



April 2012

SKYWRITINGS

Newsletter of the *Kent*



Early days of military flying!

Stow Maries

This first world war aerodrome came into existence in 1916 with the first aircraft arriving in September for defence against Zeppelin and Gotha bomber attack on London. Flight 37, Home Defence squadron Royal Flying Corps were based there with detached flights at Rochford, now Southend, North of the river Blackwater at Gardners Farm, Goldhanger and south west of Maldon at Woodham Mortimer.



Nigel Read—Editor

Initially with wooden buildings and tents, these were replaced with the current buildings when the airfield was to become permanent, but with completion due in December 1918 some were not completed following cessation of hostilities. It was not until 1940 that a RAF aircraft arrived again, a Hurricane making a forced landing. Farming returned after WWI remaining with the same family until purchased by Russell Savory and Steve Wilson in connection with their car racing business. The buildings are being restored and the area developed for nature conservation along with the use of the site for flying. As reported in Skywritings last month there will be a fly-in 5th–7th May celebrating the centenary of the Royal Flying Corps and following our April talk by Russell a strut flyout to Stow Maries on the Saturday.



www.stowmaries.com
www.rsperformance.co.uk

Stow Maries workshops



26th April Meeting
Stow Maries WWI Airfield
Cobtree Manor Golf Club, 20:00hrs

www.kentstrut.co.uk



Stow Maries

Aerodrome Operations & Flight Planning

Mobile - 07860 345403 e-mail - flightplanning@stowmaries.com

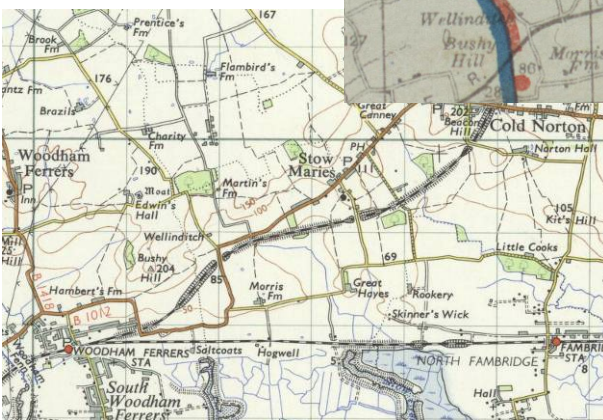
Or Curator phone - 01245 808744 e-mail - curator@stowmaries.com

From a web site hosted by the University of Portsmouth, bringing together links to old maps

www.oldmapsonline.org

The Butchers Arms must have been popular.

Stow Maries 1921



Woodham Ferrers was larger than it's development

Stow Maries 1961

to the South.

Gleaned from CAA

INFORMATION NOTICE

No: IN-2012/063 (there is more!)

Class 1 and 2 Medical Assessment

EASA Class 1 medical requirements are very similar to JAR Class 1 requirements. EASA Class 2 medical requirements are less onerous than JAR Class 2 in a number of areas. On this basis, the transition from JAR to EASA medical certification should be straightforward for current UK JAR Class 1 and Class 2 medical certificate holders in the majority of cases.

Pilots who currently hold a medical certificate issued with a 'deviation' limitation will have their cases assessed individually at the time of their first revalidation/renewal medical assessment. Part MED contains a clause permitting individual assessment in cases where the rules are not fully met but equivalent safety can be assured with the use of specific limitations.

Class 1 and 2 certificate holders who experience a decrease in medical fitness should seek the advice of their AME. The AME will seek the advice of the CAA if required. Referral to the CAA may be needed.

Applicants for an initial Class 1 medical certificate will continue to be required to attend an AeroMedical Centre. It is advisable to attend for assessment in the State to which the licence application is intended to be made to ensure that the aeromedical records are in the State of Licence Issue. This will avoid record transfer and possible translation costs prior to licence issue.

Light Aircraft Pilot Licence Medical Assessment

The EASA Aircrew Regulation introduces a new medical certificate for the EASA

Light Aircraft Pilot Licence (LAPL). A pilot applying for a LAPL medical certificate will be able to attend for a medical assessment with either an AME or the UK National Health Service General Practitioner (GP) or military GP with whom they are registered.

Any UK GP who undertakes an assessment for a LAPL medical certificate for the first time will need to notify the CAA of their activity. Pilots should ensure their GPs are aware of this requirement. Details of the web based notification procedure will be published in advance of the implementation of the EASA Aircrew Regulation on the CAA web site.

The LAPL medical certification system requires a GP to refer an applicant with any significant medical history to an AME or Aeromedical Centre (AeMC). Hence initial LAPL applicants with any significant medical history are advised to apply to an AME to avoid a double assessment and associated charges. Subsequent assessments may be undertaken by their GP if there is no change in their medical condition. If there has been a change the GP is likely to need to refer the applicant back to an AME or AeMC.

LAPL medical certificate holders who experience a decrease in medical fitness should seek the advice of the AME or GP who issued their medical certificate. GPs may need to refer to an AME if fitness is in doubt.

Guidance on the LAPL assessment procedure will be published for GPs on the CAA's web site which applicants can download and take with them to their medical assessment.

Pilots applying for a LAPL, once it has been introduced in July 2012, will require a LAPL medical certificate or an EASA class 1 or 2 medical certificate or,

if still valid at the time of applying for a LAPL, a JAR class 1 or 2 medical certificate. *A UK medical declaration is not acceptable for the grant of a LAPL.*

Medical Declaration

Holders of a medical declaration who wish to obtain a LAPL to operate an EASA aircraft will be able to apply for a LAPL medical certificate from 1 July 2012. A medical declaration may continue to be used to support an NPPL, but a medical declaration cannot be used in place of a LAPL medical certificate to support a LAPL. The NPPL will not be valid for the operation of "EASA aircraft" from 8 April 2015 - see the information on the CAA website.

Holders of UK licences entitling them to fly as a pilot of a microlight aeroplane or gyroplane will be able to continue to apply to their UK GP for counter signature of their medical declaration. A LAPL medical certificate may be used in place of a medical declaration.

The medical certificate or declaration required to be held with a licence to fly as a pilot of an aircraft set out in Annex II of the Basic EASA Regulation, known as 'non-EASA' aircraft will be specified in the amended ANO. Information can be found at:

www.caa.co.uk/eupilotlicensing.

Last Months' meeting—Kent Battle of Britain Museum.

Due to the over hyped fuel shortage and panic buying that may have left some of us embarrassed to visit the local garage for mogas with a jerry can under our arms, Dave Brocklehurst found himself with an empty tank and all his local garages waiting for fuel deliveries and was unable to get to us. The Museum is now open if anyone wants to visit, details in March Skywritings. No details

yet for a rematch!

BBC Breakfast goes bonkers

BBC thought a recent piece over Easter on what to do with left over Easter eggs would be helpful.

Left over easter eggs? In Sainsbury's maybe but not in my house!

More on Chocolate:

First the Bad news:-

World chocolate supplies are set to run out!

It is one of the most popular treats worldwide, so it may come as bad news to many that world chocolate supplies may soon run out. Due to political unrest and dangers to farmers in the Ivory Coast (where a large proportion of the world's cocoa beans are grown), many fair trade cocoa farmers and traders have fled the country and chocolate production has hit a low. It has been predicted that supplies of sustainable chocolate are set to run out, and a chocolate drought has been predicted for 2014. More panic buying!

And the good news

Chocolate is as healthy as fruit

Perhaps this good news comes too late if drought predictions are to be believed, but research has suggested that chocolate can be just as healthy as fruit. When tested and compared to juices from 'superfruits' such as blueberries and pomegranate, dark chocolate was found to be higher in antioxidants, which are essential for fighting disease and preventing wrinkles. For a healthy treat, it is best to go for a pure dark chocolate as milk, sugar and too much processing can reduce these health benefits.

And the really bad news

Your food can legally contain bugs and hairs

Most of us wouldn't class insects as a component of our diets; however, you may be eating more of them than you think and, worryingly, these may not be the only unpleasant addition to your diet. In the US, the FDA allows for "natural defects" by permitting a certain amount of bugs and rodent hair to be present in food products. For example, chocolate products may contain an average of 60 insect fragments and one rodent hair per 100g, (and the yanks took over Cadbury) while citrus fruit juice can contain one maggot per 250ml.

(Is that what 'with bits' means?)

Pre Olympic Flyin to Rochester

The Strut are organising a fly-in and BBQ on the 8th July, just before the Olympic restrictions come into force. New half mil charts are now available with an unplasticised chart, colour coded with the restricted and prohibited areas. In May, there will be talks on the airspace restrictions.

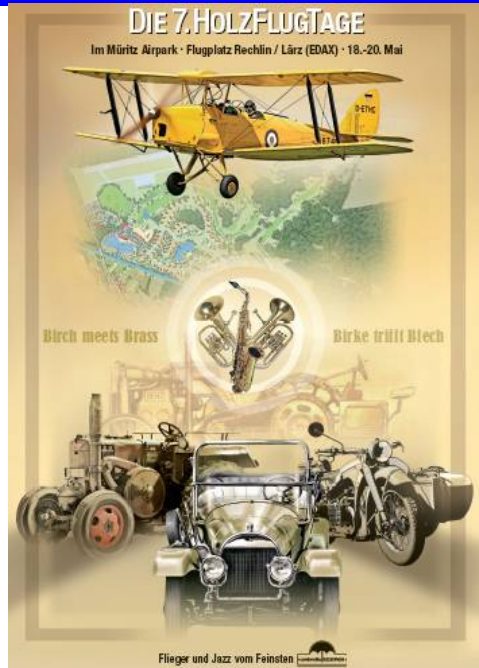
PAFRA are also arranging a talk.

Also, prior to that, the LAA have arranged a fly-in to Duxford on the 9th June and will be encouraging French pilots to fly over with a reciprocal flyout to France.

Other non strut events are Midden Zeeland, 28th April, who are celebrating the aero club's 25th anniversary and 18th-20th May Hubert Eckl's Fly-In to

Huband says to wife 'My Olympic condoms have arrived - I think I'll wear gold tonight'.

Wife says, 'Why don't you wear silver and come second for a change'.



EDAX, Müritz Airpark Rechlin Airport in Germany, "Birch meets Brass"

Register: name, aircraft, coming from, camping or hotel reqd.

Hubert.eckl@t-online.de

Old Buckenham Home builders fly-in 25th March 2012

Noticing this fly-in advertised in Light Aircraft I decided it would be a shame not to use a free landing voucher. Getting airborne at Laddingford into low broken cloud, tops around 1700', clear to the south and west but there was a distinct reduction in the gaps between them looking north! Passing over Rochester, they estimated about 400' base, there being a tongue of cloud stretching over the Medway towns towards Gravesend and to the east but a bit more definition to the north, which happily turned out to be broken again abeam Southend and completely clear from them on. A quick call to Southend,



RV9A WAM120

RV8

RV7

Jodel D119 Skyranger

RV6A

Skyranger

Earls Colne then Lakenheath to see if we could understand the accent but not bothering with them on return. The cloud hadn't moved all day so we skirted round to the west and sure enough were back in the clear, south of the North Downs.

Over forty aircraft flew in, largely various RV's but there were plenty of other diverse types to look at. Someone there has been busy collecting photos of visitors to Old Buck and has uploaded them to a flickr site. If you have visited Old Buckenham there is a good chance your visit was captured. Some photos go back over 10 years.

<http://www.flickr.com/photos/oldbuckshots/>

If you click on 'Tags' you can search by



Sting



Glastar



Falco F8L



MC30 Luciole



Minimax

G-MYYS



Vans RV10

G-BPCL Bulldog ex Royal Hong Kong AAF



Vans RV9A
Wilksch WAM120
Diesel



Kitfox 5

Eurostar

Statistically, six out of seven dwarfs are not Happy



RV8

Zenair CH701

RV6



Foreign visitor Jabiru Engine

type. Here are a few of mine from the



fly-in:

Impromptu mini fly-in to Frinstead
Sport Cruiser with Jabiru 3300 and
Europa with Jabiru 2200

Prop Balancing

Following ten years of use and a flight through heavy rain our GT prop needed some TLC and a check of the balance. Insect smears on the back face and rain erosion on the leading edge needed tidying up. The simple way is static balancing and I made a basic jig to check this.

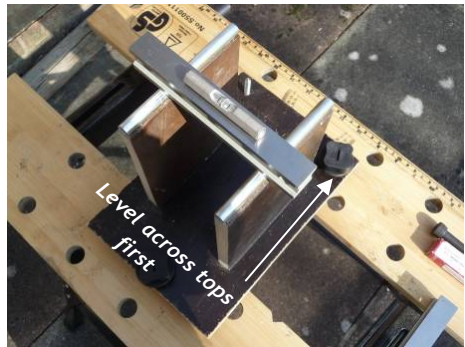
A 1/4 oz weight taped 3 1/8" from the centre was necessary to balance the prop before starting to paint it.

The plan was to make a wooden jig similar to those used to balance small grinding wheels. We had previously



A long 10mm bolt does for an arbor

borrowed a tall welded one from Cloud Base at Redhill which allows complete rotation but this could not be found. A wooden base with three feet, two easily adjustable for levelling (screws from an old bed cut their own thread in the wood). Metal bars would be Araldited to the vertical sides using a flat surface to get them parallel whilst they bedded in. It was found the base of my cheapo drill press was not as flat as the machined surface would suggest, but an alternative was found and the assembly turned upside down pressing the bars into the Araldite and flox mix while the Araldite went off. Painting the rear face would have been less fraught if it



Level across tops first



Next Level along with the single screw

had not reacted with previous touch ups—five coats later I called it done! I knew I would find a use for the parallels I made as an apprentice! The level is a Starrett 135A pocket level and far more

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Stop press, PAFRA spot landing comp. on Good Friday won by Eddy Hatcher, Europa G-SELF, 2nd Andrew Reid D400, 3rd Christopher Wynn C152 - out of 60 attempts.

www.solleysicecreams.co.uk

sensitive than a digital level. Also used taped to an adjustable set square for checking angles!

Bikes and Cars

Pilots often have interests in these and with Russell Savory's talk this month and his background in bike racing teams, F1 and sports cars, Paddy (also boats) has asked for a mention that there is a vintage bike rally coming to Headcorn on 6th May. The Vintage Motor Cycle Club is holding a relay rally in memory of their founder Charles Edmund "Titch"

Allen, various locations around the country but in Kent, Headcorn Airfield is the place, 09:00 to 16:00. They will be fol-

 A small logo for The Vintage Motor Cycle Club Ltd. featuring a vintage motorcycle and a pilot's cap.

THE VINTAGE MOTOR CYCLE CLUB LTD.

In association with FOOTMAN JAMES Bonhams

presents

THE NATIONWIDE FOUNDERS RELAY RALLY

SUNDAY, MAY 6th 2012

HELD IN MEMORY OF VMCC FOUNDER CHARLES EDMUND "TITCH" ALLEN O.B.E., B.E.M.

Dates for your Diary**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 fly-in and BBQ TBC**