



April 2015

SKYWRITINGS

Newsletter of the *Kent Strut*



At last the weather improves—but check out your aircraft and your flying skills after a long layup & before venturing near EGMC!

Meetings

Last month's meeting

Malcolm McBride from LAA engineering and *Light Aircraft* magazine's Safety Spot came to give us an illustrated talk on his work promoting safety through learning from other's misfortune and learning how to spot maintenance issues and be knowledgeable about our own aircraft.

April Meeting

Air Commodore Bill Croydon will talk about the history of Eastchurch airfield *part 2*. Air Commodore Croydon has been interested in the history of flying at Eastchurch for a number of years and giving interesting talks on the subject. He is an active member of the Medway Branch of the Royal Aeronautical Society and has written books on the early days of aviation on the Isle of Sheppey. This talk continues last April's Eastchurch *part 1*!



Nigel Read - Editor

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30th April Meeting
Eastchurch—Air Commodore Bill Croydon Retd
Cobtree Manor Golf Club, 20:00hrs

www.laakentstrut.org.uk

May Meeting

Last October we had a very interesting talk on RAF Tempsford, the SOE secret airfield near Bedford from Arrow pilot Fr. Peter Geldard, clearly very keen and knowledgeable on the subject and an excellent speaker. He has completed his talk on the raid on Amiens Jail, **Operation Jericho** and a week after the same talk to PAFRA he will be with us.

PAFRA Good Friday Spot Landing Competition

Unfortunately, due to poor weather, this was cancelled and a new date is awaited.

Strut Scrambles

A reminder to look out for last minute scrambles. The weather will be assessed just before likely looking weekends and if it looks reasonable an email will be sent round. If there are any places you can recommend or fancy flying to then let a member of the committee know.

Been somewhere interesting? Write up an article for the newsletter please!

Southend Airspace

A reminder that the new class D airspace surrounding Southend is now active. Slightly reduced from the initial proposal and the edges now do not start at ground level but still quite substantial and providing quite a pinch point to the west. And no better to the east with the danger areas. All for about 28 flights a day. Jeff Pacey from Southend ATC recently gave a power point presentation to PAFRA (Pilots and Friends of Rochester Airport) and he has sent a copy of his presentation. If you would like a copy contact the editor. Some of it is reproduced here.



Chart showing LSA class D and new VRP's

- Class D airspace is available to arriving, departing and transiting aircraft whether operating IFR or VFR.
- The purpose of Class D airspace is to create a known traffic environment to assist in the safe, orderly and expeditious flight of all these airspace users.
- This is achieved by ATC separating IFR aircraft from each other and by passing traffic information to VFR flights about IFR flights. The primary method of avoiding collisions between VFR and IFR aircraft is the “see and avoid” principle.
- All aircraft require a clearance from ATC before entering Class D airspace.
- Separation standards are not prescribed for application by ATC between VFR flights or between VFR and IFR flights in Class D airspace. However, ATC has a responsibility to prevent collisions between known flights and to maintain a safe, orderly and expeditious flow of traffic.
- This objective is met by passing sufficient traffic information and instructions to assist pilots to ‘see and avoid’.

Instructions issued to VFR flights in Class D airspace are mandatory to provide for the effective management of overall ATC workload.

These instructions may comprise of;

Routeing instructions, Visual holding instructions, Level restrictions, Information on collision hazards.

Routeing instructions may be issued which will reduce or eliminate points of conflict with other flights, such as final approach tracks and circuit areas.

These routeing instructions will often include Visual Reference Points (VRP's).

There are some new or changed VRP's. These are charted on the next page and shown on the chart opposite. Compared with a 2013 Pooleys guide the new ones are shown in yellow, changed are in red, so if you have these in your GPS you might want to check or add them.

The pilot is responsible for determining the flight rules (VFR or IFR) under which they wish to conduct their flight, taking into account:

The prevailing flight meteorological conditions

Airspace classification

Limitations of their licence/qualifications

Aircraft certification restrictions.

Pilots are expected to request a clearance from ATC appropriate to their rating and aircraft type.

Additionally, aircraft operating to or from Southend in VFR, clearances will not be given if the cloud is below 1500' and visibility as in following charts. ATC will inform MET and “request your intentions”.

VRP Name	Lat/ Long	VOR/DME FIX	Description
Billericay	513800N 0002500E	LAM 095°/9.9 nm	Lake Meadows Park
South Woodham Ferrers	513841N 0003606E	LAM 091°/16.8 nm	Sewage Works
Northey Island	514320N 0004319E	CLN 246°/17.6 nm	East of Maldon, in river Blackwater
Southminster	513928N 0004949E	CLN 227°/16.5 nm	Lakes
Whitstable Harbour	512148N 0010136E	DVR 314°/17.4nm	
Southend Pier	513054N 0004319E	DET 021°/13.5 nm	Seaward end, Cultural Centre.
Sheerness	512649N 0004441E	DET 033°/10.2 nm	Docks
Gateway Port	513017N 0003011E	DET 344°/12.6 nm	London Gateway Port

The following tables show Class D VMC criteria

Criteria for determining VMC				
		Flight visibility	Distance from Cloud	
			Horizontal	Vertical
Day and Night	Below FL100	5km	1500m	1000ft
Day only	Below 3000ft for aircraft (other than helicopters) flying at 140kt IAS or less	5km	Clear of cloud and with the surface in sight	
	Helicopters below 3000ft	1500m	Clear of cloud and with the surface in sight	

Special VFR Flight		
When the reported MET conditions reduce below the following minima, ATC shall no longer issue SVFR clearances for flights intending to operate SVFR within the CTR. ATC will advise pilot and ask 'report your intentions'.	Visibility	Cloud Ceiling
	Aircraft other than helicopters	1500m
Helicopters	800m	and/or 600ft

*Frequency and
phone no. chart*

Southend Radar	130.775 MHz
Southend Director	128.950 MHz
Southend Tower	127.725 MHz
Southend ATIS	136.050 MHz
Telephone ATC	01702 538420
Telephone ATIS	0871 789 1356
Fax (Flight Plans)	01702 608128

Flights Transiting London Southend Airport CAS

Pilots requiring to transit the LSA CTR /CTA should contact Southend Radar on 130.775MHz. as soon as practicable.

On first contact, ATC may advise you to remain outside controlled airspace. This is because controllers have to find out your flight details and in most cases co-ordinate your flight before a clearance to enter can be issued.

Controllers will endeavour to approve your transit as requested, however on occasions, alternative routeings and levels will be issued.

In some cases of high traffic loadings an instruction to remain outside CAS will be given but controllers will give you an expected onward clearance time.

Transiting aircraft may be transferred to the new Southend Director frequency 128.950MHz.

SVFR Transits

It remains the pilot's responsibility to fly in accordance with the Instrument Flight Rules as well as remaining clear of cloud and in sight of the surface.

Pilots should expect SVFR transit at levels that will be at least 500ft from the base of the LTMA Class A airspace (above Southend) due to ATC separation requirements. In most cases the maximum transit level will be altitude 3000ft

Departing aircraft

It will be a requirement from 2nd April 2015 for all aircraft that have not filed a full FPL (Form CA48) to book-out prior to departure. This includes local flights. Pilots can book-out using a form in Flight Briefing or by telephoning Southend ATC. (01702 538420).

Arrivals

Contact Southend Radar on 130.775 as soon as practicable.

Arriving aircraft may be transferred to Southend Director frequency 128.950MHz or direct to Southend Tower 127.725MHz

VFR/SVFR arrivals will receive a clearance to enter the Southend Control Zone together with any routeing requirement, joining instructions, flight rules and altitude restrictions.

See also a similar document on our website!

Some of the VRP's



The complete presentation includes examples of R/T in various situations and all of the VRP photographs to aid identification with the airfield indicated in relation to the



VRP shown circled in red. Southend pier and Sheerness docks not shown.



Formation Flying at North Weald. By Gary Smith RV9.

Back in 1989 Hutton Aviation started a formation flying school at North Weald aerodrome which initially attracted Harvards, Chipmunks, Yaks and similar heavy metal aircraft. The instructors were mostly current or Ex-RAF pilots and happy to provide tuition for the 5 day courses on an expenses only basis.

In 2008 the course structure was changed to attract lighter and more affordable aircraft and soon the “squadron” had a monthly gathering of Vans RV types to darken the skies of Essex.

With more than 1200 hours under my belt (including 400 in my RV9) my flying was not as disciplined as it should be. After several years of contemplation I took the plunge and joined the formation flying school (Jan 2015) in the hope it would brush up some of my skills....and what an eye opener it turned out to be.

Formation flying is all about planning, planning what you intend to do in minute detail and planning an escape from every possible scenario where things can go wrong.

Two days of reading the formation flying group’s “Standard Operating Procedures” is essential pre planning and a stark reminder that close formation flying can be dangerous. I was paired up with my instructor (Myke Falvey) for my first ever sortie and he led me through the 1.5 hour pre-brief. With every scenario covered we were given a time to be in our aircraft (+/- 1 second) listening for the first command - the formation engine start.

With engines warmed our formation of three taxied to the dispersal area for pre flight checks and made the appropriate hand signals when ready. My first “hands on” lesson was to line up such that the #2 departing aircraft did not have to fly through my ground wake!

Being aircraft #1 we departed first, maintained runway centre line and reduced power to allow the others to catch up (departing at T+5 seconds and T+10 seconds). Myke took control, held things rock steady and within minutes, two other RV’s appeared on the wing tips.....close, really close (perhaps 6ft spacing between wing tips with 130kt on the ASI).

The various manoeuvres included forming on another aircraft from the left and right, leaving the formation (emergency) and rejoining, changing positions within the formation, forming echelon (in a line back at 45°) and vic (V formation), turns to the left and right, line astern, tail chase, rejoin for a run and break and formation landing.

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**Fly-in to Steve Solley at Ripple for
Ice cream! New shop is now open.
PPR or Drive if 350m is too short!**

www.solleysicecream.co.uk

When we got back on the ground I was mentally exhausted. 1hour 20 minutes of absolute concentration had left my brain fizzing and I turned down the invite for a second sortie. The debrief was as important as the preparation and took nearly as long. I learnt a massive amount about formation flying and things I need to brush up on. It was not easy but it was fun and I will share next months sortie with you.

Note. Despite the RV9 being non aerobatic it can still perform 80% of the required manoeuvres. I never did like it "green at the top" with the world all spinning around!

Dates for your Diary 2015

24th April Eastchurch airfield

30th May Operation Jericho

25th June Ripple BBQ

2nd August Sunday fly-in at EGTO

Replacing July meeting

27th August EGTO BBQ

24th September

29th October

26th November

} *Back to Golf
Club*

December TBA Christmas Dinner