



July 2013

SKYWRITINGS

Newsletter of the **Kent**

Around Britain on a Velocette!

..In aid of **Kent Surrey Sussex**

Paddy's odyssey or

Two Reasons To

I realised my childhood dream of learning to fly when I trained at Welshpool, completing my first solo on the 9th of June 1999 in Tomahawk G-BWSC, eventually obtaining my licence on the 23rd August 2000.

I quickly realised I could not afford to hire aircraft so having joined the LAA I discovered the Luscombe via fellow member Mike Negus who had a share for sale in G-BPOU. With the encouragement of my wife I bought into the group but I really struggled to get to grips with flying it!

After a mishap caused by an engine failure on take-off, my efforts were curtailed while we acquired a replacement, G-BSNT or "Beryl" as we call her. I continued my struggle to fly her solo, my instructor seemingly at a loss to impart the required skills. The other three group members were always very



Nigel Read - Editor

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**25th July Meeting
Fly or Drive, Rochester BBQ
EGTO 18:00hrs**



encouraging though and flew with me whenever they could but it was to no avail - I was on the verge of giving up.

Enter Roger, a highly experienced instructor and commercial pilot who, over a period of three months, flying almost every week, rekindled my enthusiasm and almost got me to the stage of completing my conversion when Beryl, who was showing her age, was taken out of the air for a much needed major overhaul.

The group's original Luscombe



As we neared completion of the work, Roger popped over from Rochester to Farthing Corner to plan the continuation of my training and revalidation but tragedy struck when he took-off to return. His aerobatic biplane plunged into the ground and caught fire, despite our best efforts it took a while to get him out and he suffered appalling burns.

Fortunately for Roger the air ambulance was returning from a fund raising event and was in the vicinity when they were called upon for help. They dropped into the strip to airlift Roger to hospital and without their intervention it is certain that Roger would not have survived. Though his life changed forever that day, he continues to make progress and is able to enjoy life thanks to their presence during his hour of need.

The Air Ambulance has had a very personal impact on my life and every day it has that same impact on the lives of so many, saving lives and easing suffering. Up and down the country these highly trained teams are ready and waiting to leap into action for the benefit of us all - and they do it without government funding, relying solely on public support.

Hence my reason for fund raising for the Kent Air Ambulance, but why by riding my vintage Velocette around Britain? Well, not only did they save my friend and flying instructor's life, they also saved another friend's life who is a fellow member of the Vintage Motor Cycle Club. I do indeed have *Two reasons To* and I want to put something back.

Oh, and by the way, I did complete my training and I do now fly Beryl regularly, thanks to the patience of fellow pilots and especially Roger's expertise. If you can help me raise funds for this worthy cause, I and the many people the Air Ambulance helps in the future, will be extremely grateful.

Thank you, Paddy Jordan.

Paddy's route will take eleven days starting on 29th September, visiting Sherwood Forest, Berwick-Upon-Tweed, Aviemore, John O'Groats, Stirling, Cockermouth, Stoke-on-Trent, Cheddar, Lizard Point and Salisbury, finally arriving home on the 9th October.

To Follow and Donate go to www.justgiving.com/paddy-jordan



www.facebook.com/paddy.jordan.75

June Meeting BBQ at Ripple

Seven fixed wing and two helicopters flew in to Steve Solley's 350 yard grass strip arriving in good time to beat the approaching light rain. The rain pretty much held off for the evening leaving us with a dry BBQ.

Between us and Steve's neighbours the collection for the Air Ambulance came to £360. Many thanks to Steve who supplied the food, drinks and ice cream!



Bruce Alexander's Exec 162



Utam was a passenger in this R44



1961 Bolkow 207 flown in from Biggin by Julian Bone



John Luck's Horizon GYAT, Rob Brown's Jodel, Grahame Smith's Sport Cruiser behind. RV9 front



Steve Solley's Jodel and MG



Gary Smith getting ready to try and beat the rain home



Web man Glen Everett's Piet.



Mike Negus & Simon Pratt in the Luscombe

Strut scramble..

..to Stow Maries on 13th July was a total success and we could not have wished for better weather. Strut attendees included Pete Kember in the Europa from Laddingford, Paul Lipman and Colin Ladd in their Austers from Romney street. From Farthing corner Paddy Jordan and Gary Smith in the Luscombe, John Dean in the Jodel, Frank Rothera in his PA22 and Rob Brown in his Jodel. Gary Cameron and Barry Webb from Clipgate Farm, Nic "The Lady Pilot" in her Aeronca from Maypole and Richard Warriner from Bradleys Lawn in Sussex. Two people contacted the committee regarding the event and we were able to find spare seats, so the fun was spread even further.

Russell (the owner of the airfield) gave a very informal presentation about the "Stow Maries" restoration so far and his vision for the next 12 months. Their aim is to build an exact copy of the original hangers (wooden structures with fabric covering) and provide a permanent base for several WW I and vintage aircraft, a lottery grant is hopefully going to help with the cost. With a better facility and exhibits he envisages more visitors and excess revenue will be ploughed back into the general restoration of the site.

The 2pm talk for the "Friends Of Stow Maries Aerodrome" (FOSMA) was by a gentleman called Paddy Heazell and was about the secret airfield at Orfordness. Apparently the Royal Flying Corp (37 squadron) had an airfield there on the inner Island which was only accessible by air or boat. Soon after WW I it became a small time experimental test site due to its isolated location and during the WWII years it was being used extensively to develop bomb sights and to develop RADAR.

The flood of 1953 ruined just about everything down the east coast, including Orfordness and the site was basically abandoned thereafter. Coastal erosion in the Orfordness area is extreme and despite the Victorians building the lighthouse in the middle of the village it was closed for service only a few weeks ago and is expected to "fall over the edge" within the next few years too...along with the remaining few houses.

A really interesting talk and a lovely day for a strut scramble. If this kind of trip interests you then please get in touch when we announce the next scramble.

Pooleys Day at Compton Abbas 30th June

After disappointing weather on previous occasions when several aircraft turned back within 20 miles, this year, despite forecast fog over the Solent it turned out to be a terrific day with 178 aircraft booked in—anyone not registered was turned away. My preferred route from Laddingford is south of Gatwick to enjoy the view of the South Downs, cross over the Solent to Cowes keeping clear of Lee on Solent then between Southampton and Bournemouth via Beaulieu and Stoney Cross—a busy piece of sky for VFT traffic. Pooley's covered the landing fees, gave pilots a goodie bag which this year included a flight guide and a book on meteorology. They also had a selection of goods for sale. Pooley's have also supplied raffle prizes for us in the past.





....The other part



Piel CP1320



A French counterpart, *Boutique Aero*, have a similar idea in France, encouraging pilots to visit various airfields and setting up a breakfast fare also covering landing fees. On the 7th July they were at Calais and a flight had been pre-registered from Frintsted. As they had not brought any samples of sales stock I felt encouraged to check out their website back home for comparison. I found some replacement ear seals for one of my headsets at a reasonable price, however on checking out found the packing and postage from France made it uneconomic to proceed. Nice free breakfast though with pastries, strong French coffee and fruit. Considerably fewer aircraft than at Compton Abbas!



We found ourselves parked next to a RV from Laddingford which had been on his own *Tour de France* and Graham Hammond arrived later in his Jabiru.

The Calais airport is open seven days a week. The Tower is closed on Sunday, Monday and Tuesday. So on those days it is just Air to Air radio on 128.925 (normal Calais frequency) probably French preferred. Fuel is available.

Customs are available seven days a week. Please give at least one hours notice. Preferably more, the day before you go.

The restaurant has just reopened under new management which is also open seven days a week.

A ten minute walk into the village of Marck, you can visit the supermarket, hire a bike by the bus stop and cycle into Calais, about 15 minutes. Or catch the bus!

Calais are keen to see visiting pilots and are practically on our door step.

Calais



Heveningham Hall Fly out 6th July 2013. Gary Smith

The Suffolk Lions club have run an annual wings and wheels day for many years and this year it was again blessed with good weather. Henham park (near Southwold, Suffolk) had been used several times but due to the large trees in close proximity to the landing area they were forced to find a new location and what a gem it turned out to be.

Heveningham Hall is only 5nm further west than the original Henham park site and not only offered 530 metres of good grass and ample parking for up to 100 aircraft but was only a 5 minute walk to the main showing arena.

Word was put around, I located a passenger (to help share the cost of the fuel) and suddenly it was time to go. I had marked the supplied grid reference on the map and was slightly apprehensive about finding the place (this strip is only “active” for two days of the year and Suffolk can be featureless) but as luck would have it we did not have to stooge around for long. A large pond to the north and Ron Armitage’s bright yellow Husky aircraft parked by the runway were a dead give away and Ron’s voice is so easily recognised on the radio too. Flying “finals” over the lake while watching the showground and grand house disappear under the starboard wing was brilliant - another rare airfield added to the log book!

A donation in the collection tin gave us entry and we spent a pleasant afternoon looking around the classic cars and bikes, the army vehicles and animal exhibits. All the things you would expect to find at a summer fare. For the petrol heads amongst us there were some novel contraptions in the “stationary engine” display and two “monster truck” who proceeded to pull a *Vauxhall Corsa* in half, then drive over it’s entrails.





We lost contact with John Dean early on but bumped into Nic “The lady pilot” Orchard, Richard Warriner and Martin from Frinsted not to mention a few other familiar faces from the Kent strut too.

A low level run across the end of Clacton Pier on the way home was the finish of a perfect summers day. (Apparently they had 48 aeroplane arrivals on Saturday and 76 on Sunday, so keep an eye out for it next year as its one event not to miss).



Dating from 1778-80, Grade 1 listed Heveningham Hall has grounds designed by Capability Brown.

There were fires in the dining room (1949) now restored and east wing including the library and drawing room (1984). It has been owned since 1994 by the founder of estate agents Foxtons.



<http://www.countryfair.co.uk/>

<http://www.halesworthlions.org.uk/>

Quiz :- Seen at Calais....

So what is this canard with anhedral ? See p8

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What is it on page 7?
Gyroflug SC-01B-160 Speed Canard



www.solleysicecream.co.

Notice in Airline ticket office :
WE TAKE YOUR BAGS AND SEND THEM IN ALL DIRECTIONS.

Ads that time forgot



Dates for your Diary

- 25th July Rochester BBQ
- 28th July Stow Maries- Photographers day
- 4th Aug PAFRA Navigation Exercise
- 29th Aug Treasure Hunt
- 26th Sept RAF fighter pilot to 777
- 31st Oct Turbulent display team
- 28th Nov Justin Willcocks Licencing