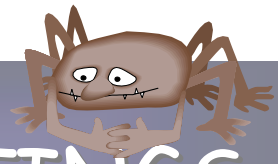




October 2013

# SKYWRITINGS



Newsletter of the **Kent**

**The last of this years fly-outs! Or is it?**



Light Aircraft Association

## Editorial

This Month we have a report on the Abbeville fly out on the 6th October, an up date on Paddy Jordan's around Britain ride on a vintage motorbike and information on a proposed 'land grab' or rather airspace grab by Southend which if approved would greatly affect all of us.

This time of year things are quieting down, grass strips are liable to become boggy, fog can creep up suddenly as can Christmas—ah that's better—Christmas dinner is not far away too and Gary will need to collect bookings and money soon. After last year's successful dinner at the Newnham Inn next to Newnham Court near Maidstone we have booked this venue again. Only one more newsletter after this one before the Dinner but articles are still required to fill the pages despite not so much happening.

Europa G-FLOX had it's permit work early October and new documents by return of post. Well done engineering!

This month's talk is about the Turbulent display team by team member Julie Garside—that's not meant to be her on the broomstick by the way but the meeting is on Halloween!



Nigel Read - Editor

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**31ST OCTOBER MEETING  
TIGER CLUB TURBULENT DISPLAY TEAM  
JULIE GARSIDE  
COBTREE MANOR GOLF CLUB, 20:00HRS**



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**Abbeville Fly-out** words and pictures Gary smith

The end of season fly-out to Abbeville (France) has become an annual event on the LAA Kent strut calendar and marks the end of the "touring" season for most. It's not as posh as Le Touquet but it's a great place for a hassle free lunch or as a stepping stone to places yonder in France. Contrary to rumours about French Customs being withdrawn from the airfield this was not the case and it appears to be "business as usual" (i.e. fax your customs request to the airfield but don't expect customs to turn up).



Southern England sat in clear air on Sunday 6th Oct but a blanket of fog was laying down the French mainland and Le Touquet's telephone AFIS was reporting "Airfield closed due to fog". The experienced amongst us knew the fog would probably lift and was probably only on the coast. Since Abbeville is 20 miles inland it would most likely be okay, plan b) was to divert to Calais which was in the clear and their new restaurant would be worth a try. So with a basic plan and 5 hours of fuel we set off to "have a look".

In the true spirit of the LAA I offered my spare seat to a strut member who is keen on flying, wanted the experience of crossing the channel (again) but was unable to afford to hire an aircraft. Colin Evens told me he had last crossed the channel in a Condor aircraft from Rochester in 1978 and they had used the "cross channel low level route" {How many people remember that!}. He also remembered having to clear customs at Lydd (both ways) making the brief trip to the continent an epic, nothing like the 45 minutes each way we can achieve today.

Sure enough it was not that nice over France, cumulus sat at 7/8 over the land and through the breaking fog we got a glimpse of the end of Le Touquet's runway. It



seemed like a good idea to follow the coast south down past Berck-sur-mer but we were not too sure what to do about the "Mushroom cloud" over the airfield. To be fair it looked worse than it was, the clouds were like candles and there was sufficient room to descend between them and join the circuit.

Shaun Cockburn had already arrived in his Long-eze from North Weald (making use of the long tarmac runway) and within 30 minutes a gathering of eleven British aircraft were parked on the Apron.

Two Percival Proctors and a Bolkow from Biggin Hill joined the party a little later so in total 26 sat down to celebrate the "end of the flying season" for another year. Eventually the conversation reverted to potential destinations for next year. For Nick Hampton this trip was already an adventure since his newly completed RV8 (G-NISH) had just completed its first cross channel crossing, hopefully the first of many more to come.

Will 2014 be the year we finally get to the Scilly Isles, will we get back to Spain, and will the RV's go to Portugal this year? Let's see what the weather gods deliver. Wherever we end up you can be sure it will be reported in the Kent strut newsletter.



## Paddy's Round Britain tour (see July Skywritings)

Here are some extracts from Paddy's blog:-

**Day 1** The start, friends who came to see me off, Simon, Jim rode to Dartford tunnel and pealed off, Brian Hope rode for two days with me. Stopped off at Naseby, and Husbands Bosworth Glider site for tea. Re-fuelling on route at Weston Favell before reaching Sherwood Forest YHA, evening meal in the Forest Lodge Hotel.



**Day 4 Aviemore to Ullapool via John O'Groats.** Breakfast where available is continental so after I collected my packed lunch re-fuelled just down the road from the Hostel and set off. As I had a few miles to do I decided to keep it simple and stuck to the A9 and then A99 to John O' Groats. I had wanted to go along the top of Scotland but time and the weather which was not looking good called for a change of plan, the wind getting up as I rode along the coast on the A99. At one time I thought someone was doing washing for what appeared to be soap bubbles were blowing across the road until I realised there were no houses I can only assume it was the froth off the tops of the waves being blown up on to the road. I had several struggles as the bike and me were blown sideways. At John O' Groats I had my packed lunch trying not to let my crisps get blown away. I had had the GPS set up by my nephew to take shortest route avoiding motorways but had to include motorways in Scotland other wise I would have been on very minor roads. However having re-fuelled at Wick I came back down the A99/A9 after crossing a part called the Mound I turned right towards Lochbuie. If you ask aunty Garmin for the shortest route you get it! 20 odd miles of single track road, pot holed with grass down the middle and only sheep and electricity pylons for company but at least I was out of the wind. Getting back on the A837 there were at least passing bays. I reached Ullapool where the wind was still blowing quite hard. Not feeling too hungry I ate at the Ferry Boat Inn just having a starter of Smoked Salmon but then got carried away with Sticky Toffee pudding, coffee and a single malt. Jeff, an Irishman who had worked on the ferries out of Dover and now enjoying riding his BMW around Scotland was surprised I had gone to John O' Groats as he had got the forecast that morning and it was for winds gusting in excess of 70 MPH.!!

**Day 7 Cockermonth to Dimmingsdale.** Not realising that Cockermonth was purely self catering I stopped at the local Sainsbury's and bought sandwiches and fruit for lunch. I also re-fuelled to set off for the Lake District. I wanted to see the Lakeland Motor museum and the steam boat museum, which was closed, so I had to settle for the Motor Museum which itself could have taken the whole day. Having spent far to long in the motor museum I set off for Dimmingsdale again avoiding M roads stopping at Warrington to re-fuel. Newcastle-under-Lyme and then onto the potteries passing the closed Royal Dalton factory. By now it was getting dark so had to put on the head lamp but this upset the GPS so decided to run on side which are LED. Approaching Cheadle I was pushing it on side lights but kept going. As I left the B5477 turning right onto Greendale Lane I had no option but to put the head lights on but by keeping in low gear to keep the revs up managed on average to keep the charging in the green! The lanes were over hung with trees and there was a lot of mud in places I lost the back a couple of times then onto Stoney Dale. At this point they gave up giving names to the lanes as I approached a dirt track I could see the Hostel. Again having spent too long in the motor Museum I had forgotten to collect any food. Carole the warden came to my rescue with a can of soup some bread and a cereal biscuit. As I entered the hostel I was greeted by a lovely smell of cooking. Two young couples were staying

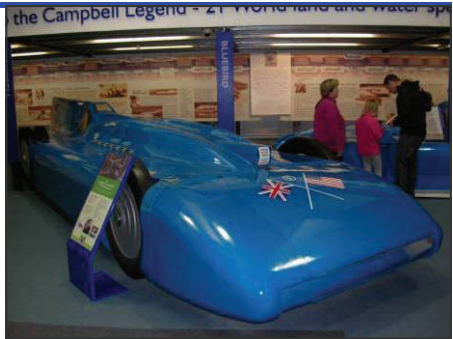
there as it was a mid way point to meet from their homes. They immediately offered me a share of their food plus a glass of wine. We spent a very pleasant evening talking and playing a dominoes style game.

**Day 8 On to Cheddar.** Having been caught out with the night before I was up early to a breakfast of fruit and a cup of coffee donated by my hosts of the night before. I made an early start stopping at Edgebaston for fuel. On the way I stopped at The National Memorial Arboretum, Staffordshire, DE13 7AR. A very humbling experience—what a waste of young life.

I do not remember much of the route after the visit to National Memorial Arboretum until I entered Cheddar Gorge and then it was survival with all the boy racers out to prove themselves, car and bike. I slipped up again not realising that the catering at Cheddar was on hold due to a problem with an extraction hood not being delivered. However I had bought a microwave meal for supper but had no breakfast. They had a licence so I enjoyed a beer and a fellow hosteller asked me to join him with a glass of wine.

**Day 9 to Lizard Point.** My room mate at Cheddar, a retired doctor had bought some local sausages for breakfast so invited me to share them with him, so my fruit would keep for another day. We had some absorbing conversations which meant by the time I left it was nearly 10 o'clock. I rode through Burnham-on-Sea having last been there in 1973. As I had discovered from talking to a South African lady at Dimmingsdale, Lizard Point was entirely self catering so I decided to stop at Pinhoe to buy some sandwiches for lunch and also a meal for that night. Dawlish was my next port of call as I had ridden there in the early 1960's on a 125 cc Lambretta scooter, the same scooter I later rode to Milan in Italy. The intention was to ride to the Lizard via Lands end but as time was marching on I decided to go straight to the Lizard YHA, the plan being to get up early on day 10 and ride to Lands End and then get onto the A30 and stay on it to Salisbury. I made the Lizard at 6 o'clock sitting out side watching a glorious sun set with the seagulls riding the winds coming up over the cliff. I was nearly home!

**Day 10 Lizard, Lands End & Salisbury.** Got up at 7 o'clock with a view to leave at 8 o'clock breakfast was orange banana and a cereal biscuit washed down with water from my Scottish packed lunches. On my way to Penzance I stopped at Helston to re-fuel and then onto Lands end which was not what I remembered from the last time I was there in the early 1960's on my Lambretta. From Lands End I was back on the bike to get to Salisbury to meet Brian, my companion from the first two days, he had suggested when we parted in Berwick that work permitting he would try to



accompany me home on the final leg. Around about 11 o'clock I decided to stop for a coffee and cake at Morrisons Bodmin, for cheap fuel at £1.289/Ltr and a Pecan Plait I am rather partial to. While I was sitting in the cafe I noticed several people paying attention to the Velocette including a group of learner riders and their instructor. Having re-fuelled both body and bike I prepared to set off when an old boy approached and started a conversation about Velocette's. It turned out he had been a keen follower of Brands Hatch in the 1960's we had a nearly an hour discussing the various riders and bikes we followed. After my start from Bodmin it started to rain not as heavy as Scotland but still it was raining. After 100 miles I started to look for a lay-by to stop for my Lunch - same as breakfast - I spotted one and the rain held off. I also received a text from John Luck enquiring of my progress. Lunch completed I was on my way again this time it was more drizzle than rain. Rounding a bend I saw some chalk carvings (military badges) on the hillside, this was Sutton Mandeville and Fovant Wiltshire, rather poignant at this time coming up to the century of the first world war. As I entered the outskirts of Salisbury I re-fuelled again and noticed it had become almost tropical arriving at the hostel I booked in and enquired if Brian had arrived to which I was told yes and he has "enquired after a good pub for food and beer". With that I sat outside with one of the YHA's sponsored beers relaxing.

Paddy Finally arrived home on 9th Oct. after 11 days, 2236 miles, 5.3 pints of oil, 148.49 litres of fuel, averaging 33.9 mph and a maximum of 57.1. Brian escorted him back to Kent.

Paddy's Just Giving site is [www.justgiving.com/paddy-jordan](http://www.justgiving.com/paddy-jordan) in aid of Kent Air Ambulance.

**Southend Airspace** See also Light Aircraft Magazine

The proposal by London Southend Airport to establish a large volume of Class D controlled airspace over parts of Essex and Kent would be likely to exclude many other airspace users. The LAA published some information on the proposal on page 65 of the October copy of Light Aviation Magazine and we will prepare a technical objection to the proposal and invite members to submit their own views. However, the proposal would lower the base of controlled airspace over the whole area and increase jet aircraft noise and intrusion at a time when the Future Airspace Strategy is aiming to reduce it and we would like to draw the environmental impact of this to a wider audience.

The Chairman of the Royal Aero Club has written to the chairmen of all the relevant parish and district councils, local authorities and members of parliament about this. Statements in the consultation that the proposal has no environmental impact are at odds with lowering the base of airspace and it seems quite clear that it will as it would be lowered over an area of some 2000sq km. The people (non fliers) who are likely to be effected by this proposal are unlikely to be aware of it and even if they were and read the large consultation document they are likely to accept the environmental assurance. To help redress this it would be useful if members were to write to their own councillors and members of parliament to raise similar concerns, *from a resident and environment viewpoint*, rather than from that of someone involved in aviation and to respond to the consultation on the same basis. If you agree perhaps you could write to or email your representatives about the significant environmental impact of this proposal and perhaps encourage others to do so as well.

Southend's consultation document:-

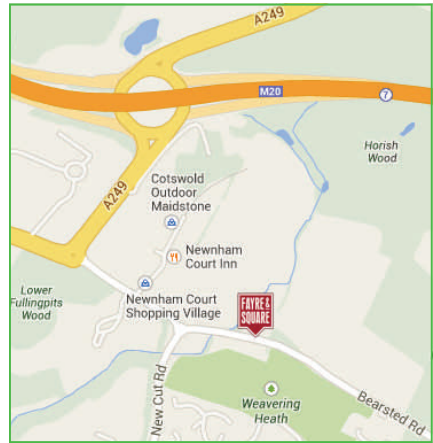
<http://tinyurl.com/SouthendACP>

### Christmas Dinner

Don't forget to book your dinner with your guests and send a completed form (attached to this newsletter) and remittance Gary Smith. Last year we tried a new venue at Fayre & Square Newnham Court Inn on the same site as Newnham Court just outside Maidstone and easy access from the M20 junction 7.

The pub's large car park is to the right as you enter Newnham Court Shopping Village.

Three Courses with coffee and mince pie to follow. Last year they were generous with refills of coffee and extra pies. See the attached form for choices. Additional forms will be available at the next two strut meetings.



### More Cosford Pictures

Space was limited in last month's Skywritings so I held over some of the photos from Cosford.



Grass runway available if you ask!



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[glen@flyingadverts.co.uk](mailto:glen@flyingadverts.co.uk)[www.solleysicecream.co](http://www.solleysicecream.co)**Last Strut Scramble**

25th October turned out to be a near perfect day (a bit more wind down the runway would have been appreciated) in an otherwise poor week to catch the last public open day at West Horndon, Barnard's Farm. Four aircraft from the strut arrived. A 1929 Chrysler Imperial was also on display from the collection.

**Dates for your Diary**

**31st October Strut Meeting**  
Turbulent Display Team  
Julie Garside

**28th Nov Strut Meeting**  
Licencing  
Justin Willcocks CAA

**30 Nov -1st Dec The Flying Show**  
NEC, Birmingham

**14th December (Saturday)**  
Strut Christmas Dinner  
Newnham Court Inn, ME14 5LH  
7pm for 7:30pm

**30th January 2014 AGM**  
Cobtree Manor Golf Club





Light Aircraft Association

**Kent Strut Annual Dinner**  
**Newnham Court Inn (Notcutts)**  
**Bearsted Road, Maidstone, Kent, ME14 5LH**  
**Saturday 14<sup>th</sup> December 2013**  
**7.00 for 7.30 pm**

**Merry Christmas Mushrooms served on Garlic Bread**  
**King Prawn Cocktail served with Brown Bread**  
**Roasted Tomato and red Pepper Soup served with Baguette and Butter**

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**Christmas Turkey and all the Trimmings**  
**Traditional Roast Beef**  
**Festive Cheese and Leek & Potato Pie**  
**Salmon Supreme**  
**Selection of Seasonal Vegetables and Potatoes**

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**Traditional Christmas Pudding**  
**Chocolate Mint Ice Cream Cake**  
**Melting Christmas Cookie**  
**Cherry Bakewell Cheesecake**

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**Coffee and Mince Pie**

**Please make your reservation no later than the 1st December 2013 together with your remittance of £15 per person to Gary Smith Tel No : 01795 422426 or 7, The Crescent, Kemsley, Sittingbourne, Kent.ME10 2SA. Price includes tip.**

**Members Name :**

**Starter:.....Main:.....Pud:.....**

**Guest 1: Starter:.....Main:.....Pud:.....**

**Guest 2: Starter:.....Main:.....Pud:.....**

**Guest 3: Starter:.....Main:.....Pud:.....**