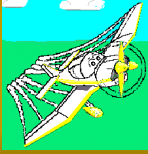


May 2012



SKYWRITINGS

Newsletter of the **Kent**

All the Fun of the Fair



Editorial

On 14th April around fifteen G registered aircraft - not all from the Kent Strut but a good number were - flew into Amiens for their annual fair. Most stayed for just Saturday but some including one of *Skywritings* roving reporters stayed over night leaving on a very windy Sunday. Cloud base over the UK and France was around 1500' but the Channel crossing happily turned out to be quite clear. Checking on who had departed Farthing Corner before deciding on a tentative flight to the coast from Laddingford found we could climb to a more comfortable 3000' for the Channel crossing.



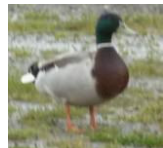
Nigel Read—Editor



Visibility deteriorated on the long leg south from BNE, encouraged to continue only by the calls from Gary Smith ahead of us in his RV and with equally worsening radio reception from Lille who lost the Luscombe.

Following on from an excellent talk on Stow Maries, several members flew in for the Bank Holiday Open Days, which coincided with the second File an Olympic Flight Plan test day. I had marginally more success with the plans than the flight. The poor weather, which earlier in the week saw ducks swimming on Laddingford airfield continued into the weekend with Monday forecast to be the worst but the view from behind the lawn mower appeared by far the best!

Miffed Mallard looking for his new pond



31st May Meeting
Olympic Airspace Flight Planning
Cobtree Manor Golf Club, 20:00hrs

www.kentstrut.co.uk

Amiens Photos



Arrival at Amiens

MORANE SAULNIER MS 733



Stearman

Nord N-1101 Noralpha



Bikes at Amiens



Cars at Amiens

Amiens April 2012

A few years ago at a French fly-in, I was invited to an event at Amiens a short hop from Abbeville which has customs on site. They have two events per year, one in April and another usually in September. Bit by bit the word spread

Some days you're the bug;
some days you're the windshield.

and strut members hungry for somewhere to go early in the season started to attend making it a bit like Le Touquet a hundred years ago, a British invasion!

Last year was the first in about 6 years that I couldn't go, stuck in the hangar doing a 'top end' on the well deserving Jodel. This year there was no such problem and on receiving Philippe's invitation I started to



Model club display

By the afternoon the clouds took on some definition



Brilliant weather for the return on Saturday



extol the splendours of flying in France to two great guys Peter & Richard who have built a SportCruiser and who are upgrading their microlight licences to PPL's with me from Hamilton Farm near Ashford.

The temptation was obviously too great for at least one of them and between us we arranged to go on the Saturday & stay over. This wasn't just fun you realise for we intended to incorporate some navigation, foreign differences, radio procedures, a few circuits (usually free of charge in France) & whatever else we may come across.

Customs & flight plan done we met at

the strip at 9.30am. The weather looked fine about as far as BNE (a VOR about half way to our destination), but from then on the viz was down to about 1.5K. Now that's not pleasant at the



best of times but when you're trying to promote this kind of aviation it's a non-starter. For the next couple of hours we drank tea & chewed the fat.

I rang Philippe for an 'actual' and decided that it was 'good to go'. After activating our flight plan approaching Folkestone we lost our radio; not completely as we could still hear but not transmit. (So much for practicing radio procedures).

Richard flew us across the channel and down towards Amiens with the viz reducing the further we went, but not so much that it became a concern.

The French had some large kites & balloons up, a BBQ going, line dancers, vintage cars and generally a carnival atmosphere. In France the local clubs give pleasure flights to the paying public. Generally a win/win situation providing an income for the aero club, free flying for the pilots and fun for the public.

The Brit's had started to arrive in force with about 10 'G registered' planes lined up already. It always amazes me how there can be so many more English planes as opposed to French at some

French fly-in's. A few had come up from Devon, some from Essex, although most had come from the Kent strut.

By late afternoon most of the Brits had started to make for home leaving about half a dozen planes that were staying overnight.

We had pre-booked the brand new Campanile 'on line' in the centre of town. The internet price is excellent value and you can cancel up to 18.00hrs the same day without charge. Others were booked into one of the budget hotels near the airfield.

A quick wash and we were down posing for photos by the cathedral and a walking tour of the town. For those that haven't been the real charm of the city is around the river area, with its numerous riverside restaurants and typical French style.

Being way too cold to sit outside, eight of us chose a cosy restaurant with an upstairs that had a river view.

**Don't be irreplaceable.
If you can't be replaced, you can't
be promoted.**

Amiens 14th April 2012

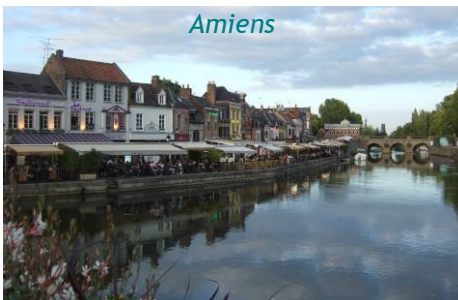


After a pleasant evening recounting daring adventures culminating in an Irish bar it was time to retire.

The next morning the forecast wind of gusting 30 knots materialised at 90° across the runway, resulting in no aerial activity apart from four of the British planes making their uncertain departure. With a borrowed hand held we headed for home and an exciting approach into Hamilton Farm.

Despite some real challenges for my 'student' he was sold on foreign travel which is in my view 'what it's all about'. For help, advice or safety pilot :-

stoneacreaviation@yahoo.co.uk
(See July 2011 Skywritings for more on this fly-in, Ed)



Amiens

Stow Maries May 2012

Early colour photo from 1918!



By now most of the strut has heard of the 1st World War airfield, just north of the Crouch, particularly after the talk last month.

I had been before, but had promised a young lad who lives near the strip that I would take him to the RFC Centenary fly-in complete with 1st World War re-enactors.

The event was to be held over three days, with our trip planned for the Sunday.

Our strip near Sittingbourne is at 550ft and a cloud base of 1100ft in rain made for an interesting flight. We had

arranged to meet up with a Pietenpol (open cockpit, so soggy pilot & passenger) from Lenham & a Jodel from Farthing Corner. I understand that other strut members had been the day before, although the best of the weather was on the bank holiday Monday, the day after.



If you wanted atmosphere, all that was missing was 'mustard gas'. The guys in their tents, uniforms & guns looked authentic enough without the natural props of mud, wind and rain, of which there was plenty.

Give Russell a ring (07860 345403) and go on a sunny day. Landing fee £10.00 includes entry to the small museum and walk through the nature area. A 15 minute walk along a footpath will get you to a nice pub worth visiting in its own right. www.stowmaries.com



General Aviation Consultative Council Meeting 28th March 2012 Report from Peter Kember

The CAAs General Aviation Consultative Councils Meeting on the 28th March 2012 was notable for the keynote speech which I made on the subject of the role of the CAA in the safeguarding of unlicensed aerodromes. But before I elaborate on that subject I have to report on the usual run of topics introduced by the Chairman, Mr Bob Jones, the CAAs Head of Flight Operations and I might add, a force to be reckoned with. How is it that he can remember the name of the 30 or so members of this committee without recourse to notes?

The agenda included discussion on the London Olympics, the review of GA safety, Volcanic Ash, the adoption of standardised European Rules of the Air, the list of current CAA research projects, Mandatory Occurrence Reporting, Use of light aircraft for Aerial Work, Delegation of the NPPL licence to the BMAA, the regulation of Research and Experimental Aircraft, Warning Signs for ballistic recovery systems, GA strategic issues (including a sustainable future for business and GA operations, future role of CAA, future transport strategy, decline in UK flight training etc), Aircrew Regulation, my agenda item as above and finally the Light Aircraft Maintenance Program review. Rather than provide a detailed briefing on each of these subjects I propose to concentrate on a few important issues of relevance to pilots of light aircraft flown mainly for pleasure. If anybody wants more information they can contact me by email or by telephone.

My topic on the CAA's role in the safeguarding of unlicensed aerodromes was raised because in my professional work

for the owners and operators of unlicensed aerodromes I am aware that the CAA expect compliance with CAP793 "Safe Operating Practices at Unlicensed Aerodromes" published by the CAA in July 2010, the safety assessments set out in CAP168 "Licensing of Aerodromes and of course the Rules of the Air, in particular the 500 ft and 1000ft Rules. Yet, at the same time, when consulted by a local planning authority on a planning application proposing a development that could endanger the safe operation of aircraft from an existing aerodrome or other flying site the CAA does not usually raise any objection to a proposed development even though the required standards expected of aerodromes and pilots could not be met if the development were to be built. Wind Turbine farms and new housing estates are the commonest threats to an aerodrome.

Chris Finnigan of the CAA was the first to respond to my criticism of the CAA. He said that safety rests with the operator and that, if pilots cannot comply with the Rules of the Air then a flight should not be undertaken. Well I suppose we all know that. But what happens to an existing aerodrome that is affected by development on the extended centreline? Charles Henry of the GAAC said that he was aware of one housing developer who had suggested a 30 degree turn immediately after take off but this is clearly an unsafe practice. Ben Watkins of the CAA said that he flew a light aeroplane from an aerodrome where on take off he had to fly over the top of a nursing home at low level and that it is better that the CAA does not "rock the boat" otherwise there would be many aerodromes and pilots flying illegally. I said that this is not a satisfactory response. Either the Rules should be changed or the CAA

should actively seek to prevent developments lying under or close to the extended centrelines of runways. The Chairman intervened and promised me a considered CAA response once the various sections of the CAA had had a chance to consider the matter further. Watch this space!

Of interest on other subjects we learned that the CAA has its own Cessna C421 based at Bournemouth, adapted and ready to sample air quality in the event of further volcanic eruptions in this hemisphere, that for conspicuity purposes tests are being carried out with mirror strips on sailplane control surfaces, wake turbulence from wind turbines is being measured and that there were 16,000 mandatory occurrence reports submitted in the UK in 2011.

Peter Kember Dip TP, MRTPI, MRAeS, Aviation Planning Consultant. email: 2pk@peterkembert.co.uk telephone: 01892 750018

New Frequency Monitoring SSR Codes

*2677 - Leeds-Bradford Control Zones/Areas monitoring Leeds Bradford Radar frequencies. 133.125

Wef 31st May

*4572 - East Midlands Control Zones/Areas monitoring the East Midlands Approach. 134.175

Wef 28th June

*5047 - Farnborough W 125.25

RAT & Olympics 2nd July - 15 Aug

* unvalidated / unverified mode C

**A BARTENDER IS JUST A
PHARMACIST
WITH A LIMITED
INVENTORY.**

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Welcome to Danny Wenham and Timothy Lyons who have joined the LAA and receive one years complementary membership of the strut.

Pagham Harbour Bird Sanctuary

Advisory with effect from 23rd August 2012 "Pilots are requested to avoid the area throughout the year" by 500' which is normal rule of the air. Apparently some haven't!

**Dates for your Diary**

31st May Strut Meeting

9th June Duxford Bonus Day/StOmer

28th June Tea at Ripple drive/fly

8th July Fly-in Rochester

pre Olympics, invite to other LAAer's

26th July Treasure Hunt drive/ride?

30th August BBQ Rochester

16th Sept Vintage a/c fly-in Shoreham

27th September Peter Gorman

RV to South Africa