently checked out, international 767 Captain and it has been interesting, to say the least, so far. I've crossed the Atlantic three times so far, so the ocean crossing procedures were familiar.

By the way, flying over the Aleutian Islands the scenery is stunning. Everything was going fine until 100 miles out from Tokyo and in the descent for arrival. The first indication of any trouble was that Japan air traffic control started putting everyone into holding patterns. At first we thought it was usual congestion on arrival. Then we got a company data link message advising about the earthquake, followed by another stating Narita airport was temporarily closed for inspection and expected to open shortly (the company is always so positive).

From our perspective things were obviously looking a little different. The Japanese controller's anxiety level seemed quite high and he said expect "indefinite" holding time. No one would commit to a time frame on that so I got my co-pilot and relief pilot busy looking at divert stations and our fuel situation, which, after an ocean crossing is typically low.

It wasn't long, maybe ten minutes, before the first pilots started requesting diversions to other airports. Air Canada, American, United, etc. all reporting minimal fuel situations. I still had enough fuel for 1.5 to 2.0 hours of holding. Needless to say, the divers started complicating the situation. Japan air traffic control then announced

Narita was closed indefinitely due to damage. Planes immediately started requesting arrivals into Haneda, near Tokyo, a half dozen JAL and western planes got clearance in that direction but then ATC announced Haneda had just closed. Uh oh! Now instead of just holding, we all had to start looking at more distant alternatives like Osaka, or Nagoya.

One bad thing about a large airliner is that you can't just be-pop into any little airport. We generally need lots of runway. With more planes piling in from both east and west, all needing a place to land and several now fuel critical ATC was getting over-whelmed. In the scramble, and without waiting for my fuel to get critical, I got my flight a clearance to head for Nagoya, fuel situation still okay. So far so good. A few minutes into heading that way, I was "ordered" by ATC to reverse course. Nagoya was saturated with traffic and unable to handle more planes (read-airport full). Ditto for Osaka.

With that statement, my situation went instantly from fuel okay, to fuel minimal considering we might have to divert a much farther distance. Multiply my situation by a dozen other aircraft all in the same boat, all making demands requests and threats to ATC for clearances somewhere. Air Canada and then someone else went to "emergency" fuel situation. Planes started heading for air force bases. The nearest to Tokyo was Yokoda AFB. I threw my hat in the ring for that initially. The answer -Yokoda closed! No more space.

By now it was a three ring circus in the cockpit, my co-pilot on the radios, me flying and making decisions and the relief co-pilot buried in the air charts trying to figure out where to go that was within range while data link messages

were flying back and forth between us and company dispatch in Atlanta. I picked Misawa AFB at the north end of Honshu Island. We could get there with minimal fuel remaining. ATC was happy to get rid of us so we cleared out of the maelstrom of the Tokyo region. We heard ATC try to send planes toward Sendai, a small regional airport on the coast which was later the one I think that got flooded by a tsunami.

Atlanta dispatch then sent us a message asking if we could continue to Chitose airport on the Island of Hokkaido, north of Honshu. Other Delta planes were heading that way. More scrambling in the cockpit - check weather, check charts, check fuel, okay. We could still make it and not be going into a fuel critical situation ... if we had no other fuel delays. As we approached Misawa we got clearance to continue to Chitose. Critical decision thought process. Let's see - trying to help company - plane overflies perfectly good divert airport for one farther away...wonder how that will look in the safety report, if anything goes wrong.

Suddenly ATC comes up and gives us a vector to a fix well short of Chitose and tells us to standby for holding instructions. Nightmare realized. Situation rapidly deteriorating. After initially holding near Tokyo, starting a divert to Nagoya, reversing course back to Tokyo then to re-diverting north toward Misawa, all that happy fuel reserve that I had was vaporizing fast. My subsequent conversation, paraphrased of course...., went something like this:

"Sapporo Control - Delta XX requesting immediate clearance direct to Chitose, minimum fuel, unable hold."

"Negative Ghost-Rider, the Pattern is full" < top gun quote >

"Sapporo Control - make that - Delta XX declaring emergency, low fuel, proceeding direct Chitose"

"Roger Delta XX, understood, you are cleared direct to Chitose, contact Chitose approach....etc...."

Enough was enough, I had decided to pre-empt actually running critically low on fuel while in another indefinite holding pattern, especially after by passing Misawa, and played my last ace...declaring an emergency. The problem with that is now I have a bit of company paperwork to do but what the heck.

As it was - landed Chitose, safe, with at least 30 minutes of fuel remaining before reaching a "true" fuel emergency situation. That's always a good feeling, being safe. They taxied us off to some remote parking area where we shut down and watched a half dozen or more other airplanes come streaming in. In the end, Delta had two 747s, my 767 and another 767 and a 777 all on the ramp at Chitose. We saw two American airlines planes, a United and two Air Canada as well. Not to mention several extra Al Nippon and Japan Air Lines planes.

Post-script - 9 hours later, Japan air lines finally got around to getting a boarding ladder to the plane where we were able to get off and clear customs - that however, is another interesting story.

By the way - while writing this - I have felt four additional tremors that shook the hotel slightly - all in 45 minutes.

Free Flight Planning Software

<http://www.skydemonlight.com/> try it!

Developed with NATS. You may have to download Microsoft Silverlight.

Free landing at Cambridge

Most free landings in the flying magazines tend to repeat the same airfields. Nothing wrong with that if it's an interesting trip but occasionally something a bit different crops up. *Flyer* magazine had a voucher for Cambridge in March and I was determined to take advantage of it as the normal cost is £25.

Armed with a town map and bus pass I could see where several museums and the bus station were.

Checking on the internet for opening times—some were closed—we had three museums to visit.

At Laddingford, Dave Watts for once arrived before we put his aircraft back in the hangar, announcing he had the same destination in mind.

At Cambridge, using the Grass 08 runway we taxied up to a resident Europa to find John Brownlow, the test pilot of our Europa 13 years ago.

On entering Marshall's posh business terminal we were offered passes to the works restaurant where we enjoyed excellent and cheap nosh.

The regular bus service stops outside the terminal and deposited us a short walk from the Sedgwick Museum of Earth Sciences, the Whipple Museum of the History of Science and the Museum of Zoology. A lot to take in on one trip but fascinating. The Sedgwick contains a collection of minerals, a Darwin section and fossils.



GFLOX at Cambridge



*Skeleton of a Narwhal -
Museum of Zoology*



More Skeletons & model exhibits



Big fella at Sedgwick!

The Whipple museum features a magnificent main hall with exhibits such as a 10ft Newtonian telescope by Herschel in response to a request by George III. The mahogany cabinet being made by the King's cabinet maker, the optics by Sir William Herschel. Although photography is allowed this particular museum bans any reproduction of them! But the hall looks a bit like this...



If you don't already have a *Flyer* copy, free landings for May include Barton, Gloucester (circular bus to Gloucester or Cheltenham) and Holmbeck buses via Wing and Alesbury to Waddesdon Manor (NT). <http://www.transportdirect.info> is a useful site for checking on public transport when you arrive. *Pilot* has Cromer, Brimpton, Waterford and Elstree

Vintage Fly-ins

Old Sarum have free landings for pre 1955 aircraft (unfortunately not the occupants) on the first Sunday of the month - but check their website, April may have been last one.

In March PAFRA had a flyout and these were spotted:

Cornwall Flying Club
invites YOU to attend their:
1940's Hangar Dance
on Saturday 14th May 2011
7 pm 'till late
Bodmin Airfield

Tickets £30
To include Dinner & Dancing to a live Band

Licensed bar
Vintage Aeroplanes
Wear 1940's civil or military costume
Friends & family welcome

Fly-in or drive-in & stay over
(Camping permitted on the airfield)

To book tickets or for further details, including local accommodation contact Michelle at the Cornwall Flying Club Office (Tel: 01208 821419)

"A Century of Lady Aviators" Fly-in
Will take place during the day on Saturday 14th May.
To commemorate a 100 years since the 1st British lady pilot's certificate was issued to Hilda Hewlett (left) and honour the contribution made by lady aviators over the years.
Supported by: The Devon Strut LAA, British Women Pilots Association and The Aeronca Club UK.
Everyone is welcome to attend (please PPR if flying in).



To book tickets or for further details, including local accommodation contact Michelle at the Cornwall Flying Club Office (Tel: 01208 821419)



One of two SE5A replicas that flew G-SEVA (1987) & G-BMDB (1988)



Topsy Belfair built 1958



Durine D5 Turbi built 1960 – did anyone get a free landing?

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www.solleysicecreams.co.uk

Leicestershire Aero Club are holding their second Classic Homebuilt Fly-in on 26th June— aircraft designed or built over 25 years ago. Half price landings. Contact: stuart@comper-aircraft.co.uk

Rochester Airport Open evenings

Featuring model flying, Medway Aircraft Preservation Society, refreshments and flying schools. There will be a chance to try flying model aircraft for a £2 contribution to Kent Air Ambulance. 14th May, 11th June, 16th July and 24th Sept. From 17:30 until dusk/20:30

Dates for your Diary

30th April - 1st May Popham
 Microlight Fair
 2nd May Aero jumble Popham
 3rd May Super Cub Fly-in –
 Panshanger
 14th May Hangar Dance- Bodmin
 14th May Rochester open evening
 26th May Strut Meeting, Preparing
 for the unexpected –
 Justyn Gorman
 30th May Strut Fly-out –Sandown
 17th–19th June AeroExpo Sywell
 26th June—Classic Homebuilt
 Fly-in Leicester
 30th June Ripple BBQ
 1st-3rd July RSA Blois
 2nd & 3rd July Air Britain British
 Classics fly in North Weald