



October 2012

SKYWRITINGS

Newsletter of the *Kent*

Hellfire corner!



Light Aircraft Association

Editorial

A touch of déjà vu this month as we have a talk originally destined for our March meeting but thwarted by the fuel shortage that only happened due to panic buying. David Brocklehurst from the Battle of Britain Museum at Hawkinge will present this month's talk, with a planned visit on the following Sunday. Also, with the remnants of the Olympics passing into distant memory we have an article on the benefits of flying in the restricted zone and not being shot down by Exocet missile. Peter Gorman came over from Ireland to give us his talk on planning and flying to South Africa and back with advice on avoiding small arms fire. He also joined us on the strut end of season fly out to Abbeville on the 30th September.

Several recent trips to museums have provided some interesting photographs to share but some do not allow photography inside including the Kent Battle of Britain Museum. After the talk, the strut have planned to visit the following Sunday, just before the museum closes for the winter. Contact Gary Smith for details.

PAFRA had a trip to the Rolls Royce Heritage museum at Filton, the airfield is due to close at the end of the year so it was one to collect in the log book. They also went to Yeovilton to visit the Fleet Air Arm museum.



Nigel Read - Editor

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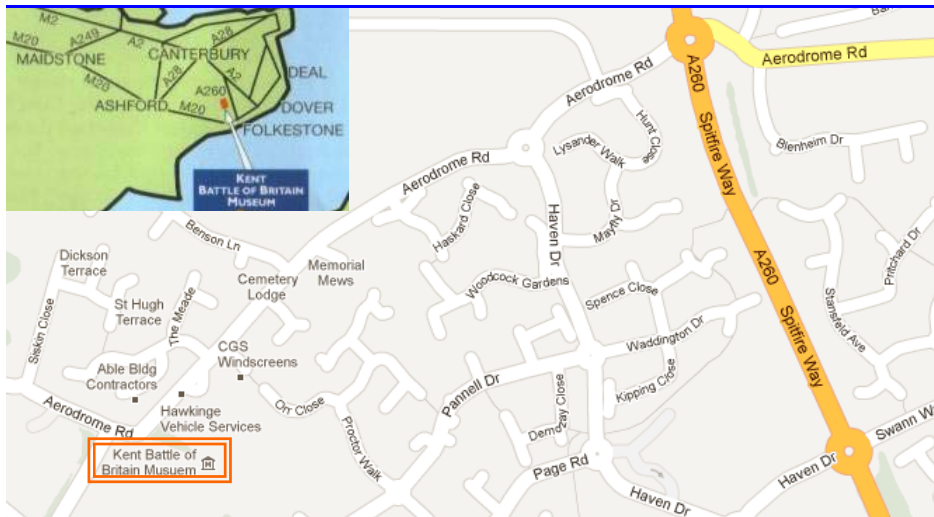
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25th October Meeting
Kent Battle of Britain Museum
Cobtree Manor Golf Club, 20:00hrs

www.kentstrut.co.uk



How to get to Kent Battle of Britain Museum <http://www.kbobm.org>

Post code CT18 7AG. Meet at the museum at 11am (GMT!). See the March edition of *Skywritings* for a description of the museum .

Competing in the “R112 Olympics”.

The collective voice of private pilots (and their various associations) had a large influence upon the 2012 Olympic restrictions, initially negotiating the period down from 8 weeks to 4, then getting special concessions for airfields close to the zone boundary.

From the beginning a group of active flyers from Farthing Corner airstrip (near Rochester) decided they would do whatever was necessary to continue flying and started by attending the special seminar in London. The requirements were spelled out, information was provided and several practice days were held to test the system. The knowledge was pooled and the presentation we (the strut committee) made to the Kent strut members provoked some interesting debate (despite the low turn out of members).

Most of us were familiar with flight plans (often flying to France) and have AFPEX accounts (which allow you to file a flight plans over the internet) which put us in good stead.



Some pilots pre-prepared flight plans to include all of the additional information (point of exit from the zone, estimated time to exit point, mobile phone contact number etc) so on the day it was just a case of retrieving the saved flight plan, changing the departure time and submitting it, less than 3 minutes work on a PC.

Eventually the 14th July arrived, was it going to be a

baptism of fire followed by an Exocet missile up the rear or just another days flying?

We had some interesting and varied experiences between us. My first mistake was giving my "return journey" security code when I was outbound. I apologise to those living in Rainham for the prolonged holding pattern but the controller was helpful and eventually had things sorted. They then arranged a clearance across the now enlarged Southend Zone, were not too bothered about me wandering 2nm off track and were happy for me to divert several miles around a weather system in deepest Essex. On one particular flight to Cromer (North Norfolk coast) the sky was crystal clear and so void of aircraft I had a controller to myself. A perfect flight.

Determined these restrictions would not ground us and confident after my first "Olympic flight" I made it my business to get everybody at the strip flown. Not all aircraft had a (RADAR) transponder (a requirement for solo flight in the zone) so we arranged one trip whereby the Luscombe was "shepherded" out by a fellow aircraft and had a grand day at the Isle of Wight. I personally took five different people flying, two pilots had aircraft under construction and one was waiting for his permit to fly. The remaining two were concerned about the restrictions but having sampled the requirements first hand one gained sufficient confidence to fly himself.

So in all, seven aircraft (of the ten based at the strip) took to the air, we made 58 flights and I believe I am a better pilot for it. Firstly I had to sharpen up my flight planning skills and do proper flight log preparation. Secondly I had to judge my engine start time in order to depart at the time on my flight plan (not just any old take off time), I had to concentrate on "flying the line on the map" and the additional radio work boosted my R.T. confidence.

I believe many people (even those based outside the zone) chose to stay on the ground and missed this once in a lifetime opportunity to improve themselves. Of the 11,000 flights that were made only 5 required investigation, 99.95% success rate must mean a medal for General Aviation.

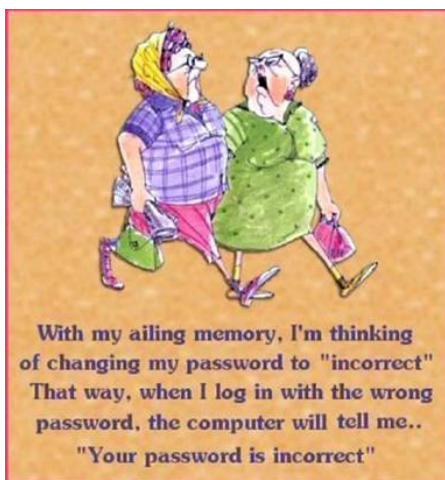
The airborne security is alleged to have cost £56million. Having flown 10 flights of the 11,000 I am happy the government spent £50,000 to help improve my flying skills and I am glad I took advantage. I also hope that our shining 99.95% example is taken to the next host country and that our fellow pilots are offered a similar opportunity when their time comes.

Gary Smith.

FPL 2012 - AFPEX is getting a face lift!

Check out the training site at
<http://fpl2012.myafpex.co.uk/>

As part of an update, they have also taken the opportunity to update the software with a new 'look and feel' as well as revamping the website with additional instructions and guides. The underlying functionality remains the same with some tweaks to make complex functions that little bit easier, such as changes to a flight plan.



Last months newsletter—apologies

For some unknown reason, the email version took upon itself to miss out the words that went with the Auto gyro takeoff sketches on page 8, so here they are! :-

Safety Sense Leaflet

The CAA issued Gyroplane Handling and performance in August and makes interesting reading, if only to see how the other (smaller) half live!

Search 'CAA safety sense' and choose Handling Sense Leaflet 04

Stow Maries 29th September

60 aircraft flew in, with pilots receiving free landing and refreshments. Thought to be the most aircraft there at one time, the BBC were there to record the event. Re-enactors added to the atmosphere.

On November 11th there will be a remembrance service at 15:00 hrs, land before 14:30 (sunset is about 16:15!) and next year the Big Fly-in May 11th and 12th.



The Fokker Triplane replica and CAP232 gave spirited displays.

Aero modelers displayed their models beside the large temporary hangar

Abbeville 30th September

The Strut had the end of season fly-out as usual to Abbeville. Originally penciled in for the 29th, PAFRA also chose that date, so to avoid swamping the restaurant with Brits and allow our more illustrious members to attend the LAA AGM we switched to the Sunday. The weather in the UK was not quite so nice as Saturday but France was fine although the return landing was pretty turbulent.

Abbeville Airfield



*Sailplanes came out in the afternoon
DH87 Hornet Moth G-ADLY by the pumps is
registered to Dutch owners*

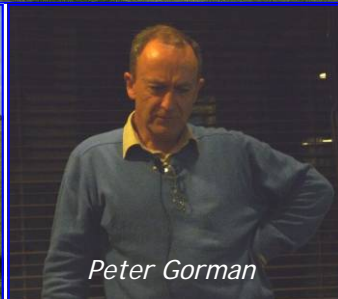




Line up at Abbeville



Peter Gorman getting ready to leave Abbeville for Ireland



Peter Gorman

Last Months meeting

Peter Gorman presented a talk on his flight to Cape Town and return in G-RVIB adding interesting anecdotes to his series of articles in *Light Aviation*.

Peters observations included: Africa is on our doorstep, all hassles are on the ground, allowing three weeks each way was insufficient, shared costs of €10k each.

It's all about planning, have a plan B, good contacts network and made for next time!, OAT limits ops rather than density altitude and patience is an antidote to many 'bullshit' fees!



Some Project news

Dave Waters has sent pictures of progress on his Europa fuselage showing the torque tube and trim motor and after bonding in the cockpit module.



Museum Visits: *Fleet Air Arm Yeovilton.*

Four halls from the early days (Sheppy is mentioned) through the Falklands with bullet riddled Wessex to present with simulated carrier operations and mocked up 'Island'. As we flew in, we had a peek inside the memorial flight hangar.



Yeovilton



Fairey Swordfish—stripped



Chipmunk

Inside the memorial flight hangar, Swordfish, (one is stripped down), Chipmunk for tail wheel training.



Hawker Sea Fury T20



Fairey Swordfish—wings folded

The *Rolls Royce Heritage Collection* of mainly Bristol Engines is housed in a building on the Rolls Royce site that will remain after the airport closes at the end of this year. Currently operated by BAE Systems, Airbus are also on the site along with a Concord, flying club and police and Air ambulance helicopters.



Bristol Centaurus



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 07836 653257

Simon Pratt 07973 402986

Martin Payne 01474 853181

Web Master

Glen Everett 01622 858956

glen@flyingadverts.co.uk

Glen has updated the website including newsletters up to August and more pictures.

www.solleysicecreams.co.uk

FAA Museum

*Modified to
BAC221*

*Fairey Delta 2 with experimental
Concord wing plan form. From the
people that brought you the Swordfish!*

Dates for your Diary

25th Oct Strut Meeting—Kent Battle of
Britain Museum, David Brocklehurst

11th Nov Stow Maries see P4

Medway RAeS Meetings BAE Systems 19:00

21st Nov F-35BJSF Fighter

29th Nov Strut Meeting Piloting the Kent
Air Ambulance

1st & 2nd Dec The Flying Show NEC,
Birmingham

8th Dec Christmas Dinner *at new
venue, Newnham Court Inn -
'Fayre & Square' ME14 5LH*