



October 2011

# SKYWRITINGS

Newsletter of the **Kent**

## Around the world in 39 days!



Light Aircraft Association



Nigel Read—Editor

### Manuel Queiroz talk at the next Strut meeting.....

We are pleased to have Manuel talk to us about his long distance flight around the world in a specially adapted RV-6 which took place in 2006. Manuel decided to fly around the world after a cancer scare, breaking many speed records in the course of the flight – six world records and a British National record.

In April 2007 Manuel received the Britannia Trophy from the Royal Aero Club's President.

Manuel normally flies from Gloucester and is a motor engineer by profession and has been a rally driver. Born in Lisbon, Portugal he has lived in Britain for forty one years and has just written a book '*Chasing the Morning Sun*' about his adventure.

Signed copies will be available and if you already have one, bring it along for signing. You can hear an interview with Manuel at :-

<http://www.flapspodcast.com/2011/09/flaps-podcast-september-2011/>



Manuel Queiroz

## 27th October Meeting

Chasing the Morning Sun—Manuel Queiroz

19:30 for 20:00 Cobtree Manor Golf Club, Maidstone

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

## Free Landings at Cambridge during October

The offer is valid for all registered light single engine piston aircraft up to two tonnes and can be taken up by calling 01223-373214 quoting the special offer code: UKGACA1.

Note: free landings only include 2 hours free parking during the week after that £5 + vat/tonne but free parking at weekends.

This offer is from [www.UKGA.com](http://www.UKGA.com)

Regular buses stop outside the terminal.

Normal landing charge £25!

'Flyer' also has a free landing for October

## EC gives more time to start introducing new European pilot licences

National aviation authorities across the European Union are to be given more time to prepare to issue new Europe-wide pilot licences. As a result, the UK Civil Aviation Authority (CAA) now intends to begin issuing the new licences and medical certificates from 1 July 2012.

Most UK pilots, private and commercial, will be affected by the switchover and will have to obtain new EASA licences to continue to fly aircraft that have EASA airworthiness certificates. However, some pilots, such as those who fly microlights, ex-military and kit built aircraft, will be able to continue to use their existing licences. This is because EASA does not regulate these categories of aircraft.

In many cases the transition will be automatic, as existing JAR licences will become EASA licences on 8 April 2012. JAR licences issued in the UK up until 1 July will also be deemed to be EASA licences. Pilots with JAR licences will not receive a new EASA licence until

they submit their JAR licence for renewal or amendment after 1 July 2012. Holders of UK CAA licences will have to obtain EASA licences within specified transitional periods. The new EASA licences will be valid for the owner's lifetime. Pilots whose licences expire before 1 July 2012 will still need to renew as currently.

Similarly, existing JAR medical certificates will become EASA medical certificates on 8 April 2012 and from 1 July 2012 EASA medical certificates will be issued by UK AMEs when pilots attend for initial, revalidation or renewal medical assessments.

[www.caa.co.uk/eupilotlicensing](http://www.caa.co.uk/eupilotlicensing).

[www.twitter.com/UK\\_CAA](http://www.twitter.com/UK_CAA)

## Happy Birthday LAA

LAA is 65 years old on 26th October.

## CAA funds visibility trial

The UK Civil Aviation Authority has agreed to fund research into making light aircraft and gliders more visible to other pilots. Through the Airspace & Safety Initiative (ASI), the CAA has engaged with the British Gliding Association (BGA) and the Ministry of Defence to explore ways of improving the visibility of light aircraft, especially gliders. Being constructed of white composite materials many of these aircraft can be very difficult to spot when airborne. The Light Aircraft Association has also been asked to assist in work to make the types of small light aircraft which are constructed from composite materials more visible. Results are expected before the end of the year.

*I went to buy some camouflage trousers the other day—but I couldn't find any.*

## Stoneacres French Home builders rally, Blois 2011 by Gary Smith

Soon after Easter our little group of flyers from Farthing Corner began planning our annual visit to the French homebuilt aircraft rally (RSA), this year held at Blois (100nm south west of Paris). We had been invited to a vintage Piper meeting near Laval on the same weekend so decided to visit both events and extend the trip into a weeks touring around Brittany.

For a change everything dropped into place, we rearranged our departure date and were able to “fly in” to the Kent strut BBQ at Ripple on Thursday evening (30<sup>th</sup> June) and departed the next morning on our continental adventure. It was unfortunate that the only Piper aircraft

amongst us (who was keen to make the Piper event) had technical problems so we were immediately down to a three aircraft formation.

The weather gods turned up trumps and there was no need to dodge the wind turbines on Boulogne harbour this time. A quick refuel (baguette and coffee) at Abbeville we were back into the sunny sky, routing south for Blois.

We noticed during our planning that Blois airfield was some distance from the town (15km in fact) and decided to pre-book a hotel and taxi too and fro. The price of taxis was rather high (on Sunday I thought we had actually bought the darn thing) but it gave us the opportunity to enjoy the sights “en ville” and have a choice of restaurants. The town is well worth a proper visit if you get the chance.

The Rally was blessed with brilliant sunshine, sufficient to keep you in the shade and with a good turn out of creations old and new the atmosphere of “bygone RSA rallies” had certainly

returned. A wide range of trade stands allowed us to find a seal ring for one of the aircraft which had developed an oil leak and gave the opportunity to demonstrate how little technical French one knew. Familiar faces included people from Clipgate Farm, Maypole, Laddingford, Frinstead, Devon Strut, and we must not forget Ray Delves who has been attending the RSA Rally since aircraft were invented (or probably before).

Sunday morning we departed for the Piper aircraft meeting at Moyanne about 20nm away to the north west. The photocopied directions were barely sufficient but having identified the “correct set of grain silos” on base and “avoided overflying Mr Pasteurs duck pond” on finals we arrived at a lovely

*..let the RV9 go first and if he prangs it we will go somewhere less windy..*

little strip, bustling with activity and full of life.

The midday “repas” in the hanger was excellent and the afternoon model helicopter / aeroplane flying kept us entertained until tea time. A group of British Europas had landed the day before and a good evening was had by all at a local pup in the forest.

Monday we departed to Laval for fuel and then to Vannes where we intended to stop for a few days and explore. Having picketed down and found a taxi it soon became apparent that getting a hotel was looking rather unlikely. Eventually the penny dropped and not only was the “Tour de France” in town but they were heading west and it looked as if our trip could be spoilt for the want of accommodation.

With the weather looking changeable on the west coast we estimated how long it would take for the cyclists to get around the Brittany peninsula and nominated Granville as an interesting town, likely to have accommodation. The wonder of

the internet sorted the reservation; all we had to do then was fly there. Located to the north of the town, Granville's concrete runway runs 07-25



*Joining Downwind for Granville*

but don't overshoot "25" or you will be on the beach! This approach makes an amazing view on finals and as the weather was still brilliant we could make out Mont St Michel just 20nm away. Being late in the day did not give much time to explore but I have pencilled it in for a proper return visit.

Whilst at the rally it was suggested that the town of L'Aigle was supposed to host one of the oldest restaurants in the Michelin guide book and having noted that it was on the way home (kind of) we decided to pay it a visit.

The guys in the club house were happy to drive us into town (once we had bought them a drink) and the town itself can best be describes as rather plain. The locals had never heard of the Michelin guide book and it was actually difficult to find anywhere to eat at all. Our hotel turned out to be a converted 19<sup>th</sup> century corset factory which had unique French charm (which is more than I can say for their bunk beds) but it was good to have stopped by.

We left L'Aigle disappointed with no burning desire to return and headed for home. The beautiful sunshine had been replaced by an overcast sky with showers to dodge but a stiff southerly wind gave a helping hand. Plan A was to aim for Amiens and if the cross wind was too much we would divert to Abbeville.

{What they actually said was "let the RV9 go first and if he prangs it we will go somewhere less windy}.

I learnt a bit about flying that day. The radio is notamed as "French only" and I consider knowing enough Aviation French for this not to be a problem. Appreciating we had a stiff southerly wind (perhaps 30kt at altitude) she gave me the figures and a wind strength that sounded like "quarent neuf". Quarent neuf is 49 and if that's knots or kilometres (49km = 25kt) it's still a bit too strong for a cross wind landing. She said it again and it still sounded a bit fierce despite the wind sock looking much more reserved. Since Amiens has a wide runway with no marker boards we did a special "diagonal landing" affording the most into wind angle we could achieve; survived and went to the tower for an explanation.

What she actually said was "Quinz... neuf" where Quinz is actually 14 (and I had misheard this) and neuf is not 9 (as you may expect) but is the French pronunciation of knots. So dix - neuf is not nineteen but 10... knots. Interesting eh!

The others joined overhead saw the RV9 was not broken and landed in a diagonal fashion some minutes later.

A good look around the centre of Amiens made a nice end to our week's holiday as the town centre has been extensively modernised since I visited it last. I would thoroughly recommend it as an alternative to Le Touquet for those looking for a continental trip that's not too far but just pay attention to your neufs and your knots.

### **COMMITTEE:**

**A body that keeps minutes and wastes hours ... but not if Gary has anything to do with it**



*Monastery in centre of Blois*



*Departing Blois*



*Amiens riverside restaurants - what is that bloke doing standing in the river? Or is he walking on it?*

*No, it's a statue or river depth gauge*

### September meeting Thursday 29<sup>th</sup>

**Aerobility**—Jon Windover, chairman of Aerobility, the British Disabled flying charity.

Jon did a mixture of talking, slide show presentation and short film presentation giving us a history of the charity, its inception in 1993 at Biggin Hill, how it evolved, how it is funded and how it operates.

Starting with a donation of four ex

Jordanian Bulldogs they were able to make one good one! Expanding to Lasham they now have added two Warriors and a Cherokee 6. In 2010 they flew 1000hrs & 320 people. Also at Tatenhill, Caernarfon, Cranfield and Goodwood but are planning to base at Blackbush.

Many flights are air experience but contrary to popular belief if you can pass a class 2 medical, with sufficient training & aircraft adaptations it is possible to progress to solo & a full PPL. 9 have soloed this year. They have 260 members and also work with Battle Back who offer sport & activities, funded by Help for Heroes. 40 Battle Back people have flown, 20 progressing with flying 8 soloing and one has gained his PPL.

Generally disabled pilots have restricted lower body function and typically aircraft have hand controls for rudder and brakes. John Askew is a disabled competition aerobatic pilot and a video on Youtube shows him in a Cap232.

<http://www.youtube.com/watch?v=HefuNakBDyc>

Their main fund raising event is the Aviators Ball which this year is on 26th November at the Sofitel T5 Heathrow. 500 guests will gather for the Aerobility Auction with prizes such as a flight in a Spitfire or Red Arrow Hawk.

The Strut has in the past donated to the Air Ambulance and Armstrong Issacs flying scholarship and this year the committee decided to raise funds for Aerobility, collecting at the June BBQ and will donate profits from the Christmas raffle, for which Jon left 5 prizes.

Pooleys Flight Equipment have also donated raffle prizes.

Also at the meeting, Gary presented an award to John Luck, on behalf of LAA for best contemporary aircraft at the LAA rally at Sywell: Gardan Horizon.

## Abbeville End of season Fly out, October 2nd 2011

Pics Frinstead Photo, words (most of them) Garry Smith

The Sunday lunch “fly out to Abbeville”, marks the end of the flying season for many, a date which has appeared in the Kent Struts flying diary for many years now. With its close proximity to Rochester (approx 1hr flying time), hard runway for those small wheeled wonders, relaxed atmosphere and excellent “on field” restaurant it is the perfect venue for lunch with friends.

Traditionally we have chosen the first Sunday in October and taken a chance with the late season weather. One year a few aircraft diverted into Le Touquet but we have always been lucky and this year was no exception. A high pressure zone over Europe gave us the much desired “Indian summer” with temperatures of 29°C, brilliant visibility and light winds.

This year’s event was well attended but considering the perfect weather, we were expecting a few more. Whilst our four aircraft were preparing to depart Farthing Corner the Gardan Horizon (from Rochester) passed over head so we knew none of us would be the first across the channel. With everybody activating their flight plans with “London Information” they began cautioning people about the “high east bound channel” and I smiled. I pictured the controller stuck at his desk while our loose “formation” of friends were

heading off for some continental cuisine, its times like this that makes you glad to be alive.

Joining the circuit at Abbeville I spotted the Gardan Horizon on finals (had almost caught it up) and what looked like a silver model aeroplane doing fast aerobatics. The “silver flash” turned out to be a French “V” tail jet trainer whose “half cuban 8” manoeuvre had positioned him “late downwind” and being brave but not stupid, I let him push in and land first.

With flight plans closed we had amassed 10 aeroplanes from Manston, Rochester, Lenham, Heathfield and Farthing Corner. Ivor Phillips had flown down from Lelystad (Holland) so we really had a diverse group of aviators.

Pascal, the restaurant owner, knows our little group of intrepid aviators and never fails to provide a splendid meal. It’s unfortunate that the pilots can’t have a drink but it was a good time to catch up with people and make plans for next year.



*Abbeville Restaurant*



*Abbeville Visitors*

*Jabiru*



*Luscomb, Rans, Jodel,  
Horizon, RV9 & Sport Cruiser*



All too soon it was time to leave for the glorious trip home and a nice cup of tea back in “blighty”.

Please try to make this event one for your diary next year. (Pooleys diaries will be in our raffles but can be bought for £8.99).

If you are unsure about flight planning, need some encouragement or a cross channel check then please contact someone on committee as we are always there to help.

### Saturday 12th November

Gary will be giving a talk on LAA at Kent Gliding Club, Challock after gliding finishes for the day and hangar packed.

Also:-

**File a flight Plan test day** for the Olympics!

File flight plans so NATS can test their system. Skydemonlight will process plans for free see page 10 of October Light Aviation. It's important to let NATS see how many plans are filed.

The test will take place between 10:00 and 15:00

Flight plans have to be VFR and have remark in field 18 “RMK/OLYMPIC FPL TEST PSE IGNORE”. You don't have to actually fly the plan.

Plans have to be addressed only to EGGOLYM as this is a test.

Thank you to those of you who have agreed to take the newsletter by email – saving strut funds and energy.  
*Mobile nos. would also be useful for text reminders.*

**Energy Saving Advice**

*Don't forget to turn off anything you are not using*



<http://olympics.airspacesafety.com/news/file-a-flight-plan-day-12-november> has more details where you can find a guide. You can use AFPEX if you have an account otherwise apply to get one. AFPEX users must use [www.olympicflightplantrial.co.uk](http://www.olympicflightplantrial.co.uk)

Make a note to file a test plan as it will be too late for a reminder in next month's Skywritings! Better still, find the instructions and print a copy now:- [Olympics.airspacesafety.com](http://Olympics.airspacesafety.com) and look under news.

And don't forget to heckle Gary at Challock in the evening!

Directions:- A252, lane is about 1.2 miles from the bend at the top of Charing hill sharp turn right or from Challock cross roads about 1.6 miles, just after a bend in the road, fork off to the left along a narrow lane until you get to the end!

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[glen@flyingadverts.co.uk](mailto:glen@flyingadverts.co.uk)[www.solleysicecreams.co.uk](http://www.solleysicecreams.co.uk)**Pooleys Air Day at Compton Abbas**

Lowering cloud caused several to abandon their flight soon after passing Southampton but they had a total of 47 aircraft which was not bad considering the weather and by 1500, the weather was beautiful at Compton would you believe. Sandown became a popular diversion.

Unable to get to Compton and pick up the promised freebies, Sebastian Pooley has kindly donated some prizes for the strut raffles, worth nearly £120.

**Dates for your Diary**

27<sup>th</sup> Oct Strut Meeting & Raffle  
Manuel Queiroz

16<sup>th</sup> Nov CAA Safety Evening  
TG Aviation Manston

*RAeS Medway Branch Meetings:-*  
19<sup>th</sup> Oct Talk on Concorde  
16<sup>th</sup> Nov Aircraft Preservation  
BAE Systems , Rochester, 19:00

24<sup>th</sup> Nov Strut Meeting  
26-27<sup>th</sup> Nov The Flying Show  
NEC Birmingham

10<sup>th</sup> Dec Christmas Dinner &  
Raffle

Cobtree Manor Golf Club

26<sup>th</sup> Jan Annual General Meeting

**File a Flight Plan Day**

Saturday 12 November 2011 - 10:00 to 15:00

Preparing for the Olympics