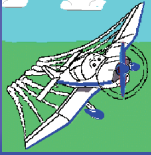


March 2013



SKYWRITINGS

Newsletter of the *Kent*

Form filling replaces practical skills and experience! ✕ ✓

EASA Licences - Abstruse!

How the brains of all these great nations, totally convinced of having the best set of regulations came up with such a complicated system is quite remarkable. Everyone could have saved face by adopting the safe and simpler American model; there appears to be no loss of pride when using American technology, GPS satellites etc.

You can safely say that there is the greatest evidence of the input from bureaucrats. In my view with the same kind of common sense and understanding of GA that was applied to the Olympic restrictions, but by several nations this time instead of just one.

I remember talking with Jim Stevens once about the complexity of CAA regulations and he said they were not designed to be understood!

Before EASA regulations I could fly any aircraft, anywhere in the world and could speak English without the need to prove it!



Light Aircraft Association



Nigel Read - Editor

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**28TH MARCH MEETING
BIGGING HILL HISTORY—BOB OGLEY
COBTREE MANOR GOLF CLUB, 20:00HRS**

www.kentstrut.co.uk

As an Instructor/Examiner I could do all single engine biennial flights as well as revalidate the licence. Post EASA, things have changed and forgive me for thinking that it is more demanding to fly a Luscombe or Steen Skybolt compared to a Cessna or Piper from small strips where most are based.

As I tend to specialise in flying from farm strips, often to Europe in permit aircraft (still at no charge to LAA/Strut Members) I am naturally classed as an independent instructor who after 17th Sept last year would only be able to train for the PPL from approved organisations, with heaps of additional regulations & charges. At a cost I was able to get approved and managed to retain my independent status but unfortunately for new instructors that route is no longer possible.

LAA coaches will be able to continue under the auspices of the LAA for 'club' members only, without whom I could see strip flying as we know it, a thing of the past for future generations. The life blood of true aviation.

I had decided to hang on to my UK PPL as long as possible and just accept the restrictions it would mean and would advise others to do just that. Unfortunately both my Instructor & Examiner ratings were due to expire early in 2013 and my ratings could no longer be accredited to an inferior UK PPL from whence they had first come.

Why? They were perfectly acceptable under JAR.

The only avenue open was to get an EASA PPL - Of course!
More expense/hassle etc!

So, I set about reading CAP 804, our new bible.

Old Testament / New Testament, think LASORS / CAP804.

Despite the fact that the CAA have records on all our history, copies have to be made of almost everything, forms have to be filled in and you may be English, but proof is required to say that you can still speak it.

Our illustrious CAA gave all English PPL's a level 4 a while ago, which meant our language skills vanished into the ether in March of 2012, the Chinese CAA however gave all their PPL's a non-expiring level 6.



Yeah! I know! Even my A Level English wasn't good enough.

I'm sure the paperwork I sent must have used at least half a tree, so I rushed out and bought a case of Andrex, not because the process terrified me you understand but because they plant two trees for each one they cut down. That's my story and for the moment I'm sticking to it.

You need to decide whether you want to fly EASA aircraft i.e. Cessna's & Pipers etc or if you are happy just to fly Annex 2 (permit aircraft). If you want to fly EASA aircraft you have up to April 2015 to make the conversion, but will only be able to fly them on your UK licence until April 2014.

If you do convert and want to fly permit aircraft too, tick the box that says you also want a UK NPPL, you will then get two licences: the EASA licence and a UK NPPL (I requested an EASA PPL & an LAPL, but only the EASA licence was granted).

If you do nothing and hang onto your UK PPL you will be able to continue flying Europe wide but eventually only in permit aircraft and at no additional cost.

The only real gain that I can see is for the NPPL holder who will be able to convert to an LAPL and thus fly throughout Europe.

It's simplest though for JAR licence holders as they will get a non-expiring EASA licence when they next renew.

My Instructor rating still allows me to do the biennial flight for all licences and sign the log book, so no change there.

My Examiner rating however has lost some of its stripes. If you do convert your licence to an EASA PPL & UK NPPL I will be able to do one flight to keep both current, but I will only be able to revalidate the NPPL and a Class Rating Examiner or above will have to sign off the EASA one.

Unless of course, I pay more money and upgrade.

In the meantime however I can still do both for the (old brown) UK PPL which can be converted later if needed.

Stranger still is that at present the LAPL will require the usual biennial flight but no longer require a sign off as it will be self revalidating. I say at present as it is thought to be an error (sacre bleu) and may get changed.

See what I mean, really simple!

Here is a list of the forms you need to convert your licence.

SRG1104 - EASA/LAPL Licence Conversion Form

SRG1199 - English Language Assessment Form

Endorsed Current Passport Copy

Endorsed Current Medical Copy

Endorsed Current SEP (A) Revalidation Page Copy

Instructors also need:

SRG1135 Conversion Form

Endorsed Current Revalidation Page Copy

Examiners also need:

SRG1128

All proofs are of copies; I sent no originals whatever you may read on the forums. There is a scale of charges, but if any part of your paperwork or addition is incorrect or incomplete you'll just get the lot back in the post referring you to CAP 804.

I gave my card details with authority to take whatever they wanted. I can see that people may be uncomfortable with that but it took them a month to process without problem and cost £114.00, delivered by FEDEX.

If you have any queries or need help with flying in the UK / abroad or paperwork, I'm happy to help. Insomniacs could just read Cap 804. Martin, stoneacreaviation@yahoo.co.uk

What would I have done if I were in charge?

I would have given everyone pre-JAR grandfather rights, the JAR licences would get converted automatically anyway and us with UK PPL's would eventually die off, or convert to LAPL's for the simpler/cheaper medical.

Any errors in the above should be expected.

No apologies for the rant! M.F.



Evergreen Aviation & Space Museum

Dave Walters and a colleague were installing one of his machines at Intel in Oregon, and they had a spare morning before flying home. It was suggested that a visit to the nearby Evergreen Aviation Museum, home of the Spruce Goose, which he knew had gone from Los Angeles, but didn't know to where. "The visit was fantastic - highly recommended, with many exhibits in 3 giant halls, one with a 747 on the roof! The chap who owns it apparently made his money providing 747 transport to the CIA. The Spruce Goose is enormous. If you ever find yourself in the NW USA, a visit is a must. It is staffed by ex USAF guys, and when they heard we were from the UK, we had a personal guided tour."

Here is a selection of some of Dave's pictures from a memorable visit. There are exhibits from a Wright Flyer, right up to space flight, including a Scaled Composites X-38 lifting body space station "lifeboat".





This is a selection of the one hundred and forty odd pictures Dave sent which give a flavour of the museum. How many can you identify? Could be the basis of a quiz!

February Quiz

The quiz was won by the narrowest of margins by the team of Simon Pratt, Fran and friends.

Results being:-

The Infamous Five
50
Paddy's Followers
49
Infamous Five
42.5
Serious 6
39.5
Ripple Flyers
39



Paddy's followers were actually leading all the other teams until the last round although a point may have been lost when the previous name of Jaguar cars was given as SS but it seems Swallow Sidecars may have been too clever an answer. (Yes there were 10 infamous quizzers who copied the name but not the answers!)

Suggestions - required for meetings, flyouts etc. Suggestion box next meeting!

Next Meeting

*RV7A photoshopped to imitate the Wright flyer by Jeff Bloomquist via the Vans aircraft forum.
It's come a long way but how far would Orville and Wilbur get with EASA behind them?*



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Bob Ogley

www.solleysicecreams.co.uk*Mein Gott - das ist zu gefährlich**Wo ist die Schreibearbeit*

Talk on Biggin Hill (*who won the bleedin' war anyway, Easa?*) by Bob Ogley. Born in Sevenoaks and has always lived in Kent, journalist and writer of more than 20 books and regular broadcaster on Radio Kent, Bob gives many talks on Kent history from Victorian times, through the war and to the Great Storm of '87.

Dates for your Diary

28th March Strut Meeting

Bob Ogley - Biggin Hill

25th Apr Bruce's Helicopter

30th May Design of the Kestrel—

Brian Tutty

27th June Ripple BBQ

25th July Rochester BBQ

29th Aug Treasure Hunt

26th Sept Max Couch

31st Oct Strut Meeting

28th Nov Strut Meeting