

July 2012

# SKYWRITINGS

Newsletter of the **Kent**

## Editorial

There are some changes to the layout this month to make it easier to read on a computer screen, avoiding scrolling up and down between columns, or at least that's the idea. Any suggestions from members always welcome, as are articles!

Well this month the Olympics are finally on us, with a small concession in the form of a corridor through the danger area east of Southend.

In this issue we have a report on an alternative venue to AeroExpo 2012, NVAV at Midden Zeeland which was on the same weekend and a flight test report on the Dynamic LSA Vitesse, which did go to Sywell, comparing it with the Europa.

The weather has not been kind this past month, only 4 aircraft flew into Ripple compared to nine last year—warm and clear but gusty conditions and the Rochester pre Olympic fly in was a wash out! However, thanks to Steve Solley and his crew, around 60 members and visitors were at Ripple to enjoy excellent food. The collection raised £360 for the Air Ambulance. Lets hope for better weather for August's BBQ!

This months meeting is a Treasure Hunt organised by Gary Smith—his belated prize for winning last year!



Light Aircraft Association



Nigel Read - Editor

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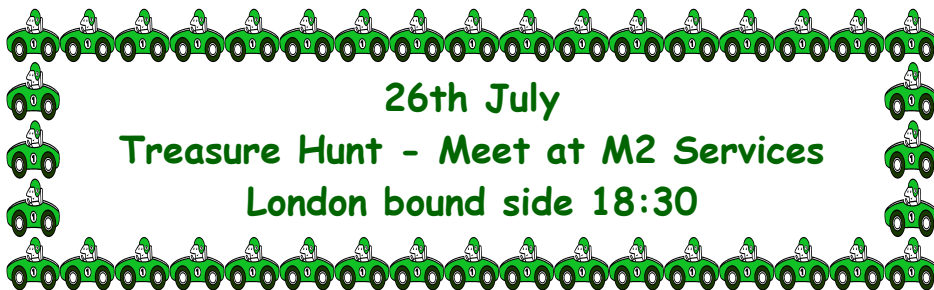
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**26th July**

**Treasure Hunt - Meet at M2 Services**

**London bound side 18:30**

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



### NVAV Fly-in Midden Zeeland – MfF ( Man from Frinsted )

It was usually the late may bank holiday weekend; this year things had changed due to the Queen's jubilee, in times gone by we would have been off to the Jodel fly-in at Bernay which marked the start of the years flying season.

While most were predictably heading for Sywell and Aero-Expo we had registered with NVAV (the Dutch equivalent of the LAA) for their homebuilders' fly-in at Midden Zeeland.

The weather was excellent, good viz; high cloud & plenty of sunshine, but a 25 knot headwind gave the SportCruiser from Hamilton Farm a ground speed of 60 knots.

Not being transponder equipped meant a phone call to Oostende to arrange transit, only to be quoted the rule book. Not being easily deterred on approaching the Oostende zone both outbound & inbound even with my best 'airline captain' radio calls, 'our name wasn't on the list & we weren't coming in'.

As you may imagine I could clearly see the separation danger we might cause despite the fact that they have primary radar on a CAVOK day with a coastline to navigate by.

A good friend had recently become a controller at EHMZ and greeted us warmly over the radio even before we reached Dutch airspace. We filled up at the Mogas pump, parked up, paid our 5 Euro reduced landing fee for pre-registering and were offered a commemorative mug complete with our registration free of charge.

(An idea for the LAA maybe)?

In the UK we have much to moan about, but when you compare our freedoms to many other nations maybe things aren't so bad. The Dutch do have a thriving homebuilt industry, but many not only envy our permit system, some even prefer to operate their aircraft on it. There is only one grass strip, which has specific restrictions on it. One



grass strip in the whole of Holland! How many of us would still be able to afford to fly? Flight above 1200ft is not allowed without mode 'S' but I suppose we did get to host the Olympics.

Those who get more time than is healthy could probably name every esoteric type that had flown in, for us the owners pride and effort spent on their aircraft was clearly evident. Our SportCruiser was the only British owned G registered aircraft to attend, which was surprising considering how close Midden Zeeland is.

Coincidentally at the same time there was a Jazz festival being held in Middleburg, the nearby town, almost a must for those looking for a weekend away. Now this had it's pro's & con's, it made it very difficult locating a hotel with reasonably priced rooms, but made a wonderful atmosphere walking through the streets to the sound of New Orleans Jazz being played live.



After dinner with a Dutch friend at one of the outside restaurants, we settled down to a couple of local beers at a café, just to watch the world go by.

The weather the next day was as forecast, CAVOK but without the strong winds, making a very pleasant flight back in time to do a few modifications to my cowl and a bit of gardening.

For Peter it was his first trip abroad in a light aircraft and I'm pretty sure that once the LAPL is sorted out, I know where he'll be taking his wife - like it or not!



## The Dynamic LSA Vitesse Flight test – Peter Kember

Although my earliest flights were in Chipmunks and I have since owned a Tri-Pacer, Grumman AA5, Jodel DR1051 and more recently Europae, I have always had a passion for streamlined, performance-orientated



aeroplanes like the Falco, Lancair and Glasair. Unfortunately these fast singles are not suitable for operating from bumpy and sometimes soggy grass runways like those at Laddingford. So when at AeroExpo in May 2012, I saw the new factory demonstrator Dynamic LSA Vitesse with its constant speed propeller and retractable undercarriage I thought to myself 'Here it is' a miniature Lancair but with an economical Rotax 912S engine. I duly booked a flight test and on the 30th May I flew to Main Hall Farm in Huntingdonshire in my Europa XS Trigear to sample the only retractable Dynamic in the UK, the day before it was due to leave the UK to return to its base in the Czech Republic.

I met Sean Chiddington, an ex Red Arrow and now an Airbus training captain based at Luton and together we set off to fly OM-LSA, the factory demonstrator aeroplane temporarily on loan to the Yeoman Light Aircraft Company, the UK importers, now based at Main Hall Farm. At close to maximum take off weight the Dynamic left the ground after a take off run of about 200 metres, climbed at 1000 ft per min, like my Europa, and settled easily into a comfortable 120 knot cruise, again like my Europa. I tested handling in the cruise and at slow speed and tried a few stalls. Roll control is slower than the Europa, suggesting that the aircraft is optimised for cruising rather than playing fighters. Pitch control is near perfect and nowhere near as twitchy as the Europa. Lateral control is good but the rudder is not as powerful as the Europa. The view from the glasshouse like cockpit canopy is excellent although nowadays I prefer a bit more protection from the sun and it was a very hot day.

Stalls were a total non event without a clean G break and aileron control is



effective even in a nose high, slow and mushing stall (like my Europa). Noise levels were high in the cockpit although if I were building one from a kit I would install a significant amount of fireproof acoustic insulation. The circuit and landing were entirely straightforward with a very desirable three options for flap position controlled by the excellent Cessna type follow-on switch. Sean did a very short field landing of about 100 metres.

The Dynamic is a very pleasant aeroplane to fly and an excellent one for long distance touring. Although the claimed maximum cruise speed is 140 knots I could not achieve this figure. In this respect the Dynamic is a disappointment because in my Europa Mono G-OPJK, after many streamlining mods I could cruise at 150 knots (which Dave Watts in his Mono G-BXDY is also able to achieve) although at low level I rarely ever did because of turbulence. The other disappointment was the Dynamics fuel burn. The delivery pilot noted, on the journey from Czech to the UK, fuel consumption of 20 litres per hour at 120 knots. In my current Europa at a similar speed G-TOPK consumes 17 litres per hour. So what is wrong with the Dynamic? Well, the wing has a deep cross section suggesting that it is optimised for ease of handling rather than outright speed. There is no doubt that the Europa has a very efficient, laminar-flow wing, in fact it was designed by Don Dykins who was part of the Airbus team which designed the best airliner wing ever built. The other factor with OM-LSA is that it has a glider tow hook and a Hoffman C/S prop with deep chord blades which I think are not efficient on a Rotax high power but low torque engine.

In conclusion the Dynamic looks good, flies beautifully and, because of its sizeable baggage bay and comfortable ride it is ideal for long distance cruising. The kit is not cheap and the flyaway price of about €120,000, depending upon equipment level, is considerably more costly than the more common microlight version.

I always wanted a Mooney, until, in Florida at Eagles Nest Airpark I was given the keys of a 201 to try it for myself. It was a disappointment, fast like a steam locomotive but impossible to turn and stay in the same county! I think that the Dynamic probably needs a new wing to achieve the speed which its shape suggests it is capable of. <http://www.ylac.com>



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## CAA news—Medical exemptions

General Exemption Official Record Series 4 no.912 issued 15th June extends the use of an NPPL medical declaration with a UK PPL until 30th September 2013 for use with SSEA, SLMG or microlight. Similarly for NPPL(A) or LAPL (anyone got one yet?) ORS 4 No 913 applies. Flight visibility minima 5km SSEA, 3km SLMG or microlight 10km for SVFR UK FIR only unless permission granted etc. More info:-

[http://www.caa.co.uk/docs/33/ORS4\\_912.pdf](http://www.caa.co.uk/docs/33/ORS4_912.pdf) or [.../ORS4\\_913pdf](http://www.caa.co.uk/docs/33/ORS4_913.pdf)

Information Notice IN 2012-100 has also been issued (20th June) giving one year advance notice of the withdrawal of the exemption...

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=5064>

NPPL, Microlight, Gyro & Balloon licence holders with a medical declaration are not affected by the change, neither are UK, pre JAR licence holders depending on rating.

However, paragraph 2.7 states it is the intention to issue a further exemption in September 2013 to allow UK licences with SSEA/SLMG/microlight rating (not SEP) to continue to use them with a declaration but only in non EASA aircraft from 8th April 2015.

The exemption to use a declaration with an SEP rating will cease on 30th Sept 2013. (This may be subject to review by the European Commission).

There are three pages of regulations and implementation dates to review, so if affected read them through! As it stands currently, if the appropriate class of medical is not attainable or wanted, the options will be either an NPPL and restriction to UK aircraft and airspace or an LAPL valid in all single engine a/c up to 2000kg and four persons throughout Europe—otherwise depending on the continuing exemption above with associated conditions. Further info email [fclweb@caa.co.uk](mailto:fclweb@caa.co.uk)

### Kent Strut Pre-Olympic Fly-in. — Gary Smith

2012 will go down in history as one of those truly monumental summers—but for all of the wrong reasons. With numerous flying events already cancelled in May and June due to poor weather, our very own Kent Strut “Pre-Olympic Fly-in” joined the same ranks on Sunday 8<sup>th</sup> July. Our intention was to have a great summer get together at Rochester before the 4 week Olympic airspace restrictions kicked in and by offering advice we hoped to encourage some of the less confident pilots to continue flying throughout the period.

Fully prepared to take on the masses (offering hot refreshments, pancakes etc) the Sunday mornings curtains were drawn to heavy rain and low cloud. Mike had towed his caravan to Rochester the night before (as the catering wagon) but was swift to point out that the instructions said “water proof”, not “submersible”. The forecast was not very promising either with cloud base not expected to rise much above 500ft, but we decided it would still be good to offer fellow pilots the benefit of our advice.

Luckily Kelvin Carr (Rochester's helpful Airport manager) came to our rescue and offered us the rooms under the control tower and in no time we had set up our tea making facility and were head long into the "sticky bun refreshments".

The weather began to perk up and no sooner had a Cessna taken flight a blue Jodel from Farningham corner airfield streaked overhead, performed a microlight sized circuit and rolled up in front of the tower. Accepting the applause from the spectators (now into double figures) Rob Brown was congratulated as being the first visitor by air.

Having put the world to rights for the second time this weekend it became apparent that the Jodel was going to be our ONLY arrival so we pronounced Rob the winner of all of the customary awards.....by default :- i.e. longest distance travelled (6nm!), oldest aircraft, best restoration, most monumental flight, fastest circuit, spot landing award etc.

The Jodel was back in its hanger long before we had packed up at Rochester. We awarded ourselves 10/10 for organisational effort, 0/10 for weather and put the rest down to experience. The majority of the Kent Strut will be affected by the Olympic restrictions, some have elected not to fly but a quiet minority intend to do whatever is necessary to continue flying. If you are conversant with all of the restrictions but just need some final encouragement then please feel free to call any of the committee members or myself (Gary Smith).



*Above, Rob Brown's Jodel D117 at Rochester. The sky is grey but the grass is nice and green!*

*Right, three aerial visitors to Ripple*



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*'A Lancaster, four Spitfires and a Hurricane.  
Shall I let 'em have it, Sarge?'*

**Dates for your Diary**

26th July Treasure Hunt by road.

30th Aug BBQ at Rochester

*Back at Cobtree Manor:*

27th Sept Peter Gorman

*RV to South Africa*

25th Oct Battle of Britain Museum

29th Nov TBC

*new venue - Newnham Court Inn*

Dec Christmas Dinner, Date TBC

*Newnham Court Inn Maidstone,**M20 J7, ME14 5LH**Flying home from Ripple*