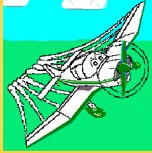


June 2019



SKYWRITINGS

Newsletter of the *Kent Strut*

Barbie season in the 12 O'Clock



Light Aircraft Association

Gamin G5 Kevin Marks

Pilot attitude

The Turn and Slip had been flaky for a couple of months before GC went in for her Annual. I asked the Avionics guys to have a look at it, however I had a bad feeling. Yep they said, 'the electric gyro is doing its' own funky thing, which has nothing to do with being stable'. Oh well, every aviation hiccup has a silver lining or upgrade opportunity.

I had been looking at the Garmin G5 as an addition to GC's panel and now I had the perfect excuse. GC's vacuum pump is easing past middle age and I had noticed how I was increasingly checking the suction indicator, especially when doing IFR trips.

The G5 can act as replacement primary instrument for the Turn & Slip, or Attitude Indicator or Direction Indicator and secondary backup for the remaining 'six pack'.



Nigel Read - Editor

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Garmin G5*

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C47's*

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Sola Museum*

27th June Meeting
Fly / Drive in BBQ Solley's Farm Ripple
CT14 8JL 18:00hrs or earlier!

www.laakentstrut.org.uk



The G5's integrated attitude/air data sensors would provide primary display of attitude and secondary display of air data information. Interfacing it to an additional external sensor provides heading information and with the optional battery, 4 hours run time if GC's power goes down. So the deal was done and a new G5 installed.

Before the G5 was installed into GC's panel. Note the enthusiastic Turn Coordinator, also above right





After the G5 installation, I now have two Attitude Indicators, so if the vacuum pump fails.....

So far the G5 has proved simple to use and it provides a single place to look for all the normal 'six pack' info.



Duxford and the Daks Mike Negus

You can't have missed all the hype about the Daks over Normandy as part of the D Day 75 commemorations and the assembly point on the UK side was at Duxford over the few days before the 6th June.

I took the opportunity to go to the public day on the 4th June with the promise of over 30 DC3/C47 aeroplanes and mass parachute drops under the original circular canopies, it seemed too good to miss.

The aeroplanes had been amassed from all over Europe and the USA, those from over the pond involving a trip by some of around 100 hours to get there. It was thought some 18 aircraft from America would make the trip including some veterans that actually flew on the D Day drops. The most prominent was the aircraft whose name on the nose was 'That's All, Brother'.

Nearly 75 years ago, on June 6, 1944, *That's All, Brother* led the main airborne invasion of Normandy. Piloted by Lt. Col John Donalson, the plane led over 800 C-47s that dropped over 13,000 paratroopers into a battle. After serving on D-Day, and in Operations Market Garden, Repulse, and Varsity, the aeroplane returned to the United States and was sold to the civilian market in 1945. During the course of many owners over the next several decades, the historical significance of the aeroplane was lost and it was eventually sold to be scrapped. Fortunately, two historians from the United States Air Force discovered that this historic aeroplane was lying in a bone yard in Wisconsin. The Commemorative Air Force was able to acquire the aeroplane, and through a large group of donors and volunteers, restore the aeroplane to flying status. After the Normandy celebrations the plan is for some of the Dakota's to fly on to Berlin to commemorate the Berlin Air Lift.

Other aircraft came from Finland, Denmark, Austria, Holland, France, Sweden and the UK but one example of the breed was quite unique being the Lisunov Li-2 the licensed built Russian version but this one operating from Hungary as the only flying example.

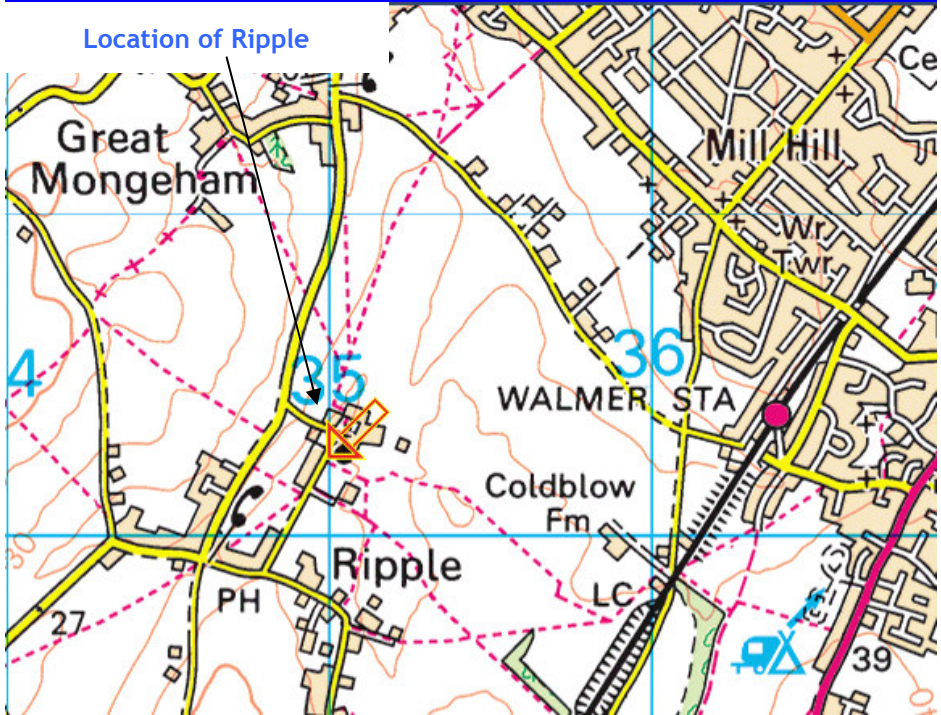
So, the day dawned with the weather not looking too promising off we went. True there were a lot of aeroplanes and some flying including a one engine precautionary landing out of formation by the Norwegian aircraft due to a faulty magneto. The weather was unseasonably cold and blustery which precluded any parachuting so the day fizzled out a bit but this wasn't to deny the magnificent effort of the organisers bringing together a truly

unique opportunity of seeing these aircraft in one place. Unlikely to be repeated!

The aircraft left Duxford flying the well publicised route over the South East enabling countless thousands to get a view of the formation and on to France where the weather picked up and allowed the commemoration to take place which was heavily reported in the press and TV.



Location of Ripple



Driving

From Mongeham Road, turn up Mantles Hill and left into the drive near the top. Follow the drive round to the right and park at the bottom.

Flying

If flying in, call Steve Solley for instructions and note the runway is only 350m. **07836 653257**

Other places of interest if making a day of it: Battle of Britain Museum at Hawkinge, BoB Memorial at Caple-le-Ferne, Dover, Deal or Walmer Castles or the Roman Fort at Richborough.

Sola Aircraft Museum, Stavanger pictures, Editor



Caproni Ca310 restoration

Canadair CF104 and Megitt Banshee Target Drone

DH 114 Heron 1B

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www.solleysicecream.co.uk



I can only assume its some kind of early exercise machine!

Dates for your Diary 2019

- 27th June BBQ Ripple
- 25th July Pub social near Canterbury
- August no meeting - Rally
- 26th September tbc
- 31st October tbc
- 28th November tbc