

October2020



SKYWRITINGS

Shiny things, RATS and nice pictures

Newsletter of the *Kent Strut*

Potted early history of Luscombe Aircraft Mike Negus



The Luscombe for those not familiar with the type was the brainchild of one Don Luscombe who wanted to build a sports aeroplane for the huge American market in the 1930's and through design development ended up with the configuration we see today. Production was initially set up pre-war in West Trenton New Jersey and in December 1945 Luscombe transferred manufacturing to Dallas, Texas. The early models pre-war were powered by a 50hp Continental and the type was known in development as the Luscombe 50. The firewall is predominantly round which was designed to take a radial engine should the Continental be unsuitable. As development of the 50 was continuing alongside two other models, the Phantom and the Model 4 it was decided to take the 4 and double it and was the start of the Luscombe 8 series became that we know today.



Nigel Read - Editor

The Luscombe Model 8 with the Continental 50 was first flown in December 1937 and production of some 112 plus aeroplanes were produced, one as a demonstrator to France. The first production model Luscombe 8a with the Continental A65 engine came off the production line in January 1939 and by the end of that year 215 8a's had been produced with model 8 production fizzling out by July 1939. In August 1939 the flyaway price for the new 65 hp 8a was \$1975.

October 29th Meeting Virtual Tour of Lydd SAR
Laura Hearnshaw, Bristow SAR
Zoom Details to follow

www.laakentstrut.org.uk

Production continued through 1940 some 244 built and 1941 production dropped on the 8a model to 98. Our Luscombe currently registered as G-BSUD was constructed as one of 23 in April 1941. Thereafter apart from 19 model 8c and 8d's , similar airframe but with differing engines and fit out constructed in 1942 The Luscombe Airplane Company was switched to war work and production didn't resume until 1945.

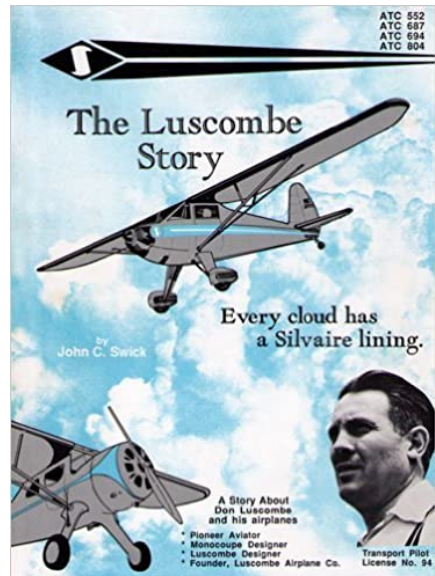
By mid-1946 the fabric covered wings were starting to be replaced by a new all metal version easily identified has these were attached by a single strut instead of the double struts on the rag wing. New versions were being introduced with various refinements and power plants, the 8c with Continental a75, the 8e with an a85 with electric starter and the 8f featuring a squared off fin with a c90.

Production of the Luscombe Silvaire as it became known finished in the main by 1951 with a total of 5867 constructed of all types of the Model 8 with the a65 engine version the largest volume with 3449.

The fortunes of the Luscombe Aircraft Corporation waned in the face of other players, Cessna and Piper but the Luscombe was ahead of its time and certainly the wing of the Cessna 120 and 140 have more than a nod to Don Luscombe's design. There have been attempts to resurrect production both in the USA and eastern Europe none of which gained traction in any meaningful sense. Thankfully we have a good number of examples flying in the USA, UK and Europe to keep the dream alive and with spares at

least for the airframe and experimentation with alternative power plants it is hoped that Don Luscombe's every cloud has a Silvaire lining remains true for many years to come and we look forward to next April to celebrate the 80th Birthday of ours.

This is by no means meant to be an exhaustive history but homage to probably the most attractive aircraft in the Kent Strut and in saying that I know there are some blinkered individuals who will disagree! Further reading can be had in the Luscombe Story by John C Swick from where most of this information is to be found.



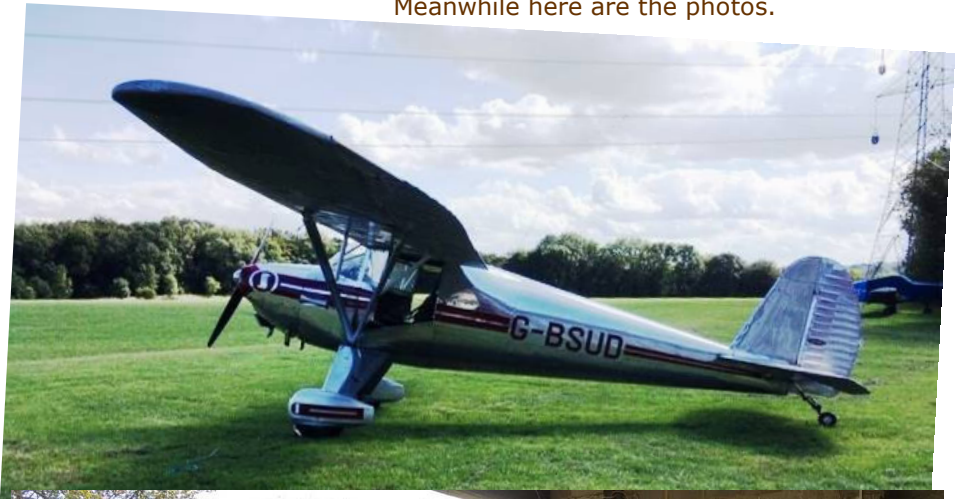
Luscombe Update.

Since we bought Luscombe G-BSUD now operated as the Luscombe Quartet (don't ask) comprising Simon (pass me hammer) Pratt, Ron (polishing again??) and me, Mike (anyone for tea?) Negus, as a fairly tired example it has been undergoing a step by step bit of TLC. As part of an ongoing programme for Ron and his polishing, the airframe required to get it's stripes and distinctive nose logo and so again through Ron's extensive motor racing contacts the services were obtained from All Square Chassis Set Up, details of which can be found on their website:

www.chassis-setup.co.uk

More used to dealing with cars and bikes in the racing world this was the first vinyl job on an aeroplane and the end result as the photos show are first class and Chris the man is a perfectionist so if you have any requirements for this type of work look him up.

Meanwhile here are the photos.







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Silvaire
 By Luscombe

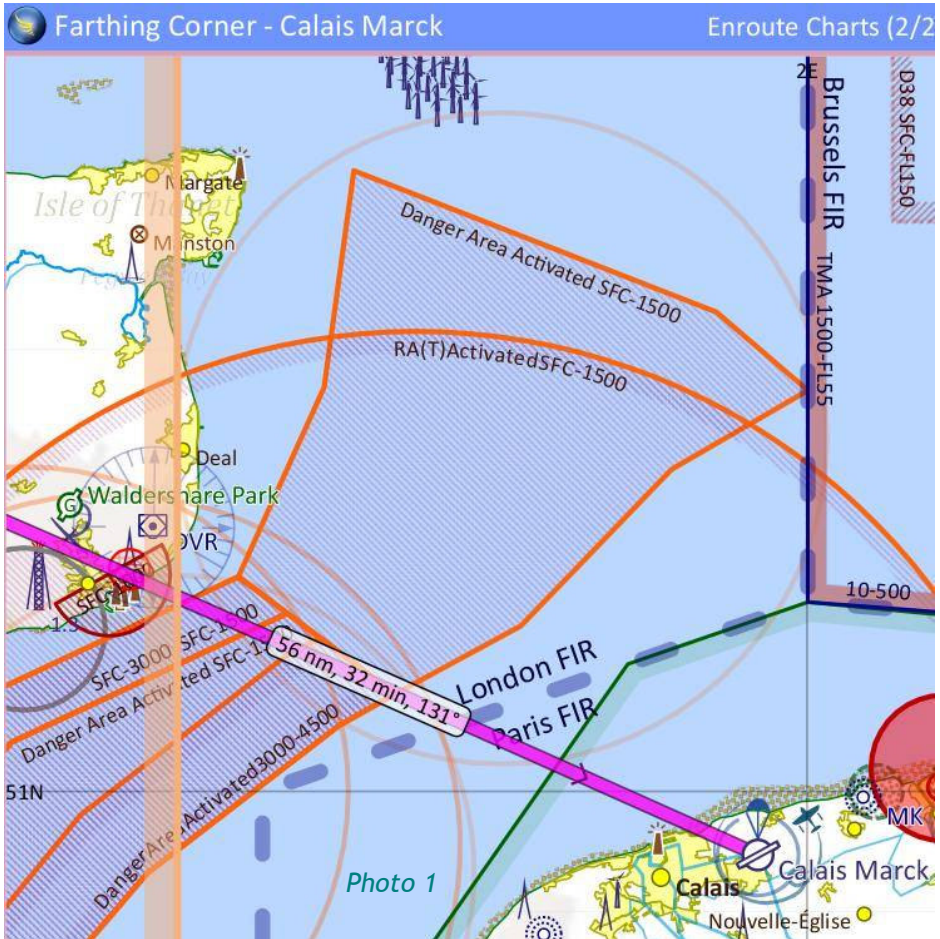
Silvaire by Luscombe is manufactured under U. S. Government Approved Type Certificate and is Government certified to be completely airworthy.

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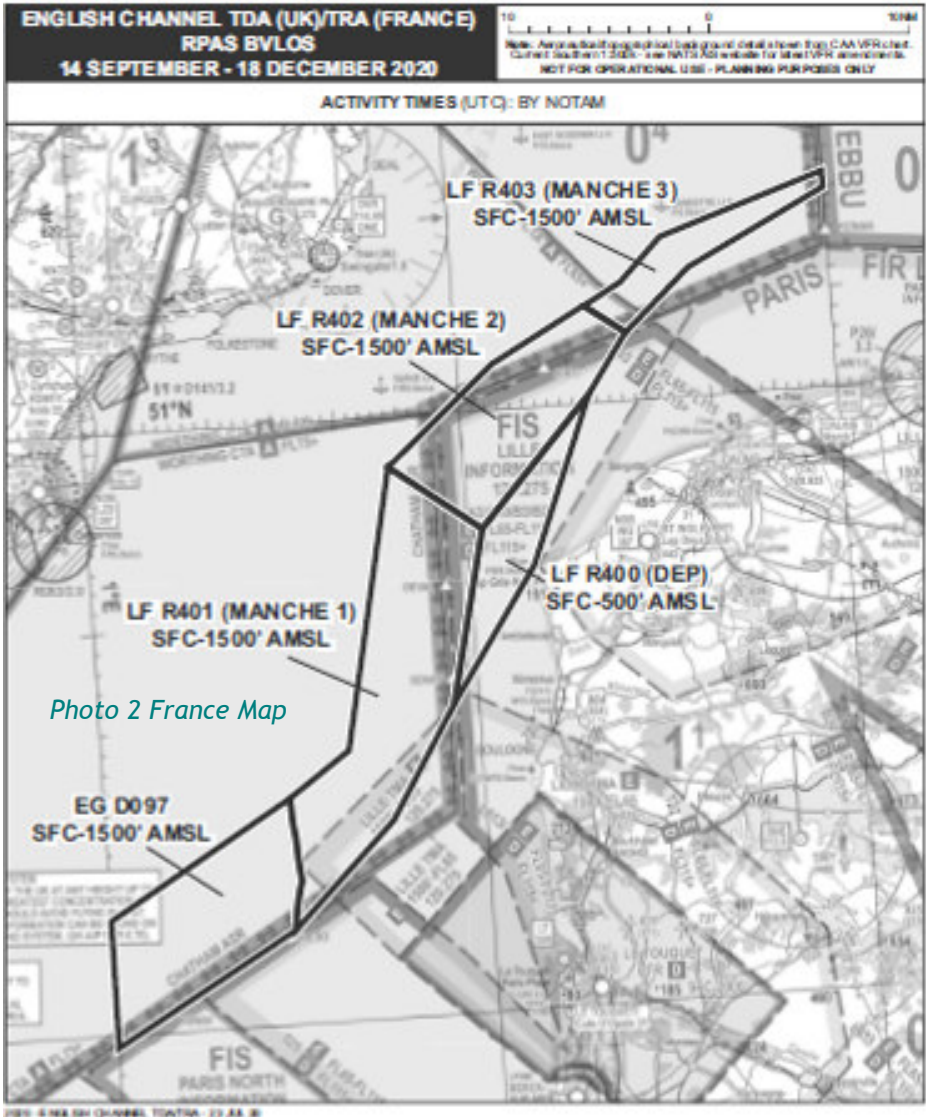
Steve Solley was wondering why the French has apparently put a RAT over his airstrip at Ripple and John Dean has been doing some digging and produced the following:

Rats to RA(T) John Dean



Looking at the SkyDemon map on photo 1 you might well be lead to believe that there is a RA(T) covering the far east of our county. Fear not – that is not the case. If you are using a tablet resting your finger within the circle near Deal you will be presented with a list, one of which will be the RA(T). Clicking on this you will find the Notam which gives you the Danger areas (which are considerably smaller than the circle) and

refers you to an AIC yellow 067/2020, the last page of which provides you with a map showing the limits of the area actually covered by the Notam – see photo 2.



The reason for the circle covering part of Kent can be found in the Q line of the Notam.

If you look at Photo 3 you will see in the top line details which are coded by the Notam originator. Information on decoding the Q line can be found at https://www.flyingineurope.be/notam_decode.htm

or <http://bitly.ws/9VYh>

↖ underline _

but in our Notam the relevant part is 5053N0013E024. This gives you the Lat/Long of the centre of the circle followed by the radius of influence in this case 24 miles. This circle, and it can only be a circle, can be very misleading where the actual area covered is not circular but rectangular

```
Q) LFFX/QRTCA/IV/BO/W/000/015/5053N0013E024
B) FROM: 20/09/28 06:00 C) TO: 20/10/02 16:00
E) CHANNEL TEMPORARY AREAS - FR AIP SUP 133/20 - UK AIC Y 067/2020:
OBJECT : ACTIVATION OF USED AREAS
28 SEP : LF-R400 DEP, LF-R402 MANCHE 2 AND LF-R403 MANCHE 3
ACTIVATED (NORTHERN PART)
29 SEP : LF-R400 DEP, LF-R402 MANCHE 2 AND LF-R403 MANCHE 3
ACTIVATED (NORTHERN PART)
30 SEP : LF-R400 DEP, LF-R402 MANCHE 2 AND LF-R403 MANCHE 3
ACTIVATED (NORTHERN PART)
01 OCT : LF-R400 DEP, LF-R402 MANCHE 2 AND LF-R403 MANCHE 3
ACTIVATED (NORTHERN PART)
02 OCT : LF-R400 DEP, LF-R402 MANCHE 2 AND LF-R403 MANCHE 3
ACTIVATED (NORTHERN PART)
AIP SUP AVBL ON WWW.SIA.AVIATION-CIVILE.GOUV.FR AND AIC Y AVBL ON
WWW.NATS-UK.EAD-IT.COM
LOWER: SFC
UPPER: 1500FT AMSL
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Photo 3



and this causes the problem over Kent. If you do much flying in France you will come across these misleading areas on a regular basis.

You will see a difference between the UK Notams, Photo 4 and the French ones, this is because the French do things differently. What a surprise! When the UK establishes a RA(T), the Notam includes details of the coordinates for the area actually covered under section E enabling the clever SkyDemon software to plot the limits on their map and subdue the circle created by the Q line. The French do not do this but refer you to an AIC which contains the coordinates but this means the SkyDemon software has no access to them and is unable to plot them. Perhaps, fortunately, there have not been very many crossings recently due to Covid but as there are multiple circles in the area and SkyDemon does not plot the

French Danger areas, it would be easy to think they didn't exist and cause you to infringe on them when they are active.

If this leads you to believe the Notam system is not fit for purpose, you may well be right. It was conceived in the days when the teleprinter was used for transmitting Notam data worldwide. A modern system is really needed but I understand that a change is not possible unless all ICAO members agree and that has proved not to be possible.

```
Q) EGTT/QRDCA/IV/BO/W/000/015/5113N00142E012
B) FROM: 20/10/01 09:00 C) TO: 20/10/02 12:30
E) TEMPO DANGER AREA (TDA) ESTABLISHED (EG D098H) WI AREA BOUNDED BY
510756N 0012635E - 511454N 0013137E - 512251N 0013322E -
511740N 0015439E - 511447N 0020000E - 511153N 0015200E -
510607N 0014309E - 510336N 0013547E - 510756N 0012635E (ENGLISH
CHANNEL) BEYOND VISUAL LINE OF SIGHT UAS OPERATIONS CONTAINED WHOLLY
WITHIN THE TDA. A DANGER AREA ACTIVITY INFORMATION SERVICE WILL BE
AVAILABLE FROM FLIGHT INFORMATION SERVICE ON FREQUENCY 124.600MHZ
(LONDON INFORMATION). DURING THE HOURS OF WATCH, 0830-1900
(0730-1800 SUMMER), A DANGER AREA ACTIVITY INFORMATION SERVICE
(DAAIS) WILL ALSO BE AVAILABLE FROM LYDD AIR TRAFFIC CONTROL ON
FREQUENCY
120.705MHZ (LYDD APPROACH). FURTHER DETAILS AT
HTTP://WWW.NATS-UK.EAD-IT.COM. 2020-09-0109/AS2
LOWER: SFC
UPPER: 1500FT AMSL
SCHEDULE: 0900-1230
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Photo 4



(If you look up the decode in the link above you will wonder at first sight how anyone not working with it on a daily basis could possibly be expected to avoid mistakes. Ed)

Ripple Fly-ins

Steve's "Breakfast" fly-ins are suspended for the moment, because of the covid restrictions but he is hoping to get another one in before Christmas if restrictions and weather allow. Keep an eye on the WhatsApp group and they are not restricted to Breakfast. PPR.



Autumn Colours

Photo from Nic Orchard. Just east of Newing Green and south of the M20 J11.

Rochester Sunday 13th October. Whilst picking up some fuel and trying out the café (Big Boys Breakfast) - first time your editor has eaten Black Pudding for about 40 years. Thought I would get some pictures of the work going on plus a visitor. The Café will be closed for the day on 25th October. (*If you get this in time*). Followed by a trip to the south coast, using the paid version of Skydemon for the first time!





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
nread52@yahoo.co.uk

Committee Members:
Mike Negus 01634 364396
Brian Hope 01795 662508
Uttam Chakravorty 07802 413043
Frank Lissimore 07798 900220
Peter Huxley 07899 015287
Kevin Marks 01622 850939
Steve Hoskins 07768 984507
Co-opted
Ron Armitage



www.solleysicecream.co.uk



Hastings pier



Ballooning



Darwell Reservoir

Dates for your Diary 2020/21
October 29th
Virtual Tour of Lydd SAR
Nov 26th
Zoom Talk from Guy Bartlett
No Christmas Dinner this year
Jan 28th AGM (Zoom?)