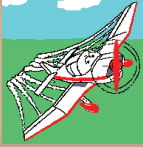


September 2017



SKYWRITINGS

Newsletter of the *Kent Strut*



Autumn is creeping up

Changing Seasons

The leaves are turning, the grass and hedge is slowing down and the Rally is behind us as we look forward to our final fly-out of the season and Christmas dinner. There—I said the C word! Unfortunately your editor didn't make it to the rally this year due to a persistent fuel leak where the filler hose joins the tank—should be simple I know, it's just a Jubilee clip around a hose but all attempts to stop it have failed. Found after leaving the tank full for a flight the following day it leaked into the Europa's baggage bay (and found it's way onto the ground) leaving a plastic covered folder with a wrinkly cover! The area was boxed in and may have been the source of fuel smell for months, normally flying as soon of the fuelling was completed the leak would stop as the level fell below the inlet in the rear face of the tank. Pulling and rocking and even blowing into the tank was fine even taxiing would not always produce a seepage of fuel, but take off and out it came!

Someone who did make it to Sywell was new pilot and owner of a Jodel based at Fathing Corner, 20 year old Jordan Jennings....



Nigel Read - Editor

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28th September Meeting back to
Cobtree Manor Golf Club, ME14 3AZ 20:00hrs
Review of this years flying adventures
www.laakentstrut.org.uk

Jodels, PPL's and the LAA Rally.

This summer, like many of us, Jordan Jennings flew his humble Jodel D117 to his first LAA Rally, the only difference is that the ink on his PPL is still wet and he is just 20 years old. Jordan shares his story with us:-

Last year I decided once and for all to finish my PPL.

I had started flying back in 2013 (aged 16) but only managed to clock up 8 hours before travel, exams and other pressures got in the way.

With the help of my granddad, on a promise that he'd be my first passenger, I purchased a 1965 Jodel D117 last January. Once the weather started to improve the LAA permit was renewed I was ready to take to the skies with my instructor Chris Jesson.

My previous flying experience meant it was fairly easy to get to grips with the basic manoeuvres again, however I soon discovered landing a tail wheel aircraft is very different to landing the Club Cessna.

I soon progressed onto training at Headcorn, circuit bashing for weeks on end and began "taming the tail dragger". Although the summer was very productive, you will remember the wet and windy winter we had last year and how much of our time was spent sipping tea and eating biscuits in the club house rather than flying.

The arrival of 2017 marked the start of a period of lovely flying weather. My first solo 'a day all pilots remember' was mid February.

Every detail of that day stays with you for a long time after. I can remember how cold the wind was, the smell of the hot engine rushing up my nose as I pulled the cabin heat out, and the sound of it idling as I taxied to the holding point for "One Zero".

All these things had happened before, but they seemed so exaggerated now I was alone in the cockpit ready for take-off. My heart pounded as I called "Golf Kilo Romeo, ready for departure, lining up".

Completing this first solo felt like a huge milestone and I was really starting to go somewhere with this flying business. After this, everything seemed to move on fairly quickly.

One occasion that stands out was getting stuck out at Goodwood on my Qualifying Cross Country and having to be rescued by a fellow pilot, but that's another story for another day...

After my Skills test in June the wait for the CAA to "process the paperwork" took an eternity but finally the postman delivered my new PPL and I was ready to take to the skies again, but this time on my own. Suddenly everything became very real.

My first flight after obtaining my licence was from Farthing Corner (EGMF) to Rochester (EGTO) for the Kent Strut summer Fly-In. At 4nm it was hardly an epic flight - a small step for a Jodel but a huge leap for me. My next trip was to the Imperial War Museum "Bonus Day" at Duxford, but my biggest challenge to date (or so I thought) was the 2017 LAA Rally.

With just 10 hours P1 (post PPL), I was pretty nervous at flying into the rally. It was shaping up to be a great day weather-wise and a large number of aircraft were expected to attend.

Planning this trip with just a few hours under my belt was a daunting task but I was really itching to attend and I am glad I found the courage. After getting airborne it took just over 75 minutes to join the circuit at Pittsford reservoir and slot in with the arriving stream of traffic.

I was nervous about using the arrival slot system, worrying if I was going to be late or other aircraft early. As it turned out the one minute spacing meant the circuit was quieter than an average weekend at Headcorn, and with just one radio call to make it was surprisingly painless.

After landing and swiftly exiting the runway I was guided by marshals to a parking slot with similar aircraft. This meant I could admire other Jodels sitting on the grass. I met so many people and it was great to talk to everyone, lots of new faces for me to remember for next year.

I returned from the rally later that day with a parcel shelf full of goodies and purchases. I now plan to attend annually and hopefully camp and stay for all three days.

I suppose this demonstrates what is actually possible once the licence has been obtained, and I am looking forward to taking on my next big challenge - a hop over the water to France or maybe even further...

I don't think I would have achieved this without the continued support from the guys at Farthing Corner Airfield. Along with helping and advising me on maintenance they have all been so friendly welcoming me into the flying community.

If you see me about don't be a stranger and say hi to BAKR!



Subject: TRUE DEFINITION OF A CO-PILOT ~

Many years ago on a long trans-continental flight, an elderly lady asked if she could visit the cockpit. When she got up there, she found four crew. She asked the first what he did, and he explained that he was the Navigator and his responsibilities were to keep the aircraft on its track across the earth.

She turned to next one and asked what he did. He explained that he was the Flight Engineer and his job was to monitor and troubleshoot any aircraft or engine system problems to keep the aircraft operating smoothly.

She turned to the next one and asked what he did. He explained that as the Captain he was responsible for everything in the aircraft and to fly and direct everyone in it.

She turned to the First Officer and asked, "Well young man, what is your job?"

He replied "Ma'am, I am the captain's sexual advisor."

Somewhat shocked, she said, "I beg your pardon young man, but what do you mean by that?"

"Very simple ma'am. The captain has told me on a number of occasions that when he wants my fucking advice, he'll ask for it."

Dave Watts has provided a brief note on the frequency changes to Squawk from 14th September 2017

- Liverpool Squawk 5060 on frequency 119.850 MHz
 - Brize Norton Squawk 3727 on frequency 119.000 MHz
 - Southend Squawk 5050 on frequency 130.775 MHz
 - Southampton changed from 0011 to 7011 (frequency remains 120.225 MHz)
 - Bournemouth assumes sole use of 0011 on frequency 119.475 MHz
 - Luton assumes sole use of 0013 on frequency 129.550 MHz
 - Stansted changes from 0013 to 7013 (frequency remains 120.625 MHz)
 - Gatwick changes from 0012 to 7012 (frequency remains 126.825 MHz)
- London City becomes Thames using 0012 (frequency remains 132.700 MHz)

An updated listening squawk poster is available at:-

http://airspacesafety.com/wp-content/uploads/2017/05/SQUAWKandLARS_A4_SEPT_2017.pdf



Last month our very own Alan Bennett Turner appeared on Breakfast telly reprising an earlier life as a pirate radio DJ. Ran out of room to include this in the August edition!

LAA AGM Sunday 22nd October 2017 at Sywell Aerodrome, The Cirrus Suite, Aviator Hotel

Member Ian Park has sent me the following photographs taken at last year's LAA AGM to illustrate an atmospheric summary of Sywell...

There is a full program including a talk on flying the DH88 Comet.





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Fans of Panshanger, check out Project
Phoenix Panshanger on face book



www.solleysicecream.co.uk



Dates for your Diary

Meetings:
28th September
Committee Members talk / social
26th October Tiger Club tbc
30th November Aerial Photography
Christmas Dinner 9th December
Newnham Court Inn
Fly-out to France:
Sat 1st October 2017
More details on Website