



September 2013

SKYWRITINGS

Newsletter of the *Kent*

Rally Ho!

This month we have a report on the RSA rally at Vichy where the Kent Strut came away with honours and photos of the LAA rally at Sywell, a report on the biannual Hahnweide old timers fly-in. Also, pictures of a recent trip to Cosford, the treasure hunt and just squeezed in, Laddingford BBQ.

Continuing our unusual pictures, Gary got a fright at Farthing Corner when he glanced across at John Luck's Horizon.

It turned out to be the farmer having a bonfire well beyond the aircraft. Send any unusual or interesting photos to the editor please.



Light Aircraft Association



Nigel Read - Editor

Contents

*French Homebuilders
Rally p2*

Hahnweide p4

LAA Rally p6

Cosford Pictures p7-8

Treasure Hunt p7

Dates for your Diary p8

Laddingford BBQ pic p8



26th September Meeting

General Chat with members (revised meeting)

Cobtree Manor Golf Club, 20:00hrs

www.kentstrut.co.uk

French Homebuilders Rally 2013.

The French homebuilders rally (RSA) normally occurs in mid July and for those interested in unusual avian creations this event is definitely for you. Four aircraft from our group departed the strip (Farthing Corner) on Thursday morning (18th July) and despite having a late get away myself, I caught up and we had a great evening at our usual overnight stop of Avallon (200 km south east of Paris).

Considering the brilliant weather we experienced the day before, Friday commenced with a disappointingly low cloud base. A large NOTAM on route was debated and we concluded it would be best to avoid the area being reserved for a large gliding competition. 15 minutes after take off we were “scud running” at 500ft over the hills. A quick call to Air traffic confirmed the NOTAM had been suspended and we were allowed to come away from the ridge and use the direct route over the low ground directly to the Rally. Amazing what you can get if you have the confidence to ask.

For the third year running the RSA event was held at Vichy, a great location in the centre of France with lots of accommodation and attractions in the town situated just 3 miles away. Whilst congregating at the booking in desk we met some fellow aviators from the Kent strut who were returning home from a “southern tour” so we decided to book in as coming from the same flying club :- The LAA Kent Strut.

Just for amusement Graham Hammond’s Jabiru J430 was entered into the judging for “most utilised foreign homebuilt aircraft in France using multi crew procedures” i.e. Co-pilot Shirley doing the radio and Pilot Graham doing the flying”.

The free bus dropped us in town and after a quick freshen up we went out to explore. Back in the 1950’s the Olympics (or some such event) was held at Vichy and they decided to open up the river in the centre of town into a huge lagoon (100m x 1000m) for the water events. No sooner had we arrived at the river when a float plane shot past doing a “splash and dash”. It appeared that the City council had allowed the RSA to use the river for their event and the amphibious aircraft were making the most of it.

Saturday evening we headed straight for the river and a Piper cub on floats came to “play”. Realising we were taking photos just yards away from the shore the pilot decided to “play to the camera”. The high power passes that generated huge clouds of spray were impressive but driving up the ramp and parking the Cub in the municipal car park was just amazing. To see a float plane doing its thing from 50 yards away was truly spectacular.

Sunday morning we left for home and thought nothing more of our trip until later in the week. News came through that the Kent strut had been given an award for the most aircraft from the same club (7 to be precise) and Graham and Shirley had been given an award for their “French touring and multi crew efforts”.

Its nice to get the LAA Kent struts name up in lights, the RSA will be at Vichy again in 2014 so lets see if we can get some more awards.



Cup awarded to the LAA Kent Strut for most aircraft from the same club attending the French RSA Rally and Graham for his Jabiru J400 and his pilot / navigator team work whilst flying around Europe.



LFLV
Charmeil
Vichy
7200'
Runway

Red Baron Country - Hahnweide, 6th–8th September 2013



Every one of us has their favourite fly-in, for many it's the LAA rally, for others it may be a simple BBQ at somewhere like Laddingford or Maypole and for me it's Hahnweide. Why this one in particular? Well it's because it's all about vintage planes, lots & lots of vintage planes. Planes with a heart & soul, that look and smell pleasing. There's an air show for three days continuously, many of which are German warbirds. Hans the organiser only accepts older aircraft like my Jodel to the fly-in, to add to the overall ambience and make up part of the crowd scene. The registration process the first time is quite off-putting and he insists on sending you the final details in the post, but if you go again you are welcomed as a long lost friend with just 'a come on down' and the issue of a fly-in number.

It's held once every two years and located at the glider site of Kirchheim-Teck, just past Stuttgart not too far from Tannheim in Germany.

On my recommendation some friends from Devon also planned to go with their wives. John with a Jodel 1050 was accepted, whereas Tug with a SportCruiser was sent to an airfield 10 miles away and bussed in (for free).

I couldn't get away when they did, so my journey started the day after the big pile up on the Sheppey crossing. I mention this as the day of departure, as the early morning mist was a major concern, coupled with a front coming from the west, which if I was lucky, would give me about an hours window to nip across the Channel before being thwarted. I took off into clearing mist at 9.30am, experiencing carb ice at about 800ft at full power for the first time, having to use

carb heat a couple of times until I was high enough and out of the moist air. The Channel had low fog on one side with rain towards Le Touquet and not so pleasant past Calais, but there was a nice corridor for me to pass through at 4000ft, above the muck.

Two hours on, my customs stop at Charleville was taking a pounding, with thunder and lightening, Sedan my alternate was not possible either, so after calling Paris Info, 125.7, I diverted to Hagenau near the German border and landed after a bladder busting 3 hours 40 mins. This left a short flight of a little over an hour and without the headwind I might have been able to make it in one hop. On calling Hahnweide for landing, I was told that I was number three to a Junkers JU 52 and a FW 44 Stieglitz with a Boeing Stearman PT 17 close behind and a Fokker DR1 (replica) performing aero's in the overhead. I'd call that good company!

Courtesy buses run all day to ferry pilots backwards & forwards to their planes and they have an adjacent field for the campers. There is a pilot's enclosure, for the pre-registered pilots, where all daytime food and non-alcoholic drinks are complimentary and a free pass for the entrance fee. Another friend, Alan who now lives on part of Deanland airfield had driven across to meet me which was useful as he not only knows what each aeroplane is, but can also accurately identify the mark too.

There was a different array of aircraft this time compared to before and we were very lucky with the weather. It did pour down, but only at night, which may have been more of an issue for the people camping. We ate in the charming town one evening and had the hangar meal on the other. I wouldn't bother with the evening meal at the airfield, both the food and entertainment were far better at Tannheim, so it's the town next time for it's open shops, vibrant feel and carnival atmosphere.

It is very easy to get a bit blasé about, just another ME108 or Waco after three days of these marvellously preserved flying machines.

On the Sunday, the plan was for Alan to leave at midday by car and me to depart early afternoon for Verdun. After a quick chat with Will Greenwood & Jonathan Wilkins, who had flown there in a Gomhouria 181 Mk 6, (*sounds like an unpleasant ailment, Ed.*) post war 1966 Egyptian built Bücker Bessman to me & you; they decided to join us for the night. It's not often that you have a Bessman as your wingman. Verdun is steeped in 1st World War history and the war graves can clearly be seen from the air. I made a mental note to go soon for a few days. We had a pleasant evening exchanging stories, Will is a very experienced test pilot & LAA Coach, Jonathan, displays the Turbs with the Tiger Club and Alan has owned several aerobatic & other aircraft.

On the trip back on Monday, the weather for the whole of France was fine, until the French coast, where the cloud base lowered and the sky darkened and we flew alongside the blackest clouds I've ever seen, that stretched all the way up to Southend.

Down to 1000ft we were lucky to be able to divert into Lydd, which is the only part of the weekend that turned sour. After a couple of hours the weather improved enough to the west for Will to get back to Swanborough Farm. Checking with Julia

at Rochester, she had 500ft on the QNH, which made it a no-go for me with the strip being 550ft & power lines 200ft above that. The gripe is not the fact that the weather didn't play ball, that's just a part of this kind of touring, it's the fact that Lydd charged me £38.00 for the landing and one nights parking. I did write to their executive director, but got a polite reply just quoting the party line. They are still one of a handful of airfields who are not signed up to the Strasser agreement and have disproportionately increased their landing fees to take advantage of their location as a bolt hole for aircraft returning from the continent.

Registration for the next Hahnweide starts, Xmas 2014, those of you that would like to fly there; we could arrange a group to go, I'm sure a few G registered Auster's, Pietenpol's, Luscombe's, Aeronca's etc would arouse a lot of interest. Alternatively it would also work for 4 people to go together by car. You won't be disappointed.

Martin-Von-Frinsted <http://www.oldtimer-hahnweide.de/teilnehmer.php>
(Checkout the videos on this site too! Ed)

LAA Rally

I flew up on the Friday and Saturday, choosing mid to late morning to avoid any early mist and low cloud we encountered on a previous trip (and all the early slots had gone!) An announcement that the runway would close for five minutes - never found out why - should have left just enough time to get down but an earlier closure left us orbiting Pitsford and was surprised to look up and see the unmistakable shape of a Mosquito overhead! It turned out to be a 3/4 scale replica that had flown in from France. On the ground I found a few more aircraft to photograph. There was a distant sight of a strange red and black 'mystery' plane but it did not stay long and was too far away to capture on digital film. Plenty of pics will appear of this 'Pietenpol era' racer replica in the flying mags though.



The Mosquito and its crew.

Planning started in 1993 but construction did not start until October 2010. Maiden flight being in April 2011! Good planning must speed up construction! C of A granted May 2012. Wingspan 39' 5" Cruise 160kts, Vne 216 kts



Swift mock up—LSA, C of A & Kit are planned. Gear will be fixed





Dave Machin's Cozy now owned by his son Russell



Bristell NG5 Speed Wing. Did the designer leave CZAW with the Sportcruiser design under his arm or does he have a good memory?



Replica line up, left

Cosford Pictures

My co-owner had wanted to visit Cosford for some time and we took advantage of a recent PAFRA trip. Requesting a Training flight gets a substantial reduction in landing fees which worked out at just under £13. Museum entry is free. There is a new exhibition hall demonstrating a 'nightmare of hangar packing' and the Dornier 17 salvaged from the channel recently is viewable inside poly tunnels kept damp with a weak solution of citric acid and chemicals to neutralise the salts.



Treasure Hunt

Eight teams took part in a drive around the Wouldham, Burham and Aylesford areas plus we were joined at the pub by several other members and family. Simon Pratt won with 29 points out of 32. Gary Smith and Mike Negus brought up the rear. There were rather more 'non contestants' on the busy roads than suited regular stopping to search out clues but everyone arrived safely at the Medway Inn in Wouldham for refreshments. Many thanks to John Luck for organising.



Refreshments went down well!



Waiting for the result



Pub & Glen's MG 'pet carrier' - Dog sniffed out clues

Committee Contacts

Co-ordinator: Gary Smith



Tel : 01795 422426
gary.james.smith@btinternet.com

Treasurer:

John Dean 01892 822776
john@jmdean.co.uk

Membership Secretary:

Stephen Solley 07836 653257
sc.solley@solleysicecream.co.uk

Newsletter Editor:

Nigel Read 01634 362375
skywritings@tesco.net

Committee Members:

Mike Negus 01634 364396
 Mark Balding 01580 851112
 Brian Hope 01795 662508
 Graham Hammond 01622 891466
 Simon Pratt 07973 402986
 Martin Payne 01474 853181

Web Master

Glen Everett 01622 858956
glen@flyingadverts.co.uk

Helimed visits Laddingford BBQ.

They are not all Europas, there's an RF4 at the front!



www.solleysicecream.co



Full size Mosquito at Cosford



*Aircraft & Missiles
packed into the
new hall*

Dates for your Diary

26th Sept. As our speaker has had to drop out due to attending 'How to fly an A380 course' we are having a **general meet and greet** fellow Kent LAAers

28th Sept LAA AGM Turweston

29th Sept Abbeville end of season Flyout

24th Oct Fly or Drive West Horndon

31st Oct Turbulent display team

Julie Garside

28th Nov EASA Pilot Licencing

Justin Willcocks

14th Dec Christmas Dinner

Newnham Court Inn, Maidstone

7:00pm for 7:30pm