

# ROCHESTER AIRPORT

## APRIL 2012

I should really start with an apology considering how late I was with March, I did try and get it out quicker but it just didn't happen. I might have more luck with this one, but I guess that depends on the weather.

We have had a few visits in April which is always good. There will be more later so I won't waffle on too much here but I will say everyone involved enjoyed themselves. It was just a real shame that there wasn't much going on for one of the groups,

The Civil Service Flying Club organised a couple of Air Experience days which were a success, despite the weather trying it's best to stop play.

Air Search have been in a couple of times this month which proved interesting. On the first occasion, they were participating in an exercise organised by Kent County Council. The second visit was for their regular meeting.

We have had a couple of Apache helicopters visit

again this month, which is always good - but then you all know what I think about them. A little later in the month a Chinook flew a circuit, with a wave from the crew.

It has been a mixed bag for PAFRA this month. With the Spot Landing Competition (mentioned in the last newsletter) being a huge success, the month got off to a good start. A couple of aircraft made it to Coventry but then the weather turned and no one made it to Koksijde and Calais on Saturday nor Sleaf which was scheduled for Sunday.



*You can always trust a hose pipe ban to bring the rain!*



**JULIA CAMP**

## MUTTERINGS FROM THE EDITOR



To start with, I should really explain the picture - it is a picture of the tarmac at the squadron. You see, the squadron can be a very busy place, with a lot going on so it seemed quite apt (especially when teaching a relatively large class of teenagers after a long day at school!).

The last few weeks have been more than a little frustrating at times, so the relaxing and curative properties of a decent cup of tea has been much relied on. Now, there hasn't been any big issues, which is always great, but instead there have been many stupid things happen. Most, if not all, of these could be avoided if a conversation was had before the flight, preferably in person but a phone call would have done the trick.

I hope the tower is not a scary place to visit because if it is, we are doing something really wrong and I need to know about it. You see, a lot more might be possible if you come for a chat instead of leaving it and forcing a conversation over the radio. Honestly, we won't bite and we might actually help!

## UP AND COMING EVENTS

### MAY

5<sup>th</sup> and 6<sup>th</sup> May

File a Flight Plan Day 2 and Squawk a Circuit Weekend

Wednesday 16<sup>th</sup> May

PAFRA Fly Out to Lee On Solent / Sandown

Sunday 27<sup>th</sup> May

PAFRA Round Robin to Fair Oaks - White Waltham - Denham - Panshanger

### JUNE

Wednesday 6<sup>th</sup> June

PAFRA Gliding Event

Sunday 13<sup>th</sup> June

AFPEX Evening

18<sup>th</sup> to the 22<sup>nd</sup> June

PAFRA Fly Out to Luxemburg - Trier

Thursday 21<sup>st</sup> June

PAFRA Fly Out to Filton (TBC)

Thursday 24<sup>th</sup> June

PAFRA Navigation Exercise

If anyone wants me to include events here, just email me the details.

## SCOUTS AT ROCHESTER

# 1<sup>ST</sup> ISTEAD RISE CUB SCOUT VISIT ROCHESTER

Written By Mrs. L Whittaker, Akela



23 children aged between 7-12 visited the airfield as part of their Cub Scout Air Activities Badge. For the badge they have to understand the importance of safety around an airport and aeroplanes. They also need to be able to identify the main parts of an aeroplane., together with making several different models of planes, i.e. different types of paper aeroplanes and helicopters. Be able to identify 6 different airlines by their markings and if possible fly in an aeroplane and tell the other Cubs all about their experience.

At the airport the children were luckily enough to have a detailed talk by Kelvin all about safety and the different parts that make up a plane. They were even fortunate enough to take a look inside the control tower and to hear and understand radio

traffic and the importance of air traffic control.

A couple of the children even managed to go up in a plane with Charles and will share their whole experience with the others at their pack meeting where all the children will then complete the rest of their badge.

We even visited the restoration hangar and we all then appreciated the real dangers of being in a plane during the war and the vulnerability of being an exposed gunner.

They loved the museum shop and bought the entire stock of polystyrene planes!

Thank you to everyone at the Airport and if possible we would love to come again sometime.

## HELP THE HUT! LOCAL SCOUT GROUP NEEDS LOCAL SKILLS

Article Supplied By Istead Rise Scout Group

The Istead Rise Scout Group has for 5 years been temporarily located at the Hopehill Scout site as their own hut has been unsafe for use. The group have already started raising funds for a new hut – which is estimated to cost in the region of £100,000 - but they are desperately in need of local help.

Explains Cubs Leader Lisa Whittaker: *"We currently have 50 children aged 6-14 in our Beavers, Cubs and Scouts groups, which are run weekly by 8 unpaid volunteers. At the moment they all have to travel up to Hopehill in Meopham which is difficult logistically for many local families. Ideally we would like to be back in Istead Rise so local children can benefit from the great opportunities and fun scouting offers. What would really help us is some help from local individuals or businesses that can offer their skills or*

*services in our continuing efforts to raise money and get the initial work on the scout hut site started."*

Areas of skills the group need help with initially are ground work, architectural planning and design and anyone with experience in applying for charitable grants and funding.

The new Scout Hut will offer the local group a great venue with up to date facilities including disabled access and toilets, a kitchen, storage areas for tents etc, an activity hall and outside space for games and activities.

The group have been busy raising funds to get the project started with quiz nights, bag2school and sponsored hikes organised by the Help The Hut team (Facebook; Help the Hut) and they have many events

lined up for the year to keep the momentum going.

Concludes Lisa:

*"The children get so much from scouting, we give them a chance to try out lots of new, fun activities including camping, hiking, abseiling, archery and crafts as well as going on local visits. But most importantly they learn about team building and helping others, and that is why we are hoping local people can work with us on this project which is so important to all of us in the group."*

If you are able to help the Istead Rise Scout Group with any skills or services for the design and build of the new scout hut please email [Helen Curties](mailto:Helen.Curties@isteadrise.org) or call on 07971 853360.

# 1<sup>ST</sup> ISTEAD RISE BEAVER VISIT TO ROCHESTER

Following on from the successful Cub visit, it was the 1<sup>st</sup> Istead Rise Beavers turn to visit.

They were split into two groups, with one visiting the tower and the second group went around the hangars with Kelvin and then they swapped over. The weather, unfortunately, wasn't that great so there wasn't much going on but the Beavers didn't let this bother them.

From my point of view, it was a real shame the flying didn't really start until their visit was over. Neither group really saw anything happening in the tower which was a real shame. I know how boring being in the tower can be when there is nothing going on so I can only guess how disappointing it was for the Beavers - not that they showed it and at least they could all ask their questions without being interrupted by the radio which is always good.

After their tour of the airport, they enjoyed a picnic in the viewing area. As luck would have it, the weather

started to pick up and there was a little bit of flying going on which was great.

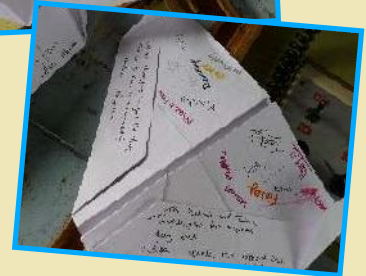
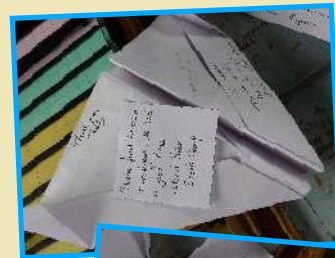
Following their lunch, they had one more task to complete for their badge. They had all made a paper aeroplane and after waiting for permission from the FISO (a thumbs up by me out of the window for them all to see) they saw who's design flew the furthest.



The visit finished with three Beavers being invested, which was great to watch from the tower.

As it turned out, they only missed out on the shop at MAPS, not that the Cubs left much to buy from what I can gather.

## THANK YOU FROM THE BEAVERS



What a great idea - thank you cards in the shape of paper aeroplanes! Brilliant.

## SOME PHOTOS

There have been many photos taken this month so I thought I would include a few here.



What difference a day makes!  
The Civil Service Air Experience Day



The Military



A team taking part in the 3 Capes Helichallenge. For details see [here](#).



The Rain!



Cessna Caravan in for maintenance

## I WAS JUST WONDERING IF . . . . .

I could be cheeky and mention sponsorship once more. Cadets and staff of 1404 (Chatham) Sqn ATC are taking part in this years [Nijmegen March](#) in aid of the Wisdom Hospice.

As a military team, they will be walking 40km a day for four days - something they have been training for for nearly a year. For a cadet perspective see [here](#).

If you feel you can sponsor them, I really would appreciate it. The team at the Wisdom Hospice do an amazing job and anything we can do to help is greatly appreciated. There is a form in the tower.



## MAYORAL VISIT TO MAPS



A visit to Rochester Airport and MAPS by the Mayors of Medway, Maidstone and Tonbridge and Malling boroughs took place on Monday April 16.

Received by Kelvin and Malcolm Moulton, the guests were taken into the visitors centre where Director Phil Cole explained his Timeline showing the various stages of MAPS evolution.

Next on the itinerary was the main workshop where the Defiant proved of particular interest, one Mayor stating that he had never heard of such an aircraft. Many questions were hopefully answered by the members present therefore ensuring that the Defiant would

WRITTEN BY MR R. J. BROOKS,  
PUBLICITY MAPS

stay in their memories. The centre section was explained by Chris Aylmer who is the team leader of this particular part before the party moved to the now vacant Classic Flight offices where refreshments were on hand, kindly supplied by Tara.

Last on the agenda was the official presentation by Malcolm to the three Mayors of a framed painting of the Defiant by MAPS friend, Barry Wheeler, together with a copy of the newly printed 'MAPS CHAPS' history compiled by Malcolm.

In their parting words all three stated that although they were coming to the end of their term of office, they would certainly spread the word to the incoming Mayors. MAPS would like to thank Kelvin and Tara for all their help in allowing the visit to go ahead. Let us hope that this will further bond the relationship between local government and the airport.

## PHOTOS OF VISIT TO MAPS



## Many Thanks

Medway Aircraft Preservation Society Ltd (MAPS) have received a most generous donation from a Mr and Mrs Collins, living we believe in the Medway area.

Unfortunately we have no way of thanking them for their kind thought but we hope that this acknowledgement may reach them.

Thank you both again

Lewis E. Deal (MBE),  
Managing Director  
9th April 2012

MAPS workshop is open to the public on Monday, Wednesday and Sunday from 0930 to 1230. Admission is 50p.

Click [here](#) to visit MAPS website, for more information.

## AN EMAIL I THOUGHT I WOULD SHARE. THE PHOTOS ARE REALLY WORTH LOOKING AT

Hi Kelvin,

Many thanks for the latest newsletter, a very informative and interesting publication. As a regular visitor to the airfield observing and photographing what goes on, it is nice to be able read what's going on in and around the airfield.

I see from the newsletter I have missed a couple of nice military movements, however I can't complain too much because over the past few weeks I have had some good days up there. One of the best days for a while was the Spot Landing Comp on Good Friday, well done to the competitors for keeping us visitors entertained for a few hours.

A link for my photos of the day is [here](#)

A couple of links to other days at the airport are [here](#) and [here](#).

I always put any photos I take at Rochester on this forum, just my little bit to let people out there know that Rochester Airport is alive and kicking.

Once again thanks for the newsletter and well done to those responsible for putting it together

Colin

# 40 NEW AIRFIELDS IN 12 MONTHS

Written By Mr N. Tiller and Mr. P Meade

Having visited 30 new airfields between March and November last year we did manage to squeeze just one more in before the end of 2011.

A breakfast trip to **Blackbushe** a week before Christmas saw our total rise to 31 in 2011. We declined the offer of a Polish breakfast (*lots of scrambled eggs we were told!*) and stuck with bacon rolls all round.

Having exceeded our target, in true educational tradition, we felt we had to set ourselves a new and of course higher target. As we didn't start flying in 2011 until early March we decided that we'd go for 40 airfields in 12 months. Just over two months and 9 to go then. Sorted.

The usual festivities prevented us from escaping domestic bliss for a couple of weeks but it wasn't long before we did manage to get off the ground for a blustery trip down to **Maypole**. A welcome cup of coffee was had in the caravan with a couple of very worried looking pilots whose aircraft were being inspected during our visit. An old pilot magazine airfield chart on the wall brought home to us just how many airfields there were in the UK. Not too many to go then?!

The weather wasn't kind to us for the rest of January so we had to do a 28 day check flight in the middle of February before flying off to **Dunsfold** where we enjoyed a very nice lunch in the Dakota Diner. After a quick look around a real Dakota we had to wait while a couple of vintage motorbikes from the Brooklands Museum finished a track session on the runway. No Top Gear, exotic cars or famous celebrities though.

Our jaunt around the Gatwick zone wasn't complete as we decided to

drop into both **Laddingford** and **Old Hay** on the return trip. No refreshments but very social visits nonetheless.

The following weekend we set off for a "5 in a day" special. A prompt start and some help from a friendly Luton controller enabling us to fly through the "overhead", saw us arrive at **Cranfield** bright and early. After a cup of coffee in some luxurious chairs in the café we set off for the short hop to **Turweston**. This was followed by a visit to **Leicester** where we had the excitement of back tracking runway 33 whilst a Cessna 172 was on late finals! A gentle reminder to A/G ensured a go around and our blood pressures to return to normal! We stopped at **Northampton (Swell)** for lunch after a smooth landing on the billiard table grass runway 33. Our next stop was **Enstone**. We didn't have time to visit the hanger where the "mini spitfires" were under construction but we did have another sociable cuppa in the clubhouse. We resisted the temptation to make it six and drop into Oxford on the way back, deciding to leave it for another day.

So that was it, the nine were visited before the beginning of March making it 40 airfields in 12 months! No champagne, just another coffee with Skytrek! The challenge now is to do 41 airfields in 2012.

With **Clippgate** visited in March and a quick jaunt to **Eastchurch** on April Fool's Day (seriously) that's 11 in the log book already. Only 30 to go. Simple!!

The 31 airfields visited in 2011 were:- **Elstree, Wycombe Air Park (Booker), Fair Oaks, Old Buckenham, Seething\***, **Beccles, Clacton, Kemble, Gloucester, Wellsbourne\***, **Redhill, White Waltham, Yeovil, Lands End, Scilly Isles, Truro, Perranporth, Newquay, Exeter, Henstridge, Popham, Cambridge, Wyton, Bourn, Damyns Hall, Great Oakley, Ipswich (Monewden), Crowfield, Elmsett, Rougham, Thurrock and Blackbushe.**

(\* Seething new for Nigel, Wellsbourne new for Paul)

## PHOTOS'S

40 New Airfields in 12 Months



Dakota not Cafes at Dunsfold



Rocket powered Spitfire at Leicester



Dunsfold B747 and Hind gunship as we depart

## OLD EDITIONS



To download any of the 2011 newsletters or the review of 2011 please click [here](#).



To download any of the 2012 newsletters please click [here](#).



## SFISO Corner

Just to let you know that three more warm-up events to help everyone prepare for the Olympics airspace restrictions have been announced. More details can be found [here](#).

### FILE A FLIGHT PLAN DAY

Following the success of the previous Flight Planning Day, a second event has been scheduled for two days on the 5th and 6th of May. This will provide another opportunity to test your flight planning form completion skills. It will also help fine tune the system prior to 'going live' mid July. It will run on similar lines to the previous event, but, additionally, will use the actual systems that will process and respond to plans during the Games. More details can be found [here](#).

### KEEP UP TO DATE

You can keep up to date with events on the run up to the 2012 Games [here](#), including details on Atlas Control [test day](#) on the 13<sup>th</sup> July (just before the restrictions come into force).



### SAFETY EVENING DATES FOR 2012

Details of GASCo's safety evenings can be found on their website, by clicking [here](#).

### OTHER USEFUL INFORMATION AVAILABLE VIA THEIR WEBSITE

- A useful guide to the EASA licences has been published by the CAA. Penny from GASCO has emailed the link which can be followed [here](#).
- A list of proposed Seminars can be found [here](#)
- To see about subscribing to the GASCO Flight Safety Magazine see [here](#)
- For the latest GASIL go [here](#)

## AN AVIATION FIRST



### QUESTION

What was the first widely used civilian light aircraft?

### ANSWER

The first widely used civilian light aircraft was the British DH Moth, designed by Geoffrey deHavilland in 1924. The two-seat wood and fabric biplane first flew in February 1925, and initially sold for £650. The Moth was used to establish a state-subsidised flying club movement in the UK that was copied in many countries. About 2000 Moths were built, followed by about 9200 of a developed version, the Tiger Moth.

I am resisting the urge to bring back the 'Airside Briefing' because I really don't want to nag quite that much but at the same time there are a few things that need mentioning before anything too nasty happens.

Firstly, I do not have a crystal ball so please don't assume I know what you are planning to do. I know I am good at putting the dots together, but I'm not that good!

With the amount of rain we are getting at the moment, it is essential that everyone visits the tower for a briefing because it is not always possible to provide a complete and accurate briefing over the radio. Also, please do not assume that it will be possible for you to go flying, especially after hours.

It is important to actually listen to the radio, not only will it save your embarrassment, it will also keep you safe which is our main objective (believe it or not!)

Please be considerate of the neighbours. Without their support, we would not be here so we really don't want to upset them. The noise abatement procedures are in place for a reason, and I am more than willing to explain them to you.

The last mini rant for now is 34. Please remember the displaced threshold, I am fed up being surprised by aircraft having to apply power to get over the trees. Having to remove twigs from the undercarriage is not good.

Also, when doing your checks please stay on the grass (completely clear of the road) until you are instructed to move. If you don't you might just meet a car we were unable to stop.



# ROCHESTER AIRPORT OPEN EVENINGS

Rochester Airport Plc, Maidstone Rd, Chatham, Kent, ME5 9SD  
Tel . 01634 869969, Email:- info@rochesterairport.co.uk



- Free entry

30th June 5.30pm - Dusk  
28th July 5.30pm - Dusk  
18th Aug 5.30pm - Dusk  
29th Sept 5.30pm - Dusk



- **Model Aircraft Try and Fly**

Come and have a go at flying a model aircraft using our buddy box system for just £2 a go. All proceeds will go towards Rochester airport's continuing support for the Kent Air Ambulance



- **Model Flying and Static Display**

Model aircraft of all shapes and sizes on display from vintage aircraft to jet aircraft and helicopters

- Rochester Airport Flying Schools
- Medway Aircraft Preservation society
- Refreshments supplied by Rochester Airport café
- Ice cream van
- Auto Gyro Rides £40.00(28th July)

