



September 2011

# SKYWRITINGS

Newsletter of the **Kent**



Sywell 2nd September



## August BBQ—A Bold Move?

### August BBQ Rochester

Despite the unpromising forecast about forty members came along to Rochester for our second BBQ of the year. Swapping the dates with the treasure hunt was a bit of a gamble and the weather Gods could have been kinder. As it turned out the rain did not last long, was fairly light and as the sun fell below the cloud layer to the west we were treated to a beautiful full rainbow with a second outer one just visible.

Martin Payne took charge of the provisions and cooking while most of the equipment and gazebos fell to Gary Smiths capable hands. As usual Steve Solley provided his excellent tubs of ice cream. Setting up just in front of the tower, Kelvin

had arranged not to lock us in and Julia was on hand to turn the lights on, dismantling afore mentioned equipment by car head lamps. The strut now has a brand new urn for tea and coffee in addition to gas BBQ and gas rings.



Nigel Read—Editor



## 29th September Meeting

### Aerobility—Disabled Flying Charity

Jon Windover, Chairman, at Cobtree Manor Golf Club, Blue Bell Hill, 8pm

## Panshanger Revival 14th August

There were plenty of interesting aircraft to see at Panshanger on a hot Sunday in August. Accompanied by a Jazz band in the doorway of their sorry looking hangar and a lady on an electric piano rattling off all the old 1940's songs and exhibition dancers swinging along. Rather high priced food—outside BBQ £10, inside £9 salads in the 'Out of the Box Café' but then there was the entertainment, with dancing and also short flying display. Vintage cars, some quite expensive looking others we can remember driving or friends (dads) owning.



*1939 Porterfield CP50. Original Continental A50, only 3 flying outside USA, 1 in UK. Porterfield were the successor to the American Eagle Aircraft Co.  
Designed for tall thin people!*



## 1929 Curtiss Robinson C2 Robin with wicker pilots seat





Einedecker and midget Mustang.



Some of the cars



Awkward entry and exit to the Einedecker with a step under the wing..

..no problem if your knee bends forward or sideways!



1941 Waco UPF-7



1941 Piper J4E



1999 Pietenpol Air Camper, old design, newer build!



2 Tipsy Trainer 1's 1939 -1947



1937 Percival Vega Gull

Phone answering machine message:

... If you want to buy marijuana, press the hash key.

## CAA Safety Plan 2011-2013

CAA have published a safety document with a section on GA aiming to reduce the risk of:-

1. mid-air collisions involving GA aircraft
2. accidents due to pilots making wrong decisions over the conduct of a flight.
3. accidents due to the effects of helicopter and wind turbine induced wake turbulence on light aircraft.

[http://www.caa.co.uk/docs/978/CAA\\_Safety\\_Plan\\_2011.pdf](http://www.caa.co.uk/docs/978/CAA_Safety_Plan_2011.pdf)

Scroll down to the last three pages for GA if interested.

### Contact numbers for Abbeville

Apparently some people had difficulty contacting the airfield after numbers were changed, 4 hours PPR required:-

Tel +33 9 7541 0091

Fax +33 3 2224 4469

The SIA website has been updated so if you had the old numbers tucked away, these are the new ones.

**Two Eskimos sitting in a kayak were chilly. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it.**

## LESSONS FROM GOD- PRECEIVE GOD IN ALL CREATION

It was in June 2003, I was flying our Piper Seneca G-BBLU twin-engine aircraft on a test flight with another pilot, Julian. We departed from Biggin Hill Airport and during the test flight, the undercarriage failed to come down. This meant we would have to land without the wheels, which would be disastrous.

We were flying above Maidstone, about 20 miles east of Biggin. We flew back to Biggin and from 2000 feet overhead the airfield we contacted the airport. They asked if we wished to declare a problem, as they looked with binoculars & could confirm that our wheels were not down. We said no. We tried again to extend the wheels; again they failed to lower. We jiggled the aircraft this way and that still no wheels!

Julian, my pilot, said, "Singh, we have two choices:

- (1) We declare a MAYDAY and crash and hope for the best, or
- (2) We ask Baba (he knows about Baba from our altar in the hangar), but what can he do? This is a mechanical failure."

I said, "Okay, we will ask Baba, but only if we both ask together." So we prayed, "Dear Baba, Dear God, please help us. The undercarriage/wheels will not lower, even on emergency extension. Please lower it so we don't get hurt."

Suddenly, this voice boomed in the cockpit, *“Amarjit, you are both so worried about not hurting yourselves; what about the aircraft, the ground, the air, and any other lives that may be hurt—and what about the trauma the very air, the five elements of creation, will sustain in the crash? How can you be so selfish and think only about yourselves?”*

We understood his message straight away and said, “Dear Baba, please extend the undercarriage; we do not want anything else to get hurt—the aircraft, the ground, any insects on the ground, or anything else. Please allow us to land safely.” As soon as we said this, the wheels/undercarriage came straight down on their own accord and locked. The instrument panel showed three green lights, and we landed safe and sound.

On later inspection, we found that the aluminium pipe for the Wheels/hydraulic fluid had burst due to corrosion, and there was no way apart from divine intervention that the undercarriage could have extended, as even the emergency extender had failed.

We then thanked Sai Baba and the angels.

I AM THE TOTALITY OF CREATION I have come to raise your COMPASSION; this is your next level.

—Amarjit Singh

[www.falconflyingservices.com](http://www.falconflyingservices.com)

## 2001 LAA Rally

Friday saw a good number of visitors with many types parked together such as the Europa line up. Manufacturers and agents were in evidence but the general impression was it lacked the range of goodies that was once found at the larger rallies of past years—OK if you are looking for a complete kit or that expensive bit of glass panel but the useful bits of hardware you could once find on LAA stand consisted of assorted bags most of which would remain unused. I busied myself photographing the visitors and new offerings. TL had what looked like a small composite 172 but with just 472.5 MTOW (LSA 600kg) and the Sting Sport at just under £60k incl. eng. & wobbly prop. The very light Kid/Escapade had a tiny single rotor Wankel. Graham Smith had the Trail with it's folding wings. Alpi Aviation Pioneer 300, Evektor Aerotechnik Sportstar Max and Swift Aircraft (still in virtual form) with, in the flesh, Europa.

### Email addresses

In order to reduce costs to the strut we would very much like to send the newsletter by email to those members who still receive hard copies. Much as we like to support our local postie he is going to have to rely more on delivering junk mail which the newsletter is definitely not. If you have an email address and agree to emailed copies please let Graham Hammond have it. You can store them on your computer for quick reference and help save the planets trees or print your own copies.



Trail

Aircraft in the display area.



TL 3000 SIRIUS at just 322 kg empty



Wankel in Escapade



TL 2000 Carbon Sting



Motor bike derived exhaust



Sting panel



Sport Star



Alpi Aviation Pioneer 300 Hawk

Meanwhile here is a collage of visitors on Friday:-



Calidus



Luciole





Vans RV9



2x Nippers, one....

...with tip tanks



Avid



Rollason Beta G-BETE



Air Camper



Vans RV9



Bolkow Junior



MCR-01 Banbi



172P

Jabiru UL-450



Jodel D9



Isaacs Fury II G-BEER



Sportcruiser

Rand KR2



Renegade Spirit



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There is a new aviation safety podcast, launched by the CAA in conjunction with the Sony Award winning Flaps podcast team. The podcast is initially part of the Airspace & Safety initiative work to inform the aviation community of changes resulting from next year's London 2012 Olympics, but will also feature other safety and airspace issues. The first edition focuses on the airspace restrictions that the Government will be putting in place during the Olympics and can be heard or downloaded here:

[www.soundcloud.com/flapspodcast/caa-airspace](http://www.soundcloud.com/flapspodcast/caa-airspace)

**Dates for your Diary**

24th Sept Rochester open evening  
17:30 to 20:30, free entry

29th Sept Strut Meeting  
Aerobility -Jon Windover

2nd Oct Abbeville fly out.

27th Oct Strut Meeting  
Chasing the Morning Sun  
- Manuel Queiroz

24th Nov Strut Meeting  
TBA

10th Dec Christmas Dinner at the  
Golf Club.

Interesting articles required for  
newsletter, please!