

November 2020



SKYWRITINGS

Newsletter of the *Kent Strut*



Meetings

It's not been easy this year, with a normal start then it all went belly up in March. A mixture of Zoom and Jitsi meetings over the internet. We had talks on building the Menestrel, Vulcan and Canberra projects, a chat with Steve Slater, a fly-in to Ripple, a wobbly quiz and two November newsletters (my mistake).

Last month we had a zoom tour of Lydd SAR from one of the copilots, ex RAF Laura Hearnshaw and this month we have another talk from Guy Bartlett who gave us a well researched talk on the Dam Busters, this time it's the history of the Red Arrows from the start of the RAF display teams, which last time I listened to his talk included film of the Black Arrows 22 aircraft formation.

Some screen shots from Laura's talk and walk around the hangar:



Nigel Read - Editor

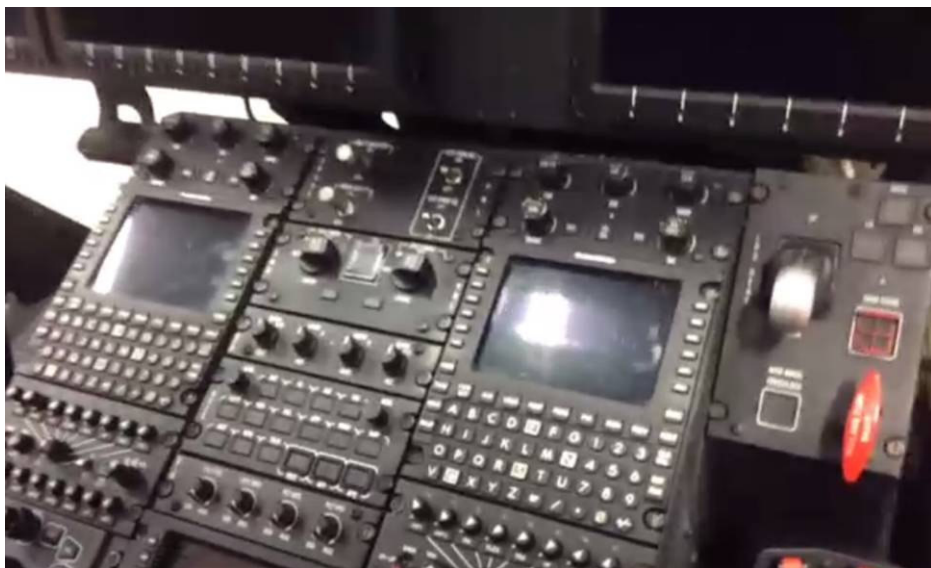


One of the Helicopters a LEONARDO SPA AW189 ready to be towed out from the new hangar

November 26th Meeting
History of The Red Arrows
Guy Bartlett
Zoom 20:00 hrs



One large working area for patients, the red bag with the yellow triangle is the first responders kit. They carry all the equipment found in a normal ambulance and more.



The aircraft is computer driven, able to operate in atrocious weather, 50 kts being the max. head wind. Operation is usually between 1000' and 1500' and on an emergency can go straight through CAS.

The Red handle is one of several emergency winch cable cutter releases.



Laura Hearnshaw.

Selfies—it's hard enough to get a good one when you know you are taking one

Additionally we had a peep inside the ops room where the IT, Weather, charts (they have to carry a paper one) night vision goggles and immersion suits are to be found. And probably the kettle.

The area covered stretches a little beyond Beachy Head right round to the North Norfolk coast. Many of the staff were originally based at Wattisham.

Fuel usually carried is enough for 2 1/2 to 3 hours but they can carry more and have reached Belfast in one go. Ground speed is around 140kts.

The aircraft can be put into auto hover and a third joy stick by the open door can be used to reposition from there.

The aircraft has an APU which takes about 2 minutes to start up and power the computers. The maintenance staff would start it up. There is full anti icing enabling it to fly when the air ambulance cannot.

LAA Virtual Pub Night

The LAA monthly zoom meetings hosted by Steve Slater are attracting over 70 participants, or at least listeners. There were a couple of familiar faces from the strut on 30th October. It's an opportunity to ask questions about anything relevant, Licencing, permits, building outside the UK, new aircraft, old aircraft maintenance—someone, often Steve will have answers.

There was a reminder that next year is the 75th anniversary of the LAA/ PFA. There will be a round Britain tour, no doubt ending at next years rally. Plans include visiting Kent.

A proposed poster was shown.

This year is the 100th anniversary of DeHaviland and to celebrate a photo shoot was arranged in October one of which was shared during the meeting.



Proposed poster for next year's rally.

A lady called Carol de Solla shared a photo of her Chipmunk flying in formation with a Vampire. The 1950 vintage Chipmunk WD286 was flat out at around 90kts while the Vampire would have been hanging on it's prop, if it had one. In a second attempt, the 1954 vintage Vampire circled in a series of flybys to get the shot.

The Vampire was flown by Mark Hooton and the photo is by Cameron Sys. The Vampire has it's own Facebook page:

<https://www.facebook.com/Vampire-WZ507-351376189100> where this and other photos can be found.



Next years Membership Fee

As we have had much reduced expenditure this year the committee have decided to give the membership a Fee holiday next year— so if you pay automatically by standing order please remember to cancel next years payment.

Red Arrows Talk

This month's talk will be another Zoom meeting. Members will remember the very professional talk on the Dambusters by Guy Bartlett which was well received. Guy has developed his repertoire of talks for the now common Zoom platform. Although the meeting will start at our normal 8pm, guy will set up the meeting at 7:30 so we can have a chat amongst ourselves before the meeting starts and for a while after so it will be a bit like our physical meetings — but one at a time.

John will email the login details before the meeting as usual. Guy will have control of the meeting so expect your microphones to get switched off.

This will be the last meeting of the year and the last newsletter until January 2021.

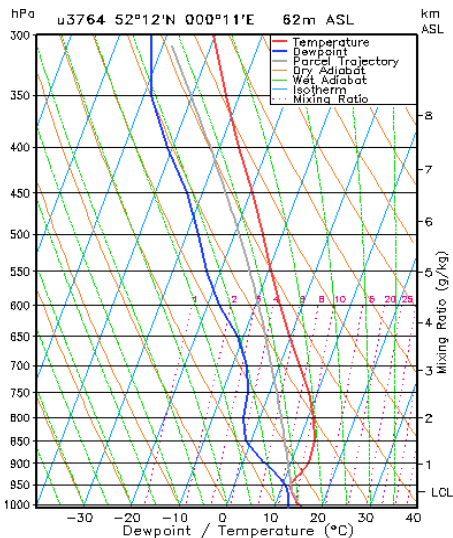
Strut Fly out to France (From November 2010 newsletter)

The weather did not disappoint on Sunday the 10th October for our annual end of season fly out to Abbeville for a meal in the airfield’s restaurant. Filling out flight plans on Saturday and faxing details for customs did look to be a waste of time as the dull miserable day wore on with no sign of the promised break in the clouds.

An email from weather man Simon Keeling promised much better weather for Sunday, backed up with the Skew-T predictions for both days at Cambridge. I don’t know if Cambridge lived up to expectations but the south east certainly did....

“There is quite a dramatic difference on the skew-t forecasts for Cambridge between Saturday and Sunday.

Here is the first which is the prediction for midday Saturday. Notice the inversion at 950mb and how close the red temperature and blue dew point lines are?

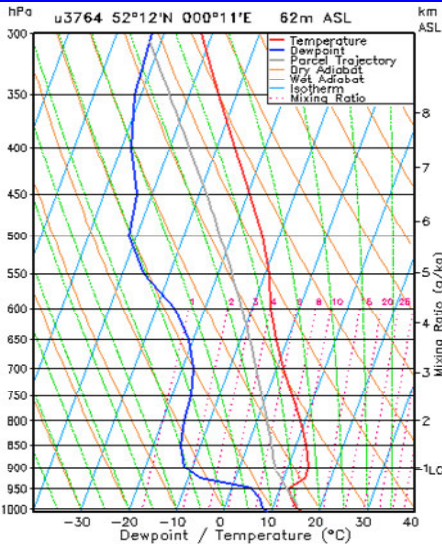


Now, compare this to the next chart.

You can really see the effect that the dry air has had and how the red and blue lines have become separated, even though the inversion still exists around 950mb.

This translates to a much sunnier day than Saturday. It should be a good one for flying, although a little on the windy side. (You can say that again, 35kts tail wind on the way back!) Visibility is probably still set to be restricted by the haze, but overall it

should be a pleasant day. (Actually, it was brilliant after a bit of early mist cleared).



Skew-t's reveal so much information about the atmosphere and are the most useful weather chart a pilot can use when planning days ahead. They reveal cloud heights, thickness, freezing levels, cloud amounts, risk of showers and thunderstorms, and much more".

It did turn out to be a bit of a Stoneacre Boys Club do with Gary's RV, John Dean's and Martin Ferid's Jodels, Simon and Paddy in their Luscombe, Grahame and Shirley on their way home from holiday by road met us there and my Europa from Laddingford.



Jodel's and Luscombe at Abbeville



Europa and RV9 at Abbeville



Cozi G-COZI,

Cozi G-BXDO,

Long EZ G-CBLZ

Later, we were joined by the three canards of Jaime Foreman, Shaun Cockburn and Russ Machin, alas arriving too late to enjoy a meal but providing plenty of amusement as Shaun made several attempts to land.

They were kind enough to come out to help when the Europas' wheel found the only hole in the grass runway after lining up and full power would not

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Co-opted Ron Armitage

Newsletter November 2010

This is the last until January and the end of my first year as editor. Thanks to all those who have contributed but please keep articles coming as we are going into a quiet period! Have I really been doing this for 11 years?

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budge it! I think a fox had been sharpening it's claws in the turf, creating the perfect wheel chock!



Don't forget to cancel your automatic payment if you have one for next year.

**Dates for your Diary 2020/21**

26th Nov History of the
Red Arrows

Merry Christmas everybody

28th Jan AGM

25th Feb Typhoon old and new