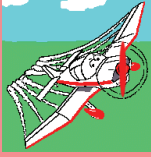


February 2015



SKYWRITINGS

Newsletter of the *Kent Strut*



New Aero Engine!!

Weslake Diesel

It's not often a new aero engine comes along. Weslake have been working on a light weight aero diesel engine. With avgas under threat and various oil companies working slowly towards a fuel that can replace the leaded version, UL 91 from Total being the only one generally available to those who cannot use mogas, diesel offers an alternative with lower fuel cost but higher hardware cost due mainly to the cost of the fuel injection equipment. It's not unusual for a diesel car to cost £1000 more than the petrol equivalent, and the car companies have 'economy of scale' on their side. Hence the automotive based conversions. Strut member Ian Park has arranged for John Lamberton Weslake's Managing Director to give us a talk on their new offering, which is undergoing development and Weslake are working with Kent based Grahame Smith and his Gruppo Trail. (see Sept 2014 *Skywritings*.)



Nigel Read - Editor

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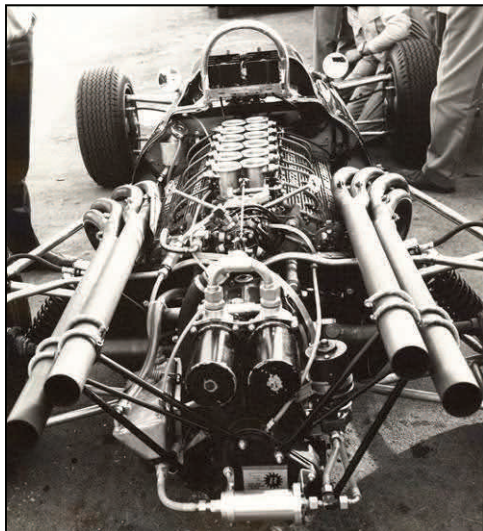
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26th February Meeting
Weslake Diesel Engine—John Lamberton
Cobtree Manor Golf Club, 20:00hrs

www.laakentstrut.org.uk

Other Weslake engines and uses from John's Archive



Gurney Weslake V12 rear view (1966)



Microlight with CF122



CF122 in bi-plane



Autogyro with CF122 1



Weslake speedway engine and bike



W-800G Engine



W-800 engine Phoenix UAV

New members—Terry and Reece Hennebery, and Raymond King. Welcome all.

Terry's introduction:-

I have always been interested in all things mechanical, In fact anything with an Engine.

As a youngster I built model aircraft, go karts, off road motorbikes etc.

My working life has been varied, most of which while bringing up my family centred around civil engineering and operating heavy plant - all self employed. I spent a good part on the Rail link and worked with various Utilities Companies.

Socially I was very involved in the replica car scene and built and enjoyed a very nice Cobra, (I still own one now).

In 2008 I started a small company building and maintaining all types of Replica Cars until 2012.

These days I look after a private collection of classic Cars.

Back to Aircraft, I had completed 17 hrs PPL training back in 2012/13 but unfortunately

other things got in the way, time, money, work etc., having always wished I had completed the training I thought it was a good time to return.

I had no knowledge of the LAA until recently and was made very welcome at the Kent Strut.

My plan is to complete the PPL this spring/summer.

I would like to get involved in the local flying scene, see what the other Members are flying or building!!

I have a good mechanical knowledge, plumbing, wiring, etc from my Car building days,

I am also considering buying an Aircraft or a share. I would like to build but just do not have the time.

I am based in Maidstone and would welcome any contact/advice from fellow members, Terry Hennebery Tel. 01622725776 (Terry is Reece's father)



CAA news

ORS 1087 90-Day Rule for Private Pilots

Exemption for pilots with a UK PPL or NPPL outside of their 90 day three take off's and landings (circuits for helicopter pilots) to carry one passenger, who must be qualified to fly the aircraft and understand they are the passenger and the pilot does not meet the recency conditions. Exemption valid 13 Feb 2015 to 31 Dec 2016.

See Official record Series for full details.

<http://www.caa.co.uk/docs/33/ORS4No1087Corrected.pdf>

The future of the IMC is covered by the following Information Notice:-

<http://www.caa.co.uk/docs/33/InformationNotice2015009.pdf>

Storing / transporting Petrol

New regulations came into force last October. They Legalise the use of metal 20 litre containers to store petrol (was 10 litres). Unlimited numbers of containers (was 2) but maximum quantity 30 litres in metal cans (was 10 litres), 10 litres in Plastic, (was 5litres).

Up to 275l may be stored if you notify Petroleum enforcement authority (PEA).

<http://www.hse.gov.uk/fireandexplosion/petroleum-regulations-2014.pdf>

New Strut Website

The old website, provided by Glen Everett was piggybacked onto his Flying Adverts Ballooning site but we have decided to purchase our own web address for a fairly nominal sum. Did you notice the change at the bottom of the page?

The old address will transfer you to the new address set up by John Dean.

Take a look, and you will see the events list has been filled in with a number of fly-outs in addition to the monthly meetings.

Southend CTA comes into effect on 2nd April 2015. Search CAA and Southend for this map, 3rd attachment to Decision Letter.



Strut AGM

The committee stays as it was, only change being the subscriptions for this year will be reduced pro rata to bring all membership fees to be due on the 1st January from next year.

Gary Smith gave a brief resume of the past year's activities and there followed a short slide show of the Summer Ripple fly-in. John Dean gave the treasurers report.

Your editor was awarded the "strut screw" by way of a bribe to keep me doing it!

The newsletter proof reader now has some extra dusting to do!

Engine for sale

Jabiru 2200A with just under 500 hours, shock load tested by Skycraft, new flywheel and prop bolts. £4750 ono includes new exhaust and Ram Air ducts. Serial no. 1350 Upgrading to later design. Contact the editor. Pictures on back page.

Goodwood revival - Nic Orchard

G-TECC and I have been an item for some 11 years, so when she was rebuilt three years ago, I couldn't have acquired a bigger grin, nor been so happy to accompany her to fly-ins hither and yon. What neither of us expected was being spotted by those with a bit of clout and as a birthday present last August, I received an invitation to display her at the Freddie March Spirit of Aviation at Goodwood Revival. There was a quick 'Are you sure?' moment, as there's a very fine resident Champ based there, for one thing, and whilst they might want 'CC, did they realise I came with her? But evidently 'CC was vital, despite her pilot, for in due course an impressive array of forms arrived, followed by an even more impressive box of



passes, papers and pin badges. There appeared to be a lot to do in three weeks, at least as far as period attire was concerned. Richard was unimpressed when I said 'think Toad of Toad Hall' but I blame his reaction on his intellectual childhood that bypassed such gems rather than any lack of tact on my part.

The twentyish aircraft selected for display were due to arrive on the Thursday; earlier was possible but later definitely not. A back-up ferry pilot was in our plan, as my only chance to fly her in myself was Thursday, due to work, but the forecasts looked hopeful. On the day, I fuffed about as long as I dared awaiting for the best two hour window of visibility before setting off. I can at least see what it's like, I thought, considering just how poor legal vis can be. I prefer to regard get-there-itis as motivation.

Richard had taken Little House on the Runway (LhotRy) over already, duly tagged and badged, to cower between the largest American car-toting motor-homes ever seen. LhotRy was relieved to see a few tents also in the camping area, confirmation that she'd not been transported westward.

With a stonking tailwind, it wasn't too long before I could make out the airfield and announce myself, trusting the registration would be on some gold-embossed list in the tower. 'How would you like to join, Ma'am?' Oooh, it was! Goodwood AFIS is always patient and helpful, useful with six runways, but the biggest help was the Tiger Moth taking off as I joined on wide base: confirmation I was where I wanted to be from the airfield diagrams.

From that first contact, the service was superb. After 15 years of the Revival, the organisation might be expected to be good, but just how slick and seamless is truly amazing.

While we enjoyed a welcome reception in the Pilots' Club adjacent to our treasures, the invited aircraft were shuffled into place by experienced hands, ready for the 07:30 Friday opening. Could I stay nose to nose with my favourite (larger) aeroplane?



Such questions were discussed with fellow arrivals, some known, some to become new friends.



The Pilots' Club was our default bolt hole for the next few days. With such first-class hospitality, overseen discretely and efficiently, we lacked nothing.

For the public, the aircraft were maybe a bit of a sideshow to the motoring extravaganza, but it didn't feel that way. We were happy to get the chance to talk to anyone and everyone, including the young lady in the ATC who was helping to steward the area one day. Having shooed a few sticky fingers from critical parts, she was astounded when during our chat I invited her to sit in 'CC. Her training had evidently been along the lines of No Exceptions. Like many in the ATC, she had had limited contact with the real thing. Relating 'CC to a glider on mild steroids seemed to be the best approach to take.



When not being boring and running my mouth, I enjoyed comparing impressions of the vast, classy theme-park with our new Swiss friends, who'd arrived in their immaculate trainer, a last-minute substitution for something even more interesting that had gone tech. Purists noted that the PA28 in the display does fall into the pre-'66 remit. Vintage spamcans could be a new theme for fly-ins, perhaps.



For those tyros like me, the weekend is overwhelming. That 90% of participants and visitors don some sort of period attire makes the atmosphere near perfect. Lord March seems to have a knack with the weather, too. Although there was a crosswind on the runway in use every day, there were no concerns about the aircraft safety when I was wobbling back across the estate to LHotRy. Wobbling because of the shoes in use. Obviously.

Cheapskates can get a good feel for the affair by visiting the overspill 'Over The Road', which has free access. Stalls, and I use the term in the same sense that refreshment is provided by the Widow and auctioneering is by Bonhams, were offering motoring accoutrements for what I paid for my house, vintage clothing, many pretty books with no prices - and yet there was also plenty for the average Joe throughout, both within and without the gates.

The early Tesco store, demonstrating the first days of self-service, had Aeros and Dairy Milk in contemporary wrappers. The High Street, complete with road signs, reminded us of things lost, but not forgotten. With hindsight, I wish I'd taken more photographs after set-up day and we'd explored a little more thoroughly - you'd have paid to see a picture of Richard on the Butlins skating rink, I'm sure.

The races were equally breath-taking. Millions of pounds being thrown around the track, only to cost millions more thereafter? ✓

Henriettas and Henrys upholding the family honours? ✓

Something for everyone? ✓

-Certainly everyone there.

And did I mention the BBMF, every day?

Truly blessed, we were.





You know what, guys? I don't need to dream of Oshkosh anymore. Titivating 'CC was so much easier with a glass of Veuve Cliquot in my (other) hand. Finally, just consider this: for five days, Richard was beardless. Yes, that's how special it was.



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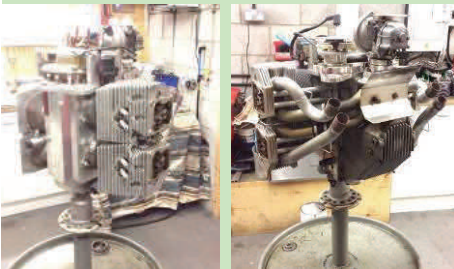
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**Dates for your Diary 2015**

26th February

Weslake Aero Diesel Engine
 John Lamberton
 Managing Director Weslake

26th March

LAA Engineering
 Malcolm McBride

30th April Eastchurch

Air Cmdr W Croydon

28th May Operation Jericho

25th June Ripple BBQ

2nd August EGTO BBQ & Fly-in (Sun)

27th August EGTO BBQ

24th September TBA

29th October TBA

26th November TBA

Christmas Dinner December TBA