

March 2014

# SKYWRITINGS

Newsletter of the *Kent*

## LAA CEO TO VISIT KENT STRUT



Nigel Read - Editor

### £574 for Kent Air Ambulance

Committee member, Steve Solley went along to visit the Kent, Surrey & Sussex Air Ambulance Trust at Marden and presented a cheque for £574.06 plus a special delivery of Solley's Kentish ice cream for the crew to enjoy.

The money was raised through a range of activities



### Contents

*Air Ambulance*

*Donation p1*

*Free Landing Mission  
p2*

*New Members p5*

*CAA news p6*

*Flight Safety pub. P7*

*Botswana Trip p7*

**27th March Meeting**

**LAA CEO Philip Hall**

**Cobtree Manor Golf Club, 20:00hrs**

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

during the last year, including the Christmas Dinner raffle and summer fly-in and barbecue at Steve's family farm, where Steve provided all the food and refreshments at Ripple, near Deal.

Steve said: "The Kent, Surrey & Sussex Air Ambulance team saves lives every day, providing a vital service to people across the South East. As a keen amateur pilot myself, I have great respect for the work of the Air Ambulance team. I hope they are able to enjoy some of our Kentish ice cream after a hard day's work."

The pilots, doctors and paramedics at Kent, Surrey & Sussex Air Ambulance have attended 344 call-outs so far this year. (January & February!)

Corporate and Events Assistant Julie Clare said: "As a charity, we rely almost entirely on public donations and we are enormously grateful to Solleys Farms and Kent Strut for their support."

Steve Solley is one of the largest independent ice cream-makers in the South East and has been producing real Kentish dairy ice cream for almost 30 years. The family-run company sources 85% of all base products from within Kent, and all its milk and cream comes from a jersey herd on a neighbouring farm. *(On sale in various prestigious and discerning venues around the county! Ed)*



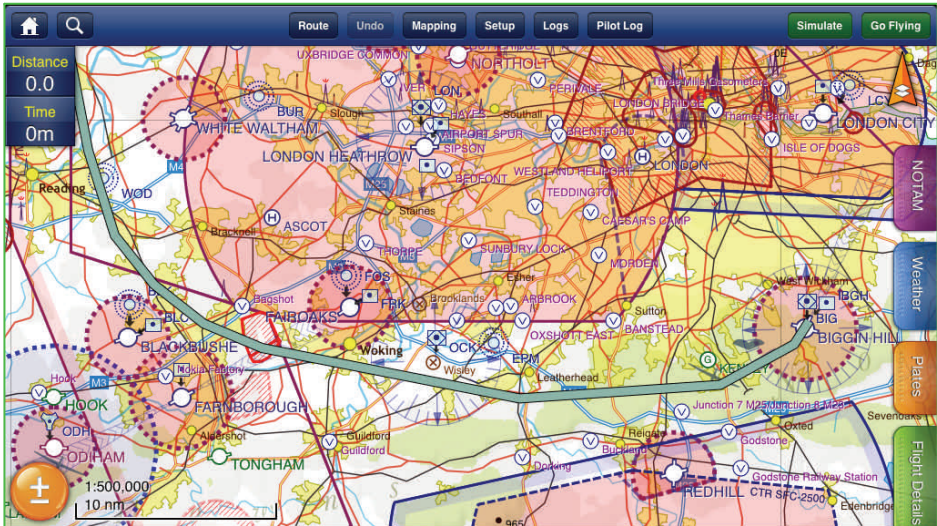
### March's free landing mission—Frank Lissimore

The plan was simple - try to use as many of March's free landing vouchers as we could in one day (without spending a silly amount of money on avgas!). The route was to be Andrewsfield – Fenland – Cranfield – Spanhoe – Holmbeck.

Sunday arrived - sunshine - Kilo Mike was out of her Biggin Hanger by 9pm just as ATC opened! Quick PPR call to Andrewsfield and that was where the plan failed - they were not accepting non home based aircraft...- Change of plan- Andrewsfield was in Fenland's direction and as we were only a saving a £5 landing fee at Fenland

we decided on Turweston - and then take in the others after a stop for breakfast.

The visibility was poor but the day warm and sunny - through the Farnborough gap with Blackbushe to our left, Skydemon running on our mini iPad was, as usual, brilliant - as can be seen from the breadcrumb trail.



A distance of 88 miles and 52 minutes later we landed at Turweston at an average speed of 102 Kt. A quick right hand circuit to land with an 8Kt Crosswind on Rwy 27.

It has been some years since we visited Turweston, receiving a friendly welcome from the tower and parting with the very reasonable £10 landing fee. Arriving early in the day meant the airfield was very quiet.

Sun still shining we had a refreshing mug of tea in the sun but decided that the day warranted more than a bacon roll so decided Sywell would be our next stop to enjoy a full breakfast in the "Pilots Mess".

*Sunshine at Turweston and lots of parking space!*





*Outside Turweston Flying Club*

The next 26nm took just 15 minutes - arriving to find the airfield very busy with our landing simultaneously on 21R with a micro-light landing parallel on 21L grass. Parting with the £12 landing fee still seemed reasonable particularly as we had landed on their relatively new runway which is in perfect condition. Our breakfast plans did not go as hoped as the Pilots mess was shut for the next two weeks for refurbishment and there was an enormous queue at the Aviator Hotel - so our next thought was to take in our first free landing at Cranfield.

Sywell ATC was so busy it took us over five minutes to get permission to taxi - no problem - it's good to see an airfield busy with light aircraft. I asked for 21 Grass but due to the recent rainfall only micro-lights could use it - so it was off the hard for another 19nm to Cranfield.

Being our first visit to Cranfield and the visibility poor, again the Skydemon came into its own.

Free landing vouchers had clearly worked in attracting aircraft as when we joined right base for 21, we were number 4, landing straight into wind, only using up a very small amount of the 1799 m of hard runway! Our first landing voucher was



*Skydemon on iPad mini in action*

handed over to a very jovial member of staff giving us a very warm welcome. Up to the café we could again see how well the vouchers had worked, with numerous people in a queue wearing High Vis (a requirement at the airfield). The café staff were unbelievably efficient and the queue moved quickly and a short while later a fantastic breakfast arrived for us both -two full breakfasts of high quality and proper coffees for just over £14 - a bargain!

By this time we had decide to give up our original mission and our last stop was to be Panshanger - although no free landing , having paid £25 last year we get half price landings (£5) and a discount in the café. Arriving 40 minutes later after a fight into a strong headwind, it was good to be landing on grass as the wind was straight across and a bit chunky. After a final coffee in the sun it was time to go back to base, with the final 40nm taking just 28 minutes helped by ATC giving us a right base onto 21

Whilst we may not have achieved our original mission (*one out of five! ed*) - we certainly had a good day - encouraged by the free landing vouchers and making us appreciate how lucky we are to have the privilege of flying in our LAA aircraft.



Frank Lissimore

Here's to the next flight!

### New member

Jeremy Winder, who lives in Norfolk but works in Kent has recently completed an RV6. Jeremy also has a Jabiru background having worked at ST Aviation. Test flying is being carried out by James Stringer.

**New Committee member** – Peter Huxley has joined the committee!

As a new member of the Strut committee, allow me to introduce myself. I am Peter Huxley and have been a member of the strut for three years, almost since I moved back to Kent from Dorset. I'd previously lived in London and then mid-Kent and did my flight training at Headcorn some twenty years ago. Like many, I'd cut my aviation teeth in the Air Training Corps, the squadron I joined being attached to the grammar school I attended and through whose good offices I learnt to fly gliders, my first solo being nearly fifty years ago. Where did the time go?

Because of my need to wear glasses a career as a professional pilot was excluded although I joined the RAF with the intent of being an air traffic controller, I thought as the next best thing. That didn't happen and for many years my only contact with flying was going to airshows. It was enjoyable but finances precluded any greater involvement until an inheritance enabled me finally, to learn to fly. I flew infrequently but always more than enough to remain current and to exceed the minimum requirements. This continued though marriage, a house move and divorce until finally joining with others and buying a Piper Cherokee 140 to form a syndicate.

It was great being able to go when and where I wanted, rather than being tied to the need to return the hired aeroplane within a specified time. Though my flying

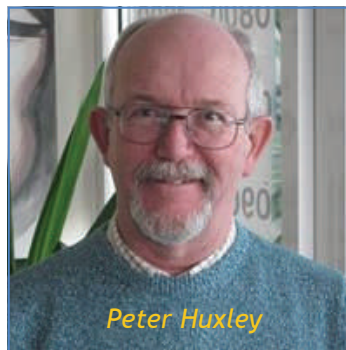
didn't include any proper touring, only day trips, I learned a lot more about flying and also the basics of maintenance, through doing the 50 hour service. That carried on for five years until one of the group thought we were paying more than we needed for the type of flying we were doing by hauling two empty seats around for most of the time. Occasionally the aeroplane was flown three-up but I'm not sure it was ever full; frequently it was flown solo.

With that in mind we put the Cherokee up for sale and started casting around for something smaller. With a quick sale agreed we were in a good position to buy and were even more fortunate to find the right aircraft at the first attempt. After the three of us in the group were taken for a short flight in a Rollason Condor we quickly decided it would suit us perfectly and with a quick agreement and equally quick payment, the aeroplane was delivered to us at Compton Abbas, ready for our conversion to tailwheel flying.

We were fortunate that Clive Davidson was based there and he soon had us all competent (?) to fly solo. An event only slightly marred by a ground-loop on my first post-conversion solo. No damage was done and for the next three years I thoroughly enjoyed flying a classic PFA type. Its performance, especially take-off and climb, was improved with a change to Millennium cylinders, and with a new group member having a stack of spares for his own Condor, due for an often delayed rebuild, the fitting of a re-conditioned Evra prop.

Though I have no inclination to build an aeroplane, membership of the LAA allowed me to fly a delightful aircraft type and also to maintain it, a process I thoroughly enjoyed. I would love to find another group owned aircraft of a similar type and thus continue to commit aviation.

In the meantime, as a committee member I will try to help the Strut help you and make membership of the Kent Strut an enjoyable experience, both to enhance your flying and to make LAA membership a social and friendly addition to your flying.



Peter Huxley

## CAA News

ORS4 No. 1001: General Exemption: The giving of instruction for remuneration by the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) that includes a Class Rating Instructor Rating (Single Pilot Aeroplane) (CRI(SPA))

"The PPL(A) issued under the European Aircrew Regulation permits the holder to receive remuneration for the giving of instruction in flying. The Air Navigation Order has been amended to allow the equivalent privilege for the holder of a PPL(A) issued under UK legislation including FI(A) and AFI(A) ratings, but did not include holders of Class Rating Instructor Ratings for single pilot aeroplanes (CRI(SPA)s). This exemption allows UK PPL(A)/CRI (SPA) holders to receive remuneration for aerial work which consists of flying instruction in a club environment in advance of further amendment of the Order."

CAP 747: Mandatory Requirements for Airworthiness

CAP 747 now provides a single source of mandatory information for continuing airworthiness as issued by the CAA. Airworthiness Directives for Annex II aircraft published in CAP 476 are now included, those Airworthiness Directives issued by EASA have been removed and are available on the EASA website.

**Flight Safety Extra publication from GASCO**

If you want to receive a free monthly safety brief, email [penny.gould@gen-av-safety.demon.co.uk](mailto:penny.gould@gen-av-safety.demon.co.uk) or phone 01634 200203.

**Last Month's meeting**

Due to the unavailability of the hoped for speaker, we were left with a social evening. Thankfully, Dave Walters (Europa builder) stepped in at the last minute and gave an interesting talk and shared photos from a trip to Botswana! Some pictures below and over page. Flights in a Cessna 172 from Gaborone included spinning! Dave also took a helicopter flight over the "smoke that thunders".



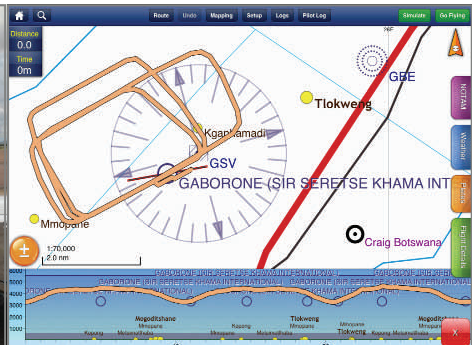
*Victoria Falls & Bridge (Heli flight)*



*C172 Game flight over Okavango Delta*



*South African Sling at Gaborone, Botswana and Circuits from Skydemon*



**Committee Contacts**

**Co-ordinator: Gary Smith**



Tel : 01795 422426  
[gary.james.smith@btinternet.com](mailto:gary.james.smith@btinternet.com)

**Treasurer:**

John Dean 01892 822776  
[john@jmdean.co.uk](mailto:john@jmdean.co.uk)

**Membership Secretary:**

Stephen Solley 07836 653257  
[sc.solley@solleysicecream.co.uk](mailto:sc.solley@solleysicecream.co.uk)

**Newsletter Editor:**

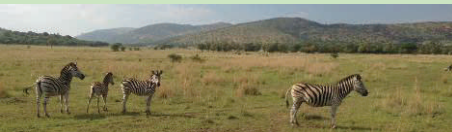
Nigel Read 01634 362375  
[skywritings@tesco.net](mailto:skywritings@tesco.net)

**Committee Members:**

Mike Negus 01634 364396  
 Mark Balding 01580 851112  
 Brian Hope 01795 662508  
 Graham Hammond 01622 891466  
 Simon Pratt 07973 402986  
 Frank Lissimore 07798 900220  
 Peter Huxley 07899 015287

**Web Master**

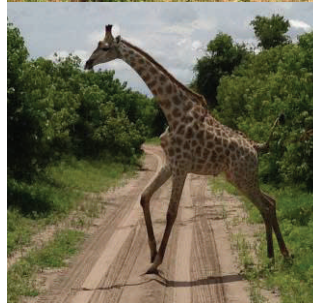
Glen Everett 01622 858956  
[glen@flyingadverts.co.uk](mailto:glen@flyingadverts.co.uk)



[www.solleysicecream.co](http://www.solleysicecream.co)



*One of the 100,000 Elephants and a Giraffe in Chobe National Park, Botswana.*



*Zebra in Madikwe game reserve, South Africa, below left.*

**Dates for your Diary**

- 27th March Strut Meeting  
LAA CEO Phillip Hall
- 24th April Strut Meeting
- 10th-11th May Stow Maries Fly-in
- 21st May Medway RAeS talk from  
Roger Smith - Stow Maries -  
BAE Systems 19:00
- 29th May Strut Meeting  
Tim Scorer Aviation Lawyer
- 26th June Ripple fly-in
- July meeting will be 2-3 August!