

November 2017

SKYWRITINGS

Newsletter of the *Kent Strut*

Merry Christmas



Light Aircraft Association

November Meeting

Geoff Collins, since becoming semi retired has been combining his passion for flying and photography for a number of years with photographs published in flying magazines. Geoff currently flies a Super Cub, "Alice" from Laddingford but is thinking of getting an RV9!

Christmas Dinner

As in previous recent years we are eating at the Fayre and Square Newnham Court Inn next to the shopping centre, just one junction down the M20 from our usual Cobtree Manor turnoff



Nigel Read - Editor

Last Newsletter .. until the new year!

When it will be time for the AGM and bit of a social afterwards.

Aeros to IMC to Golden Wings Geoff Rishman

"I wonder what it would be like to be in there" said my 8 year old granddaughter to her younger sister as I caught them staring at the transparent door of the tumble-drier. Well, it wouldn't take me too long to be able to provide that answer! For those who don't know me I am a relatively new member of the strut - although I had joined in an earlier life (about 3 decades ago) when it met at Rochester airport. I achieved

November/December Meetings

Aerial Photography, Geoff Collins 30th Nov
Cobtree Manor Golf Club, ME14 3AZ 20:00hrs

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Christmas Dinner Newnham Court Inn 9th Dec
Bearsted Road, Kent, ME14 5LH 19:00 for 19:30

www.laakentstrut.org.uk

my licence in 1982 and remained a competent, but relatively unadventurous pilot, until, really, quite recently.

It was aerobatics that finally stirred the dormancy within... I was working near Manston a few years ago when I thought "I'll nip in there to see what they have to offer". I hadn't really thought about aerobatics before but, being an impulsive sort of bloke, I signed up for a course that would reinvigorate my waning interest. I had become complacent, bored even, with driving an aerial conveyance around the sky, nipping across the channel for lunch, and generally impressing my friends.

At Manston, I was to encounter one of the most charismatic and enthusiastic person I'd ever had the pleasure of meeting. He, of course, was the aerobatic instructor. The machine we used was a fairly pedestrian Cessna 152 Aerobat. I was used to the 152 as I learned to fly in such as machine way back in those heady long-ago days at Biggin Hill. However, apart from full-blown spinning (compulsory for the PPL in those days) I had never before departed from straight and level flight. We did loops, aileron rolls, stall turns, half cubans, reverse half cubans, erect spins and even a slow roll in this very limited machine. I was told one day "take it up and enjoy yourself". This, I did with pleasure! Soon afterwards I was waiting in the long queue at Gatwick to get the aerobatic rating endorsed on my licence.

I can vouch for the veracity of many statements, generally accepted, that aerobatics improves one's piloting skills and engenders a confidence that misfortunes and surprises may be dealt with safely. In short, departing from the straight and level - whilst initially quite fearsome - becomes familiar and strangely gratifying. The limited capability of the 152 (it has no inverted system) soon brought another unexpected benefit. Doing a half-cuban meant pushing forward, after five eighths of a loop, into inverted flight and rolling the aeroplane erect shortly after. My instructor was annoyed that the lack of an inverted system meant this rolling erect had to be initiated too soon to call it a proper half-cuban! His solution? Why borrow a Super Decathlon from one of his friends and do the manoeuvre properly! The unexpected benefit? Introduction to tailwheel flying.

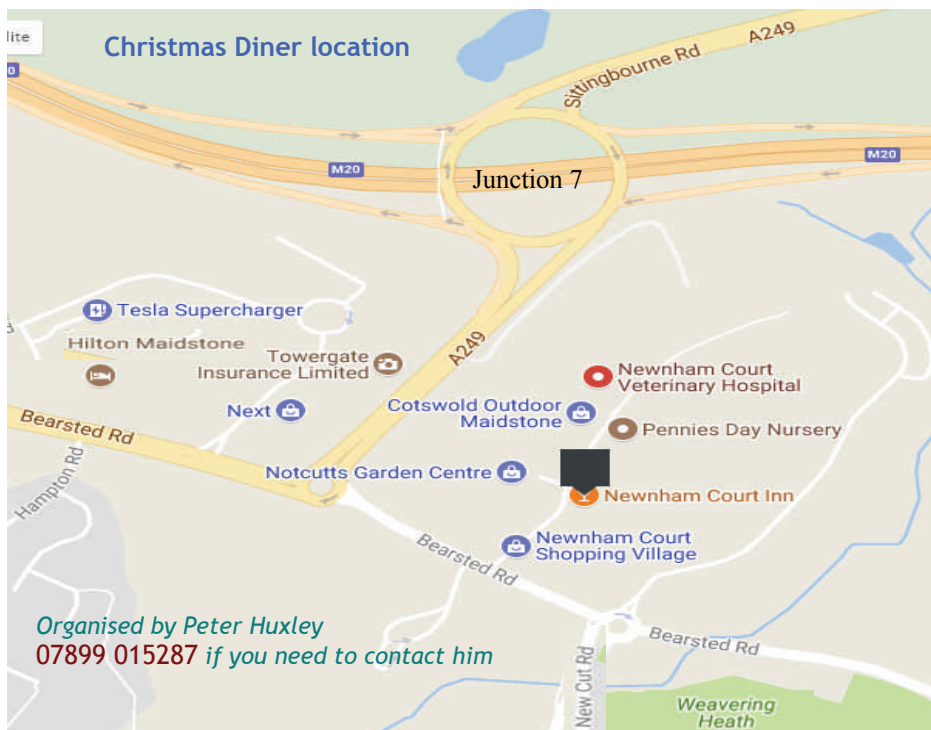
I wasn't permitted to do the take-off or landing in the Decathlon as my experience of the last 28 years was purely on nose wheel aircraft. I felt hugely embarrassed and peculiarly humbled, determining quickly to master these hitherto disregarded skills. I signed up for a tailwheel course and duly completed it in one of the Tiger Club's Super Cubs. My aerobatic instructor's words were that I would never again want to fly anything that didn't have a wheel at the back. He was right! I am now happily involved in a Cessna 120 group - and it is such a lovely (if rather slow) aircraft.

Well, with a reawakened interest in flying, I wondered what was next?

Along came the LAA's gold wings scheme. I had begun to think of myself as a fairly veteran pilot but it dawned on me rather quickly that I was a mere novice with much to learn. I decided to get an IMC and night-rating in order to put the required "5 skills" on the application form. Taking about 3 years, with the financial costs factored in, meant an enforced absence from aerobatic flying. After taking the 120 to Land's End and back (for the 600 nm cross-country requirement) I decided to re-visit the aerobatic world.

Returning to the Tiger Club - now based at Damyns Hall Airfield in Essex - a more capable aircraft, the CAP10C, was employed; this has a fully inverted oil and fuel system. Being out of the loop (excuse the pun) for a number of years, I decided I should start at the beginning. The instructor there is absolutely brilliant! I get a full briefing and debriefing after every flight, and I am only now *beginning* to get a little more used to prolonged inverted flight.

Oh - and to answer your musings, little granddaughters, I can tell you that inverted spinning is as close to being in that tumble-drier as you could possibly imagine. Great fun though!



Organised by Peter Huxley
07899 015287 if you need to contact him

Listening Squawk codes - Nov 2017

	SQK code	Frequency
Birmingham	0010	118.050
Bournemouth	0011	119.475
Bristol LARS	5077	125.650
Brize Norton	3727	119.000
Doncaster Sheffield	6170	126.225
East Midlands	4572	134.175
Farnborough LARS West	4572	125.250
Hawarden	4607	123.350
Liverpool	5060	119.850
London City/Thames	0012	132.700
London Gatwick	7012	126.825
London Luton	0013	129.550
London Stansted	7013	120.625
Manchester	7366	118.575
Oxford	4517	127.750
Southampton/Solent	7011	120.225
Southend	5050	130.775

Listening Squawk codes - Nov 2017

	SQK code	Frequency
Belfast/Aldergrove	7045	128.500
Doncaster Sheffield	6170	126.225
East Midlands	4572	134.175
Edinburgh	0440	121.200
Glasgow	2620	119.100
Hawarden	4607	123.35
Leeds Bradford	2677	134.575
Liverpool	5060	119.850
Manchester	7366	118.575
Warton	3660	129.525

Listening Squawks

Gary has produced a spread sheet listing the new squawks which I have copied above, roughly separated north and south if you want to print them.

There is a pictorial version at this address:-

<https://www.flyer.co.uk/wp-content/uploads/2017/10/December-2017-Listening-Squawks.pdf> courtesy of Flyer Magazine

Or see over!

Safety Evenings

There are a number of Safety evenings coming up to fill the long dark winter nights, Rochester, Ringmer and Headcorn: 18th January Holiday Inn Rochester, 7th March East Sussex Gliding Club (we have some members that-a-way) and 3rd April Headcorn Scramble Hut.

Remember to take your log book along to get a stamp showing attendance.

14 September 2017



**AIRSPACE
& SAFETY
INITIATIVE**

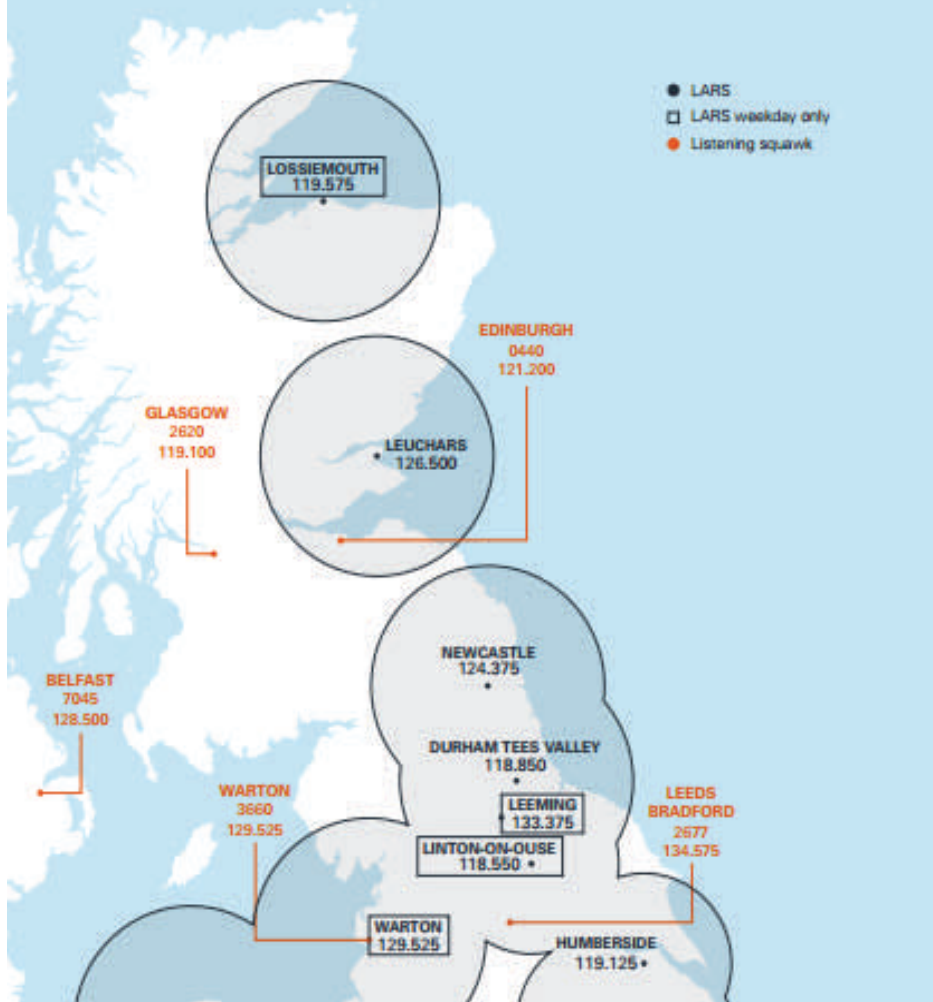
Listening squawks and LARS

Set your transponder to the listening squawk and listen out on the corresponding frequency.

When you leave the area or change frequency, change the transponder code back to 7000.

A squawk does not clear you into controlled airspace, and you are not receiving an ATC service.

FLYER



14 September 2017



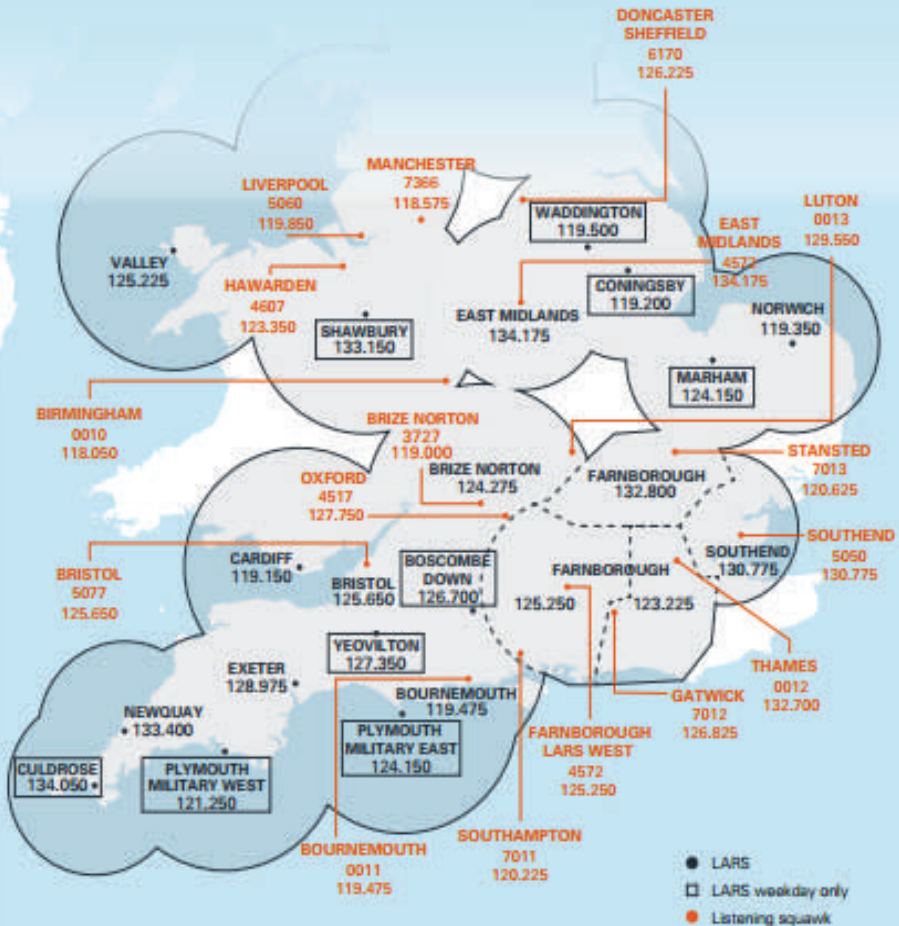
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Merry Christmas to all at the strut from the committee and thank you to all those that have contributed to the newsletter. See you at the next meeting, dinner or at the AGM in the new year, otherwise have a good Christmas and keep Flying!

Dates for your Diary 2017/8

30th November Strut Meeting

Aerial Photography

9th December

Strut Christmas Dinner

Newnham Court Inn

25th January AGM

GasCo Safety Evenings

18th Jan Holiday Inn Rochester

7th Mar East Sussex Gliding Club

3rd April Headcorn Scramble Hut