



Kent Strut Newsletter March 2022

Welcome to my first edition as editor of Skywritings which I hope to improve upon each month. Please read on and I welcome all feedback, good or bad.

I'd like to say a huge thank you to Ron and Sandra for the hard work they have put in on previous editions and I have huge boots to fill. As Ron said every month, it's our newsletter so it would be great to hear from all of you with items of interest.

Did you visit a new airfield this month? What was good? Have you done any restoration or significant repair work on your aircraft? What's new at your airfield? Do you have a service you can offer other members of the strut? Any recommendations on services? I and many other would love to hear from YOU!

It would be great to showcase the strut each month rather than dig into my own flying archives.

In addition to the committee list at the back I've started a list of instructors within the strut, if I've missed anyone, please let me know so I can add you in.

That said I've just returned from Pent Farm where the ground seems to be finally drying and I'm looking to blue skies and many hours flying this year.



January Strut Meeting – AGM, Awards and talk on Electric Flying

It was great to see and talk with so many of you at our January meeting where we were treated to a talk about Electric Flying from Deepak Mahajan. I was interesting to hear about the limitations but also the advancement of technology.



A few photos taken throughout the evening; the editor never pretends to be a professional photographer!



Co-Ordinator Steve Hoskins Comments:

It was great to see so many attending, but I'm sure it was due to the fantastic talk we were given by Deepak about electric aircraft and not me waffling on.

2021 was a strange year or should I say the first half, we started with zoom meetings, but it was great once we were allowed to meet up face to face with beer in hand and listen to our guest speakers.

We now have alternate venues for our monthly get togethers, shared between The Anchor Pub in Wingham and the existing venue Cobtree Golf Club. Being a large county, it is hoped the split locations will help members.

We thanked Ron and Sandra for their tremendous efforts in getting the skywriting magazine to us all each month but sadly after a heroic year they have stepped back from editorial duties. Adam Parnell kindly volunteered to take the job on and carry on the good work which was most appreciated by all of us.

Our membership officer Stephen Solley has now got two hats, the other being Treasurer taking over from John Dean who kept us on the straight and narrow

financially for a massive 24 years! Which probably means he was a teenager when he started counting our money. Anyhow his faithful abacus is now with Stephen Solley.

So, looking forward to this year it will be great to have some organised fly outs as well as the scrambles and if any of you have ideas of places to visit, please let me know. I have a few ideas myself which I will put to you later.

I'm glad to say the Ripple Strip near Deal will be continuing their breakfast fly-ins from time to time and the classic car meets as well - not to be missed!

The silverware came out or is it polished stainless? It was my pleasure awarding the new Richard Warriner award for promoting fun in flying - which if any of you who were lucky to know Richard was what he was all about. This award went to Nic Orchard who's helped bring fun to flyers not to mention the endless homemade cakes which are in constant supply, and the flying teddy bears picnics over the years.

Also, it was time to award our Phil Banyard trophy for work within the Strut. This went to Gary Smith for his extremely hard work keeping this Strut going over many years as our previous coordinator and LAA engineer. He's always around to help us with engineering problems and questions. His knowledge regards engines and airframes are second to none and he is a worthy recipient of this award.

Lastly, I'm thrilled to tell you that our next meeting will be on the 31st of March starting at 20:00 at the golf club. It will be a talk about the Berlin Airlift which I think you will agree is a fantastic story to be told, but the real gem is the guest speaker was part of that historic event. A talk genuinely you won't want to miss!

Looking forward to seeing you all soon.

Steve Hoskins

Are you Skywise?

I'm sure many of you will already be subscribed or have at least heard of the name. Skywise is the communication website from the CAA and even better it's free! It requires you to register and then you can customise the communications to fit the type of flying you do. It caters for all disciplines and includes things such a pre notification or reminders of RA(T)s, changes to regulation, flight crew licensing and medical matters. With ever changing regulation and airspace it's possibly the best way to keep up to date and not only is there a website but also a free app for your smart phone.

If you haven't already pop along to <http://skywise.caa.co.uk/> and register.

Please drop the editor an email if you have any questions using the system and I will endeavour to assist.

Example alert email from Skywise, you can have email alerts and/or in app alerts.



The screenshot shows the top part of an email alert. The header is dark blue with the 'SKYWISE' logo in white, followed by the tagline 'Tailored news, notifications & alerts from the CAA'. The CAA logo is in the top right corner. The body of the email is black with white text. It lists categories: **Autogyros, Balloons, Flight training private, Gliders, Microlights, Private pilot aeroplane, Private pilot helicopter**. Below this is the title **AAC Workshop: STARTS//Return to Flying**. The main text describes a free workshop on STARTS//Return to Flying with guest Matt Lane, held on 23 February at 19:30 GMT. It also includes a registration link and identifies AAC as a third-party supplier to the CAA. The reference code 'SW2022/033' is at the bottom.

SKYWISE
Tailored news, notifications & alerts
from the CAA

Categories: Autogyros, Balloons, Flight training private, Gliders, Microlights, Private pilot aeroplane, Private pilot helicopter

AAC Workshop: STARTS//Return to Flying

Astral Aviation Consulting (AAC) is holding a free workshop on STARTS//Return to Flying with guest Matt Lane discuss returning to flight and what you can do to give yourself the best start to the flying season after the winter months on 23 February at 19:30 GMT.

Register online: [Workshop: STARTS//Return to Flying AAC](#) is a third-party supplier to the CAA, providing support on GA Safety promotion.

SW2022/033



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SKYWISE
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Categories: Aerodrome safety, air traffic control, airline operation, airline safety, airspace change, commercial pilot aeroplane, commercial pilot helicopter, flight training commercial, flight training private, private pilot aeroplane, private pilot helicopter

CAP 1926 - The use of RNAV Substitution

The CAA has published [CAP 1926](#) containing general requirements and guidance material for the use of RNAV Substitution on UK routes and procedures. The CAP acknowledges the use of FMS Coded Overlays as an operating technique in lieu of primary reference to conventional ground-based navigation aids and as such, permits use of the technique on departures, arrivals and certain instrument approach segments, when coded in a navigation data base, selected and executed.

[CAP 1926](#) is a companion to CAP 1781, which provides guidance to providers of ATM/ANS in respect of rationalisation of DVOR / DME / NDB navigation facilities.

SW2022/030

Cellma who?

Most of you may have already interacted with the CAAs new medical system Cellma and already have an opinion on the matter. The editor attended one of the CAA voyage of discovery online sessions late last year where the head of medical at the CAA firstly apologised for the implementation but then gave a very clear explanation of why it was needed. A flight surgeon and pilot he previously owned a red Turbulent G-APVZ so immediately got my attention.

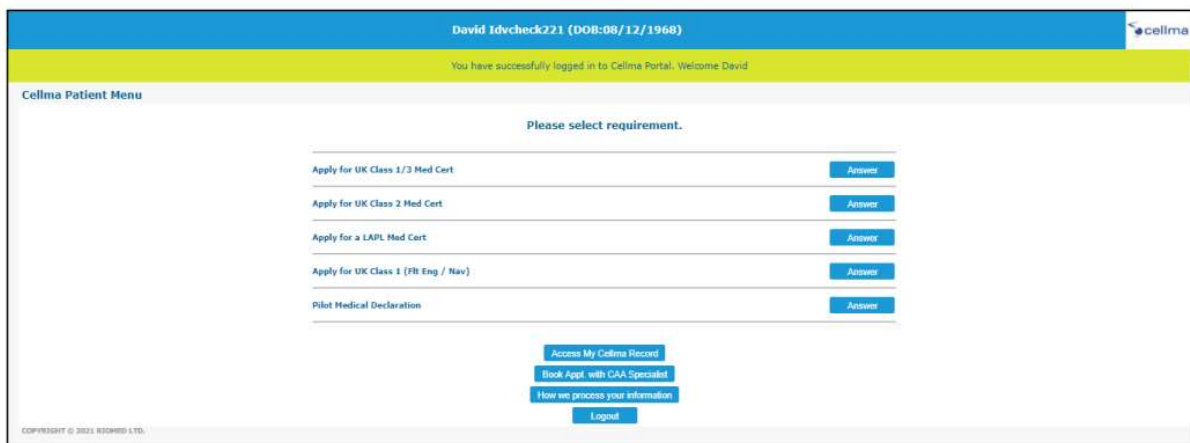
Regardless of whether you have a class 1 / 2 or self-declare you will need to register for Cellma if you haven't already. I won't say it's the easiest system but there are many people across the strut who may be able to help if you get stuck.

All self-declarations are done within Cellma and prior to visiting an AME you must have completed the medical form within Cellma and paid your medical fee.

I have included the CAA registration guide on the next page and attached with this newsletter is the CAA Cellma guidance document.

You can register for Cellma at <https://portal.caa.co.uk>

I'm hoping to have an AME write a few words about Cellma for next month.



The screenshot shows the Cellma Patient Menu interface. At the top, a blue header displays the user's name 'David Idvcheck221 (DOB:08/12/1968)' and the Cellma logo. Below this, a yellow banner states 'You have successfully logged in to Cellma Portal. Welcome David'. The main content area is titled 'Cellma Patient Menu' and contains the instruction 'Please select requirement.' followed by a list of options, each with an 'Answer' button:

- Apply for UK Class 1/3 Med Cert
- Apply for UK Class 2 Med Cert
- Apply for a LAPL Med Cert
- Apply for UK Class 1 (FR Eng / Nav)
- Pilot Medical Declaration

Below the list are four additional buttons: 'Access My Cellma Record', 'Book Appl. with CAA Specialist', 'How we process your information', and 'Logout'. The footer contains the text 'COPYRIGHT © 2021. REGISTERED LTD.'

Screenshot of Cellma above.

CAA Portal Registration Guide for Cellma (medical service)



1. Access the CAA portal:
<https://portal.caa.co.uk>

2. Click on 'Create' and choose a unique username and password. Make a note of these.

3. You will receive an activation link to your email address. Click on the link to activate your account.

4. Sign into your portal account. If you cannot sign in, the activation of your account did not work. See our [help page](#) for more information.

5. Click on 'Your Services' on the left hand side.

6. Click on the 'Medical' link and fill in the registration page.

See our [help page](#) for tips on how to complete this form and what documents to upload.

7. Once submitted, your registration is sent to the CAA for approval. This can take up to 10 working days.

8. You will receive an email stating your ID has been verified.

9. You will receive an email stating access to your chosen service (medical) has been granted.

10. Once this second email has been received, you can log into your account and start using Cellma (the medical service).

11. To find out your CAA reference number, log into your portal account and click on 'Personal Details' on the left hand side. You will need this reference number when you see your AME.

Community Corner

Article by Steve Hoskins

Nic Orchard and I recently visited the Deal Air Training Cadets (2235 Squadron) after they informed us that the squadron was in desperate need to update extremely old computers which they use as flight simulators. Normally they raise funds by doing such things as packing shopping bags for donations at the local supermarket etc, but alas covid has put paid to these events.

I found the evening I spent with them so informative and was extremely impressed by their ethos and training, some even get to the stage of sitting the RT exams to obtain licences!

The leaders of this group are dedicated, instilling the youngsters with good discipline and life skills for them to take into the adult world.

I know many of you started in the ATC and after the talk given to the Strut by Kevin Doyle last year which brought us up to speed with all things ATC, I'm sure you won't mind me making you aware of the Deal squadron's GoFundMe page.

Editor: Having been involved with setting up many systems across Kent Wing, I can support anything with gives these cadets a start towards their flying learning

<https://www.gofundme.com/f/new-computers-for-2235-squadron-raf-air-cadets?qid=63f82c996ead2051c2db1133a952f7aa>



Rocket's February Quiz – The Answers

There were only three entries to "Rocket's February Quiz" and Ron has therefore decided not to produce any more. The WINNER with 100% was Nic Orchard and she will shortly get her bottle of wine. Colin Evans was a worthy runner up with only one picture that he couldn't recognise followed closely by Nigel Read.

Ron sends a big Thank You to the three members for their support.

Editor: Thanks again Ron



1 Zlin Trener



2 Isaacs Fury



3 Aeronca Champ



4 Piper Vagabond



5 Chilton Monoplane



6 DH90A Dragonfly



7 Aviat Husky



8 Aviat Husky



9 Aviat Husky



10 Tecnam Sierra



11 Rans S6



12 Aeronca Champ



13 Piper J3 Cub



14 DH Tiger Moth



15 Aviat Husky



16 Beech 18?



17 Jodel D11



18 Auster



19 Verhees home-built

Flyouts?

With what I hope to be a bright summer of flying ahead, wouldn't it be great to organise some group flying? If you have any ideas or date's please let me know so we can get that out to the wider group either in the newsletter or email distribution group.

Electronic Conspicuity

Many of you will already have invested in some form of electronic conspicuity but this is your last chance to get your rebate of up to £250 towards EC equipment. The final day for applications is the 31st March 2022.

Subscriptions

Just a reminder, strut subscriptions were due in January, if you have forgotten please get in touch with Stephen Solley

BACS is the preferred method of payment.

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Account number: 02402034

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