



# SKYWRITINGS

August 2020

Newsletter of the **Kent Strut**



Light Aircraft Association

## RIP Richard

On 4<sup>th</sup> August the flying community lost one of its finest ambassadors, Richard Warriner. He died whilst taking off from Bradley's Lawn at Heathfield, where he had been based for the last twenty seven years.

Richard epitomised 'flying for fun'. He flew on pretty well every flyable day and was always prepared to mentor or lend a helping hand. He was a Class Rating Instructor and would 'be there' for you, even at very short notice, whatever the problem.

Whether it was a belated Biennial Flight Review, a Medical Flight Review for a disabled pilot, a taxi service to fly to get you 'bits' or just to give encouragement or advice, he would be there. He would make it fun and you would always learn something. He was also a regular pilot for many charities, flying life-limited children and their families.

Richard was quiet, gentle and unassuming and did so much good for the flying movement, mainly by stealth, and never seeking acclaim or financial reward. He will be sorely missed. Please do all you can to support his partner, Nic Orchard, at this dreadful time, especially as their aeroplanes were regularly seen together everywhere.

Ron Armitage



Richard Warriner B.Sc.(Hons) AFRIN

**August Meeting Sunday 30th Fly/Drive**

**Ripple PPR if Flying**

*Vintage cars, BYO food. No Thursday meeting*

[www.laakentstrut.org.uk](http://www.laakentstrut.org.uk)

Left over from the June meeting :-



The Vulcan to the Sky project is moving forward with a simpler aircraft, the English Electric Canberra, while continuing to tell the story of the V-Force Cold War and helping to solve the UK's Engineering Skills Challenge.

The Canberra entered RAF service on 5th April 1951 as Britain's first jet Bomber. Retired from the RAF in 2006 making it the longest serving aircraft.

782 Canberras were deployed across 61 RAF squadrons plus the OCU.

1351 were manufactured, including 403 in the USA and 48 in Australia, making it the second best selling multi-engine British Jet after the Meteor.

There were a number of firsts for the Canberra—It was the first Jet aircraft to cross the Atlantic without refueling, first jet polar transcontinental flight in 1955 from Norway to Alaska. World altitude records in 1953, 1955 and 1957 a total of 22 world records for height, point-to-point speed and range.

US built Martin B-57 Canberras are still in service with NASA for high altitude atmospheric research and Communications.

WK163 was transported from Coventry to Robin Hood Airport on 14th July 2016.

It will be a re-run of the Vulcan project phases: inspection, rectification, overhaul, rebuild and test. Primarily a technical survey of the aircraft.

Main tasks: Re-skinning of parts of the fuselage and a complete cockpit rebuild.

Avon engines will be reconditioned by an approved subcontractor.

Current estimate is £1.5m

WK163 will be the only Canberra flying in the UK.

Notes from Dr Robert Fleming's strut presentation.

**The Avro Canada Arrow C105 interceptor** (East of Scotland Aug newsletter)



**I**n the early 1950's, Canada decided to become a major manufacturer of advanced aircraft after decades of manufacturing aircraft designed in the UK and US. All manner of advanced aircraft were considered from airliners to Mach 2 fighters and even space planes.

One of the members of the East of Scotland Strut was involved in the design of production fixtures of the very advanced C105 Arrow. A friend of his sent a link to a BBC website where the story can be found along with more pictures.

Five flying prototypes were built with more on the way using the production tooling to save time.

The roll out of the first aircraft was on the 4th October 1957, a date on which the rest of the world were watching Russia and the launch of Sputnik. The programme had cost Can\$250m (US\$1,58bn today) and Canada needed both orders and the help of testing facilities in the US,

National Advisory Committee for Aeronautics later to become NASA. The programme was eventually cancelled by Canadian prime minister John Diefenbaker in February 1959. 14,500 jobs were immediately lost. Nasa lost no time in acquiring the best talent for the Mercury, Gemini and Apollo programs.

All prototypes were apparently scraped although it was rumoured that a test pilot flew one to safety. Fuelled by the discovery of ejector seats from the Arrow and other artefacts in the United Kingdom, "Arrowheads" started to wonder if one of the jets had been smuggled to safety in the United Kingdom. These discoveries, in turn, prompted according to one report, an eyewitness to recount an incident at an RAF base in Kent in the 1960s when a white delta-wing aircraft with no national markings or registration landed. Was it the Arrow?

The East of Scotland newsletter can also be viewed on the Strut website: [eos-strut.org](http://eos-strut.org)

Link to the BBC article: <https://tinyurl.com/yy2hcxa6>

Link to Canada Aviation and space museum:

<https://ingeniumcanada.org/casm/>

Seen at Headcorn

**O**n the subject of Deltas, this French registered two seat Belgian Delta wing popped into Headcorn on 1st August. The Builder/ designer told me it was finished two years ago, based on the single seater that has visited the rally. Rotax 912 with a Woodcomp wobbly prop. (Just proving the editors Europa does leave Laddingford occasionally).



**Palmers Farm Fly-in** Ron Armitage

On 1<sup>st</sup> August a contingent from the East Kent Section of the Strut flew to Tony Palmer's beautiful strip at Palmers Farm, 2.8 nm east of Deanland. Because of the Coronavirus situation there was no BBQ as in previous years, but we were all made extremely welcome and had a great time with a socially distanced picnic, which we each brought in ourselves. Many thanks to Tony and the Southern Strut for their hospitality.





### Classic cars at Ripple Ron Armitage

On the last Sunday of each month Stephen Solley welcomes the owners of old and interesting vehicles to his farm in Ripple. Attached are a series of photographs showing some of the participants on 25<sup>th</sup> July. Naturally, members of the East Kent section of the Strut were there to support (and not only to eat ice cream and sell copies of Ron's book, as rumoured).



The next one is Sunday 30<sup>th</sup> August. PPR to Stephen please if you would like to fly in.



*Seeing all those solar panels, the editor might bring his Tesla and park it amongst the dinosaurs*



## Piper Type Fly-In Cromer International 11<sup>th</sup> July Mike Negus

A number of aircraft flew from Farthing Corner to Cromer as the Vintage Piper Aircraft Club were hosting a fly-in and a goodly amount of aircraft attended including a 1964 Dornier Do28A-1 which was a bit unusual. A good scattering of Cubs, Super or otherwise and a rather nice Chipmunk as illustrated were amongst the usual eclectic mix. Social distancing was practiced of course and the rather nice café had tables suitably spaced to enable a sit down to a hearty brunch. It was certainly a big improvement to the small hut used for booking in last time I went some 30 years ago (by road as I was working in Cromer at the time)

Thanks to John luck for the ride as the Luscombe was unavailable on the day, more on this to come for a future article. Taking bling to a new level the only Luscombe on the field displayed a chromed carburettor baffle with the insignia inscribed!





*Dornier Do 28A-1*



*Stinson 108-2*



DHC-1 Chipmunk 22





*Mikes eye for Detail 1*



*Mikes eye for Detail 2*

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



Richard's and Nic's aircraft together



**Dates for your Diary 2020**

Aug 30th Cars and Aeroplanes at Solley's Ripple  
Sept 24th  
Oct 29th