

# Skywritings



Newsletter of the Kent Strut of the

July 2021

A PHOTOGRAPH OF YOUR AEROPLANE COULD APPEAR HERE IN THE NEXT EDITION OF 'SKYWritings'. JUST EMAIL A COPY TO THE EDITOR



*Nic Orchard and her 1946 Aeronca Champ*

## *A few messages from the Editor*

Firstly this month is a big "Thank You" to all those members who have taken the trouble to send in articles for "Skywritings", and to Sandra, who has used her talents in its production.

For those interested in the planning application for the new airstrip at Little Mongeham, the consultation period closed - officially - on 7<sup>th</sup> June. There are reports aplenty from various consultees plus approaching 1800 comments for the planning committee to consider, some more relevant than others. If the procedural schedule runs to course, a decision should emerge in early August. We will do our best to keep you updated.

## **HALF PRICE LANDING FEE AT HEADCORN ON SUNDAY 11<sup>TH</sup> JULY**

We look forward to meeting up with you all at our Strut Fly in, kindly organised by Peter Huxley. Let's make it a day to be remembered.

## New Members

This month we welcome four new members: Ron Loveday, Nigel Padgam, Andrew Mumford and Paul Hannent. We greatly look forward to meeting up with you when the COVID situation allows.

## Kent Airfields Update

### Lydd

#### Kevin Marks

Lydd is now fully open, although one needs to PPR on 01797 320881. TAG Aviation School have opened their new reception in the main entrance foyer, pop in and have a chat.

The “Biggles” Café and viewing area has reopened, initially 10-4 daily with refreshments and light snacks being served (bacon rolls, sandwiches, baguettes and toasties).

The two Lydd-based DC3s are fully restored and flying. I believe they have been seen at Headcorn and Duxford. If you are lucky to arrive at the right time, ATC could give you, “report final, number 2, follow the DC3”. That’ll make you smile.



*The two restored and working DC3s on Bravo Apron, snapped as we taxi back to the hangar. Trust me, they sound as good as they look.*

## Clipgate

Clipgate is getting back to some sort of normality and Bob Akehurst has just applied for a port certificate to allow aircraft to fly to/from the EU after 2022.

## Ripple

This Saturday, 26<sup>th</sup> June, you are cordially invited to visit Stephen Solley's strip at Ripple, which will take the place of our normal Thursday 'club night'. PPR please if you intend to fly in.

The old cars start to arrive about 11 am and to whet your appetite, here are a few photographs from last month.



## Headcorn

### Editor

I haven't received any news from Headcorn, but you should be aware of the Air Show there this weekend with associated airfield restrictions.

**Restriction of Flying Regulations for Battle of Britain Airshow, at Headcorn Aerodrome, Kent on 25, 26 and 27 June 2021.**

Details by NOTAM and in AIC MO34/2021 at [www.nats-uk.ead-it.com](http://www.nats-uk.ead-it.com)

**Restriction of Flying Regulations for Red Arrows displays at Lashenden/Headcorn, Kent on 25 and 27 June 2021.**

Details by NOTAM and in AIC MO42/2021 at [www.nats-uk.ead-it.com](http://www.nats-uk.ead-it.com)

# Bonnington

**Peter Stretton**

I keep the runway grass cut with a set of Lloyds Leda triple set of gang mowers which are self-powering and towed behind my Land Rover. They work quite well, although the mowers are very old now and with all the rain and sunshine we have had recently, are getting a good work out.

Due to the new Border Force Certificate of Agreement requirements coming in, it means that if we wish to fly abroad (and return) to Bonnington we will have to eventually from next year have a C of A.

We are having a visit from Border Force in July where they will inspect the strip and fill out all the forms etc., etc. As part of this they will require a plan of the strip, so I have just finished drawing an Airfield Plate for Bonnington, which is shown below..

As the plate says, it is a private strip but considerate visitors are welcome with PPR. Please no training or circuits though, but if you are our way and need a comfort break (go behind the hangar) or any other emergency, you are welcome.

Regards and safe flying to all.

51 03' 31" N 0 56' 53" E		<b>BONNINGTON</b>		5ft AMSL	
1 nm NE Newchurch				6 nm N Lydd	
Safety Com 135.480				Microlight 129.830	
Rwy	Dim(m)	Surface	TOA(m)	LDA(m)	Lighting
06/24	450 x 12	Grass		Unlicensed	Nil
Op Hrs : PPR		Landing Fee - Nil			
Hangerage - Nil		Customs - Nil		Maintenance - Nil	
<b>Remarks</b> This is a private farm strip. Visiting aircraft are welcome with strict PPR at pilot's own risk Circuits at 1000 ft AMSL Rwy 06 LH Rwy 24 RH Avoid Houses at either end of approach and TO Electricity cables on 24 threshold High tension pylons 0.8 nm to the West					
<b>Fuel:</b> Mogas by arrangement at PPR			<b>Tel:</b> Peter 07778 154704 Jim 07773 056397		

## Rochester

### Kelvin Carr

Progress continues.

Next week:

- H4 door concrete to be laid.
- New Hangar, door runners to be installed, and once the roof scaffolding has passed its certification tests, the roof will be completed.
- Hub internal works continue.
- Hub car park kerbstones to be completed and tarmac to be laid.
- Possibly the tarmac outside the office to be removed and re-laid.
- MAPS hangar continues to be built.

The MAPS Spitfire was loaded on 21st June 2021, for its return trip to Stoke.



## Farthing Corner

Blazing hot temperatures followed by a months' worth of rain in one day but the farmers and gardeners could do with it and in between some fair flying weather. Finally, able to get out and about with fellow residents at Farthing Corner completing permits which means yet another Jodel co-owned by Brian and Paddy will be airborne in the not too distant future. Several trips in the Luscombe to Sandown for Spamfield and the Piper Fly-in in, the sun was very pleasant, got to eat one of the home cooked Pizza which Ron and I agreed was most acceptable. Simon and I paired up for a partial European Luscombe's



*Figure 1 Line up of Luscombes at East Kirkby*

Tour Monday to Wednesday which due to prior engagements, the full trip was not possible but turned out just as well with the poor weather in the latter half of the week. Our highly polished machine drew admiring glances from all quarters. One landing en route was at East Kirkby to view the Lancaster and museum which proved to be a short 550 yards strip and with high temperatures and longish grass led to yours truly blagging a 2 hour car ride to our overnight stop at Beverley, a good call as pretty much everyone offloaded luggage into the car to save weight. Discretion being the better part of valour in this case! Following on from my comments about the evolution of Farthing Corner, information came to light from Colin Evans regarding the aircraft based there many years ago which make a very eclectic list, so thanks for the update Colin who also pointed out that No Ag Cats operated from there but Piper Pawnees did.



*Figure 2 Lancaster on a taxi run past our Luscombe*

G-AMIV .de Havilland DH82a Tiger Moth (Crop Sprayer). Ex Rochester & Ulster Flying Club (Shorts). Owned from 24/5/1962 until 20/5/1964  
G-AOET .de Havilland DH82a Tiger Moth (Crop Sprayer). Ex Rochester & Ulster Flying Club (Shorts). Owned from 20/3/1962 until 16/7/1964  
G-AOTM. de Havilland DHC1 Chipmunk 22a (Masfield Modified). Ex Peter Gordon Masfield. Owned from 4/11/1969 until 17/7/1972  
G-AWPG. Zlin Z526 Trener Master. Ex Peter Clifford Aviation Ltd. Owned from 1/11/1971 until 26/5/1976.  
G-AXYU. Champion 7KCAB Citabria. Ex Antony Keith Brewer (son of the paint people). Joint owned with William

Chesson & Kenneth Bills from 7/3/1977 until 10/1/1989. Of these I think the Tiger Moth's may have

been based between Rochester & Farthing Corner, I am not sure if the Chipmunk was ever based at Farthing Corner. The Zlin was based between Rochester & Farthing Corner for the first year or so then at Farthing Corner. The Citabria was always based at Farthing Corner.

Ladislav Bezák's Zlin Z226 D-EMUD, was based at Farthing Corner, while he stayed with Bill Chesson during 1972-1973. Ladislav Bezák was a Czechoslovak aerobatic pilot, the first winner of the FAI World Aerobatic Championships in 1960, and first to win the Biancotto Trophy in 1965. In 1971, he defected by flying to West Germany. He loaded his wife and four sons into a two-seat Zlin Z 226 that took off in Prague and landed in Nuremberg, where all six were granted political asylum by West Germany. Ladislav Bezák died of natural causes at age 86 in his home in Bühne, Germany. (Wikipedia)

Wonder what happened to them all? Over to you Colin!

**Mike Negus**

## Harringe



The regulars at Harringe had a work day last Saturday. Grass was cut and strimmed, caravan cleaned and spiders evicted, decking and joists repaired and repainted, glass all cleaned, new coat of wood stain on barbecue tables

All the workers were rewarded with pork burgers with apple sauce, which was described as 'scrumptious'. Naturally, there was also a drink or two.

Well done everybody!

## Answers to last month's Castle Quiz

**Sandra Davis**

Thank you and well done to Nic Orchard and Nigel Read for taking the trouble to answer the quiz and for getting all the answers correct. The answers to the quiz photographs from last month's Skywritings are as follows, if anyone else is remotely interested:

- |                |                 |                    |                     |
|----------------|-----------------|--------------------|---------------------|
| A Leeds Castle | B Dover Castle  | C Deal Castle      | D Rochester Castle  |
| E Upnor Castle | F Walmer Castle | G Allington Castle | H Canterbury Castle |



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Nic Orchard advertised some spats in last month's Skywritings. They were snapped up by Ron Loveday from Sheppey, who has been kind enough to provide the following article.

## Pazmany PL1 G-BDHJ

**Ron Loveday**



Why do I have to be the odd man out, I'm sure it's Him up there having a bit of a joke? Having spent some 30 years in aviation, (which I left on early retirement due to hearing problems. Sound familiar?) I went into the house renovation game, which finished up with getting the bug about eco buildings and led to me building two houses on Sheppey! I sold one and gave the other to my son, but must have got something right as the solar panels at 19p a unit meet all the bills generated by the house. I moved around the corner to another renovation project! At that point I thought now or never, get my PPL back! I took a couple of refreshers at Rochester, only to be hampered by wet taxiways etc. It dawned on me as it did in the late '70's, the only way to fly is own your plane, then get the license! (My first plane was a written-off 172 Cessna which I got the OK from the CAA to rebuild in my garage, then I got my ticket but that's a whole story in itself.)

Going through AFORS, I came across a Europa up north, tentatively worked out a price, but that night in the hotel the threat of COVID loomed large and I could see myself with a plane in one part of the UK and me in the other. So scrapped the idea. Again AFORS had an ad for a Mini Imp. I called the number and spoke to the gent who was selling a collection of dismantled a/c for a chap who was suffering from Alzheimer's. He steered me to the Paz as I did want 2 seats. I was advised the wing was de-panelled and I searched for a fuel leak, but after that it's just an assemble job.

The engine was at the owner's home, ready to go and new! I agreed to buy so in December went to collect the fuselage from Sleaf. I met a barrage of opposition against my trailer, and against my better judgment I agreed to delay the collection, when the agent said I could use his glider trailer, which would allow me to get the wing back (which was in one piece 28' long). He said the trailer had good tires, only 2 years old, so I went back up to Sleaf, loaded the trailer and set off home. Managed to get 35 miles when the wheel came off the trailer around Wolverhampton. Of course, the spare was the wrong size and would not fit. Raced back got a new tire fitted, jacked the trailer, then found the wheel bearing was bone dry and had torn the bearing housing.

Spent a night in a hotel and managed to get the trailer back to Sleaf, some £500 later. Back to plan A. I brought the original trailer back to Sleaf and got the fuselage back with no problems. The wing was a further problem, as mentioned one lump 28' long. The only answer is to make your own trailer to the maximum allowable length, i.e. 7metres. But being cheap and as the trailer would only have a



limited life, I made it out of wood! Got the wing home!!! A few weeks, later COVID allowing, I went and collected the remaining parts and engine. We met the owner, who as predicted, was out of it.

Now the work started. I closed up the wing, sorted the wiring, which by now had auto wire added and made a load of panels which had gone 'walkers over the years.' The Paz has some 1200 hours, but the engine, which is a Franklin 4B sport is zero time and in top condition, but there is one 'if'. It has the wrong induction system fitted, no alternator fittings and no vac pump take off.



So the last few weeks have been: find the old owners (no luck), find any parts in the UK (so far no luck). An internet troll has found an induction system in the US, but not much luck on the alternator drive. Have been toying with a wind-driven gennie! As I plan to use a tablet-based EFIS, my electrical draw will be small. Aircraft Spruce do a small wind-driven generator for \$250.00, which is food for thought. So now I have a garage with the fuselage and a marquee housing the wing, ready to paint.



The Paz looks very much the parent of the Practavia Sprite. A plane I considered and rejected back in the late '70's, before the 172 came along.

Anyone interested in having a look, give me a shout (07843 150430). If you know of any Franklin engine/parts, please let me know.

## *A visit to Leigh Park, Tonbridge*

### **Richard Solley**

"Clearing the grass off the airfield" was the caption to the picture (below) sent to me by my good friend David Bastable who farms 500 acres of arable and 400 milking cow Dairy with his family at Leigh Farm near Penshurst, Tonbridge.



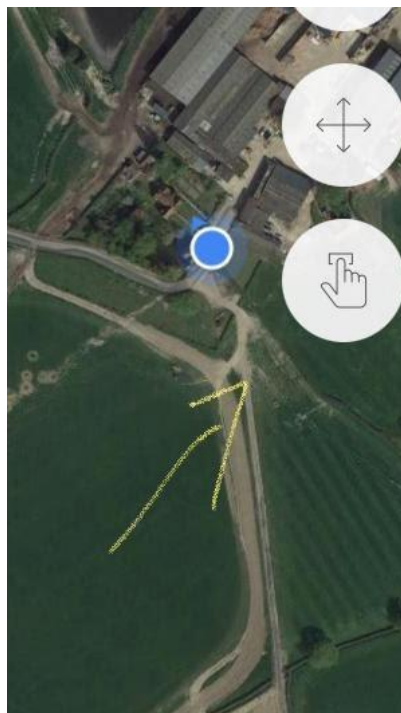
I had often spoken to David about flying up to see him and agreed I'd give it a go once the grass was cut and the weather looked good. Well, true to his word, the grass had been cut, chopped and collected for silage so the field was as ready as it was ever going to be. With his side of the bargain completed (which would of course been done regardless of me visiting) it was down to me to pop in.

So that night I booked out Echo Oscar with Pops and checked out the route on Sky Demon. I found the measuring tool really useful for checking available length of the field, which turned out to be the same as our strip at home (approx. 350m). The field to the West (viewed in the background of the pic above) is also owned by Dave, and is separated by a stock fence with a further 600m of clear approach. A power line to the east approx. 200m from the field was the only consideration on take-off.

Flight time was showing only 29 mins there and 39 mins on the way home.

Whilst on route, additional information regarding my landing site was delivered via WhatsApp including;

Wind  
Sock  
location!



And an image of the temporary windsock itself, crafted by Dave from some feed bags and gaffer tape!  
Just the job.

Armed with all the information, my wife Kate and I set off, enjoying a lovely 30 minute flight with only a slight change in course to navigate around Challock gliding club.

Following a low-level reconnaissance circuit over the farm to eye in the field and check the newly constructed windsock, we popped it over the fence and in. The wind pointing straight up the field in line with the direction of the tramlines which meant a surprisingly smooth ride.



*A lovely greeting from the Bastable family.*

After a couple of hours of catching up with the latest developments on the dairy farm, some homemade cake and a lovely walk around some of Dave's recently acquired land, it was time to head off.

A slightly longer journey time home due to the head wind and a steady 80kt cruise rate saw us arrive back home at Ripple 40 mins later.

Looking forward to the next cut of silage Dave!!

## **Kent Pilot Poll from last month**

### **A message from Kevin Marks**

Well the results are in... if your name is Nicholas Hampton or Nigel Read step forward. Please advise our Editor in Charge, Ron Armitage of your chest size and aeroplane registration. Your Polo shirts will be presented by the very gracious Nic (Teddy Bear) Orchard at the Headcorn Fly-in on 11th July.

Now the outcome and trends.

1 Are GPS navigation devices, tablet or built in, an essential cockpit tool?

It was a 50:50 split between

B - Yes they are essential but carriage of one should be up to the Pilot in Command and

C- No, not essential but a useful backup for a chart, compass and stopwatch

Type of GPS devices used.... well as you would expect, overwhelming use of Skydemon with the odd built in GPS device making a show, mainly Garmin.

Interestingly those who felt GPS's are essential tended to Apple devices, whilst those who felt GPS's were useful but not essential preferred Android devices. Conformist, non-conformist?  
2 Are Traffic Awareness Systems crucial for avoiding LoSS, Mid-Airs and Airproxes?

75:25 between

B Yes, even a robust lookout can miss things.... got 75%

D No, not required, the sky is big and the chances very small..... with 25%

All respondents have mode S transponders with some having ADSB using SkyEcho. No Flarm users, only the odd Pilot Aware owner who was disappointed with the product.

No one has a dedicated Traffic Awareness Systems. However those who can, by using SkyEcho, display Traffic Information on their navigation device, in this case Skydemon with a small number also employing audible alerts.

Special thanks go to Nic Orchard who, although the first respondent, kindly relinquished her claim.

## Learning to Fly

### Ron Armitage

I learned to fly back in the early seventies and when I wrote my little book, I described the initial experience as follows:

“It’s a wonder that anyone learns to fly. You arrive at the airfield with great expectations, eventually find a training organisation, pluck up the courage to enter the premises and then ..... you become invisible.

The Instructors with their crisp white shirts, black ties, gold braid and aloof demeanours carry on talking amongst themselves. Most don’t look old enough to be pilots, let alone Instructors. The pilots or club members also ignore you and the girl behind the desk can’t be bothered to look up because she’s doing her nails ..... You wait .....and wait. Either you then leave in despair or hang around hoping that someone might eventually notice you. Generally though, you have to make the first move. “Can anyone talk to me about learning to fly?” you ask. Normally you will continue to be ignored, but you might get handed a grubby brochure to take away. These people don’t seem to realise that you are intending to part with your life savings, or at least be beholden to your bank for years to come. And that this might just help to keep them in employment a bit longer.

Just occasionally you will be offered a “trial flight”, ostensibly to see whether you have aptitude, but beware. The young oik who will drive you around the sky will enjoy his hour’s flying at your expense, and probably use this as an opportunity to buzz the current girlfriend’s house. You might be allowed to touch the controls if you insist, but the only certainty is that your bank balance will be substantially reduced. I was suckered into a couple of these before deciding to take up another hobby, even though I knew then that the only thing I really wanted to do was fly.

I was fortunate. I had a number of business calls to make on the south coast, finished early and so adjourned to the nearest airfield (which just happens to be the oldest civil airfield in the UK). I looked into a number of swanky operations, but this met with the usual response, or rather, lack of it. I then spied a scruffy hut right alongside the terminal building, with a little sign saying that I might learn to fly there. I went through the door to find a slight, elderly gentleman, garbed in an old, stained flying overall, talking to a bunch of people that I took to be students. He immediately looked up and asked

if he could help. I said that I did not want to interrupt him, but that I really would like to learn to fly. "I will be tied up for the next fifteen minutes or so," he replied. "Whilst you're waiting, why not go out onto the airfield there, jump in the nearest aeroplane and see what you make of it." No problem. There was a row of little aeroplanes, all painted bright yellow and I noticed that, unlike the other aeroplanes I had flown in, they had their little wheel on the back end. I walked round the nearest one in wonderment, worked out how to get in and immediately became hooked.

When the Instructor appeared, he could see that I was greatly impressed and he did his best to answer my questions, even though it was getting towards dusk and the aeroplanes needed to be put to bed in the hangar. I offered to help and was allowed to jump in each one with him and taxi them to the hangar. There were three aeroplanes and he actually let me steer all three under his supervision, and of course help him push them into their spaces in the hangar.

On walking back to the clubhouse (shed) we got talking a little more and it became evident that he lived locally and normally went home on the bus. As I had a company car, I naturally offered to give him a lift home and we went via his local pub (regrettably, one of the many fine drinking establishments that no longer exist). We had a very convivial time, during which I learned that his flying club was one of the few still training pilots on tailwheel aeroplanes, which I was given to understand were more demanding but would turn you into a better pilot. I agreed to pick him up from home at a fairly early hour the following morning to continue with my flying training."

I recently had cause to visit a 'training' organisation and have to say that in my experience, things haven't changed much over the last 50 years. Does anyone disagree?

Copies of my book are still available – see below.

### 'Rocket' Ron's entertaining yarns



"I am glad 'Rocket' Ron Armitage sent Pilot a copy of his self-published book and that he took 'the liberty of signing it', because it is a very entertaining and amusing read. Essentially a collection of vignettes from the author's long career in aviation, much of it spent as a gliding instructor, it comes across as a series of bar room tales of the best kind - the ones that are both genuinely witty and substantially true - the kind of thing you want to dip in to and savour, rather than being in too much of a hurry to arrive at the end (it's not a long book)."

'Pilot' magazine, September 2020

Copies available from the author for £5 plus £1.50 postage:

Holly Tree Cottage, Waldershare Road, Ashley, Dover CT15 5JA.

## Rocket's Reminiscences

Some prices from the early seventies, with thanks to Colin Evans. Brings back memories of renting J3 Cubs, Aeronca Champs and Defenders in the USA for next to nothing. And not forgetting the Zlin 42, Yak 12 and Wilgar in Poland for \$25 an hour *wet* back in the eighties.



# The Tiger Club

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See inside for block rates



## Musings by Mike Negus

### James Stuart and the Dambusters.

In the balmy days of my youth a trip to the flicks (cinema) on a Sunday afternoon was eagerly looked forward to with my Dad, primarily to get us out of Mum's hair so she could get ready for Bingo that evening. In 1955 the film Dambusters was released on this particular weekend and I pleaded with Dad to see it at the local Gaumont. Unfortunately, this also clashed with The Man From Laramie starring James Stewart and my dad being a huge Western fan decreed that this was what we would see much to my chagrin. I have always been interested in aircraft and the wartime exploits of the RAF as many of my generation born shortly after WW2 are and therefore the disappointment weighed heavily, much sulking ensued.



Poster for the film

Moving along a few years I joined the Sea Cadets and spent some of the happiest times of my youth engaging in all the activities on offer including going off to the local rifle ranges at Conyer and Gravesend where we were allowed to shoot a total of 14 rounds of 303 bullets using a Lee Enfield rifle probably still by then wartime surplus. Two rounds were allowed for sighting and five for the target so the 200 yard range in the morning and after popping off at the first target, positions were swapped while our section went down to the butts to reload the targets after pasting over the bullet holes, if any of us had actually hit it! After lunch we were allowed on to the 500 yard range where the process was repeated and all the empty shell cases collected and accounted for, then we returned to Chatham Dockyard Barracks to return guns and ammo to the armoury.

So, once a year teams from all the cadet forces assembled at the ranges at Bisley for the inter cadet competition and in 1964 it was the turn of the RAF to host the event and so were responsible for allocation of billets, food and marshalling in general and something to keep us occupied on Saturday



Flight Lt Mickey  
Martin

night. Well, to my absolute delight a showing of The Dambusters was to be screened and even better we were to have an introduction by Group Captain Micky Martin, a Flight Lieutenant at the time of the raid who had been one of the section charged by Guy Gibson with attacking the Mohne Dam.

An Australian he had a very distinguished career with the RAF which of course none of us appreciated at the time there being no Wikipedia. One of his anecdotes concerned technical assistance for the making of the film. The actor playing his character was Bill Kerr who also was one of Tony Hancock's foils. Anyway, Martin had an ear that stuck out somewhat and to stay truthful to the character he was playing, Bill Kerr put a wedge of chewing gum behind his ear to make it protrude. After 34 years in the RAF he retired as Air Marshall and died on 3 November 1988 (aged 70).

Incidentally, At one of the Duxford air shows a number of years ago I met an ex Sergeant Pilot who flew a Lancaster for the film, P for Popsy and whenever I see a rerun of the film I always look out for it as coincidentally it was the individual letter for Mickey Martins machine .

Now, fast forwarding into the future, Gary Smith told me he had made a run over the Dams at some point I believe in his RV and Simon and I were planning one of our annual trips which in 2014 was to Ecuwillens in Switzerland for the RIO fly-in and we thought that we could take in the Dams on route.

Not having the legs of an RV a number of planned stops were to be made and so we routed Farthing Corner – Kortrijk Wevelgem (with an unscheduled detour to Amougie, another story!) – Aachen – Soest where we stayed for the night.

This is a grass airfield which was used by the Canadians at one point and after an evening mingling with the locals watching Germany play the USA on the big screen in the World Cup, we repaired for a good night's sleep.



*Parked up at Aachen after refuelling*



*Mohne Dam*

Next day the weather was fair and we were able to identify all three dams, the Mohne quite close to our night stop, with its iconic towers, very tempted to swoop down at low level for a dambuster eye view but guessed the locals have seen enough intrepid birdmen doing this over the years so we kept at a respectable 1200'agl, pity though!

Then on to the Sorpe which is a large earth dam which only received light damage and then further east to the Eder which was also breached, and the repair is visible today. I felt that a long held ambition to catch up on the story of the Dams raid, Operation Chastise, finally closed out after viewing from the air and one can only marvel at the bravery and skill of the crews that took part, navigating very low level and at night.



*Sorpe Dam*



*Eder Dam*

While I was a bit annoyed at missing the film's release in 1955 it has been watched many times now and I even revisited The Man From Laramie and realised what a great film that is too, also starring a wartime B24 Liberator pilot with combat missions



Two fly ins coming up in July and August:

**Bodmin Airfield** welcomes the  
**VINTAGE AIRCRAFT CLUB**



on **Saturday 24<sup>th</sup>**  
& **Sunday 25<sup>th</sup> July 2021**

Bodmin, Cornwall PL30 4BU  
more details: contact Pete White 07805 805679 [pete@aeronca.co.uk](mailto:pete@aeronca.co.uk)

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PPR - Bodmin Airfield 01208 821419 [www.bodminairfield.com](http://www.bodminairfield.com) 

□



**Seething Airfield invites you to a "Fast and Slow" Fly-In.**



**Sunday Aug 8th 2021**

Come and join the fun at Seething EGSJ, a friendly GA airfield. A £10 donation to the airfield will cover your landing fee and lunch is £7 per person. You can also visit the airfield museum free of charge. Local B&B accommodation is available if required.



## Rocket's Reminiscences

### The Short-Mayo Aircraft

Back in the early thirties Major Mayo, who was then the General Manager of Imperial Airways, came up with a novel idea to speed up the delivery of mail to the United States, as there were no aeroplanes available with the ability to fly direct with the huge weight of mail and fuel needed to make it economical.

He came up with a concept to piggy-back an aeroplane part of the way. This would decrease the distance it would need to fly under its own power, thus saving substantial amounts of fuel, which would, in turn, increase the available payload.

The machines were built at Rochester and the photograph shows them moored on the River Medway.



*Photo courtesy of "Wonders of World Aviation" printed in 1938*

World War II prevented further development, but the idea has, of course, been copied by NASA with the Boeing 747 and the Space Shuttle.

In 1935 "Dinky Toys" produced a model of the Empire Flying Boat (upon which Maia was based) and in 1938 a complete Mayo composite. These are now very rare, having been discontinued in 1940. The upper machine continued to be manufactured after the war, but was finally deleted in 1957.

Many of these old Dinky toys suffer from severe metal fatigue, as can be seen from the 'bits' shown here. They are being rebuilt by me.



Before



In course of rebuild

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### Dates for your Diary

Saturday 26<sup>th</sup> June

Monthly Strut Meeting at Ripple (a change from the normal Thursday to provide an all-day opportunity to see the classic cars and fly in with PPR

25<sup>th</sup> – 27<sup>th</sup> June

Headcorn Battle of Britain Air Show

11<sup>th</sup> July

Kent Strut fly in at Headcorn

24<sup>th</sup> July

Firs Farm Fly-in and BBQ

Info and PPR 07976 262833 [firsfarm.weebly.com](http://firsfarm.weebly.com)

18<sup>th</sup> September

Meet the LAA Day at Headcorn

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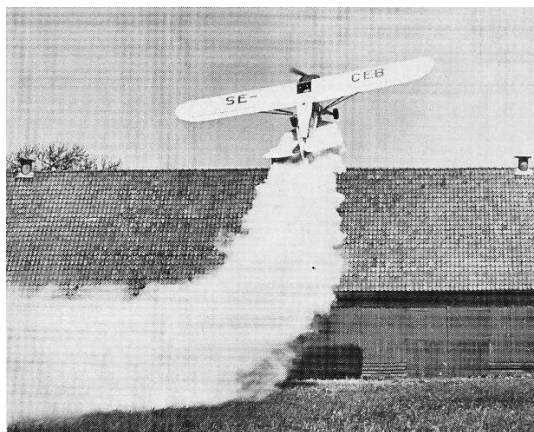
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“Still running a bit rich, Hoskins!”



With thanks to

*Roger Bacon*

and

