

SKYWRITINGS

April 2016



Newsletter of the **Kent Strut**

Sun 'n Fun, Licences and the Red Baron



Light Aircraft Association

Editors Notes

The heading pretty much covers the content this month.

Brian Hope and John Dean were on their twenty something visit to SnF, joined by myself and chief photographer Paddy Jordan. As usual there were many interesting kits, instruments and engines. Aircraft big and small, fast and slow. Unsurprisingly as there are so many lakes in the area there were numerous sea and float planes. I have enough content to fill several

editions of *Skywritings* but that doesn't mean stop sending in copy! The trip included a visit to Jack

Brown's seaplane base with some enjoyable lake hopping and an airboat ride in search of alligators and snakes, dutifully located by our captain. A trip to Kennedy Space Center also found an alligator basking in the sun. Some photos from SnF are at the end of the newsletter with more to squeeze in for future editions. Header this month is a panoramic view of a part of the parking area.

Gary Smith has produced an article on converting to an EASA licence after converting his own with some useful lessons learned (I hate that phrase).

Mike Negus has a bit of vintage history, "who shot MvR".

Our April meeting is by a local retired policeman on aerial misadventures, hopefully nothing directly concerning us.

Welcome to new member, Anthony Eastwood from Tonbridge who has a share in a PA28 at Rochester. Kevin Marks is now on the committee and his contact is in the rear panel. Finally, don't forget to check what you need to do to get your 'wings'.

See last Novembers edition for more info or browse www.laawings.co.uk



Nigel Read - Editor

29th April Meeting

Aerial misadventures

Cobtree Manor Golf Club, ME14 3AZ 20:00hrs

www.laakentstrut.org.uk

Converting your non expiring UK PPL to an EASA Licence.- Gary Smith

Much has been written about the new EASA licences, hopefully this article should describe the actual process of the conversion. Having just made the application for a LAPL. I hope to guide fellow members to achieve a trouble free application.

By 8th April 2018, light aircraft presently operating on a UK CAA Certificate of Airworthiness will be transferred to an EASA equivalent and anyone wishing to pilot such aircraft will need to hold an EASA recognised licence. The problem is that EASA will no longer accept the non expiring UK PPL as a licence to fly EASA aircraft.

For people who own and only wish to fly LAA permit type aircraft there will be little change as such aircraft are listed in “Annex II” and can continue to be flown indefinitely on the existing “non expiring UK PPL”.

So why upgrade your licence? I had no intention of obtaining an EASA licence as I own and fly a permit aircraft. However there is still a possibility I may fly an EASA aircraft because:- I may be asked to ferry a club aircraft, my aircraft may be unavailable when I need to do my biannual review (and I would not have a licence to fly a club aircraft), I may be invited to fly the new club aircraft but can not book the hours (since no licence), or perhaps somebody asks for assistance getting a C152 aircraft engine running and I am at the controls when something goes wrong - (officially I do not have the proper licence to be at the controls!).

Which licence - EASA PPL or EASA LAPL? The EASA PPL is the equivalent to the CAA PPL to which various ratings can be added. I only fly “day light - VFR” so the slightly lower privilege class of EASA LAPL (Light Aircraft Pilots Licence) is sufficient for my needs.

The first dilemma. The non expiring UK PPL is accepted all over the world (except flying EASA certified aircraft) and the EASA licences are only accepted in Europe. So to maintain your present “world wide” privileges you really need both licences. Luckily on the form there is a box which can be ticked to retain your old licence, *be sure to tick it!*

Please indicate if you wish to be issued or reissued with a UK National Pilot's Licence to continue to operate microlights and/or Annex II aircraft

Medicals. A class II medical is valid for both UK PPL and EASA licence. For EASA PPL the duration of the medical follows the UK PPL (i.e. lasts 12 months after age 50). However, if you obtain an EASA LAPL the same medical lasts 24 months (after the age of 50) thus saving the cost of a medical every other year.

The EASA licence application form can be downloaded and posted or it can be completed online. If you wish to do the latter there are a few items you must do in preparation.

1). You must have English language proficiency accredited to your present licence. Hopefully when your instructor completed your latest biannual review form he will have ticked the appropriate box and this will not be an issue.

2). You need to have a medical that is registered with the CAA. The issuing of a CAA/EASA class II by an AME (Aviation Medical Examiner) is done online so will already be available in the CAA system. Any other kind of medical (i.e. self

declaration) will need scanning and authenticating.

3). Identification. You will need a scanned copy of your passport which has been authenticated by somebody in authorised by the CAA (i.e. your flying examiner). A special sentence must be added (*"I have seen the original document and I certify that this is a complete and accurate copy of the original"* signed, dated, print name in full, licence number, position of authority).

4) Certificate of Experience. You will also need an authenticated copy of this scanned and ready to attach. Total up your Hours.

So with your two scanned and authenticated documents, your old PPL and credit card at hand you are ready to go to the CAA website and do the application, this is the easy bit!

www.cca.co.uk, find "converting a UK or JAR licence to EASA", select "Convert non expiring or JAR licence to EASA" and this will explain what is required. All of the info is on the website, it's not as intuitive as taxing your car but it is all there. You will find a box inviting you to go to the "online conversion form", click on this and the application begins.

The first page is all of your personal details; the second page is what type of licence you require and some of this has to be done by a "process of elimination". Be sure to tick the box to keep your non expiring PPL. You will be invited to attach your authenticated identification and cert of experience forms and then asked to pay. Converting from UK PPL to EASA LAPL (and retaining UK PPL) cost was £40. *(ED. the scale of charges only refers to an NPPL but this presumably also means the old Brown licence as the charge is filled in automatically on the following page).*

You can elect not to have your documents returned by registered post and save yourself £6 (which most people do) and my two licences arrived 10 days later.

I hope this dispels any myths about how difficult it is to obtain / convert to an EASA licence. I did not have my authenticated documents ready to attach at the time but sending them afterwards did not create any great delays. There is not much you can get from the CAA these days for £40 but with the money saved on medicals there is a financial pay back too.

Hope this helps and encourages others. Kind regards Gary Smith.

Ed. I found some slight changes, a link that did not work and was surprised to find a request "do I have a rating for Annex II", perhaps that is SSEA?

In the footsteps of The Red Baron (Manfred von Richthofen) - Mike Negus

I purchased a book of the same name a year or so ago written in 2004 by Mike O'Connor and Norman Franks which got me thinking about going to France to find out where the Baron had finally met his end. The book proved invaluable and is one of a number published by Battleground Europe which allows a guided tour of the sites from WW1 including



airfields and notable casualties and the cemeteries in which they lie and quite fascinating if you like this sort of thing which I do.

There is plenty of information out there, both on the web or in books about MvR as we shall refer to him and in particular who was responsible for shooting him down, discounting Snoopy of course. I was always brought up to believe that Captain Arthur Roy Brown from No. 209 Squadron flying a Sopwith Camel carried out the deed, however recent research suggests this may not be the case and it could well be the machine-gun nests of the 53rd Battery, Australian Field Artillery where Sergeant C.D. Popkin, the most likely candidate opened fire with his Vickers, followed by gunners William Evans and Robert Buie, plus a number of other riflemen were in fact his nemesis.

Save to say that on the morning of Sunday the 21st April 1918, Richthofen already the ace of aces with 80 confirmed kills to his credit led his flight of Fokker Triplanes from their base at Cappy to search for British observation aircraft. The Triplanes were fired on by AA batteries after attacking two R.E.8s from No. 3 Squadron, Australian Flying Corps which alerted the Camels from 209 Squadron including Brown and his friend Lieutenant Wilfred 'Wop' May on his first offensive patrol. This did not prevent May from having a crack at a Triplane and as luck transpired it was that of MvR. May's Vickers machine guns then jammed so he headed West with the Baron behind him along the Somme Valley. Roy Brown dived in pursuit of the all red Fokker and the chase went on over 2 miles behind the lines on the British side at low level.

Now at very low level with 'Wop' May throwing his Camel around with bursts from Richthofen's Spandaus cracking past the three aircraft tore over the village of Vaux-sur-Somme nearly colliding with the church tower situated at the crossroads and with May breaking left and the Baron distracted to the right brought him over the Morlancourt Ridge and the Australian machine gunners. A single bullet entered the fuselage of his Triplane and into the back of von Richthofen who instinctively cut the throttle of his machine to crash land in a beet field alongside the Bray – Corbie road near a brickworks factory. He died moments later. It was 10:50 a.m.

So, 98 years on and in the company of my friend Geoff we sailed in to Calais and driving South checked in to the Ibis Hotel at Saint Omer. We had planned a trip in to Belgium to coincide with the search for MvR and we found this to be a central 'ish' place to base ourselves. I had been to



Church in Vaux-sur-Somme



View of the Morlancourt Ridge from Vaux-sur-Somme

Saint Omer fly-ins on days past but usually camped so a comfortable hotel was a luxury on this trip. April 1st saw us armed with the book and off we went. Taking the D roads we enjoyed meandering through the countryside until we reached the Somme region and started picking up names that would have been so familiar to the



View of the Morlancourt Ridge from Vaux-sur-Somme

troops all those years ago. It took a little working out but we eventually found the village of Vaux-sur-Somme and the church at the crossroads. Taking some photographs we then drove up to the top of the Morlancourt Ridge where the Australians were in their positions, to the D1 turning left for Corbie.

a different position from the 1918 location. Opposite was the field in which the Baron crash landed and to prove the fact was a small information plaque setting out the basic facts. Having read the part of the book dealing with his last flight I had a



View to the East along the Somme Valley

We very soon came across the now disused brickworks with its distinctive chimney built in

keen sense of these final moments, the view from the ridge looking Eastwards in to the valley below with the village and church hidden from view and the wide expanse giving the Australian gunners a good field of fire. With a little imagination.....

We had hoped to visit the airfield where the body was removed to, however time was against us so the decision was

taken to find the airfields at Cappy from where the Baron had taken off from his final flight. Heading East this time along the D1 we eventually took a right out of Cappy towards the sugar factory. The D164 road has a small gauge railway line which I believe is used for tourist purposes these days but there was no sign of a train. From the



Beet field where the Baron crash landed



Cappy Airfield from where the Baron took off

reference photographs in the book we could identify the two great big open fields which at one time housed the German aircraft, but apart from photographing the fields little could be seen. That was it, we had seen what we had come to see but there is so much more but another time. Some of the airfield sites are little changed from 100 years ago, others swallowed up but I will go back (if only for the cheese and wine).

Sun and Fun photos

After four days there are so many it's difficult to know where to start, as it's Lakeland I'll chose the floaters:



Sea Dart F2Y—supersonic sea plane outside the museum. One of five constructed by Convair for US Navy



Aerocet / Kodiak - 162KTAS at 10,000' from 750shp PT6A-34 6650 series composite floats



Aviat Husky A-1C



Lake 250 Going back into production by jetezy



SeaRey



Floating Hazard

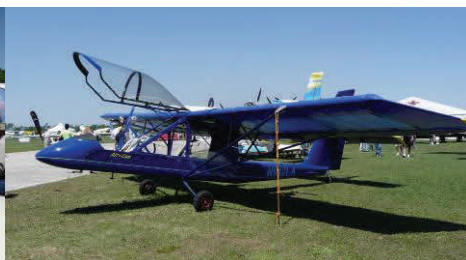


Icon



Air-Cam

Open, light and airy



Air-Cam again, enclosed, tail dragger

Aerolab Lo Camp. Kit \$39000, Firewall fwd, \$4000. Unfortunately some minor damage occurred to the wings during shipping



Engines:-



*Rotec 7 cyl 110 hp and 9 cylinder
150 hp both at 2450rpm*



RV8-R with 9cyl Rotec

*Gemini Diesel,
barrel resting on rear*



*Viking, 130hp \$11,995 based I believe on Honda.
Fitted to— Zenith, Sonex, Kitfox, Just Aircraft,
Van's and Gyro's (their apostrophes).
_____ This one on a SeaRey*



Warbirds Numerous Mustangs....and others



The Cavanaugh flight museum's Corsair FG-D was originally ordered from Good-year Aircraft Corp for the Royal Navy but the order was cancelled.

Engine Pratt & Whitney R2800, double Wasp 2100hp. The cranked wing allowed the use of a large 13'4" propeller with standard length undercarriage. Folded, this also reduced the height for carrier operations. Use by US Navy continued into the Korean War.

Neat parking 1



Familiar Jets...





Kits



Fast Plastic...



Single and Twin Velocity

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