

May 2005

SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



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Mike's Mutterings

Mike Negus -
Editor



Another Young Eagles Success

May Meeting –
Come and Enjoy

Events to
Go To

Exciting things to read this month

- Auster Meetl
- Pictures of Strut Aircraft particularly needed
- Please let Editor Mike have your articles for inclusion in the Newsletter

After a dodgy looking weekend forecast and a day or two of preceding high winds the weather abated, the front from France gained a south easterly slant which avoided our corner of the world to leave the Sunday earmarked for this years Young Eagle Event a fine and warm day. Chris Reynolds had put out a call for Strut Members with access to aircraft to make themselves available and a number duly arrived ranging from the microlight, Jabiru and Europa types to the spam can Cherokee, C.172 and Piper Lance with the odd Vaaabond



Young Eagles Reception

representing the vintage end and the Millen Corporation input from the host airfield. It has to be said that numbers of participating aircraft were down from last year and the burden of work thus lay on those volunteers on the day. To a man they rose to the challenge and working very hard some 51 Young eagles were flown together with an appreciable number of the adult helpers, always gratefully received if time and serviceability of aircraft (and pilots) permit.

On the admin front Chris and Jaqui dealt with the organization of the attendees with Mike Post writing out certificates, as he has the best handwriting, with a number of Strut Members acting as marshals, tent putter uppers and tent taker downers it was also good to see some of the new members participating. Thanks also to Paul Lipman for the loan of the accommodation tent which is imperative in case the weather breaks down fortunately not

**Don't forget the May Meeting are talks on Events you could go to -
in England and further afield**



Ready to fly Young Eagles!!



"Central to the new strategy is to computerise all requests for mods"



Young Eagles



required in this capacity on this occasion.

I don't know about the others but with my thinning thatch the first effect of the early summer sun left me a bit red on top, a warning in future to wear a hat. Anyway the day ended with no one being sick and apart from one of the two Europas going tech all the aircraft returned to the hangers safe and sound and hopefully from the experience we may have one or two future pilots. Thanks to all, on behalf of the organizers, who did take part without you we could not achieve what we did we appreciate your time and commitment.

Andrew Moore and the Mid Kent Strut

As promised April's meeting proved a little more lively than usual when Andrew came to our Strut Night to explain new procedures being put in to place within PFA Engineering and to also answer the many questions bound to be posed by those members attending. It was a golden opportunity to speak first hand to the new boss and many seized the opportunity firmly.

Central to the new strategy is to computerize all requests for mods and thus tabulate in chronological order all those received to identify and deal with the oldest and whittle the list down to a more acceptable length of time for response and the current list on Andrews desk was illustrated causing comment from some members that their own did not feature prompting a request for those to be re submitted to be caught by the new system.

Some scepticism remained with some members however talking to a number afterwards it was felt that the new system was a step in the right direction and given time it should shake down to something more acceptable. From very recent dealings with Engineering over some issues pertaining to the Luscombe we operate as a group all our questions and queries have been answered very promptly usually by post next day and you can't get better than that. Perhaps for builders there are separate issues we do not get involved with. Anyway it was felt a useful exchange handled for the most part in a gentlemanly way and we now have to await the fruits of the various systems, checks and balances as they come on stream. Thanks to Andrew for coming and facing the membership on what has been a fairly contentious matter.

June Meeting is a week early!

This and That

A few little things that have come to my attention whilst talking to others and may be of interest.

The aforementioned Chris Reynolds now has a maintenance facility at his home strip Pent Farm, at the back of Dover, and is just getting going. They have a PFA Inspector available a few days a week depending on workload as well as full capability to work on C of A's. For more info you can e-mail Howard Wade on hw@vintageaero.co.uk. The airstrip is strictly PPR and 700 yds long but for further information on that or other aspects you can e-mail Chris cr.reynolds@farmline.com. Chris also has plans for this years Dawn to Dusk which if it comes off could be the basis of a topical talk for a Strut evening one day. We await with interest.

Graham Hammond, one of our Young Eagle pilots with his Jabiru is looking for a hand held GPS so if you can help please contact Graham on 01622 891466, no doubt there will be a small exchange of cash for the right kit.

Matt Shelton who has a Mk 4 Kitfox based at Farthing Corner is involved in a joint venture between himself and a colleague to market Impulse aircraft in the UK. The first kit was trailered back from Germany to the UK in November 04 and the build was completed at the end of April 05 and the permit to test is now being sought from the PFA as this was one of the 5 designs now certified annually by engineering as another attempt to rationalize their workload. For further information on the type contact matt@impulse-aircraft.co.uk or the website www.impulse-aircraft.co.uk

Thanks to Tony Van Eldik for your kind words about the newsletter last issue but I have to say that John Dean and Brian Hope were mostly responsible due to circumstances preventing my usual compilation and my thanks to both for covering my 6 o'clock.

Auster Gathering Romney Street 6th-8th May 2005

I was immensely pleased to be invited to the above and although the gathering of Austers impressive, the sight of no less than 8 Ferraris and a Bentley awesome the thing that was the main attraction was the thought of the hostesses curry on Saturday Night!

In the 90's Romney Street hosted a number of Auster Fly In's and me and the missus were fortunate to attend one or two and you could always be assured that Paul and Jan pulled out all the stops to provide culinary delights in the shape of Jan's home made curry. These events disappeared off the calendar, until that is this year. Unable to fly in our visit was made on Saturday evening but from the aircraft present it looked well attended and so it came to pass. On checking with Colin Ladd a Romney Street resident of some standing and arch organizer it would appear that over 20 visitors made the trip including a significant part of the Auster population from the South East and a representative from abroad. Making the journey from Denmark was a Cessna 172, from Holland a

Cessna 195 and an Auster whilst other Austers fluttered in from Devon , Norfolk and Old Hay which also dispatched a Fairchild Argus.

Claiming the longest journey were Ed and Lo a couple from New York who flew in from the USA and hiring an aircraft in Devon flew up for the weekend. I understand that a convivial evening took place in the Fox and Hounds on the Friday Night but I can only vouch for Saturday which was most enjoyable as always. To mein hosts I say a big thanks for the pleasant company the good food and cold beer. If this is to be repeated next year don't forget me!



Romney Street



An Auster at the Romney Street Fly-In



"Longest journey...a couple from New York"



If you must choose between two evils, pick the one you haven't tried before

Rand KR2 For Sale - 1834Acro fuel injected engine.Cheap to run at 2.5gph - Cruises at 100K - Fixed undercarriage - Sensible offers Phone Stephen Solley on 07836653257 or01304374337



The Airstrip at Ripple

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Dates for your Diary

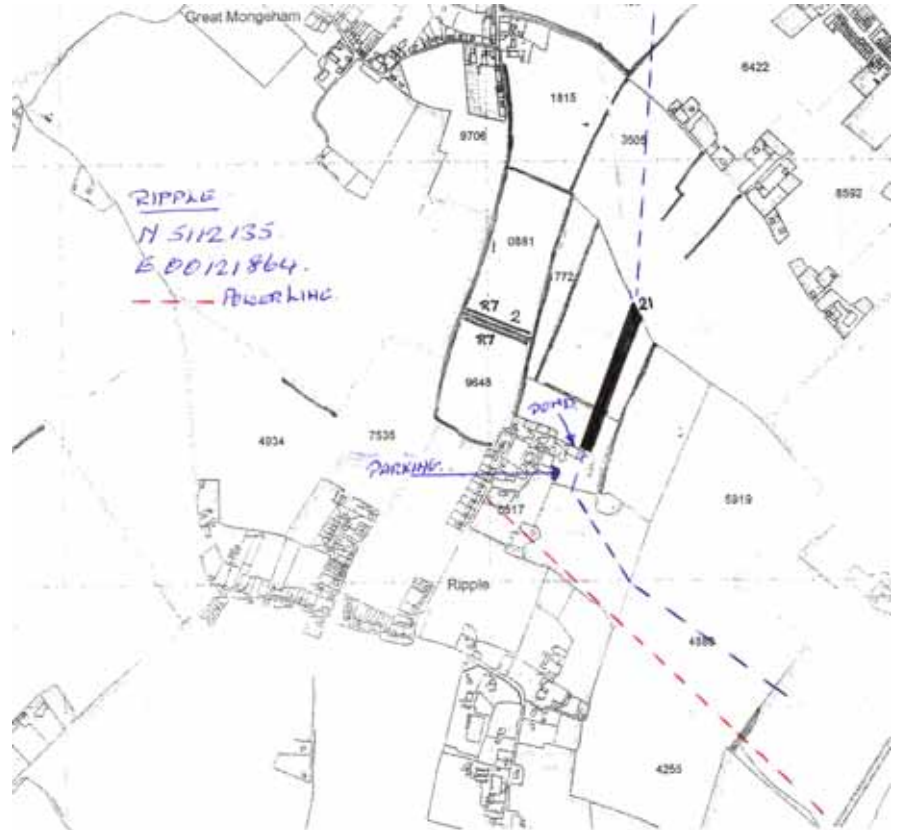
May 26 Talk on "Events to Visit"
June 23 An Evening in the Country
June 26 Fly-In at Rochester
July 28 BBQ

June Meeting

We have a new venue for our June Meeting and a new date. In view of the proximity of Flying for Fun to our normal monthly meeting date, it has been brought forward by a week to Thursday 23rd June and by kind permission of Steve Solley,



www.solleysicecreams.co.uk



DIRECTIONS

From Dover follow the A258 to Deal. Turn left at Bigwood and follow signs to Ripple. After approx. 2.5 miles turn right at school. Take first right up the hill. Turn left at top of hill. We are at the end of the track.

From Thanet follow the A258 from Sandwich to Deal. Turn right at Sholden. Follow the road through Mongeham. Bear left at the village hall and continue for 1 mile towards Ripple. Turn left up Mantle Hill. Turn left at top of the hill. We are at the end of the track.

For further details on how to find us contact our website: www.solleysicecreams.co.uk

will be held at his farm at Ripple near Deal. For those driving by car, the instructions are on the left. If you are flying in then brief details are above.

The strip is approx 400 metres in length and the GPS coordinates are N5112125 E00121864. The strip can easily be found by following the railway line from Dover to Deal and just before reaching Deal, they will be visible on your left.

The visitor centre will be open with ice cream to sample and perhaps tea & coffee. Even if the weather is inclement, it will be worth driving down to see how and where the ice cream is made.

If you want to take away some ice cream at advantageous prices, remember to bring a cold box with you.