



October 2010

SKYWRITINGS

Newsletter of the **Kent**



Light Aircraft Association

Sywell Rally

The weather was reasonable for most of the time, with a front threatening from the west and a rather low cloud base on Friday morning - 400' when we arrived although it was glorious on top. Saturday was a little better but the hold not below 1500' went to pot with a 1000' cloud base. After a couple of circuits it appeared no one else was bothering so I set about following another Europa. Slowing right down and even lowering the flaps I could hardly increase the gap between us. The Daddy Long legs in front turned out to be the

**Outstanding
and a
huge success**



Nigel Read—Editor



Seen at the Rally was Steve Noujaim's outwardly looking standard RV9

October Meeting

Thursday 28th October 2010 at 8:00pm

Thames Fortifications

www.kentstrut.co.uk

Fiesler Storch, which took the grass with both Europas passing it to land on the Hard. There was a welcome return of the flea market and vendors such as LAS. No doubt there will be plenty to read about elsewhere.



Osprey II at Sywell

Steve Noujaim Record Facts

From Martin Barraclough's Blog on <http://www.capechallenge.com/news.php>

The welcome home he had at Southend had 100 or so well-wishers, 2 Spitfires, 13 RVs and a handful of GA aircraft.

Take-off Southend was at 04:38hrs 5secZ on 31st August, 2010.
Landing at was at 15:44hrs 1secZ on 1st September, 2010.

Take-off from Cape Town was at 03:20hrs 26secZ on 2nd September, 2010
Tower overflight at Southend was at 15:53hrs 54secZ on 3rd September, 2010

First of all, I am assuming (until the

RAeC confirm it) that in stating record times seconds are rounded up or down according to whether they are more or less than 30 seconds. The importance of this is relevant to Steve's arrival at Southend. Rounding up his time puts his overflight arrival at 1554Z. For the time being I am using 1554!

Secondly, I telephoned the RAeC as Steve was on his run in to Southend to obtain their confirmation that a time overhead was acceptable for the record rather than a landing time and they confirmed positively. Because we knew at that stage that there would be minutes in it we radioed to Steve to go for the overhead pass rather than the landing and had the pleasure of seeing his RV scream over the tower at 400 feet.

Thirdly, I have not yet had time to check whether a record has to be beaten by a certain percentage in order to qualify; we weren't in advance expecting such a close run thing! (It has to be by 1%-Ed)
Using the above times and the rounding up here are the flight times.

LONDON-CAPETOWN

Alex Henshaw 1939	39hrs 23 mins
Chalkie Stobbart 2009	36hrs 15 mins
Steve Noujaim 2010	35hrs 6 mins

CAPE TOWN- LONDON

Alex Henshaw 1939	39hrs 36 mins
Chalkie Stobbart '09	36hrs 35 mins
Steve Noujaim 2010	36hrs 34 mins

LONDON - CAPE TOWN - LONDON

Alex Henshaw	1939	4 days 10 hours 16 minutes
Chalkie Stobbart	2009	3 days 15 hours 17 minutes
Steve Noujaim	2010	3 days 11 hours 16 minutes

So Steve has taken the record, and Three cheers for Steve.

For the northbound – flight it looks as if he will have beaten Chalkie by 1 minute! But will he have beaten his RAec/FAI record for this flight? I doubt it. (No, 1% better requires 22 mins quicker! - Ed)

I won't here go into all the frustrations that Steve experienced with Algerian, Spanish and French ATC which reduced a one-time healthy lead to this nail-biting finish and the inevitable debate that will follow concerning Chalkie's time having been a landing and Steve' a fly-over. This will no doubt consume much time and beer. And Steve must tell his own tale of a very testing and at times very dangerous three and a half days of intensive and utterly exhausting flying at the

end of which his admiration for Alex Henshaw and his incredible 1939 flight is undiminished.

After a week of excitement, drama, worry and elation I hope that, like me, you are left with one enduring sentiment – admiration for Steve. He dreamed of doing it and he did it

Rochester -**Open Day 12th September**

The Strut were invited by Kelvin to put up a stand and armed with three small LAA flags, Luscombe 'Beryl' plenty of 'LAA Today' and photos of Gary's RV9 build we set up on the grass in front of the hangar. Borrowing Europa SHSH, which was also representing Sky Watch Civil Air Patrol we set ourselves up in between the aircraft. Gary cheekily wrote up a message on our LAA noticeboard "Save 50% on club prices, build it, maintain it yourself". A good public relations exercise for the LAA.

COMMITTEE:

A body that keeps minutes and wastes hours .



Glen Miller's Nephew

Russian Giant K7

Built in during the 1930s, it flew 11 times before crashing and killing 15 people. The designer, Konstantin Kalinin, wanted to build two more planes but the project was scrapped.



Later, Stalin had Kalinin executed. Evidently, it was not good to fail on an expensive project under Stalin.

It's got propellers on the back of the wings, too. You can count 12 engines facing front. The size would be equivalent to the Empire State Building on its side, with cannons. And you think the 747 was big... not only a bunch of engines but check out the cannons the thing was carrying.

In the 1930s the Russian army was obsessed by the idea of creating

BEAUTY PARLOR:

**A place where women curl up
and dye**

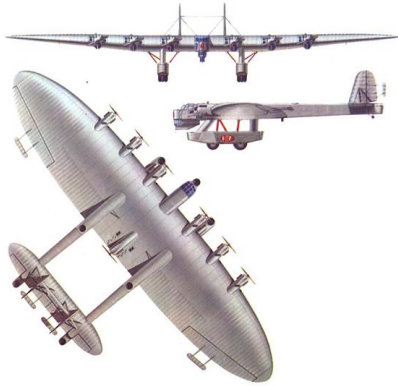
huge planes. At that time they were proposed to have as many propellers as possible to help carrying those huge flying fortresses into the air, jet propulsion had not been implemented yet. Not many photos were saved from those times because of the high secrecy levels of such projects. Still, on the attached photos you can see one such plane - a heavy bomber K-7. Can you imagine what it would be like sitting in this thing when those cannons go off? The aircraft had twin booms and as can be seen in the photos there was a



passenger version with the passengers housed inside the 7'7" deep wing.

There does appear to be liberal use of photo shop as a search of the internet has it seeing off a flying saucer, but the three view has perhaps less fanciful ideas!

Still, if the Russians had this it would explain why in films the aliens always attack America first!



AAADD-

KNOW THE SYMPTOMS.....

Age Activated Attention Deficit Disorder.

This is how it manifests itself:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing. As I head towards the garage, I notice post on the porch table that I picked up from the postman earlier. I decide to go through it before I wash the car. I put my car keys on the table, put the junk mail in the recycling box under the table, and notice that the recycling box is full.

So, I decide to put the bills back on the table and take out the recycling first. But then I think, since I'm going to be near the post box when I take out the recycling paper anyway, I may as well pay the bills first. I take my cheque

book off the table and notice that there is only one cheque left. My extra cheques are in the desk in my study, so I go into the house to my desk where I find the cup of coffee I'd been drinking. I'm going to look for my cheques but first I need to push the coffee aside so that I don't accidentally knock it over. The coffee is getting cold, and I decide to make another cup... As I head toward the kitchen with the cold coffee, a vase of flowers on the worktop catches my eye - the flowers need water. I put the coffee on the worktop and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers. I put the glasses back down on the worktop, fill a container with water and suddenly spot the TV remote control. Someone left it on the kitchen table. I realise that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back where it belongs, but first I'll water the flowers. I pour some water in the flowers, but quite a bit of it spills on the floor. So, I put the remote back on the table, get some towels and wipe up the spill. Then, I head down the hall trying to remember what I was planning to do. At the end of the day: The car isn't washed. The bills aren't paid. There is a cold cup of coffee sitting on the kitchen work-surface. The flowers don't have enough water. There is still only 1

cheque in my cheque book. I can't find the remote. I can't find my glasses and I don't remember what I did with the car keys. Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all bloody day and I'm really tired. I realise this is a serious problem, and I'll try to get some help for it but first I'll check my e-mail....Did I mention AAADD in a previous newsletter? I can't remember. Don't laugh - if this isn't you yet, your day is coming!!

Next Meeting 28th October

Local Historian Frank Turner, who gave a talk on Gravesend Airport a few years ago, will talk about the Maunsell Forts used for defence in the Thames estuary during WWII



North Weald Museum

Situated just outside the south east corner of North Weald Airfield on the B181 is the airfield museum. PAFRA organised a fly-in on the 15th September with the museum secretary, Chris meeting us at the parking area to one side of 02. Escorting us past the only remaining original hangar, we were shown the bullet 'holes' from WWII. These had not pene-

trated the thick door skin but had left quite an impression.

The museum is housed inside the old RAF Station Office with



Museum Outside

themed rooms telling the story from 1916. Many famous squadrons were based there during WWII, American volunteer 'Eagle' Squadrons, 71 and 121, Norwegian 331 & 332 squadrons and many other nations Canadian, Polish,



Museum Inside

Czech, Indian New Zealand and after the war 111 Black Arrows although by the time of the aerobatic team of Hunters had transferred to Wattisham.

Norman Tebbit was based at North Weald during his RAF days flying



Museum Window

Meteors and Vampires. Near by, a few minutes walk down the road is a

SKELETON:

A bunch of bones with the person scraped off

17th C inn, The Kings Head, serving up pub grub. The museum is open weekend afternoons and bank holidays until the end of November and costs £2

Last Months Meeting - Special Branch

Detective Sergeant Simon Hiscock, based in Medway gave us an enlightening talk on special branch's duties around Kent.

Have you seen or heard anything suspicious at local airfields or helipads?

Call Kent Police on **01622 690690** (or **999** in an emergency). You can also call the counter-terrorism hotline on **0800 789321**.

www.kent.police.uk



Covering airports, airstrips and heliports and numerous river ports and wharfs all around the county from a small number of area offices, special branch want to make contact with the regular users who are best placed to notice something out of the ordinary. There were several questions concerning the General Aviation Report form – why is it so difficult to contact

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someone who knows what is required and give details from across the Channel if there is no access to a fax m/c? There were various queries on the best number or email to use. Simon promised to get back to Gary with answers to specific questions. Some interesting facts and stories emerged, particularly involving shipping around the Medway. Apparently all the soft fruit from the southern hemisphere comes in through Sheerness, and many second hand cars are exported through the docks – not all honest exports, as in a rather heavy container (for what it was supposed to contain) with two Range Rovers inside!

Dates for your Diary

Oct 10 Fly Out to Abbeville
 Oct 20 Safety Evening at
 Innovations Centre,
 Rochester 7:30pm
 Oct 28 Thames Fortifications
 Nov 25 Talk by D&D
 Dec 11 Christmas Dinner