



March 2012

SKYWRITINGS

Newsletter of the *Kent*



Light Aircraft Association

Hellfire corner!

Kent Battle of Britain Museum

David Brocklehurst from the Kent Battle of Britain museum at Hawkinge will present our next talk at the golf club. The museum itself is closed until Good Friday, 6th April. Hawkinge was the closest RAF airfield to enemy occupied France and within range of shore based long range guns. Today, the museum has two hangars, the original armoury, pill box and V1 flying bomb display. There is also a well stocked shop of books, models, DVD's and CD's, miniature medals, cards—new and vintage—and miscellaneous items.

The museum is the oldest established and largest collection of Battle of Britain artefacts on show in the country.

It is privately run by enthusiasts and volunteers and is administered as a charitable trust. It receives *NO* grants or funding from the local council, the government, the RAF or the National Lottery.

Exhibits include British, German and American a/c. Several replicas used in films, recovered engines and equipment from crash sites.

Trip adviser reviews:-

“Außergewöhnlich und liebevoll gestaltet”

“This museum is a fascinating tardis!”

“Brilliant place to visit”

“A hundred times better than expected!”

<http://www.kbobm.org>



Nigel Read—Editor



The Dowding Memorial Hangar



The Stuart Buttle Hangar

29th March Meeting
Kent Battle of Britain Museum
Cobtree Manor Golf Club, 20:00hrs

www.kentstrut.co.uk

By air & bike

by Paul Smiddy

As I enter late middle age (we can't call it old age, can we?), I've really got into cycling. And I have become frustrated at flying over gorgeous little farm strips and realising that I cannot explore the surrounding area, unless slowly on foot, or expensively by taxi. The answer had to be a folding bike. So after a few failed attempts on Ebay, I recently secured a folding bike (a Dahon Speed, since you ask). After my first venture, I cannot recommend the concept too highly.

I have also got into the old age thing of researching my family history. A quarter of my bloodline goes back to Norfolk; it's a bit of a faff to drive up there for the day from London, so I decided the best way to find some dead forebears in assorted graveyards was to fly and bike. One February day I squeezed the Dahon into the Glastar - it's amazing how big the bike becomes when you are trying to do this, and off we went. I had PPR'd for Gunton Park with the (very helpful) owners beforehand. The thing about Gunton Park is that the strip is actually in a field of deer - that's what they do - they

produce venison. And they don't clear the deer away for you. As briefed, after saying good bye to the helpful (but ever so quiet) Norwich ATC I dropped into Gunton for a low go around, in order to scare the deer from the strip itself. A bit like the odd South African strip I have flown into, but a lot colder. Did my low level circuit and made my approach.

All the herd followed my instructions and curses, and resumed grazing in a corner well away from the runway - except for one. A bolshie stag stared up at me from one side of the strip and tried to psych me out. I had visions of circling all morning to try and shepherd him to join his mates. Instead I landed long, and his munching instincts had taken over again by the time I parked up. Bike unfolded as advertised, and I cycled out of the estate to the nearby church at Antingham.

No dead rellies there, sadly. So back to the Glastar, and I couldn't help but notice a rather fine looking gastropub at the entrance to the estate, which was building up a reasonable trade for a midweek lunchtime. Deer in right place, and off I went for the 10 minute flight south to Ludham (again PPR). There is an offset approach to the



Crostwight



St Nicholas , Dilham

Westerly runway, in order to keep your airframe out of the inconveniently sited hangar. Landing fees paid through the post box and onto the bike again for a 15-20 mile circle to the North. It is really frustrating that villages that are perhaps a minute apart in the air take so much pedalling! But the countryside is beguiling - at least by Norfolk standards. There is a similarity with flying - when there is a stiff wind, it always seems to be a headwind! This time I did have better luck in the graveyards, and found, for example, a great great great uncle and aunt at the very pretty church of Dilham.

Had it been summer, and had I had more time, I would have stopped off at the RAF Radar Museum at Neatishead. (I'm told it is very interesting). But it was shut, and I didn't, so pedalled on by. I was also intending to have a cup of tea at a mate's farm strip in Suffolk on my return journey, but I was conscious I had to return to Rochester before nightfall, so left that for another time. By the time I got back to Ludham I felt well exercised. My a**e was also a bit sore - but I'm sure that is nothing a decent saddle won't cure! The Ludham tarmac is not in great shape, so I am not sure I will risk my prop again there.

An uneventful flight over East Anglia (one of my favourite parts of the country to overfly) followed. The Apaches were not hunting in packs at Wattisham, and Southend only had a little IR training traffic. So I had the skies largely to myself. All in all, a great day out. I would recommend a folder to anyone.

(Ed's note: Bus passes for the even later middle age also offer cheap travel but I doubt one would get you close to the church at Crostwight—it's in the middle of fields!)

Centenary of the Royal Flying Corps

This year is the 100th Anniversary of the founding of the Royal Flying Corps (RFC) on 13th April 1912 which on April 1st 1918 became the Royal Air Force (RAF).

To celebrate this great occasion Stow Maries Aerodrome will be holding a Fly-In over the May Bank Holiday weekend.

Stow Maries WW1 Aerodrome is unique in as much as the Aerodrome is as it was built between 1916 and 1919. It was home to the 37 Squadron RFC whose role was Home Defence - to stop the German Zeppelins and later the Gotha bombers from dropping bombs on London and the Home Counties.

After the RAF left in 1919, Stow Maries Aerodrome, grounds and the buildings were returned to farming and remained a 'lost treasure' until 2009 when it was purchased by business men Russell Savory and Steve Wilson who planned to operate their business from there, fully restore the Aerodrome to its original condition and encourage wild life to flourish.

Information about this celebration at this unique venue:-

When - 5th, 6th and 7th of May 2012.

Where - Stow Maries WW1 Aerodrome near Maldon in Essex entrance only from Hackmans Lane (Sat. Nav. CM3 6RJ) FREE large car park or drop in by air.

What's On

DAWN PATROL - 1/3 scale model aircraft of WW1 - British, French and German including for the first time a Gotha bomber with a wing span of 26 feet. (Europa size!) (actual bomber had a massive wing span of 78 feet)

The **GREAT WAR SOCIETY** - Re-enactors who live the lives of those that served in WW1. Demonstrating the various 'drills' of the day and the equipment they used.

The **GREAT WAR DISPLAY TEAM** - flying full size (replica) aircraft of WW1 both British and German. (Weather permitting)

Bar / Refreshments - the bar supplied by the 'local' where the Airman used to drink, The Prince of Wales.

Displays of Classic and Vintage Cars / Motor Cycles / Tractors and Barn Engines

Aerodrome tours - including restored buildings such as the Squadron Office / Museum, Dope, Engine & Aeroplane workshops, Blacksmiths, Ambulance Shed / Mortuary and Other Ranks Mess.

WW1 Mule train : the transport system at the trenches.

International Plastic Model Society: with a selection of models from WW1

Prices - £10 per adult, £8 concessions.

Children 5 - 15 £5 (under 5s FREE)

Family tickets £25 (2 Adults and 2 Children 5 - 15)

Forces Personnel FREE - with Forces ID

For further information about the May Fly In contact *Roger Smith*

on 01245 808744 or email:

Curator@stowmaries.com

There will be a talk on Stow Maries at our **April** meeting just before their fly-in with a planned strut flyout there.

Stow Maries is apparently a super place to visit and below is a Google view and my best guess to it's location which appears on Google (disconcertingly to a glider pilots eye) to be several fields. More fields may be included.



Strut members Joining LAA

If there are “strutters” who are not already members of the LAA (it’s not necessary but are encouraged to join) or lapsed by two years they can become members for just £20 for the first year, and will then have the chance to read their very own copy of *Light Aircraft*. Contact Gary Smith for the appropriate application form.

New LAA members

The strut are advised of new members in our area and it proposed to send email newsletters for the first year to encourage membership of the strut.

If you know of anyone flying our types who are not members of the strut, try and encourage them to join—at least one of a group flying permit a/c will have to be in the LAA.

Don’t expect both offers!

Success for British/French national aircraft cross-border approval

Following a number of meetings and a great deal of discussion initiated by the LAA and the European Federation for Light, Experimental and Vintage Aircraft with support from colleagues at RSA in France, the UK Civil Aviation Authority and the French Direction Générale de l’Aviation Civile have reached agreement on allowing the other’s nationally-approved, amateur-built, factory-built light aircraft and microlights to operate freely and without prior permission within each other’s airspace for a period of up to 28 consecutive days.

Excluded from the authorisation are ex-military aircraft, autogyros and aircraft whose airworthiness documents carry endorsements of temporary validity or for test flying, such as “temporary permit to fly” or “permit to fly for test”. An application must be

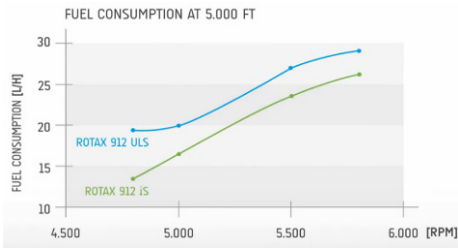
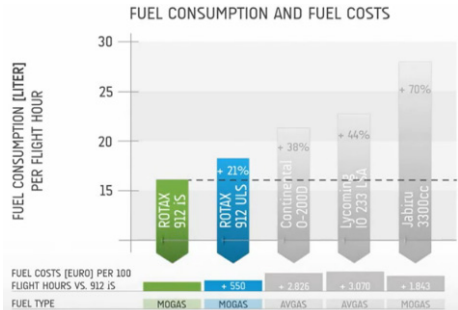
made to the appropriate airworthiness authority for permission to operate within its airspace for these aircraft. Likewise, aircraft owners wishing to stay for longer 28 days in a single visit will also need to seek prior permission.

New Rotax engine developed

The 912iS with a redundant electronic fuel injection system and digital Engine Control Unit has been announced with production starting in May. Claimed to be 38-70% more fuel efficient than the 912S with improved CO2 emissions.



Basic engine and gearbox is 15.7lbs heavier than the 912S and torque is



about 5% lower. Fuels include E10 with 10% ethanol!

Submit your regular Olympics



flight plans now and get them checked by the experts

Are you a flying school, club or airfield that will be filing flight plans to use the Restricted Zone during this summer's Olympics? The Airspace and Safety Initiative (ASI) is encouraging people to develop template flight plans of frequently used trips and is offering the chance to have those draft plans checked in advance by the NATS and MoD teams that will be processing flight plans this summer.

Those wishing to have their plans checked should log on to their AFPEX flight planning account, fill out a plan that they intend to use this summer and

email it to:

olympicsairspace@caa.co.uk.

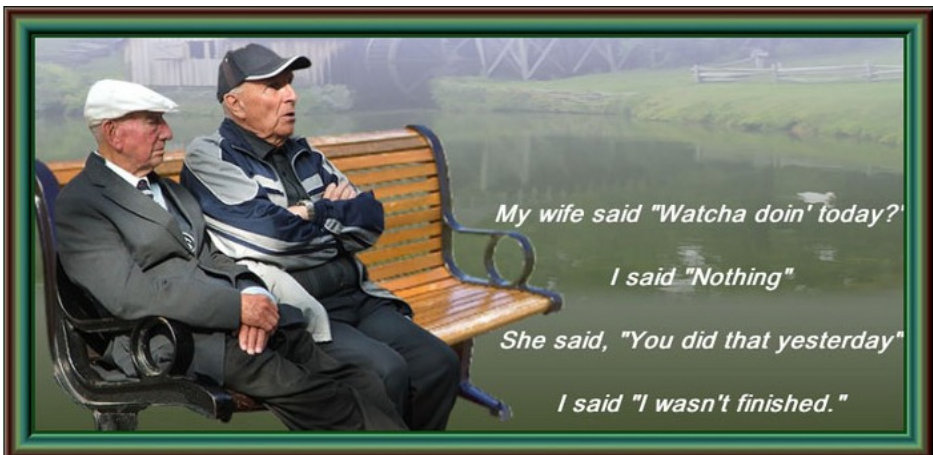
A more detailed explanation of how to do this is available at

www.airspacesafety.com/olympics It is important that you follow these instructions and don't actually file the flight plan as if you do it will automatically notify all the airfields on your plan and this may result in 'overdue action' being initiated. Keep checking the above website for the latest information.

It is worth reminding people still unfamiliar with AFPex (Assisted Flight Plan exchange) that **Skydemonlight** will offer a free and much simpler service during the Olympics!

Rules for fixed wing as follows:-

1. File a Flight Plan on AFPEX or AFTN between 24 hrs and 2 hours before take-off and follow it - no airborne or faxed flight plans will be permitted.
2. Receive an acceptance message and approval number to flight plan.
3. Establish and maintain 2 way RT with appropriate control agency quoting approval number.



- 4. Squawk and maintain discrete transponder code as allocated by the appropriate control authority.
- 5. Receive an air traffic service and comply with ATC instructions.
- 6. Circuit flying is permitted at airfields within the Restricted Zone without the need for a flight plan provided ac squawk a discrete transponder code. Airfield managers must contact the appropriate control agency daily at commencement and cessation of flying for allocation and return of a daily changing code, and aircraft may not leave the visual circuit except on landing or in accordance with the rules at 1-5 above.

Several members attended the talk at the Royal Geographical Society in London on the 10th March and will be happy to discuss with members who would like more details.

(Hope that isn't doing the subject to death)

Strut Printer

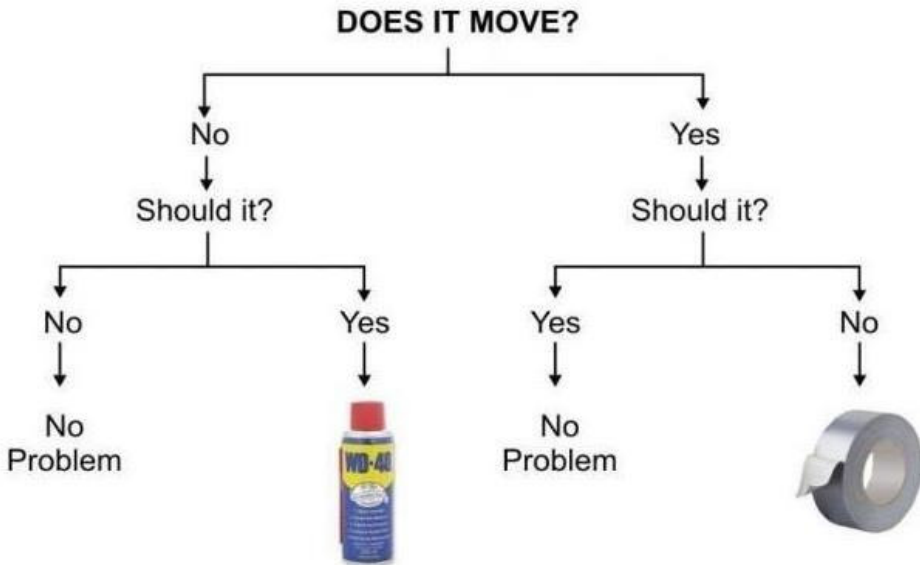
John Dean has purchased a new printer and two new cartridges. The half filled ones that came with the printer highlighted the high use of cyan so you might have noticed this issue has gone somewhat green! We will still have the capability to produce quality copies to give to potential members, advertise the strut and for those members who are apparently computerless. Computer screens don't use ink!

Where are you?

There is a map of Kent on the website showing members location by post code. Some plots are quite close together so there may be a member near you, you don't know of.

Amongst others, there 24 TN post codes, 23 ME, 21 CT, 9DA and 5BR's. If you

Engineering Flowchart



Committee Contacts**Co-ordinator: Gary Smith**

Tel : 01795 422426

gary.james.smith@btinternet.com**Treasurer:**

John Dean 01892 822776

john@jmdean.co.uk**Membership Secretary:**

Graham Hammond 01622 891466

grahamandshirley@tiscali.co.uk**Newsletter Editor:**

Nigel Read 01634 362375

skywritings@tesco.net**Committee Members:**

Mike Negus 01634 364396

Mark Balding 01580 851112

Brian Hope 01795 662508

Stephen Solley 01304 374337

Simon Pratt 07973 402986

Martin Payne 01474 853181

Web Master

Glen Everett 01622 858956

www.solleysicecreams.co.uk

think there is someone near you to possibly car share to meetings contact the membership secretary.

Medway Queen talk—February

Ex fireman, Mark Bathhurst and his wife Pam gave us an interesting talk on a subject away from flying for a change. A well rehearsed talk and presentation on the history and restoration of the paddle steamer Medway Queen with samples of the hull material and riveting

*Latest view of hull in Bristol***Dates for your Diary****29th Mar Strut Meeting**

Kent Battle of Britain

museum David Brocklehurst

26th Apr Strut Meeting

Stow Maries WWI airfield

Russel Savory

6th May Fly-in Stow Maries TBC**18th May Medway RAeS AGM &***talk from John Farley**BAE Systems 19:00***May Olympic flight planning****8th Jul Strut flyin and BBQ TBC**

Translation from front page! "Unusual and affectionate arrangement"