



August 2011

# SKYWRITINGS

Newsletter of the *Kent*



Light Aircraft Association

## Olympic Airspace restrictions reduced

### Strut drive out to NATS at Swanwick on 21st July

Nine people made the long drive to Swanwick, processed through their security and were ushered into a small room with blinds over windows. After a lengthy talk on AFPEX (I did ask to give that a miss) but some interesting facts turned up with questions turning to the Olympics it seems the large area of restriction will be limited to one month and a much smaller area for the Paralympics. NATS are not particularly in favour of this and it seems many military personnel will be drafted in to cope. Of course we don't know how many flight plans will be approved. On raising the blinds we found ourselves peering out over the 'shop floor' with all the controllers seated along rows of monitors. After lunch in their canteen, we were taken down to a corner of the large hall where London Information was tucked away, with just two controllers, one of whom was able to chat to us and answer



Nigel Read—Editor

## August 25th Meeting BBQ at Rochester Airport Eating starts at 7pm



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

questions. Following on we went to Distress and Diversion to meet up with Flt Lt Martin Smith and his team in their separate room. As with his talk at the golf club last year we were entertained by an excellent talk and demonstration of how they can help out in retrieving a dangerous situation. Just call for help in plenty of time! They are always happy to do practice pans and training fixes—listen out first to make sure there is nothing going on. They are not interested in 'shopping' anyone for infringements just getting someone out of trouble.

If you don't have an AFPEX (Assisted Flight Plan Exchange) account, now is the time to get one and practice using it. (For actual flights or don't press send as it will be live!)

Airspace for the Olympics are at <http://olympics.airspacesafety.com/> AFPEX:

<https://ts2.flightplanningonline.co.uk/>

AFPex Training (says draft)  
<http://www.myafpex.co.uk/index1.html>

John Dean is our resident expert on flight plans!

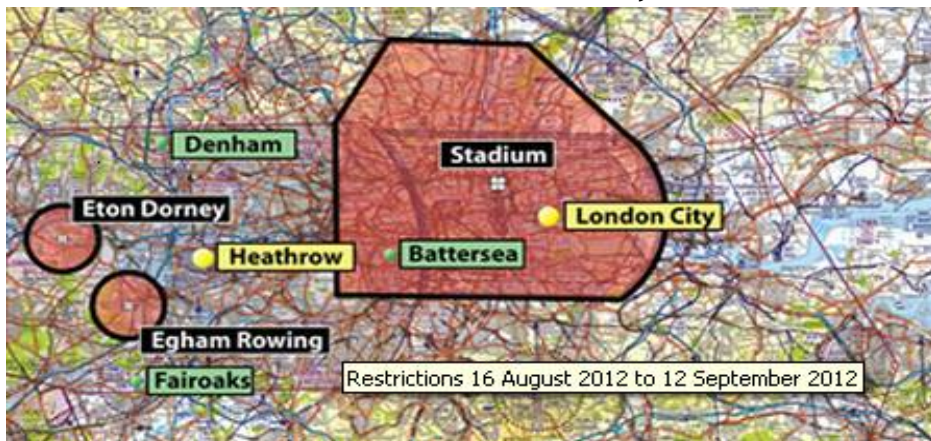
We also have an account of an infringement from Paul Smiddy and news from a committee Peter Kember sits on plus places to visit and results of the Treasure Hunt!

### Infringement heard over the radio

*From Paul Smiddy*

I don't claim always to be a good boy - usually but not always. This time I had done my homework and established that on my regular route to and from Yorkshire, the Waddington MATZ would have grown into a RAT because of the Waddington airshow. Unusually for an air display, the event covers several weekdays as well as the weekend.

So on a Friday evening heading back 'darn sarf', I had planned to skirt the RAT; as usual I called up Waddo - the airspace is busy most of the time, and their ATC service is amongst the best amongst the already high standards of the RAF. They pointed out on first contact the necessity to route clear of the



RAT, so no surprises there then. A few minutes later and my reverie at FL55 was broken by another civilian contacting Waddo; they gave him the same RAT reminder and pointed out his current track would take him into it. I have thankfully forgotten his reg, so let's call him G-XXXX (appropriate as it turns out). He acknowledged the instructions. A couple of minutes later he was given a further reminder. Then a minute or two later a different voice comes on the radio - presumably the shift manager on Waddington Zone - and tells XXXX that he is filing a RAT violation against him. XXXX blithely replies with the aeronautical equivalent of "Whatever!", and carries on his way.

So our over-worked and under-rewarded air force have another episode which may reinforce a view that they have to share the skies with a bunch of amateurs. Let's hope this joker was neither a Kent flyer, nor a LAA member. Notams are there for a reason.....!

### [GACC Meeting held at the CAA, Aviation House 6th July 2011:](#)

*From Peter Kember*

On the agenda for the General Aviation Consultative Committee held at Gatwick were a number of items of particular interest to LAA members, including the move towards a European pilots licence instead of National and ICAO recognised licences as we have at present, plans for standardised European Rules of The Air, visual presentation of NOTAMs, the

airspace restrictions being planned for the duration of the Olympics and Paralympics next year and the impact of Wind Turbine Farms (WTF) on the operation of aerodromes (in which I include farm strips).

The Flying Farmers Association, who I represented at the meeting, had asked that I raise two items on behalf of the FFA, namely pilot licences and the impact of WTFs for the safe conduct of flights. I am pleased to state that, at my request, the CAA included WTF as an agenda item and I was allowed to present the FFA (and my own) concerns on WTF impacts.

I started by explaining that some farmers had benefitted financially from a WTF whereas others were alarmed at the proliferation of WTFs and the real problems of ensuring flight safety when flying near to a WTF.

I explained that, as a chartered town planner who had specialised in airport and aerodrome planning for twenty or so years I often present evidence to public inquiries into development proposals planned by or affecting flying sites. Only last month I gave evidence on behalf of Brighton Aerodrome, Yorkshire against a WTF proposed on the extended centreline of Brightons runway 09, approximately 1.8 nm from the threshold. Many hours of inquiry time had been taken up by dispute about the ability of pilots, particularly those flying the historic aircraft based at Brighton, to climb above and thus to avoid the WTF

array or to turn onto final to land whilst keeping a safe distance from the turbine blades. I told the Inspector (as did three other very experienced pilots) that pilots usually adopted a 3 degree glide slope but astonishingly the "aviation expert" speaking for the developer, Volkswind, described a 7 degree glide slope as being normal because, as an instructor, that is what he taught at Glenrothes!

If there was unambiguous CAA guidance on WTFs the public would have greater confidence in the planning inquiry system.

I criticised the CAA for "sitting on the fence" with regard to their guidance on WTFs, and that, whatever the position of the Government of the day, the CAA should offer positive advice which could be understood by members of the public and Planning Inspectors who may have little or no specialist knowledge on the subject. Ben Watkins from the CAA said that it could work against FFA interests if a flying site had been rendered unsafe by the construction of obstacles close to flight paths, but he did suggest the name of a CAA official who could answer specific questions on flight safety. The debate was long winded but the consensus was that more guidance was needed. At that point Charles Henry from the

General Aviation Awareness Council (GAAC) informed the meeting that GAAC guidance on WTFs was now available in draft form and I was asked to comment on it before it is published. From what I have seen so far the GAAC document needs a lot of work to be of practical use.

On the subject of standardisation of Pilot Licences the CAA is planning to offer the new EASA licences in the period from April 2012 to April 2013 when the process must be complete, although this is subject to ratification by the UK Parliament. It looks as though our hard won National Pilots Licences will soon be replaced by a lifetime EASA licence. Gerry Corbett of DAP addressed the issue of the Olympic Restrictions on airspace. Everybody that spoke at the meeting including CAA staff describe the Restrictions as overkill but it is clear that "the spooks" are driving this issue with the sole objective of preventing terrorist attacks on the games. Apparently DfT have no appetite for allowing corridors into and out of aerodromes or other flying sites lying within the restricted area. I said that I feared that the need to file a Flight Plan for all flights into and out of the Restricted Area would swamp the ATCOs ability to deal with FPs. I even suggested that there might be organised a campaign of civil disobedience along the lines of the French farmers. I was told that there would be a huge workforce but the FPs would be dealt with on the basis of "first come, first served".

Always remember that  
you're unique.  
Just like everyone else.

Personally I fear chaos which is why my aeroplane will be based outside the zone for the 8 week duration of the restrictions. (4 weeks now Ed) I urge every pilot to lobby his or her MP on this subject. I have personally questioned my local MP, Greg Clarke on the subject but not yet received the written response that he promised me.

If any LAA member would like to read the minutes of the meeting I should be pleased to forward this by email when published and I am prepared to consider raising specific issues at future meetings of the GACC if members outline their concerns. Members should email me at [2pk@peterkember.co.uk](mailto:2pk@peterkember.co.uk)

The dates of the next 4 GACC meetings have been fixed as follows: 16th Nov 2011, 6th March, 3rd July and 6th November 2012.

*Peter Kember Dip TP, MRTPI, MRAeS, Aviation Planning Consultant to Kember Loudon Williams LLP Managing Director of Laddingford Farm Ltd.*

### Safety Sense Leaflets

CAA have revised the Good Airmanship Safety Sense Leaflet, download at:-

<http://www.caa.co.uk/application.aspx?ca-tid=33&pagetype=65&appid=11&mode=detail&id=1156>

and Care of Passengers:-

<http://www.caa.co.uk/application.aspx?ca-tid=33&pagetype=65&appid=11&mode=detail&id=1157>

### Strut Treasure Hunt 28<sup>th</sup> July 2011

Simon Pratt organised a car treasure hunt, meeting and starting at the M2 Medway services (London bound) at 7pm.

In order to reduce the chances of getting lost Simon carefully prepared a set of pictures which depicted every junction that was to be taken. A second set of pictures were items to spot on route and the third sheet were clues and simple answers. Pulling the event forwards into July to take advantage of the extra day light worked well and everybody ended up at the pub in Hartlip before Simon could finish his tea.

An excellently prepared event, much enjoyed by the people who attended with sandwiches waiting for us at the Rose & Crown.

	penalty points
Gary and Brian	7
Kevin and Karen Doyle	10
Steve, wife and son	10
Paul and Tina	11
John and Sue	13
Nigel and Linda	14
Mike, Danielle and Amy	18

(The editor and his predecessor suspects the awarding of penalty points was rather harsh!)



Rose and Crown, Hartlip



*Treasure Hunters*

*The Boss*

## Sturgate EGCS

A regular amongst the free landings, almost at the edge of the world, well edge of the Southern area half mil, I finally got around to visiting. During the week there is a commercial maintenance operation but at weekends the Lincoln Aero Club operates. A friendly welcome awaits. Not much in the way of public transport but a 15 min walk gets you to the Rose and Crown (yes another one) where there is an excellent Sunday roast or on a

Saturday the local Chippy, apparently fries up in the traditional way. Routing BPK, Cuttered (just west of Royston shown on Skydemon map), Sandy, Corby, Melton Mowbray and Bottesford VRP's and Gainsborough on the edge of Red Arrows territory near Scampton. You will spot Grafham and Rutland Water, Belvoir Castle, Newark on Trent and follow the river Trent to Gainsborough having a chat to Waddington on the way, and Cottesmore if they are at home. Funny how our backup B & W

You are invited to attend the 14th Annual Laddingford Aero Club & Europa Club

# 'Fly-in' and Barbecue

on **Saturday 20th August 2011 at 1200hrs** (weather permitting)  
(Sunday 21st August alternate)

Visitors by air most welcome, as car parking facilities are limited.

**Laddingford Aerodrome, Darman Lane, Laddingford, Nr Paddock Wood, TN12 6PW**

Pilots - check Pooleys/VFR or other pilot flight guides and PPR.

Safetycom frequency 135.47 will be used. ASAP RSVP in writing to:

Peter Kember, Badger Cottage, Sham Farm Rd, Eridge Green, East Sussex TN3 9JD  
or by telephone to: David Watts, Aerodrome Manager 07712 50 20 30 (or 07801 721128)  
or by email to: 2pk@peterkember.co.uk (do not expect a reply!)

**In aid of Kent Air Ambulance**

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

Skyforce worked perfectly while the colour one was being fixed, then decided to get lost on our next flight after about an hour. Unfortunately the colour one also decided to do the same after a £500 plus repair! Getting the hang of doing it the old fashioned way!



*Belvoir Castle*



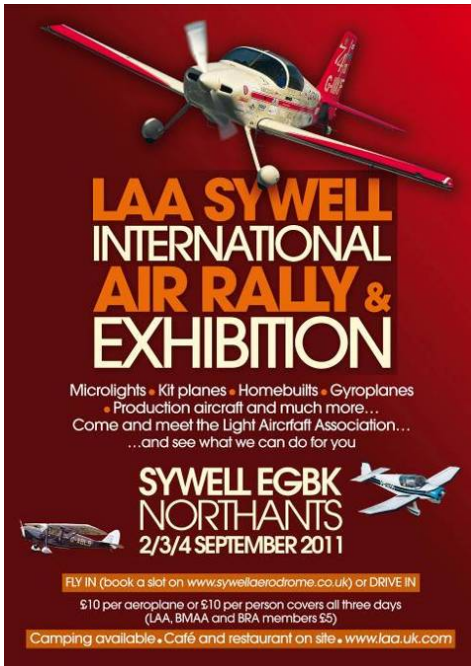
*Rose & Crown, Upton*

## Lee on Solent and the Hovercraft Museum

PAFRA had a fly-out to Lee on Solent (HMS Daedalus) on the 20th July, which was well attended. On the site is the Hovercraft Museum, which houses numerous craft from single seat machines, those used in the Bond film 'Die Another Day' and the cross channel SR.N4's Princess Ann & Princess Margret. One of their pilots was on hand to explain how it could be controlled with variations of 'rudder' and turning the yoke.



*Princess Margret & small friend.  
Climbing up to the cockpit*

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2/3/4 SEPTEMBER 2011

FLY IN (book a slot on [www.sywellaircrome.co.uk](http://www.sywellaircrome.co.uk)) or DRIVE IN  
£10 per aeroplane or £10 per person covers all three days  
(LAA, BMAA and BRA members £5)

Camping available • Café and restaurant on site • [www.laa.uk.com](http://www.laa.uk.com)

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

The Hovercraft museum have an open day on Saturday 27th August only a short walk from Lee on Solent's control tower.

<http://www.hovercraft-museum.org/>

Before visiting Lee, please be sure to read the visiting pilots guide at

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

Click visiting pilots from the menu and download the instructions from the link to 'power pilots guide...' Britten-Norman have inherited a lengthy set of rules from Hampshire police! Shared with a gliding club, Coast Guard SAR, microlights and the western part of Fleetlands ATZ.

**Dates for your Diary**

20th Aug Laddingford fly-in

25th Aug Strut BBQ Rochester

27th Aug Hovercraft Museum open day

2nd-4th Sept LAA Rally Sywell

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

10th Sept Rochester Hangar Dance

10th -11th Sept Saint Omer, Jodel Lovers Fly-in <http://acsto.free.fr>  
*(there may be a medical term for Jodel Lovers!)*

17th-18th Sept Thorney Island Fly-in (see [eghf.co.uk](http://eghf.co.uk) home page)