

# Skywritings



Newsletter of the Kent Strut of the

September 2021

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



*Stephen Solley's Jodel at Stow Maries Aerodrome*

## LAA Wings Award

This month both Nic Orchard and Ron Armitage were honoured by the LAA. They are both now recipients of their Gold Wings Award. Details of the criteria for Wings Awards and training are on the LAA website, but your Committee are pleased to offer additional help if required. All you have to do is ask!



## Kent Strut Awards

### Ron Armitage

In the last edition I wrote about our old friend, Richard Warriner, and suggested that we put up an annual award in his memory. The Committee have agreed that this would be a 'good thing' to do, but we would like to hear from you, the members. I personally think that the award should be given to the member who, in the view of the Committee, has done the most in the year to benefit the Strut. But as I have said many times before ... it is YOUR Strut ... what do YOU think? Please don't hesitate to let me know.

And whilst on the subject of awards, I understand that there is an existing club trophy called the Phil Banyard Trophy (which is also known as the 'Strut Screw') I know it was awarded to Colin Evans in 2017 for having amassed a vast collection of aircraft photographs over the years. Does anyone know where it is now? According to a 2016 Skywritings, the Phil Banyard Trophy is an interpretation of Da Vinci's proposal for a flying machine, presumably influenced by the Archimedes Screw. The trophy was made by Phil Banyard, a member who is unfortunately no longer with us. **CAN YOU HELP PLEASE?**

## K.F.A. Safari

### Ron Armitage

I am sure you will have seen from the July issue of 'Light Aviation' that Graham Smith's K.F.A. Safari was completed a few months ago and was about to commence an extended "first of type" test schedule. All is going well and I am sure that you will be pleased to inspect this splendid machine at the rally.

This photograph was taken at Headcorn on 25<sup>th</sup> August.



## TEM/Airmanship

### Steve Hayman

This pandemic has caused lots of problems, loss of loved ones, loss of freedom etc., but in aviation terms loss of currency. However, on the plus side we have seen communities getting together. Remember the clapping for the NHS, helping the vulnerable and elderly even down to even speaking to neighbours in your street! But for us fliers all we have had has been the odd Zoom meetings, phone calls with friends and the odd socially distanced chat whilst cleaning your beloved machine.

Now we are released and getting back in the air. I am sure you have read lots about the safety issues when returning to flight. TEM or threat and error management is high on the list and so it should be as it's important.

Unfortunately TEM requires brain activity! For example, you have to see and understand the threat, see and understand the error and ultimately manage the outcome. On the other side, there is airmanship. Where does this come from? Well you learn it from your wise instructors, glean it from like-minded colleagues, or perhaps remember doing something silly last time you flew!

Where am I going with this, you might ask. Well this week I witnessed one of the worst demonstrations of both.

Whilst refuelling my aircraft from a Jerry can of Mogas on the apron at my base I caught sight of a Chipmunk taxiing up to the pumps. This brought many good memories as I had spent 2 years looking after the Dartmouth College Naval Air Squadron at Roborough (Plymouth) back in the 70s. Anyhow, before I knew what was happening, my aircraft began to weather cock with the Jerry can still emptying its contents. I hung on for dear life and several others ran to my aid.

The said Chipmunk pilot decided that a full powered hand brake turn next to the pumps was the right thing to do. Wrong! This aviator did not look out or he would have seen the refuelling taking place. Hence he did not see the threat and made his error! As for airmanship, does one remember that fuel pumps are full of fuel and make quite a mess if one collides into it?

All this happening in front of the refurbished hangar, blowing everything into the hangar! You can imagine what the airport management thought of the whole debacle.

The bottom line is on this occasion nothing serious happened, just a lot of blaspheming, followed by a very embarrassed senior pilot who should have known better. It took a while, but yes, we did get an apology of sorts.

Remember it's not just you flying in your pride and joy - there are others too.

Happy landings!



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## Ripple Strip

### Stephen Solley

The weather has kept us on the ground for most of the month so I have managed to find out a little information about Ripple.

Deal had a temporary landing field in the village of Ripple and was operated by Mr F S Solley of Mongeham Farm. The landing field was located 1nm SW of Deal and North of Ripple and West of the railway bridge over the road at Walmer. The runway was 585 grass and operated in the 1930s.

Fuel was available at Kennett's garage, which is still in Station Road, Walmer and W.H.Wyborn had a taxi service in Dover Road, Walmer. Also the nearest telephone was at the Walmer post office.



*Kennett's Garage*

In May 1912 the Italian aviator Signor Jules Nardini was attempting to fly from Paris to Dover in a Deperdussin. He took two days to reach an aerodrome near Calais and after departing missed Dover and landed at Ripple. This appears to be the first landing of an aeroplane here. He then left Ripple for Dover.



*Jules Nardini in his 50HP Deperdussin Monoplane*

During 1930 and 1931 some seven Avro 504Ks were assembled by Kent Aircraft Services, Bekesbourne at Ripple (Deal) and then flown out. During 1931 and 1933 three, G-AAUL, G-AAUK and G-AAUL crashed and were written off, the records don't seem show what happened to the remainder.



*Avro 504K*

## Upavon Visit

### Nigel Read

After a trip to Upavon arranged by PAFRA, we dropped into Popham on the way back and this DH60 Gipsy Moth parked next to us.



The unplanned visit was due to the Jabiru engine dumping too much of the oil into the overflow bottle. Considering it's only done around 80 hours it's a bit disappointing! The oil pressure was dropping slightly and as I trusted my previous co-owner to check it before we left, seemed like the wrong decision followed by a better one.

Upavon, home of Air Cadet 622 Volunteer Gliding School and Army Gliding Club is a lovely grass strip with tarmac taxiways, now run by the Army since 1993 and of course the original home of the Central Flying School - birth place of air power. (John W. R. Taylor's excellent book, published by Putnam in 1958 has the title 'C.F.S. Birthplace of Air Power' – Ed.)

This is now in Danger Area 128. Across the road, the A342 'Trenchard Lines', there is a small museum, which the very helpful airfield manager was happy to show us around.



*Museum exhibits*

## Return to the Skies

### Peter Huxley

I have written in Skywritings before about some of my adventures with an Emeraude. Unfortunately all that came to an end when, during the permit inspection, a crack was discovered in the port undercarriage mounting box that fits around the spar. In itself that should not have been an insuperable problem as previous repairs to the same part were mentioned in the log books.

After some delays in getting a proper inspection, all was agreed with the insurers that they would cover the cost of repairs but when eventually work started, it was discovered that one of the previous repairs had been badly bodged and therefore the work would be considerably more expensive and not covered on the insurance claim. The only real option was to sell the aircraft as a project, helped by the insurers agreeing to pay the value of the repair that wasn't done. The engine went to Tony Eastwood at Farthing Corner as a replacement for the tired one in his Jodel and eventually the complete airframe went to a new owner at Bodmin who had the facilities to make a proper repair to the spar.

However, all that left me without a ride but as luck would have it, Frank Lissimore was planning to move his aeroplane out of Biggin Hill to Headcorn where he would start a new group. He was happy for me to join him, all I had to do was get converted onto the Jodel while re-validating my licence as I hadn't flown for over two years. Not a problem you would think as Jodels aren't so very different from Emeraudes in terms of flying; the problem turned out to be instructor availability and as we all know this year, the weather.

My first four bookings were either washed away or blown away with 15 knots plus, straight across the runway. Not really acceptable and especially not, I thought, for a first flight on type. Then at the fifth attempt I at last went flying. The weather was OK with some light showers to the north but they stayed there while I flew south. It was great to be back in the air and I hadn't forgotten too much so whilst it wasn't a great display of flying prowess, I didn't frighten the instructor! I wasn't able to fly for another three weeks but having just returned from the flight I'm feeling more comfortable in handling the aeroplane. There is still work to be done and I've been given the phone number of another instructor who may be in a better position to fly more often and lead me to getting my licence signed off and then I can start going places.

Watch this space!



*KM's last day at Biggin Hill*



## Stow Maries WWI Airfield

Ron Armitage



Stow Maries is the best example of a World War I airfield in the world. We first flew into the field on 2<sup>nd</sup> July 2010 and became fairly regular eaters of the bacon sarnies produced on a Saturday morning by the lovely people led by Russell Savory. He had a workshop on the site producing sports cars and had a number of old vehicles and motorcycles. This is a photograph taken at the time.



This area is now the Museum and Visitor Centre.

For a number of reasons our visits to the site declined, but on 20<sup>th</sup> August this year we revisited the site with a number of Kent Strut members and friends. We would strongly recommend a visit – open Friday, Saturday and Sunday by PPR.





## COVID Formalities required for flying to France

### Andrew Pitcher

ATC Headcorn asked me how we dealt with COVID formalities when flying to France. Denise and I are currently in France having flown down to our airfield at Montrichard in my new steed, a Breezer M400 microlight. We achieved a direct flight from le Touquet in about 2.5 hours using 15 litres per hour, indicated 100mph. The same journey is about 5.5 hours in my Sherwood Ranger, which is much more fun to fly, demonstrating that flying is an activity with many rewards, depending upon your requirements at the time.



*The Breezer*



*Along the coast south of Le Touquet*



Our experiences so far:

### **Travel to France, and return to U.K. current COVID requirements. 20/8/21.**

Up to date information can be found on the Government web site.

Also, the French consulate in London produces clear details of travel between UK and France in both directions. Their web addresses is:

[uk.ambafrance.org/covid-19-rules-for-travel-to-france-and-the-uk](http://uk.ambafrance.org/covid-19-rules-for-travel-to-france-and-the-uk)

#### **Travelling from U.K to France:**

- \* Print off Declaration of Honor form, and complete just prior to travel. Take this with you, collected by customs.
- \* Proof of vaccination. This can be downloaded from the NHS app. (general NHS app not the COVID app.) The proof comes with a QR code and lasts a month.
- \* As France now requires a Pass Sanitaire to access cafes, restaurants, public transport... it's a good plan to download the Tous anti COVID app to your phone and upload your vaccination proofs by using the QR codes. This is easier than it sounds.
- \* Although the test to return to U.K. is not technically required to travel to France, if you are planning to perform a virtual test for this you will need to buy, and take your test kit with you. See Travelling back to U.K.

#### **Travelling back to U.K:**

- \* Negative test 3 days or less prior to return to U.K. There are 2 ways to do this. Buy a test kit in UK before you go from a company who provides a virtual testing service, book your test. Or you can use the [doctolib.fr](http://doctolib.fr) site and book a test in France. You need to have a fair command of French to do this and it cost about 44 euros each when we did it. Allow about 24 hours for results to come by email.
- \* Test on or before day 2 after your return to UK. These can be bought from several companies, definitely pays to shop around, also take into consideration how test gets to lab. Some companies have drop boxes at various locations, check where they are. Remember test needs to be at lab within a time frame so priority Royal Mail post boxes may sound good but not at weekends!
- \* Finally one is required to complete a personal locator form online within 48 hours or less prior to travel. For this you will require a booking reference for your day 2 tests!

#### **Companies we have used:**

Qured for virtual test kits prior return to UK. Kits came quickly, seem to be limited booking slots for virtual testing. Will use the service fully Saturday!

Randbox, for day 2 reasonable price, and reliable, only downside - need to use drop boxes, and there are not many in the south east, but collections daily.

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## Random trivia...

### **Nic Orchard**

When one wanders beyond the airfield boundary, there's a serendipity of things – banal, curious or delightful and, pleasingly, some of it is not that thrown from cars or cyclists. Here are just a very few from recent flights.

A five mile(ish) walk from Fenland is Holbeach. (Incidentally, the cafe staff are friendly and helpful and will offer a lift when they can, or, for the rich folk, there are taxis). I walk, thus justifying a little something after. The town displays its setting and demographics in an eclectic mix of restaurants, takeaways and a rather charming coffee shop that has the most calorific cakes for miles around. It reflects well its agricultural setting and culture. The Manor House Hotel in the High Street is super, too, for anyone wanting a proper bed; apparently there is a B&B almost opposite the airfield but I have no experience of this and it doesn't show up on google maps.



*Locals stop to chat*



*No parking, rural edition*



*It's not listed, but it is curious, especially as the tin roof looks original*



*There's birdlife and then there are ospreys...*

The coastal route around Norfolk is well-known, but like any other chunk of our coastline, it never fails to give interest.



*The mill surrounded by square miles of nothing*



*Not on the charts (I wonder why!), but it makes a good VRP*



*Any Ideas?  
Heacham, not on chart,  
Nor in Lockyers...*

*Holkham Beach*







*Life is scary!*

Seething never fails. The welcome is always genuine and the hospitality superb. No reason to walk outside, then? Well, yes. In the local style, the roof of the church at Tindall St Mary's bears scrutiny, unless you've seen them all before, as does the Norman doorway, in excellent condition. What did frustrate me was the small churchyard hiding the single Commonwealth War Grave that the noticeboard mentions. It's in the SE corner, but I couldn't find it.





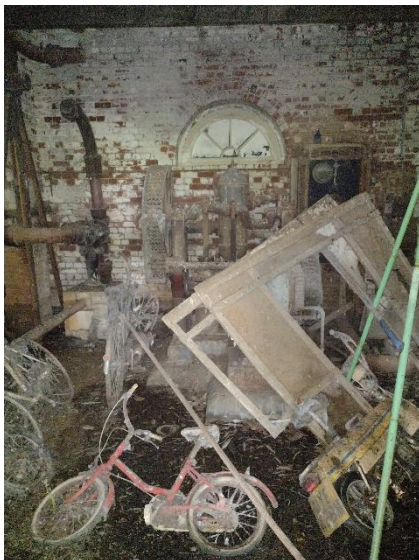


*Sadly, not all sightings are good.  
This notice was not written in Bird.*

Some of you may find the closest gem more interesting. A few paces outside the airfield entrance...



Elsewhere...apart from the ice cream on the beaches of various coastlines, I've found links to previous forays, such as the old water tower at Charlton Park (call Lord Suffolk for PPR), firmly ensconced in my mind as a folly, an eerily dripping repository for a 1970s family. Such neglect, evident in some other small buildings, is in sharp contrast to the croquet lawn, that is so perfectly smooth and tended it appears fake, or the Georgian walled garden. "Piece of Cake", the 1988 TV production of the book, was filmed here in part.



In Malmesbury, a short walk away, Dr Player's tower of 1819 dominates the terraces attached to the mediaeval hall, where Henry VIII apparently dined after hunting. The good doctor had an interest in astronomy. My favourite snippet about Malmesbury: Eilmer of Malmesbury was an 11<sup>th</sup> century Benedictine monk at the Abbey, who wrote about astrology and is known for his attempts at gliding flight using wings attached to his hands and feet. He jumped from the top of a tower at the abbey, broke both legs and was lame thereafter. He attributed his failure to forgetting that he needed a tail. There is no certainty of how far he 'flew' and only William of Malmesbury has recorded his life, probably verbatim from those who knew Eilmer in older age. William states he flew 'more than a furlong' which would have required some fifteen seconds airborne. Fascinating.



## For Sale

EVRA propeller, model D28-11-1b £600.00, to include mounting bolts, mounting plate, bracket and skull cap spinner. The diameter is 176cm or 69 1/2 inches. I don't know the pitch but it was previously fitted to a Continental C-90.

I also have an Odyssey Extreme battery PC680 in used but serviceable condition for £60.

Contact: Peter Huxley at: [peterjhux@gmail.com](mailto:peterjhux@gmail.com)

## For Sale (A free service for Strut members)

I have the following for sale (mainly from Light Aero Spares).

Valve spring compressor (LAS part 3602) for all Continental and Lycoming engines. Adjustable type to work on all series engines. Ring installs on rockers and "C" collar compressor spring to allow keeper removal.

Continental and Lycoming 2E compression leakdown tester (air)

Continental and Lycoming E50 Magneto Synchroniser

Spark Plug cleaner (air)

Sykes Pickavant Valve spring compressor

Air nibbler

Continental and Lycoming Piston ring gap grinder

Various tailwheel (coil/anti shimmy) springs

Continental and Lycoming Cylinder base wrench set

Undercarriage bungee fitting tool

Contact: Glen Everett on 07801 639489



September 11<sup>th</sup> 2021  
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## Rocket's Reminiscences

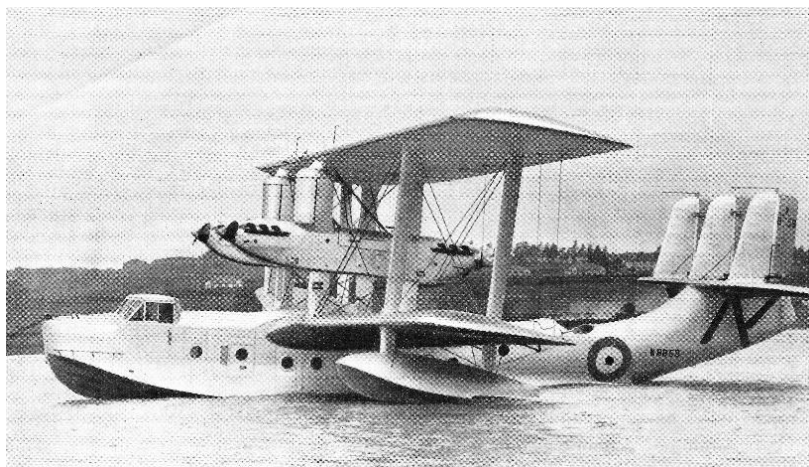
Ron Armitage

### The Short-Mayo Aircraft (continued)

In the July Issue of Skywritings I wrote a brief history of these fascinating aeroplanes which were built at Rochester before the Second World War. Although I was not, of course, about then, I well remember seeing the flying boats moored on the Medway as we journeyed through Rochester in the 1950s. My rebuild of the "Dinky Toys" Short Mayo is now complete, as the photographs will testify. I hope it manages to last another 81 years...



Thanks to EBay I have now managed to find an even older "Dinky Toy" flying boat. This is a Short Singapore in Royal Air Force markings, shown here 'as found'. The real versions were, of course, also made at the famous Rochester works.



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

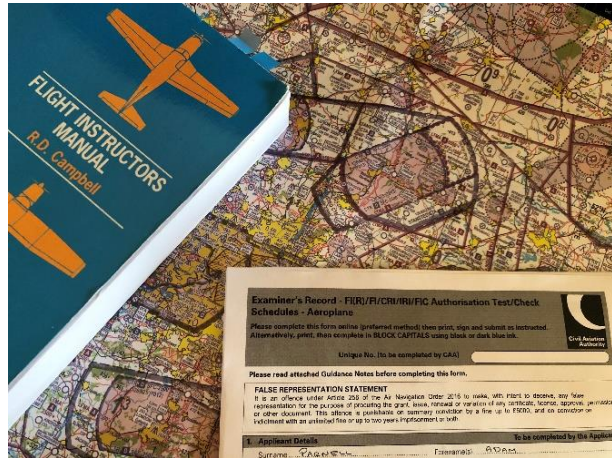


# Becoming a Flying Instructor

**Adam Parnell**

I decided 2021 was finally time to take the plunge and do something I've wanted to do since long before I had a PPL – become a flying instructor!

We've all experienced a wide variance as to the quality of instructors we've interacted with so deciding where to go was an easy decision and I called Carol Cooper at Andrewsfield who have an excellent reputation for producing high quality instructors.



Carol put me in touch with Paul who would be my instructor for the course and after some discussion about availability and my background my pre course assessment flight was booked for 7<sup>th</sup> March.

Other than my biennial flights and IMC renewals I'd not done any formal flight training for some time so I was reasonably apprehensive about what to expect and unsure if I would meet the standard.

From the first day until the end of the course the things that struck me about Andrewsfield was how professional, friendly and helpful the team were. I immediately felt comfortable and able to ask questions without feeling stupid. I didn't feel at any point I was merely just an income stream.

My instructor, Paul, has the patience of a saint and was able to convey the training points across to me in a constructive and positive manner that helped me progress through the course in minimum time. Even when I was having a bad day, Paul was able to make sure I learnt something and was able to move forward.

The course is great, and I highly recommend it to anyone interested in instructing, but what I took away from the course was just how much it improved my own flying. I'm now looking to learn from my students as much as they learn from me. I've a few limitations and restrictions to remove as a new instructor but I'm planning to work hard and remove them and add night ratings and instrument ratings to the FI ticket as and when I can.

If you're interested in becoming an instructor give Carol and the team at Andrewsfield a call.

I am available to help any Strut members with any instruction needs. Contact me at [adparnell@hotmail.com](mailto:adparnell@hotmail.com)



## Exceptional Lancair 320-Mk2 Project in South Kent

Laurens van Cleeff



**1 or 2 partner(s) sought to finalise the advanced high-standard refurbishment of this rare FAST aircraft.**

Wanted: Minimum PPL +100 hrs, fast complex types, IR(R).

Desired: (Aero-)engine and composite frame GRE skills; avionics an advantage.

Input: £27k and proportional hands-on rebuilding involvement.

Scope: Permit renewal within 12 months, then operating/maintaining the aircraft as 3rd/4th co-owner.

### Description

Only six of these fabulous LAA kit planes exist on the UK Register. They're quite a handful but exhilarating to fly, with a 90-knot approach and true 165-knot cruise.

G-CBAF first flew in 2002. Her airframe is an extremely strong, maintenance-free epoxy-reinforced honeycomb structure. She has a VP/CS prop, retractable undercarriage, electric flaps and trim, and a

GPS-integrated DigiFlight autopilot. The upgraded panel includes AoA and fuel flow meters, VOR, OAT/clock and extensive engine instruments. All instrument hoses were replaced with colour-coded silicone.

She has a GTX327 Xponder. The plan is upgrading the KX155 Nav/Com to an 8.33 compliant version and exchanging or complementing the SkyMap IIIC SatNav for or with an iPad Mini running SkyDemon.

Currently the Lycoming IO-320 engine (TSMO 93 hrs), magnetos and engine mount are being reconditioned and the zero-timed CS prop recertified by Hoffmann. Following their re-assembly it all needs to be put back together, the interior and some upholstery upgraded, minor body work done and all systems extensively tested prior to Permit re-issue planned for 2022.

**Serious enquiries: email [vancleeff@hotmail.co.uk](mailto:vancleeff@hotmail.co.uk)**

**or phone 07714-455521**

## *Notes from Farthing Corner*

### **Mike Negus**

Weather is remaining mixed and has played its part in disrupting weekend plans - seemingly the projected heatwave has failed to materialise. Some of the residents have been getting some in but our efforts were thwarted, and the Lundy Fly-In was cancelled last minute due to unfavourable winds, so another one to try for next year.

We were looking forward to a run to Oaksey Park for the European Luscombe's gathering but had to turn back with deteriorating weather blocking the way through the RAF Benson MATZ but, we did get the opportunity for the first time to put our SkyEcho2 through its paces. The other good thing was the rebate for the purchase has been approved after an explanation of our circumstances was accepted so looking forward to top up the finances.

Whilst Ron and I were getting used to the scale of the positioning of the aircraft plots on SkyEcho2 returning from Benson it became clear that some aircraft didn't show up, illustrated by the fact we were buzzed by an RAF Merlin helicopter from our 6 o'clock at roughly the same height. However we were confident that our boys in blue would have us clocked.

Brian and Paddy's Jodel is now in permit and flying, bringing the total number of the type resident at FC to four when the machine currently in Scotland returns. I'm saying nothing! Ron picked up on the fact that Chilterns Air Park is closing and they are having a farewell fly-in on the 31<sup>st</sup> August, so we have PPR'd for that one and there is talk of a fly-in to Kittyhawk Farm, possibly on the 11<sup>th</sup> September but date and full details to be confirmed. Meanwhile, slot booked for the Rally at Sywell for Friday so let's hope the weather takes a turn for the better. That's all folks.



## Outing to Dunkeswell

### Tony Eastwood

The only noteworthy outing this month from Farthing Corner that I know of, was a 2 ship trip to Dunkeswell, to attend a Vintage Piper meeting. The other pilots belong to this club and I tagged along as it's a decent trip, around 4 and a bit hours in total, and more interesting than the usual sandwich and a coffee run. As it happens, I managed to gate crash a completely different get-together on arrival, which caused some confusion and strange looks from puzzled marshals at Dunkeswell. More on this later.

Firstly, the navigation. I counted over 20 changes of airspace (height) in all, with 3 Notams to affect me, one HIRTA, two danger areas, fourteen ATZ and a RAT! Also to consider, a CTA, CTR, TMZ and an area of intense gliding activity, military helicopters and an AIAA. I'm sure there was more, but I'd got the message - a bit of planning was necessary.

The weather played its part as the forecast further west than Kent was decidedly dodgy. With a suitable escape strategy planned, we set off and almost immediately the cloud base was a limiting factor and passing Biggin it rained a bit as well but soon cleared up.

My SkyDemon/ Skyecho then showed an overtaking aircraft right at the pinch point between Lasham and Oakhampton HIRTA - as I was listening to Farnborough West I knew it was a friend in another FC aircraft off to Popham.

When the warnings on my EC finally went to 'danger, overtaking aircraft, same height, same course (something I had never heard before) I did a quick 360 despite the risk of the HIRTA frying bits I don't want fried, and sure enough, there it was right behind me overtaking at 30 knots or so. Another plus point for having EC.

Approaching Compton Abbas several converging aircraft called up and diverted in for coffee, citing the conditions at Dunkeswell to be too bad to continue on to there. I was watching my colleagues on SkyDemon and hoping to see them also divert in (I am a bit chicken compared to them) but no, on we went. The ground then slowly rose and the clouds stayed as a solid overcast.

Approaching Dunkeswell, the clouds limited, me at least, to the valleys and I was very careful not to get into one with a dead end. It was safe enough in the end, but an escape to the sea was foremost in my mind as I tried to hop over the last of the hills to the airport.

I was nicely led to downwind by a vintage high wing type that just sort of floated out of the clouds right next to me; no EC in his aircraft I'm sad to say - I could have read his chart as he wafted by, completely oblivious to me.

Dunkeswell has a very long displaced threshold on 22, and it contains running helicopters, re-fuelling and taxiing aircraft etc. - it needs care not to land short. A nasty accident there the following week reinforces this.

On landing I vacated left onto the grass and was immediately picked up by a marshal. Lovely! What a well organised place, I thought. I was then directed to perform the most precise and

accurate taxiing and parking I've ever experienced. In fact I was two blades of grass over and made to orbit the parking and do it again! All very odd, but he had a yellow vest and a smile, so I obeyed. It turned out that I was part of the numbers '75' being made up to be photographed as part of the Devon Strut's commemoration of the LAA anniversary. I had no idea at all and should have been 100 yards away in the Vintage Piper parking. No wonder he was very grateful I'd come all the way from Kent just to be in the picture. He was a bit deflated when I told him it was news to me and I was off to re-fuel. I was nice enough to go straight back and make up the numbers for the photo shoot, so I did uphold the honour and reputation of Kent.

Going back was via Weymouth and the south coast and I got to indulge myself as high as I liked just after departure and play around with blue sky cumulus in the classic fashion. Redundant cruise ships anchored off the bay, posh houses at Sandbanks and packed beaches and speedboats all looked amazing in the sunshine. All in all, worth the effort.

As an aside, I discussed this trip with a friend who has to rent club aircraft and it would cost him over £700, plus a whopping landing fee back at Biggin to do this trip! Ridiculous. Our type of flying is so inexpensive compared to this that I urge all of us in the Strut to get EC of some sort in our aircraft, it's really not expensive compared to what others pay out, and it might just save your life.



## *Dates for your Diary*

3<sup>rd</sup>- 5<sup>th</sup> September

LAA Rally Northampton Sywell

18<sup>th</sup> September

Meet the LAA Day at Headcorn



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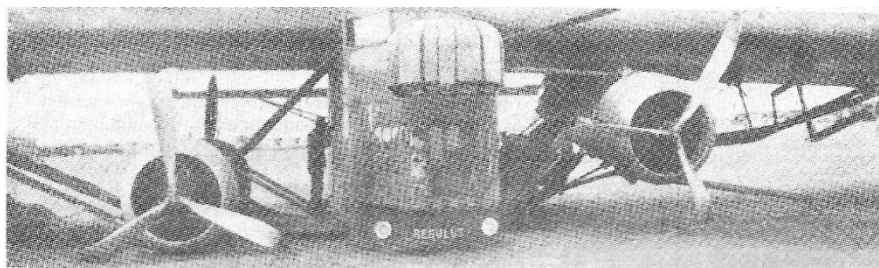
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“Still not getting the landing quite right, Hoskins!”



With thanks to

*Roger Bacon*

and

