

August 2019



SKYWRITINGS

Newsletter of the *Kent Strut*



Rally-Ho

PPL to CPL, with ATPL exams completed.

It's refreshing to see new blood coming up through the ranks and our very own Jordan Jennings is one of the new budding pilots we need to follow. As you may recall Jordan discovered aviation at Farthing Corner about three years ago (aged 18) and had numerous flights in the passenger seat of the blue Jodel G-BAKR. The previous owner agreed to exchange the aircraft for a lifetime's worth of "paper round money" and soon Jordan was taking flying lessons in his own humble little aeroplane. With a fresh PPL and just 10 hours experience he flew into the LAA rally (August 2018) and had a few great adventures as he approached his first 100 hours.



Nigel Read - Editor

Becoming an airline pilot had always been his ambition but money was not in plentiful supply. Not wishing the costs to spiral out of control he chose the "self-improver route" to becoming a commercial pilot, a route that takes a while longer to complete but leaves enough money to buy food etc at the end of the week. Dundee flight school offered a residential CPL course so at the end of the summer 2018 he packed up his books and pencils and headed north of the border with his partner to commence the struggle to get a "seat at the very front".

LAA Rally

Aug 30th, 31st, Sept 1st

Sywell Aerodrome NN6 0BN

www.laakentstrut.org.uk

The CPL exams are far from easy and the drop out rate was shocking. Of the 36 faces that appeared on the first day, Jordan was one of only six who passed. That's dedication.

With exams passed the pressure is temporarily off and Jordan has managed to put together a quick update for us :- (Gary Smith)

Journey to the flight deck - By Jordan Jennings.



So after many months of studying hard with my head in the books for the ATPL exams, they finally came to an end in May 2019 and then I could get on with the good stuff, the actual hands on flying side started! After reading about it for so long it was now time to fly, I started my CPL course at the end of June 2019 and although only 25 hours in total, it felt like it took a whole lot longer.

Not only did I have to learn the 'commercial pilot' ways of doing flying but abiding by the more stringent limitations than was needed for a PPL was challenging in itself, another hurdle that I had to overcome was learning a complex type aircraft, one with a retractable undercarriage and VP prop, a Pa28 - Arrow RT. Alongside this I also had to contend with a big old training wheel at the front (something I'd not yet experienced with only ever flown a taildragger), lots of fancy avionics equipment in the cockpit and flying out of an airport that had full ATC along with much more traffic than I was used to at farthing corner, this included frequent visitors from over the pond in big and fancy commercial jets.

Although it took time to get to grips with everything, I managed, and quickly learnt the local area. Scottish flying really is wonderful, there's



barely any airspace to worry about, one minute you could be flying over a white sandy beach and then the next you'd be in the picturesque highlands, it really is strange, but wonderful at the same time.



The CPL course is split into 4 sections, each of which you had to master before they would send you off for test.

Navigation, now this isn't much different from the PPL days, just a little bit longer and with more accuracy, this had to be the easiest section of the lot.

General handling, you get 3 hours differences training when you start off flying the Arrow (which for me wasn't enough) but I soon got to grips with the machine and it turns

out she was actually quite nice to fly. The hardest part about this section was the speed, the arrow comfortably cruises along at 120kts and compared with a Jodel this is much quicker, everything happens 2x faster than usual, so you end up verbalising the BUMPFICH checks rapidly, and before you know it you're on base.



Instruments, now I would say this was the hardest section, you end up doing 12 hours 'under the hood' and it's pretty intense stuff, barely any margin for error here, especially when on your CPL skills test. Limited panel unusual attitude recovery was probably the most difficult of the lot, not only did it make you feel disorientated but you also had to recover the aircraft when it gets handed back to you whilst trying not to throw up.

Emergencies, nothing too drastic but nether the less an important section, this is completed slightly differently from the PPL syllabus as you are given



scenarios whilst in the air and then you have to determine what is wrong with the aircraft and then demonstrate how you would fix it by carrying out all the necessary checks and procedures, before either leading to a PFL into a field or a power off glide into the airport.

From start to finish I managed to complete the course in 6 weeks

despite the patch of rough weather in the middle, I also made some great new friends along the way and overall actually enjoyed the journey.

Onwards and upwards from here, as I'm due to start my flight instructors rating in the next few weeks.

Fly out 2019 to Calais Steve Solley

Whenever we make plans things go wrong. In this case the weather went against us. It was to be our annual fly out to Calais. Much planning went into it thinking it was a good idea to go during midsummer when hopefully the skies would be clear of rain!!

Anyway, Steve Hoskins had last minute thoughts on going on Sunday. This was the right decision. I chose not to do a flight plan until I thought we would go. 10am came and the weather looked promising so off went two flight plans and a GAR form. By the time all that was done it was time to go. Fuelled up life jacket and beacon were on. 12noon off the ground and meeting Steve at 1500ft over Ripple. (*believed to be "Dad's " on the Flight plan, Ed*)

I called up London Info and opened my flight plan which was all ok. By that time I was at Mid Chanel and passed over to Lille. Followed almost immediately to Calais. It was now their lunch time so only a blind call and we were landed and parked up. Into the Terminal and paid our 10 Euros. Total of 31mins flying time, how quick was that? There's me being worried about it!

With the supermarkets closed on a Sunday we had two choices, one to have lunch and two, to walk into the village. Lunch being more important took the first option. It was very good and so was the ice cream (*Expert analysis*). We then took the second option to walk into the village. It was very quiet. I assume it was due to the fact it was Sunday.

By the time we returned to the airport it was time to leave, requesting taxi to runway 22 and returning to home. By the time I was at 800ft the controller informed me that he had opened my flight plan. 27 minutes after a direct flight I was parked outside the hanger.



A quick phone call to close the flight plan, and to be informed that Steve had filled his 2 minutes before me. The ease of this trip over to Calais means more before the end of the season.

Look out for a Foreign touring leaflet on the web site which Kevin has put together with top tips.



5 drones lost. With news reports of a £6m Watchkeeper crashing when it landed long, attempted a go around but the operator cut the Wankel engine, giving it an EFATO, news came to light of others being lost in

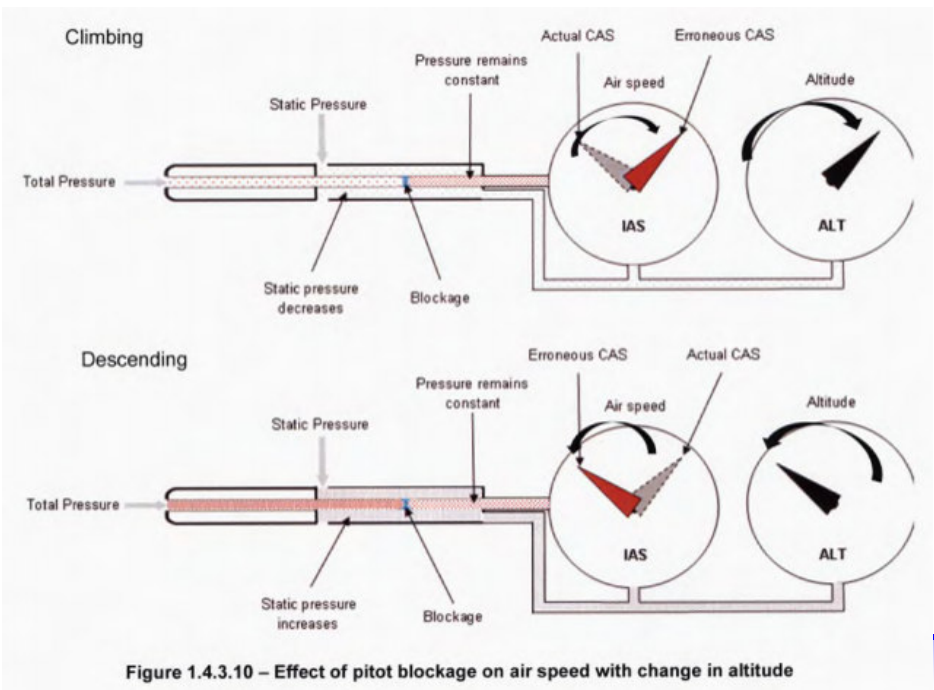


Figure 1.4.3.10 – Effect of pitot blockage on air speed with change in altitude



Cardigan bay. A lengthy report (134 pp) is at <https://tinyurl.com/y4ndjsdl>
 After reading several of the detailed pages I switched to looking for pictures! I thought this pitot sketch was interesting, showing the effect of icing of the dynamic tube on the IAS when ascending or descending. (the a/c lost inputs and ended up in a series of pitching movements before

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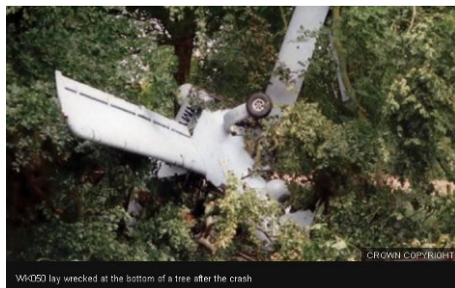
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loosing control of itself. It had been investigating flight in icing conditions. Might be worth considering other scenarios and the effect. Better to have worked it out in advance rather than try and work it out in the air.



W400 lay wrecked at the bottom of a tree after the crash

Sywell website for booking a slot

<https://tinyurl.com/y3ywpkjl>

AIC yellow, click on AIC's then yellow

<https://tinyurl.com/yykctvee>

Dates for your Diary 2019

August no meeting - Rally

Aug 30-Sep1 LAA Rally Sywell

26th September aeronautical talk
from Guy Bartlett

31st October Interesting flying talk,
speaker tbc