

June 2012

# SKYWRITINGS

Newsletter of the **Kent**

**Caution: big sports event coming soon. Lots of running, jumping, chucking and splashing!**



Light Aircraft Association

## Last Meeting

With the Olympic airspace restrictions imminent Brian Hope gave a presentation on what you need to do to fly in the restricted zone R112 avoiding licence suspension or worse the threat of lethal force from flying between Saturday 14th July and Wednesday 15th August. The paper chart supplied with the current half mil lists all the areas to avoid, classes of airspace A or D and what to do if there are communication problems.

The planning process was trialed for a second time over the weekend of 5th-6th May. Nearly 1000 flight plans were submitted and after allowing for those submitted for flights outside the test period or for multiple flights during the same time period, (145) a **third** were rejected! I was responsible for 3 of them!

Emailing to ATLAS for the reasons, resulted in more detail than the text error codes: A (route error), B (field 18), C (capacity for ETD) or D (other). I got an A and D! 'A' was simply putting the Lat Long coordinates in the wrong format having copied them off the *Skydemon Light* chart – I spotted the 2 extra digits to delete from each of the North and East to get 11 characters but missed the requirement to put the numbers before the letters. The flight plans are read automatically and **must** be in the correct format! Acceptance by text or to AFPEX mail box.

*Skydemon light* will be available for most types of flight plan but you must pre register with licence no. etc on [www.skydemon.aero](http://www.skydemon.aero) which also gets 30 days free trial of the full system! Allow up to a week for Skydemon to verify details with CAA. Another *gotcher*, ensure two hours to departure time not the usual one hour before ETD. Also specified, depart and destination in Lat Long, (if using ZZZZ), whereas the route field usually starts with DCT. (DCT is not required between Lat Long coordinates). You can also use Bearing and Distance (in that alphabetical order) from a recognised navaid (3 letter plus 3 digits for each of bearing *from* and distance *nm*). The plan was to actually fly to Stow Maries which definitely required Lat and Long for DEST, conveniently being *notamed* for the RFC centenary as 5140N00037E



Nigel Read—Editor

**28th June Meeting  
Tea at Ripple  
Solley's Ice Cream emporium, 18:00hrs**

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

although Stow Maries, if you need it to program your GPS is closer to N51:40:10,E000:38:00 in *Street Map* format! <http://www.streetmap.co.uk>

From the Thames on a clear day you can see their large white hanger! In the event, the low cloud kept me on the ground so I could not check to see if the radio calls worked—we have poor reception from repeater stations without turning off the squelch with the pull to test button.

There will be a final live test on Friday the 13th July (not superstitious then) the day before the fun starts. Flight plans can be submitted as before and radio contact will be with ATLAS control on 123.225 south and 132.800 north with Atlas providing the normal Farnborough LARS. Reject messages will be given with feed back on errors but you can still fly if the flight plan is not approved. There will be transponder listening codes for aircraft flying in the vicinity of R112:-

**1500** for north and **1600** for south.

All instructions can be found at :-

<http://olympics.airspacesafety.com/downloads>

I have included an example from “A guide to using AFPEX during the London Olympics” on pages 4 & 5.

**One more gotcher—the prohibited zone is still active during the Paralympics with precious little gap next the Stansted TMZ!**

Finally, you have 30mins after ETD to call ATLAS or start over again!

A lot of money has been spent on setting this up and it would be a shame if no one flew.

Going back to Stow Maries, the weekend after the RFC centenary turned out to be quite nice and eager to see what the place is like we called up Russell Savory got PPR and took the short flight past Rochester and Southend only to find most of Farthing Corner had the same idea, being joined by the Luscombe, RV9, Colt and Jabiru 430. A tour of the buildings and car workshops, tea and biscuits with Russell resulted. A café should be available very soon.

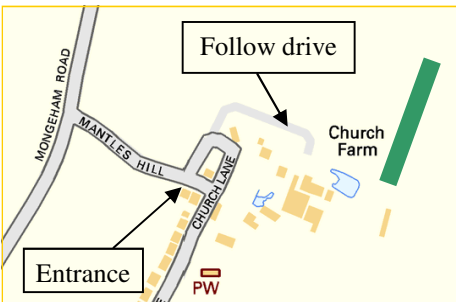


### June Meeting

June sees our annual visit to Steve Solley's strip at Ripple near Deal. As usual this is either Fly or Drive for a BBQ finished off with Solley's Ice Cream.

If flying in, bear in mind the strip is only 350 metres long and you should call Steve to let him know you are coming and get a briefing. Steve's mobile No. is 07836 653257.

If driving in and you want to use GPS, post code is CT14 8JL. BBQ from 6pm, optionally arrive earlier!

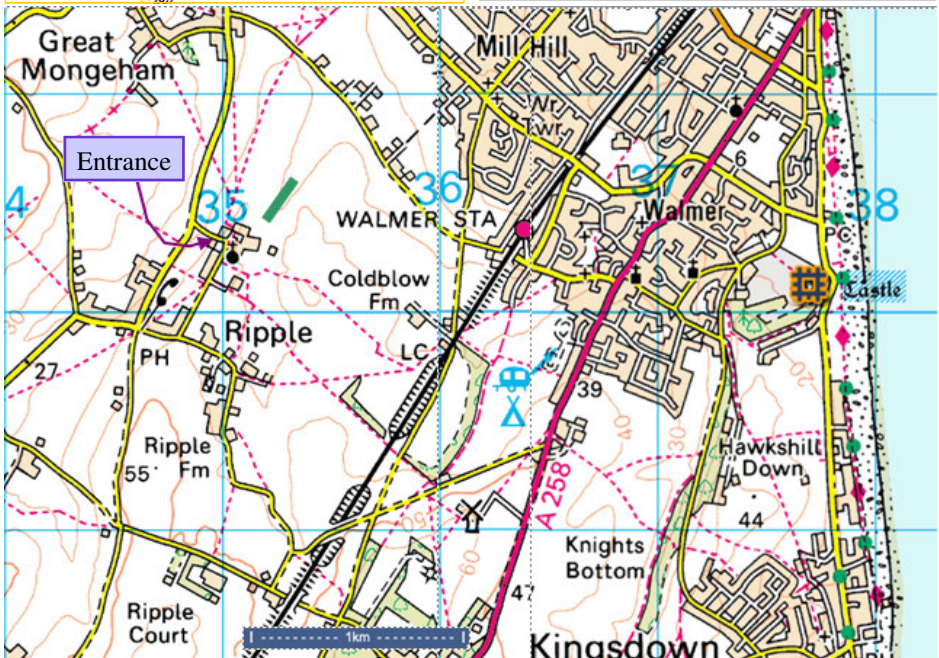


### Inches versus millibars (from CAA)

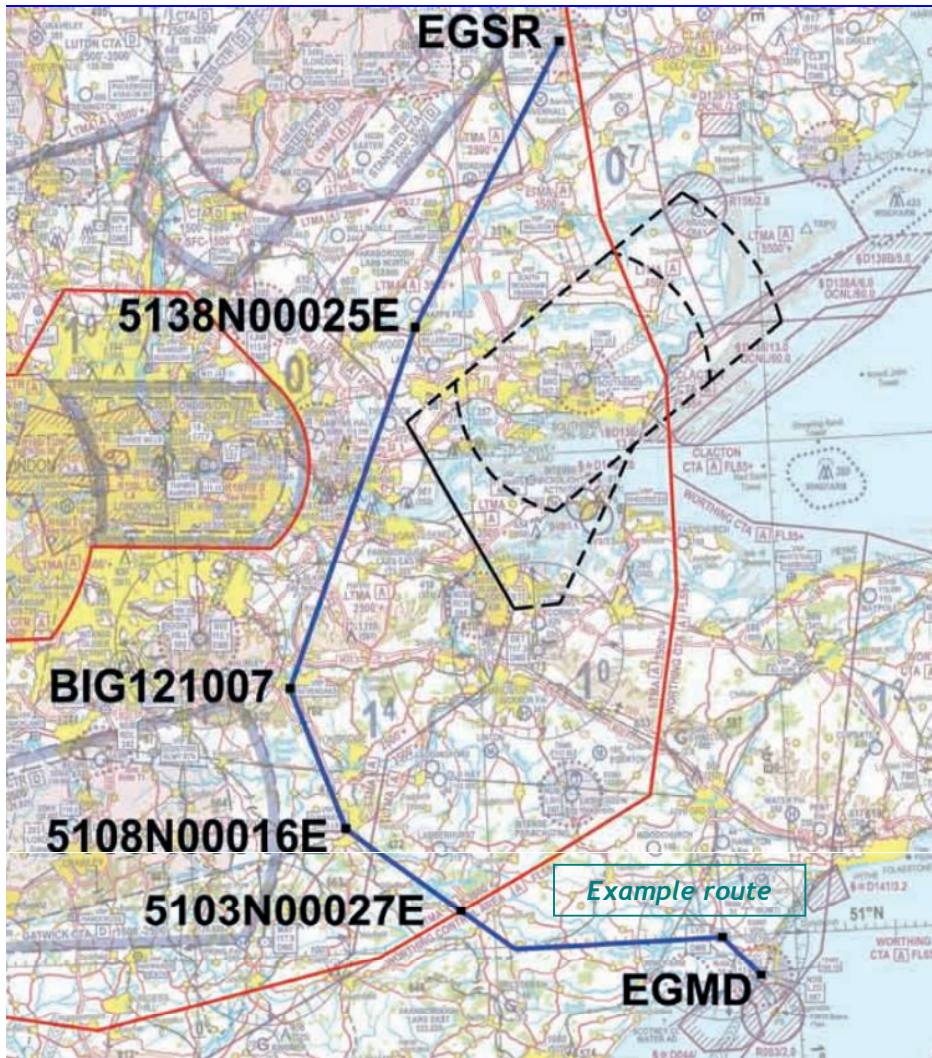
A recent AIRPROX report has again highlighted the potential for the misinterpretation of atmospheric pressure settings passed in hectopascals (hPa) for inches of mercury (inHg) during radio communication exchanges between pilots and Air Traffic Service (ATS) personnel.

In the incident concerned, the pilot was 600 feet lower than the level allocated by Air Traffic Control (ATC) which resulted in an AIRPROX. Furthermore, there was also the potential for the aircraft to come into close proximity to terrain as he was passed an atmospheric pressure setting of 990 hPa, but set 29.90 inHg on the altimeter. This resulted in the aircraft being lower than he thought.

**Mistakes are the portals of discovery**  
James Joyce (1882 - 1941)







### Background

Radiotelephony Manual requires that the word “hectopascal” be appended to all transmissions of atmospheric pressure setting below a value of 1,000 hPa. This includes both the passing of an atmospheric pressure setting by ATS and a read back by pilots. ([www.caa.co.uk/CAP413](http://www.caa.co.uk/CAP413), Chapter 2 paragraph 1.14.5)

The rationale behind this requirement is that for operators from countries where atmospheric pressure is passed in inHg, notably the USA, misinterpretation can arise when the pressure is below a value of 1,000 hPa and only the numerical value without the word “hectopascal” is passed. In the USA, ATS personnel will routinely drop the first digit, the word “decimal” and the units when passing an

AFPEX assists users as they fill in the flight plan form by adding the addresses usually required for flights within the UK FIRs. You will also need to add the Olympic AFTN address which is **EGGOLYMP**.

This is your AFTN address. ATLAS Control operators will send their messages or replies to this address.

To ensure that your FPL does not get rejected at this stage, it is strongly recommended that you use either **11 character lat/long coordinates** or **bearing and distance from a NavAid** in the route field.

**BIG121007**  
{Nav Aid}{Bearing}{Range}

Estimates are required for entering and leaving the restricted airspace.

**5103N00027E0025**  
{Lot Long}{HHMM}

Elapsed time from expected departure time.

Pilots' name and contact details are required in Field 18. The mobile phone number may be used to text the approval number to the pilot.

**Experience is the name every one gives to their mistakes—Oscar Wilde**

*The completed flight plan should look similar to this—Good Luck!*

atmospheric pressure setting in inHg. Therefore, 29.92 inHg would be passed as “992” and hence the confusion may arise when pilots from the USA operate in countries using hPa as the unit of atmospheric pressure and, to some extent, vice versa. (29.92) ≈ 1013mb)

**Compliance/Action to be Taken**

ATS providers must ensure that their Air Traffic Controllers (ATCOs) and Flight Information Service Officers (FISOs) are aware of this potential for misinterpretation.

ATCOs and FISOs must ensure that they append the word “hectopascal” to all transmissions of pressure setting below

a value of 1,000 hPa and receive a complete read back.

Pilots must ensure that, when receiving a pressure setting below a value of 1,000 hPa, they give a complete read back, including the word “hectopascal”, and if in any doubt query the pressure setting with ATS.

Pilots flying to countries where inHg is used for the pressure setting should be vigilant and ensure that they apply the correct settings and read back appropriately.

**New Strut Member...**

Welcome to Colin Evans.

## Why Did I Say Yes? *Mark Balding*

A crumpled note appeared in Christopher's school bag shortly before the summer holiday last year, asking for permission for him to take part in a screen test for a BBC Television program "I Can Cook". If you're asking yourself what this has to do with flying and for those not familiar with programs for little people all will become clear.

The note was received by Mandy and I with some reservation, we weren't sure if we wanted Christopher to be involved, but it became apparent his entire class of 4 and 5 year olds would be taking part so we couldn't let him miss out on the fun and in any case what chance did our little boy have at being one of the four selected.

You might be ahead of me, but a phone call from the presenter a week or two later said Christopher was great and they would like him to take part in the program's filming at the end of July. Then came a number of questions. The presenter said Christopher has a wonderful imagination, he mentioned flying with his Dad, landing in fields, having a picnic and then flying home again. Mandy confirmed that this was correct and not part of his imagination. With this they had a story and in a subsequent conversation in a moment of weakness on a feel good Friday I agreed to get involved and listened to what they had in mind.

To the uninitiated I guess a light aircraft can carry upwards of four people of any size with room to swing a cat, so after bringing expectations in line with the seating capacity of a 2 + 2 Jodel the conversation moved on. The program was one in a short series in which children cooked at school then moved to a second location for a picnic. Other locations around Sandhurst had been

chosen but for the filming of Christopher's and his friends bit, the producer suggested Headcorn.

With a friends strip 2 miles down the road it seemed sensible to use this and having got permission I suggested it to the producer who agreed. As the weeks went by arrangements gathered pace and clearly the file went across the BBC's risk assessment and health & safety desk resulting in a number of questions on the airfield, the aircraft, me and my licence.

I thought that was it, but liability for the use of the land came next and the same requirements for the camera ship who would take the cameraman aloft for the final scene of the presenter, Christopher and me flying off into the sunset. The strip owner was happy for the use of the land and fly the cameraman, but when it came to liability insurance, forms, port-a-loos and needing to send chapter and verse on his pilot's license and aircraft, it was asking a bit too much of a friend.

I told the producer and as such it was decided to go to plan B and Headcorn. Fortunately they had done some filming work at Headcorn before, so after warning Jamie Freeman of the pending call I passed on his details. I felt I had passed the buck but it was for the best as Jamie could accommodate them far better than the strip and also made an aircraft available from the flying club.

Having relocated the Jodel from Biggin to Headcorn the evening before, the day arrived and a perfect flying day at that, so one less thing to worry about. Getting Christopher ready making sure he was not wearing any stripes, certain shades and strictly no branded products, he excitedly and proudly set off to school.

Finding his friends it was interesting to

see all the preparations being made by the film crew, but with all the cars, trucks and vans I knew Christopher wasn't happy. The producer ran through the day's program but all the while Christopher's grip on my hand got tighter. Seeing this the production team were great, they showed Christopher the stage, the caravan with all the television screens, buttons, slidy things and lights, it was great fun. They even got him to press a button and speak to the presenter Katy on stage during her rehearsal, but by this time the circulation to my fingers had been cut off as Christopher's grip tightened, he was having none of it.

I have to say I was nervous for Christopher, after all he was only four but it was clear he didn't want to take part. There was no way I was going to push him, but at the same time I could see a look of concern on the producers face that the script had fallen apart. As the clock was ticking the filming had to start without Christopher. It was sad to see his three friends on stage and one spare place beside them. Initially the producer asked if I would fly his friend Emma instead, but this idea was soon abandoned when I guess insurance and liability factors got considered.

With the picnic ready and half the program in the can, it was off to Headcorn. By now Christopher had lost his stage fright and seeing the picnic blanket in front of my aircraft wanted to take part. Clearly this was not possible, but not knowing how to explain continuity to a four year the filming continued, at one point with the parents taking a turn in front of the camera commenting how great the food was!

At 4pm it had been a long day for everyone, particularly the children and

the chaperone looking after the children's welfare had made it clear to the producer that they had to complete the filming very soon. With this the flying scene was cut from the program and I could stand down, leaving a short aerial shot of Headcorn taken from a flying club 172.

The film crew were great and to see a program in the making with everything that goes with it was very interesting. It was a shame Christopher had second thoughts and now the program is being screened on TV it's upsetting for him and me to see the spare seat. Maybe though it was a blessing in disguise as it saved me from my own TV debut!

#### Rotax AD No. 2012-0093-E

912 series engines with fuel pump P/N 893114 and serial nos. 11.3117 thru 11.3325; 11.4036 thru 11.4595 and 12.0251 thru 12.0270 require pressure side fuel hose replacing as particles may detach from non fuel resistant hose.

The CAA has announced that due to the complexity of the transition to the new licence format the introduction of new EASA pilots' licences in the UK has been delayed until 17 September 2012. The original 1 July 2012 date was not achievable.

#### Derek Browning 1933~2012

Sadly I have to report the death of Derek, who stepped up from the committee to take over the position of strut coordinator in 2006 continuing for two years. Derek flew from Rochester and supported our young eagles regularly.

During National Service, Derek was singled out to be a Red Cap thanks to his build. Back in civvy street, joined the TA, where he obtained his HGV licence,



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later working for a number of haulage companies where he gained an extensive knowledge of the road network which was to prove invaluable for navigation when he took up flying at the age of fifty eight. Derek passed away on the 18th of May during his sleep having planned to fly his new acquisition the following day. His family are collecting for a bench to be placed at Rochester and any surplus to a flying charity in Africa.

**Dates for your Diary**

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