



August 2005

SKYWRITINGS

Newsletter of the *Mid Kent Strut* of the



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Mike's Mutterings

Mike Negus -
Editor



Dinner & Old Warden

In the same month !!!

August Meeting – Come and Enjoy

Dinner at Rochester Airfield

Exciting things to read this month

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

Shuttleworth Evening Flying Display Saturday 20th August

As reported last newsletter there is an opportunity to look behind the scenes at one of the country's if not the worlds' premier aircraft collections and it is practically on the doorstep only 40 mins by air or one and a half hours by road, give or take the M25.

Through her connections at Old Warden Jaqui is able to arrange a guided tour starting at 12.00

noon on the 20th August. For anyone not staying departure should be later the afternoon by 1600 before the evening flying display commences.

The evening flying display on that date includes the Edwardian machines which if you have never seen them in real life is a genuine treat along with a number of other interesting and sometime unique aeroplanes the like you will not see anywhere else.

For anyone interested you should aim to be on site well before 12 noon for the tour and there



Sopwith Pup

exists the opportunity to camp on the airfield for those making a weekend of it or Jaqui could arrange other accommodation and best of all transport as she will have her MPV there and has kindly offered to chauffeur Strut members and guests to the local hostelry. For people camping there will be toilet facilities. For those wishing to fly in it is PPR on 130.70 but Jaqui can fill in the details. Now none of this will happen unless you contact her very quickly, details on the panel below.

Do NOT forget to phone Jaqui on 01795 830378 or 07931 337986 to book your place for dinner on the 25th August



Sandown Show Visitor



*"A nice display
from the Tiger
Turbs"*



A Small Visitor to Sandown



Meeting on the 25th August at Rochester 7.00 pm Dine and Wine

After our travels we return to Rochester and the Café for our August meeting and a meal with our members which has been organized by Derek Browning.

On offer will be :

Pate and toast
Beef Goulash and seasonal veg (Vegetarian option available)
Cheesecake
Complimentary glass of wine (white or red)

All for a very reasonable £10

You may of course bring your own tipples for which you will not be charged corkage!

Now you do need to let us know as we have to notify the caterers therefore contact Derek on 01622 736626, Jaqui on 01795 830378 or any committee member but do it quickly we do not want to disappoint....

Sandown End of War Air Show

30th July being a Saturday was the day Simon Pratt and I decided to head west to the Isle of Wight and Sandown for their air display celebrating the end of the Second World War. Simon discovered that any GA traffic was to arrive by 10.00 local which meant a fairly early start from Farthing Corner so 8 o'clock was deemed not unreasonable and thus it came to pass.

Having had the obligatory cup of tea before flight, an action I was to regret later we emplaned and sped off down the runway lifting off into less than ideal conditions with a cloud base at around 1200ft but viz reasonably unlimited, where there were no showers that is. It became fairly obvious that we were meeting the predicted 20kt headwind and this combined with a certain amount of shower dodging saw us arriving at Sandown an hour and forty five minutes later with yours truly gripping his crutch exhorting Simon to fly faster anything to avoid peeing my pants. I dunno if any of you , especially those approaching shall we say late middle age are experiencing the same on longer flights but I for one may well have to invest in one of those little bottle things ...suggestions welcome.

Due I think to the weather not a lot of GA

July Meeting is a BBQ!

stuff was visiting however the little Cri-Cri from Popham arrived just after us and hunkered down along with the half dozen or so that did make it.

The day was a mixture of clouds at about 2000ft with the odd break and light shower passing through and the air display went ahead fairly up to schedule with one bit of excitement when the Fiat G55 trainer done up as one of II Duces fighters suffered a cowling opening in flight causing a premature landing with the emergency services in attendance and later it taxied past Simon and I, the cowling having wrenched and distorted quite badly.

Highlights on the light end were a nice display from the Tiger Club Turbs, a Fox Moth the Utterly Butterly pair or should I say fours. Moving up the scale the Army Air Corps showed off their various helicopters including the Lynx looping which I had not seen before and the DH Beaver with its STOL capability. Steven Gray had brought down a number of the heavy metal from Duxford with no less than 7 Spitfires on the field with a brace of Hurricanes and Mustangs including Woodchurch based Rob Davies. Pride of place for me was the Fighter collection Curtiss Hawk 75 in its authentic Armeed de l'Air colour scheme from 1940. I understand having heard the commentary given by a Frenchman who knows about these things at Duxford last month this is believed to be the only WW2 survivor to have seen action in the service of France. It fought against the Luftwaffe and when in service later with the Vichy French flew against the Allies in North Africa during the Operation Torch Landings, a fairly unique feat.

Our own departure was delayed until after the show had finished and we had refueled , then dodging the odd shower but this time with a tail wind and the last drink taken several hours before a more comfortable run home was had.

The new club house was left to the visiting display pilots to enjoy their evening.

Laddingford Bar B Q July Meeting

A pleasing number of members made their way to Laddingford operated by Peter Kember for the July Meeting and were entertained by some fine flying with Peters latest build the Tri gear Europa fresh from its trip to Flying For Fun. It now looks resplendent with its



A few of the visitors to the BBQ

pants on and demonstrated a sparkling performance and Peter looked justifiably chuffed as the machine drew approving looks when inspected by other members. Anybody wishing to know more could do no better than to read the last issue of our sister publication Popular Flying in which a description of the build appears. Others making the trip include Gary Smith in the much travelled Vagabond and Norman Willoughby and missus who came down from Rochester in a C172.

Peter had kindly made the strip barbeque available and several Strut volunteers 'offered' to carry out the catering which proved a challenge as a few light showers sent most for cover leaving those cooking from under an umbrella supplied from various kindly persons. No reports of food poisoning have been received so hopefully the evening passed off without any after ill effects.

Allen Jubb brought his veteran Austin out for



Allen Jubb's Magnificent Machine!

a run but had to make a run for it later due to an uncertain candlepower emanating from the headlights! It did give the opportunity for a number of members to have a little spin around the field and presented a pretty sight in the evening light.

As the evening wore on and the food and drink were consumed the fliers departed taking the opportunity to give a spirited flypast before departing to their home airfields under a lowering sky.

A small profit was made on the evening which will contribute to the Strut coffers and we extend our thanks to Peter Kember for his generosity in making the Laddingford facilities available.

Them Luscombe people have been out and about again

This time it was to the Inaugural European Luscombe Fly-In. It took place at Oaksey Park, which is just south of Kemble and almost within gliding distance of it. After a little bit of orbiting and searching we found the airfield exactly where it was marked on the map, that happens so often. The weather wasn't too bad, there were only 6 Luscombes there but hopefully a

few more would make it.

The airfield is very well kept with 4 large hangars containing all sorts of aircraft (including helicopters). The clubhouse is well equipped and the management and crew are friendly and helpful.

After a while the Luscombes began to arrive in a greater abundance finishing up with 25 on Saturday including one from Seppe in Holland and the



BBQ Visitor



"Almost within gliding distance of Kemble"



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Dates for your Diary

August 25 Dinner at Rochester
August 20 Trip to Old Warden

furthest traveller being from Kinloss.

There was a spot landing competition and barbeque followed by an evening of curry and beer (they were surprised that the whole barrel went but they hadn't reckoned on the Beryl crew being there).



Oaksey Park Airfield

Accommodation was canvas under the wing and most people said they slept well until a Jabiru took off at about 5.30am (so they tell me). Sunday was a day of rest and getting ready to fly home after the barbeque. Some of the Saturday visitors who didn't stay overnight returned and 3 others flew in to make a total of 28 over the weekend which is over 50% of the flying Luscombes in the country. If anybody wishes to visit Oaksey Park they should phone first as they have a limited number of daily movements and one of the neighbours counts them to save them the trouble. How kind of him eh?



Lots of Lovely Luscombes



www.solleysicecreams.co.uk

Arrivals Procedures at Old Warden

Upon first contact with Air Traffic Services, please state your Aircraft details and Booking reference. Should you not be able to uphold your slot, it is courteous to advise the organisation early, as others are often keen to visit. Pilots should be aware that a practice display might be in progress and using a conflicting runway. Air Traffic Services will advise and may request a delay in arrival.

Plan to carry out a Standard Overhead Join and Visual Circuit until in radio contact. Please keep a good look out for other aircraft, as there are often NON RADIO aircraft in the vicinity. Pilots are to vacate the runway to the North West as soon as practicable, unless otherwise notified by Air Traffic Services. Please use the mown taxiways.

The last available time for arrival is 1 hour prior to the start of the display.

Full details at
<http://www.shuttleworth.org/shuttleworth/>

