

July 2003

SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



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Mike's Mutterings

Mike Negus -
Editor



First Flight with Dad !!

July Meeting – BBQ at Rochester

Did you enjoy the Rally ??

Exciting things to read this month

- A Trip to Albert
- Pictures of Strut Aircraft particularly needed
- All material for publication welcomed and always wanted



Young Eagles - a Personal View

It is I find very gratifying taking people flying, some of whom in the past have never flown before let alone in a light aircraft but recently I was able to take someone very special on their first flight in the Luscombe. I am pleased to

report that she thoroughly enjoyed it even putting up with a slightly bouncy landing and I look forward to taking my eldest daughter - nearly 6 - on many more trips.

Southend's Approach Frequency has changed from 128.95 MHz to 130.77 MHz.



July Sunshine at the Rally



“What a good talk at the last meeting!”



Read all about the trip to France in the next issue.



Aerobatics and the Joy

Unfortunately I missed the June Meeting, duty calling on the work front but I understand that the members were Royally entertained by Nick Davies who gave a scintillating talk on aerobatics amongst other topics. After all that excitement this months meeting takes on a more social theme.

July Meeting - The Annual Bar - B - Q Thursday 31st

Commencing at approximately and courtesy of RAPLC at Rochester Airport and their facilities we will once again try to keep food poisoning cases to the minimum at the above which is always well attended so it can't be too bad. A social event in all senses a time to wheel out your respectives to give them an airing and allow them an insight in to what we all get up to the last Thursday of the month. Soft drinks only so make your own arrangement. If you fancy a fly in contact Jaqui so she can pre note Rochester. If there are any model flyers (Gary springs to mind) it would be right entertaining. Let's pray for good weather .

He's Done It Again

Colin Ladd and Allen Jubb once again found themselves having to make another unscheduled landing . Having reported their Epsom adventure they were off to Denmark and when flying over Germany something went wrong with the oil temperature and pressure with corresponding power loss requiring swift action. Fortunately an airfield was close by enabling a successful landing. It was obvious that nothing could be repaired insitu and with help from the locals a decision was swiftly reached to ship the Auster home by lorry and after seeing it safely on the way our intrepid birdmen were taken to catch a commercial flight home (Club Class of course). Hopefully Allen has offered to give us the bigger picture in a future article . Happily the potential



New Jodel D20 Taildragger at the RSA Rally

damage to the engine was limited to the oil pump shaft and she will be flying again very soon. Well done Ladds!

Monthly Flyout

Last trip was to Old Sarum which finally enabled a significant number of members to fly down for the day and continuing the 'Old' theme which we seem to have started by accident, the next venue planned is Old Buckenham which takes place on August 3rd.

Parish Notes

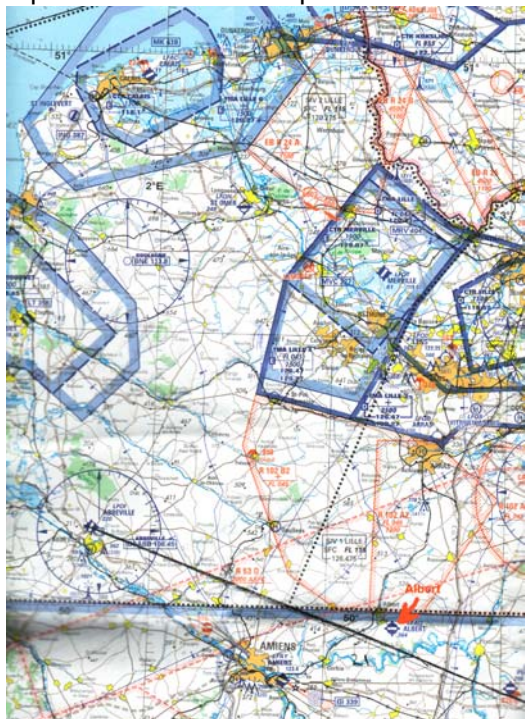
August meeting will be drinks at the bar this being traditionally the quiet time with people off on holidays. September will see Chris and Gary giving a talk on the Dawn to Dusk Competition. And then it soon will be Christmas

Do not miss the July meeting at Rochester Airport - The usual well done bits from the BBQ with saladdy bits and probably a pud too. Lots of good chat and maybe the odd aircraft or so flying in.

A DAY TRIP TO FRANCE

Four Strut members recently had a very pleasant day out to France to visit a famous WW1 airfield and town. Albert-Bray isn't a destination that one might consider as a matter of course, indeed I have passed by the field on numerous occasions when en route to farther afield, but our visit turned out to be a most interesting experience.

The current airfield has a single hard runway with a parallel grass strip (09/27) and is shared by a flying club, glider club, microlights, and paragliders, all apparently in perfect harmony. Typically for France the training rates are very reasonable, they have a Jodel D112 for the equivalent of about £40 per hour.



The airfield site is the same field as used by the Royal Flying Corps in WW1, when the likes of Ball and McCudden flew their dawn patrols over the enemy lines. The town itself suffered terribly from the German bombardment and was effectively destroyed.

Having departed Farthing Corner at 8:00 am to try and negate the effect of 'losing' an hour when going to France, we - John Dean (Jodel G-AYGG), Frank Rothera

(Piper Colt G-ARNG) and yours truly (Jodel G-BFGK), cleared Customs at Calais and met up with Gary Smith (Piper Vagabond G-BTBY). After a quick turn around we flew the forty minutes or so down to Albert. It was a gloriously sunny day with endless visibility and when we arrived there were already some paragiders 'doing their thing' and the club Robin was about to be hauled out of the hangar. After the usual pleasantries we hailed a taxi from the phone box by the small clubhouse and were soon on our way into town. It was by now lunchtime so the taxi driver dropped us off at a recommended restaurant in the town centre opposite the cathedral. Needless to say we had a splendid meal.

The cathedral has a golden dome that can be seen for miles around and though it was very badly damaged in WW1 there are parts of the original structure that have been incorporated into the rebuild - a bit like many Tiger Moths! For a relatively small town the cathedral is quite huge with a magnificent roof and stained glass windows.

Right alongside the cathedral is a 1914-18 museum which to all intents and purposes looks quite ordinary. It is not until you get inside that you realise that you have to descend into the bowels of the earth into long tunnels that were built for citizens to scramble into to escape the bombardment. They have been cleverly restored to include many WW1 artefacts and life-size dioramas and having walked through them you exit into a lovely park about a quarter of a mile from your starting point.

After an all too short stroll around the town it was time to head back to the airfield and make the twenty minute flight to Abbeville, from where we cleared back home, Gary to Clipgate and the rest of us to Farty Corner. The weather had remained perfect all day and from our 4000ft cruising height over the Channel we floated back to England in clear calm air. We arrived back at about 6:00pm having had a most enjoyable day's flying.



Gardens at Albert



"A museum in tunnels under the town"



Don't forget the Strut BBQ on Thursday the 31st July

Depression is merely anger without enthusiasm.

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Dates for your Diary

July 31	BBQ at Rochester
August 3	Old Buckenham
August 28	Natter Night
Sept 7	Laddingford Fly In



*Resting in the hot sun at
the RSA Rally*

Our Pancake Fly In ..

Was dogged by inclement weather which seemed to put everyone off although there were some anomalies. For once we were all fired up and ready to go but not a proverbial dickie bird until an arrival from White Waltham turned up in a Vagabond to ask where is everyone, the weather down West apparently not to bad, perhaps word on Allen's pancakes had got around.

However the French did make it in the shape of two Robins all be it on Saturday previously thus claiming to be our first arrivals. Entertained with a Bar-B-Q at Farthing Corner several of our old mates turned up including Mike Wells and the almost unique Woody Pusher. A big thanks to all those people including the Rothera's contribution which raised the culinary art of Bar-B-Q to new and dizzy heights of excellence . Can't guarantee the same on the 31st unfortunately.

Farthing Corner played host to a couple of strays who came in from Germany especially for Al's

**If everything seems to
be going well, you have
obviously overlooked
something**

pancakes, seems I maligned the old bugger unnecessarily , found themselves with no where to stay except for the caravan at Farthing Corner. Duly picked up on Monday a.m. and sent on their way to Kemble.

Rally Web Site -

By Bob Chequer

As you may be aware, the PFA website has not been updated for sometime as the company running it went bust.

Therefore, for the Rally I set up a semi-official website (which the PFA did mention on the home page of their site for a while, so they do know about it) which contains pictures etc. of the Rally and it's set-up the week before.

The URL is:

<http://www.kemble.flyer.co.uk>



*Do you know what
type of aircraft this
is?*



*A beautiful day for
flying.*

