



July 2019

# SKYWRITINGS

Newsletter of the *Kent Strut*



## Change of venue!

**Calais and the Formula 1** Gary Smith

If you wish to see Formula 1 cars in little old England then it's probably best you take yourself to Silverstone. The French, having a somewhat larger country, have a different take on things. They prefer put the F1 cars in a lorry and bring them to a town near you.

I am not sure how we found this out but Mr Google confirmed not only would the cars be displayed in the town square at Marck (300m walk from Calais airport terminal building) but the airport restaurant would be opening for the occasion too.

We don't need much of an excuse to go flying these days so on Saturday 20<sup>th</sup> April a group of four aircraft departed Farthing corner in beautiful sunshine for the 45 minute trip over the Channel, our first continental adventure for 2019. As I reached the French coast in the RV a Cirrus from Rochester rocketed passed on left base for 06 so I followed him in. Being used to short field landings I was able to exit at the first taxi way and was parked before he lumbered back from the 24 runway piano keys (tee hee!).



Nigel Read - Editor

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The Red Lion, Bridge, Nr Canterbury  
CT14 5LB, 20:00hrs**

**www.laakentstrut.org.uk**



While I waited for the others I booked in, inspected the empty immigration booth, thanked the tower for “waiving” the landing fee and smiled at the large number of other British aircraft making the effort.

Eventually we regrouped and walked to the exhibition. I expected there to be more cars but there were plenty of stands selling merchandise, beer and offering drives in the virtual reality computer consuls. A few nipped off to the supermarket (10 mins walk) for some bottles of hooch before we returned to the airport restaurant to inspect their new decorations and menu.

Unfortunately this restaurant is not on the main road and will not get the same kind of passing trade that kept Pascal going at Abbeville for more years than I can remember. I hope it can keep operating with the majority of trade obviously coming from us pilots.

With lunch done we wandered back to the immigration booth with passports in hand, but they showed minimal interested. Another 45 minutes saw us back at the caravan drinking British tea out of British mugs, smiling about a great day we had had and all of the reasons we like to go flying.

*Gary, John Dean (and Frank), Tony Eastwood (and Colin), Ian*



## Ripple Fly in

As we have come to expect the weather for our first fly and drive in was fine and warm with plenty of cars to look at but the strong wind meant only a few brave souls flew but at least it was down Steve's short runway. The Fury lives at Ripple and belongs to Steve's son.



I suspect one of these two is built more for speed and cornering than the other.



### July Meeting

As a slight change to our BBQ's while the golf club is busy with evening golfers, Steve Hoskins has organised a social at a pub more convenient to our members further east in the county. There will be a buffet laid on and there will be talks on touring.



Sola Aircraft Museum, Stavanger continued from last month, pictures, Editor



Piel CP301 Emeraude & Huey



Northrop F-5A Freedom Fighter

Continental A-40 manufactured from 1931-1941. This model has a simple ignition system. Later variants had double ignition. Used in aircraft such as Piper J-2 Cub and Taylor E-2 Cub.

Type: Air cooled 4 cylinder boxer with carburettor.

Rating: 37HP (40 HP A40-4).

Capacity 1.9L (116 cu inch) Weight 65 kg



EON Baby Type 8 ( Elliot's of Newbury) and Scheibe Bergfalke II/55. DFS Olympia Meise below



Arado Ar 96B-1. German Trainer and liaison aircraft. This aircraft was based at Herdia, west of Bergen and assigned to 1 Gruppe/ Jagdgeschwader 5. On 13 March 1943 it was on a mission to Sola when it had engine trouble over the island of Bomlo. The pilot Fritz Muehlberger made a forced landing on Lake Storavatnet at Bremnes sinking to a depth of 37m.

The aircraft was recovered in 1992 by Amundsen Diving and is now under restoration.





V tail microlight Aerodyne Vector 610, prop driven by a long shaft



Norseman IV



North American F-86K Sabre

The F-86K Sabre was equipped with radar for night and all weather ops. 4 Norwegian squadrons operated them. In 1959 they all had their US ejection seats replaced by Martin Baker. The following year, some were equipped with AIM-9B Sidewinder air-to-air missiles. They were replaced in the RNoAF in 1968 by the freedom fighters.

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[www.solleysicecream.co.uk](http://www.solleysicecream.co.uk)

Fancy a tour round the Smithsonian National Air and Space museums? Checking out their address on Google maps you will find, similar to street view, Mr Google has been around some of the galleries giving you a free 360° tour.

Washington, DC 20560 and Chantilly, VA 20151. *May have to search again for the museum name.*

**Dates for your Diary 2019**

25th July Pub social near Canterbury

August no meeting - Rally

26th September Aviation Talk

31st October tbc

28th November tbc

Christmas Dinner December TBA