



March 2017

SKYWRITINGS

Newsletter of the *Kent Strut*



Light Aircraft Association

Geronimo!

March Meeting

This month's talk is 'Adventure in Parachuting' by Emma-Louise Negus—Mike's niece. This should be an interesting talk although I'm not sure I want to try it myself. Last time we had a talk on parachuting from Headcorn we were introduced to the "Headcorn Fish". Geronimo so the saying goes is what you say before applying the brake, according to Wikipedia it means "the one who yawns" just don't forget that old Indians name!



Nigel Read - Editor



30th March Meeting

Adventure in Parachuting, E-L Negus

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

www.laakentstrut.org.uk



Last month's Meeting

Capt Brian Laverick-Smith entertained us with a very polished talk on his work as a Hovercraft captain. Stories ranged from vehicles driving off the deck without the ramp in place to seagulls holding up the hovercraft and rounding up their 'trolley dollies' who thought they had time for a spot of bikini clad sunbathing.

Unfortunately next month's meeting with Joe Pasquale has been deferred due to his work commitments which was always a possibility.

Licences

With time running out on changing licences I thought it might be useful to repeat Gary's article on European licences from last April, and follow the instructions myself. Despite Brexit we are stuck with them.

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!* (after going through the form with both Gary and Jim Stevens, the layout seems to have changed but there are a number of boxes to check one of which asks "Do you hold a non-expiring UK National licence for this category of aircraft")

which appears to be the one to tick to keep the old licence. It was non necessary to send any documents but I photographed a copy of my certificates of experience and a copy of my passport details page, laid on a plain sheet with Jim's moniker certifying they were true copies and these were attached as files to the submission.-Ed)

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 last 24 months (after the age of 50) thus saving the cost of a medical every other year. *(There is also an alternative LAPL medical which is a little more relaxed—no ECG as far as I remember-Ed)*

The EASA licence application form can be downloaded and posted or it can be completed online. If you wish to do the latter there 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. *(just a check box-Ed)*
- 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. *(ditto a LAPL medical, Ed).*

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 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 Licences and other approvals, Private pilots, "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. *(just taxing on your brain—Ed again).* 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. *(depending on which one of two boxes is checked, different questions open up. I ended up filling in details of the licences held, SLMG, SEP and SSEA in my case, then repeated the same details, more or less, with expiry dates-Ed).* You will be invited to attach your

authenticated identification and cert of experience forms and then asked to pay after confirming you understand the financial conditions, *(I didn't but you have to agree to move on. The cost is filled in automatically anyway, still £40 and the list of documents to attach is also generated automatically, presumably dependent on previous answers. They happily took the money so I presume all was OK -ed).* 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 a few quid (which most people do) and my two licences arrived 10 days later.

(there are ? marks to click on which attempt to explain further what they are asking. Just one link failed to work.-Ed)

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.

(I completed everything on an Ipad including photographing documents to attach and up load when prompted - Me again and thanks to Jim Stevens who just happened to be at Farty on Saturday)

Hope this helps and encourages others. Kind regards Gary Smith

PAFRA had an interesting talk on Autogyros recently from Kai Maurer who runs a Gyro school at Rochester. He explained that the glide angle is 1 in 3, hence the steep approaches they make. Contact Kai@gyroschool.co.uk



Kai's notes on what is a gyro:-

What is an Autogyro?

Autogyros are aircraft that have been around for decades (the early history of the autogyro is basically the history of one man - Juan de la Cierva). In addition to the name autogyro, they have been known as gyrocopters, gyroplanes, and autogiros. They were the first rotary wing aircraft to fly successfully with sufficient control. They marked a departure from conventional fixed wing aircraft in an attempt to fill a role that aeroplanes couldn't. They can fly slowly due to a phenomenon known as autorotation, where the rotor is unpowered and is made to spin by aerodynamic forces. Many technologies essential for helicopters were first developed for the autogyro. The other part of an autogyro's advantage flying at low speed is its inability to stall and it has several advantages over helicopters, namely simplicity, speed, and weight. A helicopter rotor must be complex to a certain degree. It provides the lift, thrust, and control for the aircraft. It needs a method for cyclic and pitch control. The gyro also uses the rotor for control, but it does not need collective control. This reduces the complexity of the system, and by eliminating controls reduces weight. There is one other major advantage that autogyros have over aeroplanes and helicopters - safety in the event of an engine failure. If an engine fails in a gyro, the same thing would happen as if the pilot tried to fly too slow. The aircraft would slowly descend until landing. In fact, the procedure for landing an autogyro after engine failure is the same for landing an autogyro under ordinary circumstances.

How does the Autogyro fly?

It has a pusher propeller connected to the engine which drives it forward and in turn pushes the air up through the rotors (like running with a child's windmill). The rotors spin fast enough to create "lift" which lifts the Gyro into the air.

What happens if the engine quits?

The engine does not control the rotors; the rotors keep turning at exactly the same speed with or without the engine. In the event of an engine failure, the Autogyro will glide to the ground in a very slow and controlled manner. This makes the Gyro one of the safest type of aircraft to be in should the engine fail.

Website, <http://www.gyroschool.co.uk/>

Rochester Airport Developments

Medway Council's Planning Committee sat on the 15th March and discussed Rochester Airport's planning application MC/14/2914 which was amended around Christmas to remove runway and Hub building including tower.

This application is for the erection of two hangars, new hangar for MAPS, fencing and gates, formation of associated car parking areas, fuel tank enclosure, re-cladding of hangar three, ancillary works and a memorial garden. All this can be found on the Medway Council web site.

<https://publicaccess.medway.gov.uk/online-applications/>

Add the application number MC/14/2914 in the search box.

Although this does not include the hard runway, apron or new control tower it does mean the work can be started, securing the financial grant.

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Still nothing to report on the editors replacement prop from GT. Despite numerous phone calls to Italy and promises of imminent dispatch it is getting on for four months since the other prop was returned. Initially a piece of the epoxy leading edge detached but subsequent investigation of why it was necessary to run 200rpm higher for the same cruise, the pitch was found to be finer than the original and different between the two blades!

With a bit of luck next month I will be able to report how good the prop is, although it might not be a GT.

Dates for your Diary

30 Mar Skydiving

27 Apr TBA

13/14 May Amiens flyout

25 May McCudden VC

29 Jun Ripple BBQ

30 Jul Fly-in EGTO (Sunday)

31 Aug TBC

28 Sep TBC

26 Oct TBC

30 Nov TBC