



June 2011

SKYWRITINGS

Newsletter of the *Kent*

From East to West



Light Aircraft Association



Nigel Read—Editor

...watching the sun go down was akin to something magical.

With the *Jodel* nailed back together and the engine behaving itself, it was time for her to spread her wings again. The nicest April on record saw the *Jodel* and I ensconced in a hangar with only each other for company.

It was now mid-May and I had promised some friends from the Devon Strut that if I managed to get the 'top end' done in time that I would attend their two day fly-in at Bodmin. Five hours of engine runs & local-ish test flying, a quick oil change and we were ready to go. The Friday turned out to be quite nice and about 2 O'clock I took off into a stiff headwind.

30th June Meeting

BBQ at Ripple

Fly or Drive to Steve Solley's

Ripple, Deal, Kent, CT14 8JL.

Early start—from 6pm. Let Steve know if you are flying in!



www.kentstrut.co.uk

With slow progress, the first stop was Dunkeswell for a cuppa with a mate and some expensive avgas.

That night was spent at another friend's house that backs onto the soon to be closing Plymouth airport. I parked up on the grass next to the runway and walked the 50 yards or so to his back entrance to be greeted by his wife and daughter. Within minutes he arrived carrying wine in one hand and a Chinky in the other. The next day was just as windy but luckily was up the runway at both Plymouth & Bodmin.

Bodmin is about 10 miles from the West coast which is about the same distance as my base is from the East coast.

Unsurprisingly I met up with two other pilots from our neck of the woods the ubiquitous *Rans S6* from Heathfield & *Jodel 120* from Maypole, who certainly get around.

Later in the day I managed a tour of the area with a local chap in one of the first *Sportcruiser's* built and you'd be hard pushed to find more beautiful surroundings. The lush grass tells a good part of the story, but apart from the odd shower this weekend was dry at least.

On returning back to the airfield people were getting ready for the evening activities; the hog roast was on the spit, tents were erected

and the planes were tied down. I chose a local B&B about 3 miles away who pick up and drop off from the airfield.

With a Jazz trio, good food and good company the evening was a great success and watching the sun go down was something akin to magical.



Eden Project.

At about 11.00pm my lift arrived and I left the revellers who managed another two hours or so which was more than evident by the sore heads the next morning. Breakfast was supplied in part by the chickens roaming around and locally produced farm shop sausages.

The outbound leg took a little over three hours as I had elected to route north of the Gatwick zone. For the return journey I chose the

**Never test the depth of
the water with both feet.**

much easier coastal route, the lively North Westerly enabling me to get back in one hop in 2hrs 15mins. After my return I had that tired, satisfied feeling I get after most trips. This one being the first of the year seemed to make all those hours stuck in the hangar battling with Corbin clips and ring compressors almost worthwhile. *Joe Derrick Jr.*



*Coastal scenery near
Perranporth*

May Meeting

Justyn Gorman—a display pilot with over 3000 hrs and a frozen ATPL gave a presentation on safety, preparing alternative plans, experience and complacency. Illustrated with an account of his own accident three years ago when following a display in poor weather at Southend in his *Extra 300* he planned to fly back to Shoreham the long way — around the coast with Manston and Lydd as alternatives avoiding low claggy weather across Kent and Sussex. Twice he deviated from his plan, speaking to Rochester he was told he was the

only customer all day — he turned back towards the north Kent coast. On seeing what looked like brighter sky to the south he flew towards it but became hemmed in by orographic cloud and high ground. With no blind flying instruments, he found a 900 yard field but stalled into it.

Subsequently he found his aircraft's wing section not only lost lift when wet but there was a considerable increase in drag. Something that was not in the pilots operating handbook.

Setting the transponder to 7700 enabled the SAR helicopter to locate the wreckage in 15mins. Justyn

appreciates how lucky he was to survive and wants to share what he has learnt. His companion was not so lucky but was back in the air fourteen weeks later despite a spinal injury and attended the meeting. You can only do the best you can with the situation. As a further example he discussed the fatal accident to the French Aerobatic champion who was caught out while flying his family in a Jodel last October. He also decried the various comments that were posted on www.pprune.org by people who did not have the true facts which in both cases he was careful to explain in detail.

AeroExpo UK Sywell 17-19th June

If visiting (by air a slot time is required) don't forget to take a look round the museum in the Nissan hut next to the car park. Camping is also possible.

Indoor and outdoor exhibitions, seminars, used aircraft for sale, sunset air displays and the LAA are there. www.expo.aero/uk

Customer Training

A single Virgin Airlines desk attendant in Sydney, was confronted by a passenger who probably deserved to fly as cargo, after a crowded Virgin flight was cancelled. The attendant was re-booking a long line of inconvenienced travellers. Suddenly an angry passenger pushed his way to the desk. He slapped his ticket down on the counter and said, "I HAVE to be on this flight and it HAS to be FIRST CLASS".

The attendant replied, "I'm sorry, sir I'll be happy to try to help you, but I've got to help these people first, and I'm sure we'll be able to work something out.." The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?" Without hesitating, the attendant smiled and grabbed her public address microphone: "May I have

It's always darkest before dawn. So if you're going to steal your neighbour's newspaper, that's the time to do it.

your attention please, may I have your attention please,"she began - her voice heard clearly throughout the terminal. "We have a passenger here at Desk 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him find his identity, please come to Desk 14."

With the folks behind him in line laughing hysterically, the man glared at the Virgin attendant, gritted his teeth and said, "F...You!" Without flinching, she smiled and said, "I'm sorry, sir, but you'll have to get in line for that too."

New Member

Malcolm Wade, based at Rochester with a Jabiru UL.

Spot landing at Rochester

Runway 34 was chosen as the spot on Good Friday, the target being a line of flour marked across the runway. Skytrek trained pilots doing rather well in first and second beating the owner of Skytrek into third. The weather was fine for a change, previous years have had to resort to paper aeroplanes in the café. Only problem was the wind going round to favour 16 so the competition was ended 25 minutes early, robbing some of their three goes. Non residents having to only pay for a single landing. Organised by PAFRA each landing is recorded on film to judge touch down of the main wheels. A popular technique is to drag in low and shallow from an undershoot but this makes it more difficult for both the pilot and judges! Steeper is better! Will a strut member win next year?

Strut Drive out to Swanick 21st July

A visit to NATS and D&D has been organised. This will be by car, sharing where possible and is limited to 15 max. There will be a visit to London FIR and D&D plus an overall what Swanick does and how it does it. An AFPEX briefing from one of their experts can also be arranged. The tour starts at 1000 and would finish around 1530.

There is a subsidised restaurant — very reasonable prices and good food! They will need to know in advance names of attendees and if possible car registration numbers. If there are more than 15 wanting to go then a second date can be arranged.

If meeting at Farthing Corner then it would be necessary to leave by 07:30 as the journey is 122 miles and will take nearly 2 1/2 hours.
Route: M2; A229; M20; M26; M25; M3; M27; A3024; A27 to SO31 7AY

Contact Gary Smith or Nigel Read.
See back page.

Gloucester / Gloster

On a trip to Gloucester recently to use a free landing we found the resident Javelin had been joined outside by a Meteor and a very realistic E28/39 replica. They had a



Main gear is modified from another aircraft, the nose gear made up for the replica.

gentleman there who witnessed the original flying. We discovered there are plans to build a permanent museum on the airport and they hope to start work next year.

<http://jetagemuseum.org>

The rest of the trip consisted of bus into Cheltenham and a visit to the Holst Birthplace Museum.

Gloucester is a favourite destination with the practice of going into a



larger airport, restaurant and pilot shop on site and regular busses to Gloucester or Cheltenham a short walk down the road. Airport staff are friendly and even allowed me to post the free landing voucher having left it in my flight bag which I took out of the aeroplane and dumped back in my car to save a bit of weight! Note the free landing only gets four hours parking.

Inside Holst Birthplace



More Bus Pass use! (apologies to youngsters!)

I've often driven past Reading on the M4 and used it as a waypoint to fly over on trips in that direction but never visited the town (it is still a town but competing with Medway for City status!).

Chiltern Park is a 25 minute bus ride away and the stop is at the end

of the road on the A4074 less than 10 mins walk for Reading (or Oxford). We walked through the beautifully kept Forbury Gardens with it's massive war memorial and along the river Kennet to a riverside boat museum which turned out to be attached to a pub with an expensive restaurant. After a drink we abandoned the place and retraced our steps back to town finding an O'Neill's with excellent fish and chips.



Forbury Gardens in April

So where have you all been? What have you been up to? Please put finger to keyboard and let me have some interesting articles for the newsletter!

Harry's Flypast

Six aircraft took part in a loose flypast above Bredhurst church



Part of the line up for Harry's flypast

after Harry Foulds funeral on 25th May. St Peters church was full of Harry's friends, his coffin arriving to the Battle of Britain theme, leaving to the Dambusters. The reception was at the Bredhurst Bell.

Ripple BBQ Map :- Google view of Steve's farm from the air and road



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PAFRA Nav Ex. Comp. 3rd July

www.solleysicecreams.co.uk**Nav Comp 2011** *Martin Leusby PAFRA*

It's here again! Another fun day planning then flying about an hour's course - enjoyed by all last year - and this year there are some very serious trophies on offer. All comers are welcome, not just PAFRA - particularly Farthing Corner and Maypole. I'm putting a poster on PAFRA noticeboard at EGTO asking people to sign up so I get an idea of how many entry forms / plans to print, but even if you don't, you can turn up at last minute if you wish.

This year I recommend that you are 2 crew or more. All is VFR and simple flying but another pair of eyes is always good. Turn up any time after 10.00 local, allowing time to plan and then fly for about an hour. Final judging and presentation targeted at 15.00.

For more information you can contact Martin at

martin@leusby.co.uk**Dates for your Diary.**

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

16th July Rochester Open Evening

From 17:30hrs until dusk

21st July Visit Swanick**28th July Treasure Hunt**