



May 2011

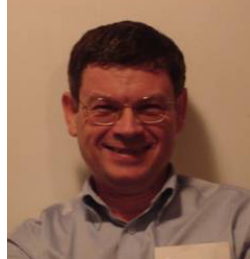
# SKYWRITINGS

Newsletter of the **Kent**

**Are you sitting comfortably?**



Light Aircraft Association



Nigel Read—Editor



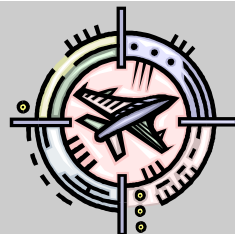
*A pilot at low level has no control over his aircraft. It narrowly misses a crowd gathered for an air show and slams into four buildings.*

*One can only imagine the horror for the occupants and the carnage that must have gone on inside those buildings!*

**26th May Meeting**  
**Preparing for the Unexpected!**

**Justyn Gorman**

20:00hrs Cobtree Manor Golf Club  
Maidstone ME14 3AZ



[www.kentstrut.co.uk](http://www.kentstrut.co.uk)

### March Meeting The Tiger Club

Glyn Richards presented a slide show and described the beginnings of the Tiger Club, started by Norman Jones and the move from Redhill to Headcorn. Glyn described the antics of the Turbulent formation team at various venues including abroad. His many anecdotes included the resistance from some club members to the replacement of a Stampe with a Cap 10—so it was painted the same colour in the hope the objectors would not notice and the LAA Engineering who queried the lack of modification details of the Turbulent's skies—Glyn answered they came from Rollason's like that, we just fitted wheels when we realised there would not be snow all year round!

One of his stories of old involved a glider retrieve starting in East Anglia and ending many miles to the west when there were not many roads running east west and certainly not motorways. After several hours of trailering across the country and eventually locating the glider in a field, they opened the trailer doors to find another glider already in it!

### April Meeting

Peter Kember—Airfield Planning.

Not the most inspiring of subjects even for Peter as it's his day job but it turned out to be an entertaining and informative talk. Illustrated with case studies we learned that it is possible to set up a circle to safe

guard a strip which means where the Town and Country planning rules permit certain developments without planning permission eg farm buildings, it is now required. Keeping in with the neighbours is obviously important and this can be achieved by a slight realignment of the runway as the sound levels can be drastically reduced if an aircraft does not pass directly over head and by setting up a Joint Consultative Committee with locals and by meeting a few times a year and talking to each other it lets the council off the hook from getting involved in disputes. Planning rules only apply on the ground and once airborne have no sway in the matter. The 28 day rule does not apply just to days when there is an aircraft movement but just keeping it on the ground would constitute a change of use to include storing an aircraft, but if it is not visible from anywhere there would possibly be an argument to counting only movement days.

I don't believe permission is required for a caravan but for a portacabin it is. Since the difference is wheels, couldn't the same argument apply? Skied up Turb's excepted!

### Aerodrome Safeguarding Procedure:

i) to define the area of land surrounding the aerodrome (actually the area within 3 kilometres of the perimeter of the aerodrome) within which permitted development rights contained within Parts 6 and 7 of the Town and Country Planning

(General Permitted Development) Order 1995 ("the GPDO") cannot lawfully be exercised.

ii) to alert existing and potential owners/occupiers of property of the existence of the aerodrome where reasonably it may be expected that there will be a concentration of flying activities albeit that transiting military and civil aircraft will avoid overflying at low level (i.e. below 2000 ft) the aerodrome.

iii) to assist the local planning authority in the processing of planning applications where the existence of the aerodrome is a material consideration in the determination of the application.

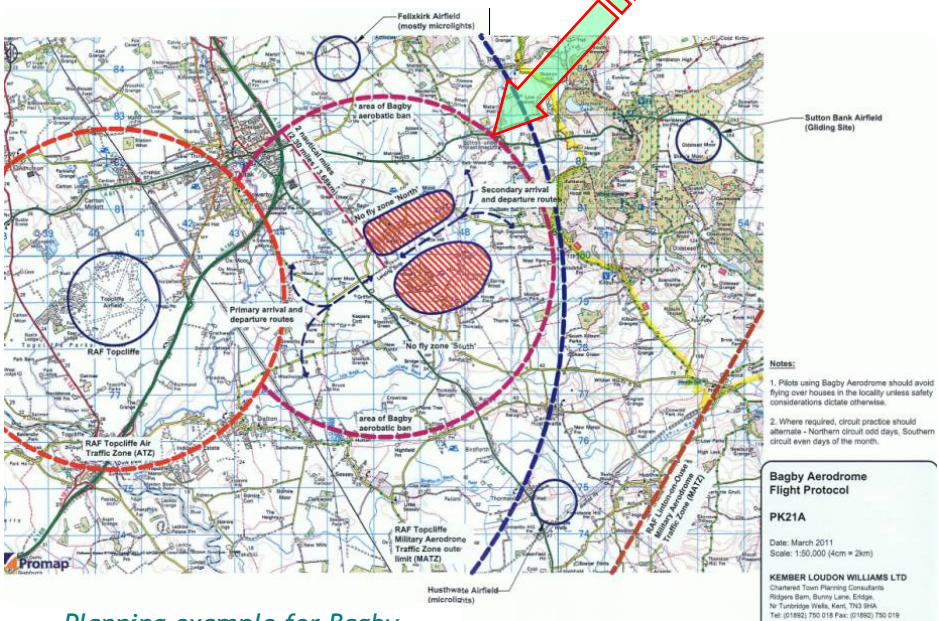
iv) to formalise procedures for the local planning authority to consult with the aerodrome owner

on development which could affect the safe operation of an aircraft flying in the vicinity.

v) to place before the local planning authority information as to the above considerations in order to seek the inclusion of the ASM and a safeguarding procedure within the next review of the District Local Plan.

The aim would be for the local council to display a copy of the aerodrome safeguarding map in section 69 Public Register Room and the local authority response to official searches would notify potential purchasers of property within the notified area.

*Aerodrome Safeguarding Area*



*Planning example for Bagby*

## Calais Restaurant

A new owner of the café, English speaking Freddy, along with cheaper landing fees than Le Touquet and only two hour customs notice by email make Calais a pleasant day out. Excellent French cuisine and a short walk to the local town of Marck, a suburb of Calais, to walk off the calories complement the short flight across the Channel.

Meals cost around €17 and landing fee about €10. Controllers are friendly and the airport does not seem to be too busy. Calais-Dunkerque LFAC just 25nm from DVR.

<http://www.ville-marck.fr/>

For transport into town :

[http://www.calais.fr/bus/index\\_saf.htm](http://www.calais.fr/bus/index_saf.htm)

lists busses to Cite Europe etc. on Line 1 a single costs €1 or taxis will take you into the main town.

Carrefour have a small supermarket in Marck.

Sight seeing on the way:



*Calais Ferry Port*

**The journey of a thousand miles begins with a broken fan belt and leaky tyre**



*Dover Castle*



*Typical Starter*



*The Main Event- better than the \$100 burger*

Calais customs email [bsi-calais-littoral@douane.finances.gouv.fr](mailto:bsi-calais-littoral@douane.finances.gouv.fr)

There are comprehensive foreign planning instructions on Rochester PAFRA web site

<http://www.rochester-airport.co.uk/>

## Shuttleworth Collection

Flying into Old Warden is quite straightforward but you have to get PPR on the day as they don't know in advance what's happening on non event days. Lockyears has details as does the web site.

No landing fee, entry to the Museum is around £10, extra to visit the Swiss garden or bird of prey centre. In Hangar 1 where the restoration is carried out, they are currently rebuilding a Spitfire, recovering an AVRO 504, overhauling a Jungmann fuel pump and carburettor, sorting out an overheating SE5A and a Hawker Hind is having its annual inspection.

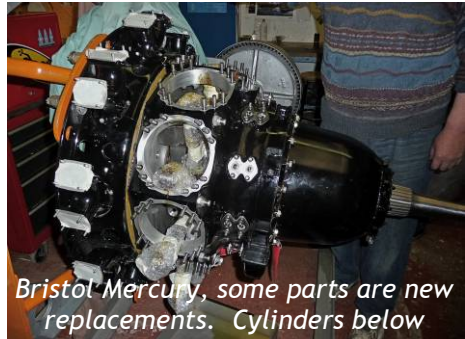
We were lucky enough to be invited right into the engine workshop where several engines were stripped down and being refurbished, mainly to flying condition.



*Above, Avro 504 fuselage and Hawker Hind, Behind. Under wraps—in foreground, the Spitfires engine.*



*Merlin Engine block.*



*Bristol Mercury, some parts are new replacements. Cylinders below*



<http://www.shuttleworth.org/airfield-status/>



*Spitfire wing in jig and stripped down fuselage*

## Licence Changes (Expanded from last month)

From a presentation on AOPA's work by Martin Robinson, CEO AOPA UK and Senior Vice President IAOPA (Europe) at Rochester in April on discussions in the UK and Europe.

### *Pilot Licensing - The PPL*

EASA, 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 and Radio Navigation may be required.

This remains an ICAO (Annex 1) compliant licence.

The main change will come from the proposed LPL (Leisure Pilots Licence) and will be applicable to both fixed wing and rotary aircraft.

However this LPL will not be compliant with ICAO annex 1 and may only be used throughout the 27 EU member states.

The CAA plan to make the transfer to EASA as straight forward as possible - BUT there are some pitfalls to be aware of.

### *The Leisure Aircraft Pilots Licence*

Although the holder of the LAPL will be restricted to aircraft with a MTOM of 2000kgs the pilot can carry a maximum of 3 passengers and fly within the 27 EU Member states.

Will be able to add additional ratings such as aerobatic, mountain flying and a night rating.

The other advantage is the medical: up to age 50 a medical assessment may be used through your family doctor where national law permits.

### *Instructors*

Two kinds of instructors:

The proposed Light Aircraft Flight Instructor (LAFI) has gone!

The PPL FI (without CPL level knowledge can teach towards the issue of the LAPL in a club environment but cannot be remunerated).

The Full PPL FI (with CPL level knowledge) may teach for the issue of either the LAPL or the full PPL and can be remunerated.

### *Light Sports Aircraft also known as VLA*

The intention is to make it easier and less costly for manufacturers of light GA aircraft to get full European certification.

This is largely based on the fact that manufacturers have been using modern design and building techniques in order to bring more affordable products to the market.

VLA -1000 kg

LSA -750 kg

Ultra lights both 3 axis and weight shift 450kg

With the appropriate maintenance standards EASA is saying it will help to make this type of GA more affordable

### *The European Instrument Rating*

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The proposed benefit of the EIR is that it may allow VFR arrival and departures with en-route IFR privileges in all classes of airspace in the 27 EU Member states.

The NPA is likely to be published by June 2011.

#### *UK IMC rating*

AOPA has worked hard to ensure that the existing IMC holders are secure, that means these ratings are grandfathered.

The name may change but the existing privileges will remain.

We are working on protecting those privileges for future GA pilots.

#### *Single European Sky*

The objective of this program is to improve how Europe's sky is used, with better access for all airspace users.

The big benefit is in the GAT sector where improved routings and less delays should have a positive impact on the environment.

Community Law is the driving force and one way in which change is being effected is in the use of airspace classification, for example all airspace above FL195 in Europe is class "C".

The next target is to improve how the member states use the ICAO airspace classifications below FL195. However IAOPA was successful in lobbying the Commission to ensure that within the regulation all air-

space users are consulted before any change is applied.

SERA- Consultation frozen pending part B ( air traffic services)

#### *Single European Sky ATM Research*

SESAR is the European ATM modernisation program, although it is primarily a research program

Deployment is the current issue

The first deployment plan will include 8.33 and this will affect GA

Full deployment of 8.33 will be completed by the end of 2017

#### *CAA Strategic Review 2*

The CAA has been looking at how it might modernise itself and how it may make improvements in the way that it does things.

Ultimately they hope that industry will benefit from these changes by way of lower charges and less direct regulation.

#### *MEPs*

Following on from the Commission's paper 'Towards a Sustainable Future for General and Business Aviation', of the 600 MEPs 524 voted in favour of supporting GA.

They have requested, amongst other things, the following:

Improved data collection

Proportionality

Segmented cost vs. benefits studies

Access to airspace and airports

To recognise the role of GA in the supply of aviation professionals (i.e. pilots, engineers, operations staff etc.)

And a request to the Commission to report back to the European Parliament by the end of 2009 on any progress (which is of course a little late!).

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**Dates for your Diary**

26th May Strut Meeting, Preparing  
 for the unexpected –  
 Justyn Gorman  
 28th-29th May Jabiru & Rans  
 Skycraft weekend at Fenland



[www.solleysicecreams.co.uk](http://www.solleysicecreams.co.uk)

**Time lines**

As far as we can tell the following is correct, BUT subject to change:  
 April 2012 EASA FCL rules come into force and are largely based on the current JAR FCL standards.

Transition to the new system is to be complete by 2014 but the aerobatic rating does not become compulsory until 2015

There are still many unanswered questions in respect of Annex 2 aircraft.

*Apologies for all the acronyms!!!*

Sad News -Harry Foulds,  
 owner of Farthing Corner  
 Airfield passed away  
 Thursday 12th May

**Dates for your Diary cont.**

30th May Strut Fly-out –Sandown  
 with Devon Strut  
 11th June Rochester Open Evening  
 From 17:30hrs  
 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