



April 2018

SKYWRITINGS

Newsletter of the *Kent Strut*



Summer's Here!

Last Months meeting

Gary took the following notes on the Dornier Do17 by John Franklin of the Blenheim Society, recovered from the English channel:-

Johns first talk was in 2013 and has now reached 20 talks, raising £1000 for the society. On Monday 20th August, Do17Z serial no. 1160 crashed with a crew of four. They carried 2000 bombs and seven guns. Max speed was 255mph. 2000 were built, serving also in Finland and Spain. This is the last one which can be seen at Cosford. They had newly invented self sealing fuel tanks. A Boulton Paul Defiant shot it down, the pilot was interrogated two days later claiming he was lost and attempted a landing on the Goodwin Sands during it nosed over. Report of September 1940 stated seven aircraft were in the squadron and all were shot down. Two of the crew were interrogated, two perished and were washed ashore later in the week.

In 2010 there was an aerial survey of the forty square miles of the Goodwins which always shift clockwise. The Hydrographic society did a survey



Nigel Read - Editor

Contents

Dornier Talk

**Radio installation
in pictures**

**April 26th Meeting
Social**

Cobtree Manor Golf Club, ME14 3AZ 20:00hrs

www.laakentstrut.org.uk

and one of the surveyors was a member of the Blenheim Society, which got John involved. In April 2010 dives commenced to locate a Blenheim. Law states you cannot remove equipment from a wreck although it was not a war grave. The first dive was unsuccessful despite scans from the surface. A lady diver subsequently found twin tails in good visibility so it was not a Blenheim. (Ladies are always good at finding lost stuff Ed.) Dimensions clarified what it was. Apparently RAF Hendon knew about it in 2008 but were keeping it quiet. A licence is required to lift an aircraft. The next dives were in 2011 but in the 12 months trophy hunters had been and taken the guns.

Diving conditions in the Channel: Four dives are possible but only 2 per day at slack tide with 45 minutes in the water before strong currents of up to 8kts would wash you away. 1 metre visibility is common. There were no bombs on the aircraft. It took another 13 months to raise the wreck, using a T shape frame, also lifting 2 tons of sand.

It is due to appear at Hendon in 2019.

One of the families was tracked down and John intends to return a pocket knife to the grandson of the pilot.

All the diving was done for free, English Heritage made donations, in total it cost £800k to lift the wreck. There is no intention to bring it back to flying condition, no data plate could be found which would have been attached to the canopy area damaged on the nose over.

Pictures in last months newsletter.

As an aside, Nic Orchard pointed out there are attempts to stop Dover Harbour Board dredging sand from the Goodwins.

<http://goodwinsandssos.org/>

The battle to stop DHB dredging is a serious one. Those who are behind it have done a great deal of work to get thorough research and at the moment, are awaiting the IMO's response. There's a great deal more on the website and their facebook page, beyond the emotionally charged video. If you value the Goodwin Sands you might like to support this.

If anyone was wondering about Farnham, pictured in Nic's Dawn to Dusk article last month, Nic has provided the following in answer to "was he won in the Dawn to Dusk", a bit like the Olympics, Commonwealth Games and Tour De France winners, apparently not but perhaps they should:-

"Farnham is one of my ursine companions of whom at least one will always be in the aeroplane; that's just the way it is... Being the representative of the RFC's finest, he had to be with me that day. He's a Captain, but came as Observer. He had the idea we'd be stopping off and dining in the Officers' Mess en route, but he disappoints well and he did approve of the accommodation at Eshott Hall at the end of the day, thank goodness."

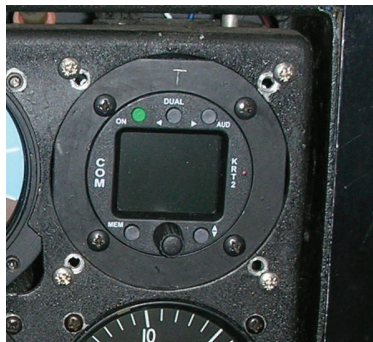
New Radio installation

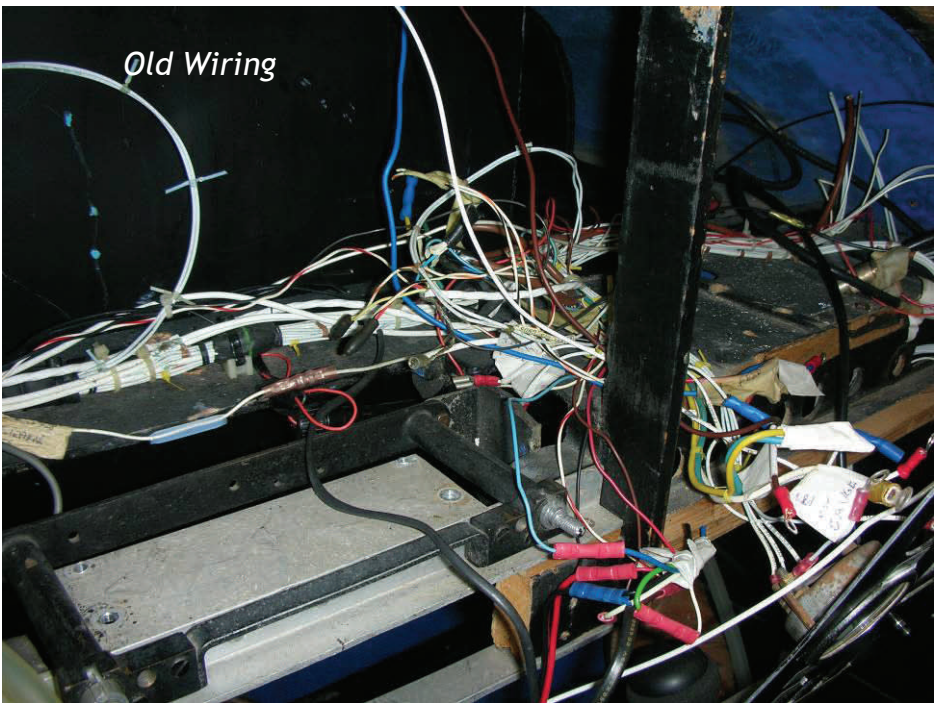
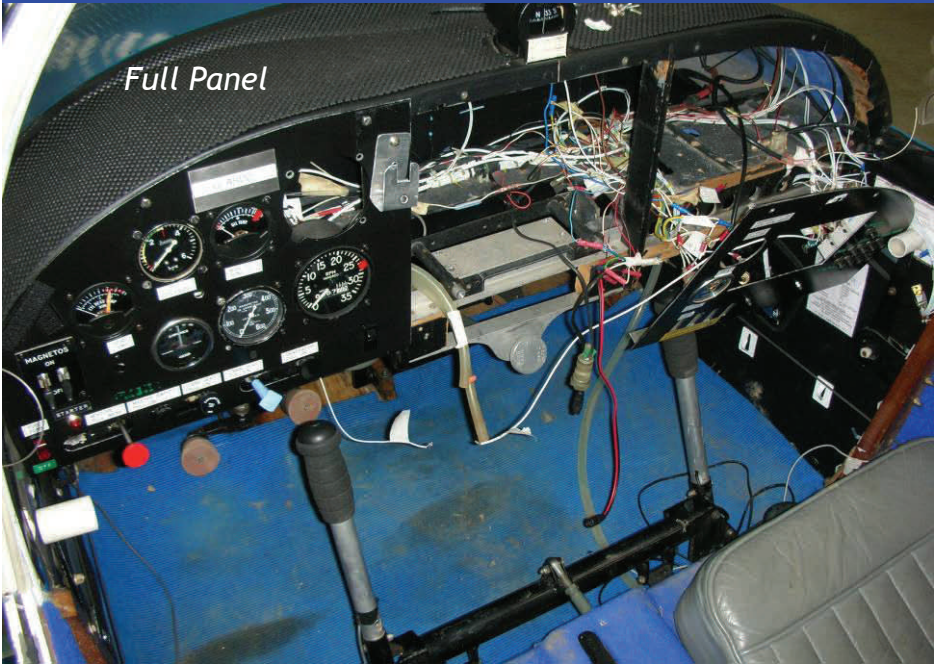
Peter Huxley has recorded the installation of his new radio in pictures, replacing the old full-size Narco in the right panel with a small radio in the centre panel and a general tidy up of the wiring. Relocating the VSI and Turn Coordinator after removing an obsolete instrument.

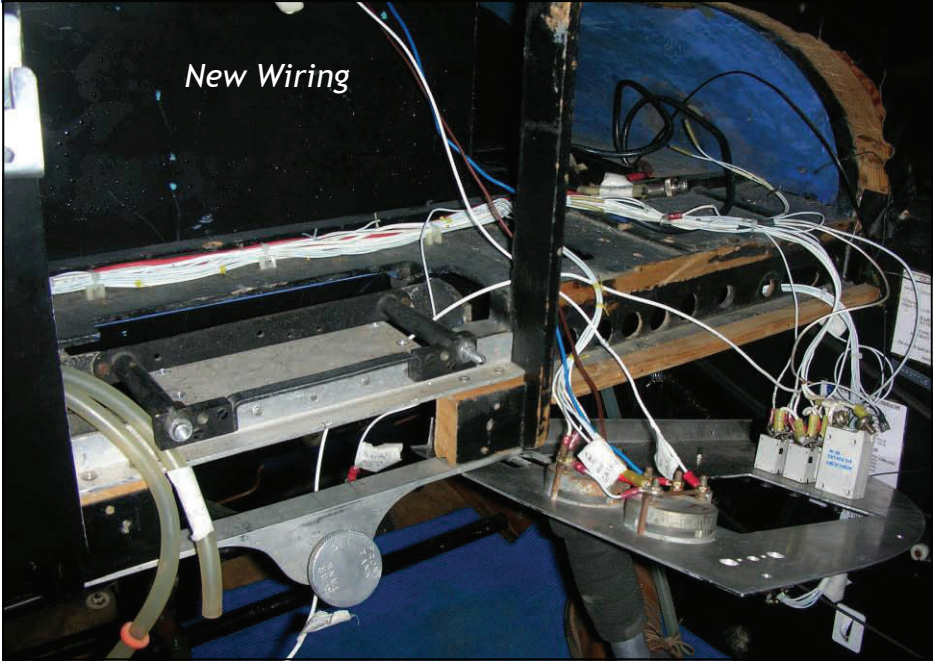
Original panel



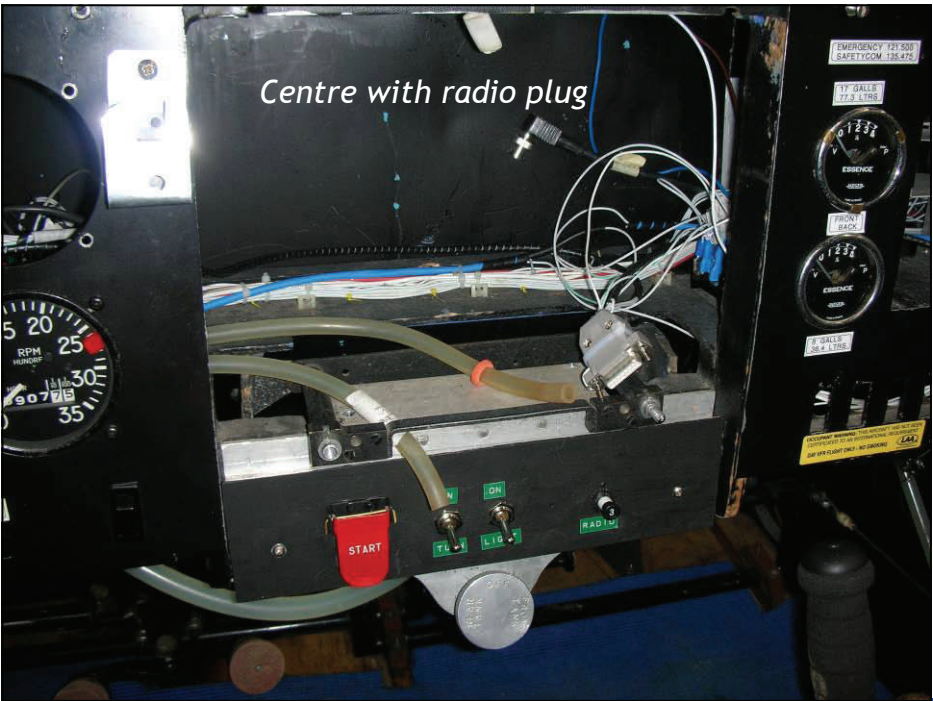
New Radio







New Wiring



Centre with radio plug

Left panel March 2018



Centre panel March 2018





Right panel March 2018

Did you know there are more English speakers in China than there are in the United States.

Orchestra is an anagram of Carthorse.

37,000 accidents occur every year from the wearing of carpet slippers

Flying is the second greatest thrill known to man. Landing is the first!

The probability of survival is equal to the angle of arrival

If God meant man to fly, He'd have given him more money.

A good simulator check ride is like successful surgery on a corpse

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

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

Brian Hope 01795 662508

Uttam Chakravorty 07802 413043

Frank Lissimore 07798 900220

Peter Huxley 07899 015287

Glen Everett 01622 858956

Kevin Marks 01622 850939



www.solleysicecream.co.uk

HANGARAGE AVAILABLE

A rare opportunity has arisen as a hangar space has become available for a suitable aircraft at Farthing Corner Airfield. Please contact John on 07880 748064 or email john@jmdean.co.uk for more information

Dates for your Diary

26th April Social

31st May Bush Pilot

28th June BBQ Ripple

29th July Sunday! BBQ EGTO

August no meeting - Rally

27th September WWII jet bomber

25th October

29th November

Christmas Dinner December TBA