

July 2017

SKYWRITINGS



Newsletter of the *Kent Strut*



Escape to the country... (part 2)

Last months meeting—Ripple Fly-in

Once again Steve Solley hosted our June Meeting providing the BBQ, vintage vehicles and a local Rock Band consisting of father and son on guitars and vocals plus drummer.

As usual, Steve invited some of his neighbours, the owners of vintage cars plus a Green Goddess and an East Kent bus with proceeds going to Steve's favourite charity, the Martha Trust who were also attending with some of the people they help. This year the contributions amounted to £761.



Nigel Read - Editor



There was also a demonstration of a drone. Several strut aircraft flew in so in all there was plenty to see which no doubt the caravan campers staying there found it quite a change from the average camp site.

This month's header shows John Luck's Gardan Horizon GY80 heading for home at Farty.

Weather was kind too.

Pictures Nigel and Gary

Sunday 30th July Meeting
BBQ and fly/Drive-in at Rochester Airport,
Including Rolls Royce Enthusiasts Club

www.laakentstrut.org.uk





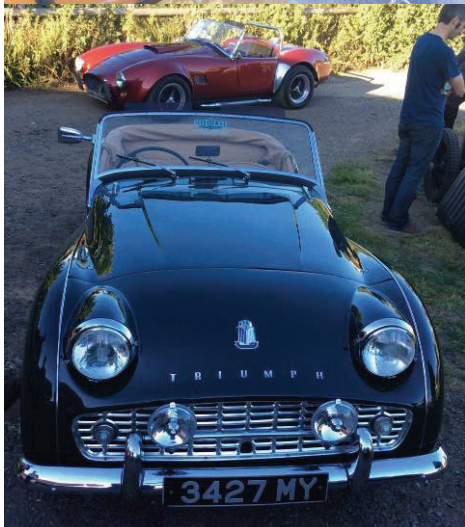
*Exec 162 Tallon
Horizon GY80*

*Single seat
Deregulated*

Jaguar D Type

*Views of Jaguar
straight Six*





Clockwise from top left; Austin 7 and engine, with East Kent Regent in background, TR3, Cobra, MGT's, Gilbern, Morgan. Next page, the Austin again, Steve's charity wrapped car and the Band.



LUCY DOES TROYES (again)

Mike Negus and Simon Pratt.

For those newer members, Mike and Simon like to get away for a long weekend on an annual basis and these trips have been reported in the newsletter. These trips have involved going to Switzerland, Germany, France and Italy with a little bit of Belgium thrown in and if of interest can be read about in the archives.

This year we decided that we'd stay in France (after discussing whether or not to go to Scotland or Switzerland). The plan was to go down the West side of Paris and make our way to Ile d'Yeu on the West coast via a couple of other places.

As you may be aware the French in their wisdom have decided to do away with most of the customs airfields leaving just a select few and we are more restricted than most as we still have no transponder which means that Calais is our only viable entry to France as others in our range have class D airspace around them. This brings us to our next minor snag. We planned on *Skydemon* which conveniently let us know that there was a TRA on our planned route stopping us from going on the West side of Paris therefore forcing a change of route to the East side. The TRA was timed from 1st June to 30th June which meant that we would be able to go back up the West side at the weekend but of course, it ain't that simple as the TRA came back in force on the 1st July!

Thursday dawned, which is always a good start, and we met at FC. Flight plan done and customs sorted for Calais we fuelled, loaded up and emplaned for departure. All was going well until we got as far as Hythe to find low cloud and fog at the coast so a return to FC was decided upon. Listening out on the radio we heard a number of other aircraft diverting to Headcorn for the same reason. We waited around for a couple of hours and then tried again, this time much more successfully, the wind

was very light and everything was going well until the French coast where the cloud was down to about 1200ft. We got to Calais airport where the wind was straight down runway 24 with the windsock horizontal. Having refuelled and paid the landing fee we then had to decide what to do next. The time was now gone 1400 local time and the next leg to Troyes was going to be about 2 1/4 hours so we decided to stay in Calais for the night. As it turned out a good decision, the leg to Troyes the next day took 2 3/4 hours.

Taxis in France can be quite expensive as they appear to charge from when they receive the call rather than when they pick you up. There is now a bus service from Calais airport, timetable available from the Accuiel, bus stop right outside the door, which costs 1.25 euros per person into Calais town centre. Get off the bus at Theatre. If you go to the town between now and September there's a tribute to London taking place with old London buses parked all around town with red telephone boxes and various things going on.

Friday arrived and we returned to the airport and took off for Troyes. There were a number of showers to be avoided and the flight was a little longer (see comment above) than planned but we got there ok and again decided on an overnight stay due to weather not looking good towards Le Mans (Déjà vu from last year).

The idea was to then leave next day and head to Bagnoles de L'Orne for their Saturday fly in and BBQ. We had been speaking to Martin Ferid and he had no trouble with weather getting down the west side of Paris but the weather stopped us going anywhere for 2 days. Nothing for it but to hunker down in Troyes and enjoy the sights and sounds. A whiff of excitement pervaded the streets and shops all displaying tributes to the Tour de France due in Troyes the very next weekend. What price getting stuck then, no hotels available for miles around when we checked.

Mike caught another whiff from a local delicacy when eating out on Friday night, the infamous La Veritable Andouillette. Basically a pork chitterling sausage comprising tripes, pork intestines and stomach. Cutting in to the sausage looked as if the pigs insides had been eviscerated with an accompanying smell like you have ever known. Manfully the meal was consumed, however Mike was convinced of a cruel Gallic hoax and wished he had ordered the steak!

Having paid a fortune for taxis here last year we asked about buses. There are no buses at the airport but just a 10 minute walk away there are, these cost 1.35 euros to town and only took about 25 minutes. The bus stop is just opposite a McDonalds type burger place called Quick near to the Geant supermarket and it is route 3 and this is also its terminus. After a couple of days going backwards and forwards on the bus we checked that it ran on the Sabbath and on Sunday caught the first bus at 10.22 from town. What hadn't been spotted was that the bus terminated about 2 kilometres short of the airport on Sunday. It was an easy half hour walk though. (I question easy? Mike)

By Sunday the weather had cleared enough for us to leave Troyes and head back North. Similar weather to that on the way down produced some showers to fly round which was going well until we got into one that, although it looked brighter ahead, didn't seem to be ending. As we were getting a bit lower with the forward

visibility deteriorating the decision was made to land wherever possible. Chateau Thierry came into range so we landed there, the place looked deserted, but we were on the ground. This is a very nice looking airfield with a 900m runway. We taxied over to the fuel pump area and a couple of young girls came out of the building. Apparently they had cancelled their fly in that day due to the weather.

We were made very welcome and the girls' parents and other people arrived by car and gave us snacks and drinks. They showed us inside their hangar containing a couple of Robins, a Jodel, an RV4 and a strange looking aeroplane. The strange one was a Dutch visitor on his way down through France. Look up 'OK -NUL 43' to see the aeroplane and read a bit about it. He had flown fewer than 100 hours when he built it apparently in a year.

Having booked a local Campanile we were offered a ride by Damien one of the flying instructors and his daughter in to town. On arrival at the hotel we were asked if we would like to eat in the restaurant but opted to walk into town, about 20 minutes away. We left the hotel and began walking down the hill, or was it a cliff, to the town. By half way down we had decided to get a taxi for the return journey. At the bottom of the hill there was a river with a couple of house boats tied up and a man fishing from the bank, all was looking good. Walking around the town we found a couple of patisseries open with a tempting supply of cakes but we resisted and looked for a bar and restaurant. As expected in a little French town there was a Chinese restaurant and a couple of Indians plus a kebab shop open, all of the other restaurants were closed and there was only one open bar which was African or West Indian. We phoned the hotel to see if we could still eat there and he asked at what time, I said that we would be there as soon as we could get a taxi so he kindly offered to call one for us and told us to wait where we were. The taxi turned up after about 15 minutes and I asked where taxis could be found in the town to which he replied that he was the town taxi.

Anyway, a pleasant meal with some beer and wine left us replete and ready for bed. The next day, Monday had a much better feel to it and having taken the taxi back to the airfield we were soon on our way. Plan was to Calais and home however the Notam said no fuel on Monday so a little consultation had us heading for Abbeville where we uplifted enough for the return trip. Back to Calais to clear customs and a light lunch in the village of Marck just on the edge of the airfield and once again we were off waving at a group of schoolchildren on a visit to the airfield to see the only aeroplane there disappearing in to the wild blue yonder.

So back to base and wondering had it been worth it and of course it was. Sure we got nowhere close to where we intended but we had some interesting flying, not to mention interesting food and as always met some jolly nice people along the way and that's all we've got to say about that! *Pictures on page 12*

Rougham Flyin Sat 27th April 2017. Gary Smith & Colin Evans (pics)

The Kent Strut's "Flyout" for May was initially destined to be White Waltham, a great airfield with three runways, good food and a convenient bus link into Maidenhead. Unfortunately the Strut committee selects suitable venues early in the year with limited knowledge of other events and sometimes they turn out better than our initial plans.

A "Fly-in" at Rougham (Norfolk) had being advertised for Saturday 27th May, quite a few strut members showed an interest so it was decided we should go there instead. The Strut website was duly amended and the announcement made at the Thursday Strut Meeting.



10am Saturday morning and the weather was pants. A cold front passing west to east was doing a good job of watering the airfield grass (+thunder and lightning), but we were optimistic of the forecast so drank more tea and waited. The story of England having four seasons in one day was true to form, by 11:00 the sun had come out, we had fluffy white clouds and it was breezy. Luckily the wind was straight down the runway so we decided to "have a look" and hoped the rain should have gone from Suffolk by the time we arrived.

Jordan Jennings (a new face at Farthing Corner) was in need of some navigation practice so we planned a route in his Jodel through Southend's class D airspace and was the third aircraft of six to depart. The visual reporting points were easily identified, the brisk tail wind necessitated recalculating the "on route" time but after 40 minutes Kings Lynn came into view. The 750m 09-27 grass runway at Rougham should have stood out being 2nm east of the town, but we identified it

rather late and had to do some “manoeuvring” to get properly established. Our weather predictions were good, the rain had long gone, the wind was light and since nobody was watching Jordan managed a very reasonable landing (Isn't that always the way).

Rougham was a USAF air base occupied by “A” squadron during WWII and was kitted out with Super Fortress heavy bombers. Like so many ex war airfields it fell into disrepair but has recently been brought back to life following extensive restoration work. The control tower is complete and presents several rooms of “A” squadron memorabilia. Several neighbouring air raid shelters and building have also been brought back to life as mini museums but our first port of call was the NAAFI. This too has had the full treatment and could easily be used as a period film set. As we moved chairs around on the polished Parquet flooring I asked for a show of hands from Kent Strut members and with the exception of the staff, every body in the NAAFI raised their hand. We had managed to get six aeroplanes and 9 people north of the river and had “taken over” their canteen.

Having looked behind every door and taken in the ambience (including ice cream) it was time to make tracks for home. The brisk southerly wind that had swept the bad weather away into the north sea and given us a free ride in the morning was now going to be a head wind home but more worryingly was brisk and directly across the runway. For those owning small tail wheeled aircraft this presents somewhat of a challenge but help was at hand. The aircraft marshallers offered us their unofficial “cross runway”. To be honest it was a strip of grass down the side of the aircraft parking area that was directly into wind, but with 20kt on the nose we would not need much length. Being cautious we taxied the Jodel to the far side of the normal runway to get an extra 50 metres before unleashing the power!!! and everything turned out fine

Our homeward “on route time” was significantly slower which necessitated a recalculation to get a realistic ETA (this was all map and stop watch navigation) and considering the blustery conditions we got back in one piece having learnt lots and having had a most enjoyable day.

Rougham have several organised events throughout the summer and I would thoroughly recommend you pay them a visit. Their canteen facilities are really good but I believe they have a limited service during the week (when some of us are at work).

Jordan and Gary	Jodel D117	G-BAKR
Tony and Colin	Jodel D117	G-BFGK
John Dean	Jodel D120	G-AYGG
Frank Rothera	PA22	G-ARNG
John Luck	GY80	G-GYAT
Bruce and Ron	Luscombe	G-BSUD



Clockwise from left, Colin Evens, Jordan Jennings, Bruce Alexander, John Luck, Ron Parker, Frank Rotherer, John Dean and Tony Eastwood



For Sale £6500

Turbulent Permit to 5/6/2018

Anthony Van Eldik bought this recently as a replacement for his Europa to bumble around in on a summer's day but has found the cockpit a little too cramped to allow a change in position and is offering it for sale "for the price of a secondhand motor cycle". The aircraft is based at Pent Farm. Contact email, afc.tulips7@gmail.com

*Built in 1994 by an RAF engineer
 VW 1600cc Leburg electronic ignition
 EVRA Z3405 Propeller
 Airframe 329 hrs, MTOW 620lbs, Empty 419lbs*



This month's meeting

The second meeting away from the golf club is at Rochester Airport but we are meeting on the Sunday following our normal Thursday meeting so we can coincide with the Rolls Royce Enthusiasts Club meeting. Timings will be drop in or fly-in for lunch/tea. **NO MEETING ON THURSDAY**

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
nigel.read@tesco.net

Committee Members:
 Mike Negus 01634 364396
 Brian Hope 01795 662508
 Uttam Chakravorty 07802 413043
 Frank Lissimore 07798 900220
 Peter Huxley 07899 015287
 Glen Everett 01622 858956
 Kevin Marks 01622 850939

Dates for your Diary
 30th July Rochester EGTO, BBQ
 and Rolls Royce Enthusiasts Club
This is a Sunday!



www.solleysicecream.co.uk

