



Newsletter of the **Kent Strut**



## Fly-ins, 'outs and visits

### August Meeting

Following ever decreasing attendance at the August meetings, holiday's perhaps, eve of the LAA Rally with many members getting ready to go or already there or just BBQ fatigue the committee have decided on a social get together at Farthing Corner.

It is possible to pass through the Moto Service area from either direction on the M2 out on to Matts Hill Road. The locals from Parkwood area regularly do that as it would be for anyone staying at the hotel. The driveway is the one past the house number 7 or from the other direction the second right after the Cats Protection.

Post code for Farthing Corner ME9 7XA

Meetings at the golf club resume in September.

*Header photo from Peter Huxley's visit to Goodwood, Footer is of the Strut Fly-in to Rochester on Sunday 30th July which replaced the Thursday meeting.*



Nigel Read - Editor

### Contents

**A Grand Trip to Goodwood**

**P2**

**Rochester fly-in p5**

**Duxford Bonus day p6**

**More Ripple pics p7**



## A Grand Day Out Peter Huxley

A year or so ago I wrote a couple of articles for this newsletter about the trials and tribulations of buying and converting onto an Emeraude. Those of you who remember the articles will also recall that there were ongoing problems of a technical nature, which may be considered par for the course when buying a second-hand machine of any sort but still frustrating when all you want to do is use it. I persevered with it as all such situations can be overcome eventually, especially as the aircraft was basically sound and the faults were relatively minor, although the fuel leak could have had disastrous consequences and was very disconcerting for David who was flying at the time.

Those technical difficulties and the trouble I had converting onto type gave me little confidence in either the aeroplane or my ability to be master of it. I still have some way to go to be able to claim mastery but I feel very much happier in flying it now and all the obvious problems have been eliminated. Of course, with any machine that is past the first flush of youth, other issues will arise but I hope they can now be treated as a part of the work in progress to make it look and behave like an aeroplane that is looked after and cared for.

My confidence gradually increased so I planned finally to fly out to another location, rather than just local reconnoitring and sight-seeing trips. By the middle of May this year I was ready but the weather had other ideas. It was a beautiful day on the ground, warm, if windy, scattered clouds and excellent visibility. Talking to other pilots and watching aircraft taking off and landing made me dubious so I decided on another local flight which proved that I'd made the right decision. Although I could have flown to Goodwood, as was my original intention, I found it very turbulent and just hard work. I expect I would have made it to Goodwood quite easily but the thought of landing at a strange aerodrome in such blustery conditions was off-putting and decided to wait a little longer. In fact flying was more like trying to tame a wild stallion, with the feeling that I had only nominal control.

Two weeks later the weather was similar but a little better and I felt reasonably confident in joining the Strut fly-out to Rougham near Bury St Edmunds but the aircraft had a flat battery. I charged it and then hand swung the engine to start but that had knocked my confidence in the aeroplane and then when I did go flying found the turbulence did nothing to help and I stayed local.

Finally, the big day arrived and I was definitely going away for the day, intending to fly to Goodwood. Saturday the 17<sup>th</sup> was as near perfect as I could hope for. It was hot but quite calm with light winds and excellent visibility and scattered clouds. I'd checked with Goodwood on Friday to get a telephone update on the field conditions and also to book the PPR place, the usual requirement. On Saturday, having checked the weather, I rang Goodwood to confirm my departure and the subsequent arrival time and

started up, ready for the big adventure. Eight years ago when I had a share in a Condor based at Compton Abbas, I would have considered the journey as a nice little trip but my flying has been patchy since then so this trip was a significant hurdle. Everything on the aeroplane was as I would hope, so with the map marked with a route and everything looking good, I set off.

I'd decided to fly the route with the minimum use of instruments; with only two lines on the chart, from Headcorn to Uckfield and Uckfield to Goodwood I thought it would be easy to keep on track using the compass only rather than constantly updating the DI. If I couldn't navigate my way over such a simple route on a day like that, the question might be, should I be flying? (Answers on a postcard please.) In fact it was very easy.

Getting used to reading a chart while flying over strange territory gradually came back to me, helped by light winds that were not far off a head wind so that there was very little drift; the excellent visibility helped too.

When I drew near to Goodwood, I called up and received a reply saying they had my details and instructing me to call at points in the circuit. It made the whole process much easier than getting to somewhere you don't know and have to explain yourself. I arrived before midday but they were busy and had to be quick to get my first call in but after that it was easy.

After landing and parking, I went to the clubhouse to sign in but as the Emeraude was made prior to 1966, there was no landing fee; one advantage of an old aeroplane! On the day I went, there was a meeting of car clubs and I had free access to the paddock which was filled with mostly road-going cars that had been modified and tuned up; the modifications made to some of them would make owning an aeroplane look cheap. The basic cars went as far back as the 1940s but the changes made to them were right up to date. It was quite fascinating to see what could be done and still remain road legal but I also had a slight nagging feeling with some of them as to why? Some of the suspension and body mods meant that ground clearance was nearly zero and the ride must have felt as if the springs had been removed but as they say, "Whatever turns you on".

Another thing to see near the new clubhouse was a memorial garden dedicated mainly to motor racing with headstones and plaques remembering some of the heroes of the track who had raced at the Goodwood circuit. The two most famous were Bruce McLaren who died while testing a car there and also Jack Brabham.

After a good look, some food and a coffee it was time to return, only to find that the variable winds meant a change to the opposite runway. With their airfield improvements, Goodwood still had only one runway serviceable, 28 but it was more-or-less into wind for take-off as 10 had been for landing, two hours before. The flight back home was nearly on the same route with just slight variations to look at some sights, only to find that Headcorn had changed the runway and I landed on 10, having departed from 28.

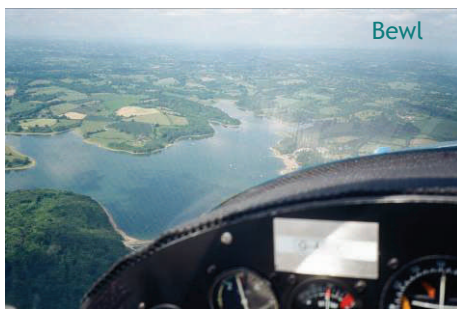
It was indeed a grand day out, having finally worked up to a day trip in glorious weather to a beautiful aerodrome staffed by friendly people. I will make other journeys when the weather allows but I will definitely remember this one and put it on my list of places to go to again.



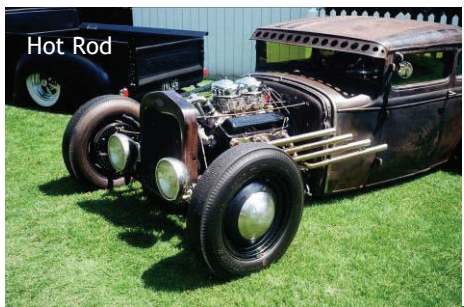
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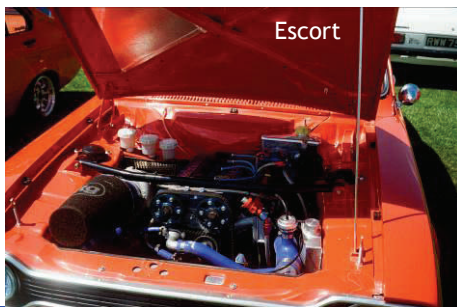
Memorial



Bowl



Hot Rod



Escort



## Strut Fly-in Rochester

The first arrival of the day was Geoff Collins in his Cub 'Alice' from Laddingford. Edible mushrooms grow on Rochester airfield and are regularly picked and eaten by the airfield staff. Geoff had already picked several small mushrooms when Kelvin turned up with a "mega mushroom" which we awarded to Geoff as a prize for being the first arrival.



## Duxford Bonus Day 5<sup>th</sup> August 2017 Mike Negus

I had the pleasure of accompanying Rob Brown in his Jabiru to Duxford and although there was some bad weather in the forecast, showers with the risk of thunderstorms, it was anticipated the flight up and the return in the afternoon should be manageable.

We had an early slot arriving at 10.10 bang on the dot and the flight was uneventful, CAVOK and we were marshalled in to position on the grass. A cup of coffee in the tower with the organisers saw us relieved of £8 landing fee including all day at the museum. Remarkable value, why have I not done this before? My last time flying in to Duxford was some 18 or so years ago to Flying Legends even back then it cost a lot more than this Bonus Day.

I am a reasonably frequent visitor to Duxford albeit on air show days always looking forward to seeing something new and in my world exciting and I was not to be disappointed.

Two aeroplanes not featuring on my must see list were there, one a fighter WW2 vintage and the other a bomber of WW1 era.

The Hurricane Mk1 Serial Number P2902 was the most recent project from the aptly named Hawker Restorations which having flown with 245 Squadron in 1940 was crash landed in May of that year at Dunkirk, very topical and was lost to view buried in the sand until the remains were discovered in 1988 eventually making their way to England for long term rebuild. Unfortunately from a photography point of view it was behind several other aircraft so that will have to wait for another day. It did look rather spectacular and even had what looked like a proper Mk 1 tailwheel as I explained to Rob, watching his eyes glaze over, all the others seem to have a tailwheel more typical of the Mk 2. It's the little things in life hey?

What we did get a good look at is probably one of the most exciting reconstructions in the shape of an Airco DH 9 which was probably the first British strategic bomber able to carry bombs without having to throw them over the side. There are only 4 others known and this and another were found in an elephant barn at a Maharajah's palace in India. They were Imperial Gifts after WW1 and probably never even flew. The wings and engines were removed and the two aeroplanes stored whilst the engines, Siddeley Puma's were used to pump water around the estate.

The aircraft were discovered and after negotiation were brought back to the Historic Aircraft Collection Ltd near Rye where the lengthy rebuild commenced. I recall we had a strut visit to the HAC workshop where the aircraft were stored at



the time and the craftsmanship to bring these aircraft back must be seen to be believed. One airframe was resurrected to static display standard and was housed at Duxford whilst the other now awaits its first test flight sometime this year.

I was able to get some good photos which are seen here. Enjoy! ➔p8

Two ways to leave Ripple





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The Hurricane Mk1 Serial Number P2902. Before and after restoration  
Web pictures

[www.solleysicecream.co.uk](http://www.solleysicecream.co.uk)**Dates for your Diary****Meetings:**

28th September

26th October

30th November

December Christmas Dinner tba

25th January 2018

22nd February

29th March

**Flyout:**

Abbeville Sat 1st October 2017

More details on Website