



Kent Strut Newsletter April 2022

As we approach the end of March it would appear spring as arrived and as I write this the sun is shining and I'm writing up worksheets hoping to get airborne early next month with any luck!

Again, thank you to all those who contributed to last month and those regular people who have contributed to this month's newsletter. Without **YOUR** contributions it would be just my flying. I particularly enjoyed the article on defunct airfields and would love to learn more about Kents long gone airfields, Thank you Ron.

I've had some positive feedback from last months newsletter including a call from Neil Wilson at the LAA who copied our article on Cellma and distributed further afield, I hope you enjoyed reading it and it was informative.

Last weekend I made my first trip to France since 2021 and was pleased to see that other than a declaration confirming I didn't have covid and a stamp in my passport it was an absolute breeze.

Please send your articles and pictures for the April Newsletter by the 21st of April.

I hope you are all enjoying the fair winds and beautiful skies we have now.



Blackbushe 80th Anniversary

This year Blackbushe Airport celebrates her 80th Anniversary of serving the needs of aviation.

The occasion is being marked by the 80th Anniversary Fly-In and Open Day hosted by Blackbushe Airport on June 11th. Celebrating the life and diverse history of this unique airfield, visiting aircraft will enjoy a free landing for all Fly-In participants, a BBQ hosted by the new Pathfinder Cafe, prizes, live music, entertainment for all ages and a static aircraft display featuring an array of interesting aeroplanes. A raffle will be taking place to benefit Blackbushe's home based charity, Aerobility.

Our target of at least 80 aircraft participants in the Fly-In is already well on the way to being achieved and overtaken. We would be delighted to have the company of the LAA's Kent Strut to fly in and share what promises to be a most enjoyable occasion.

As the future of Blackbushe is still subject to ongoing legal considerations a record breaking turn out on 11th June would be an excellent demonstration of the strength of support that exists amid the General Aviation movement for the airfield and its future.

The link below will take you to the event's aircraft booking form and further detail of the Anniversary fun and games... If any Strut members wish to enter their aircraft in the static aircraft display, the necessary confirmation space will also be found on the link below.

<https://www.blackbusheairport.co.uk/80th>



Skywise Continued



I hope most of you have now signed up to Skywise in some shape or form and found the previous article helpful.

There have been some significant notifications this past week, I would even go so far as to write even positive changes!

The two worth highlighting, and reading are: -

Simplification of document certification requirements for personnel licensing

The UK CAA have updated the requirements for providing certified documents in support of a personnel licensing application. These changes allow for:

- The option to provide a photo of yourself holding your ID (a 'selfie') as an alternative to obtaining a certified copy
- The ability for non-aviation professionals to certify most licenses and other documents in addition to ID
- An expanded list of accepted professions for certifying documents Full details, including the updated list of recognised professionals, can be found on the [CAA website](#).

The Air Navigation (Amendment) Order 2022

The Air Navigation (Amendment) Order 2022 (SI No. 321) was laid in Parliament today, and comes into force on 13 April 2022, amending the Air Navigation Order 2016. The primary purpose of the Amending Order is to update references to the Basic Regulation, as retained (and amended in UK domestic law) pursuant to the European Union (Withdrawal) Act 2018.

You can read more on the CAA website or via the Skywise App or Website.

Defunct Kent Airfields

Article by Ron Armitage

Marden (also known as Pagehurst)



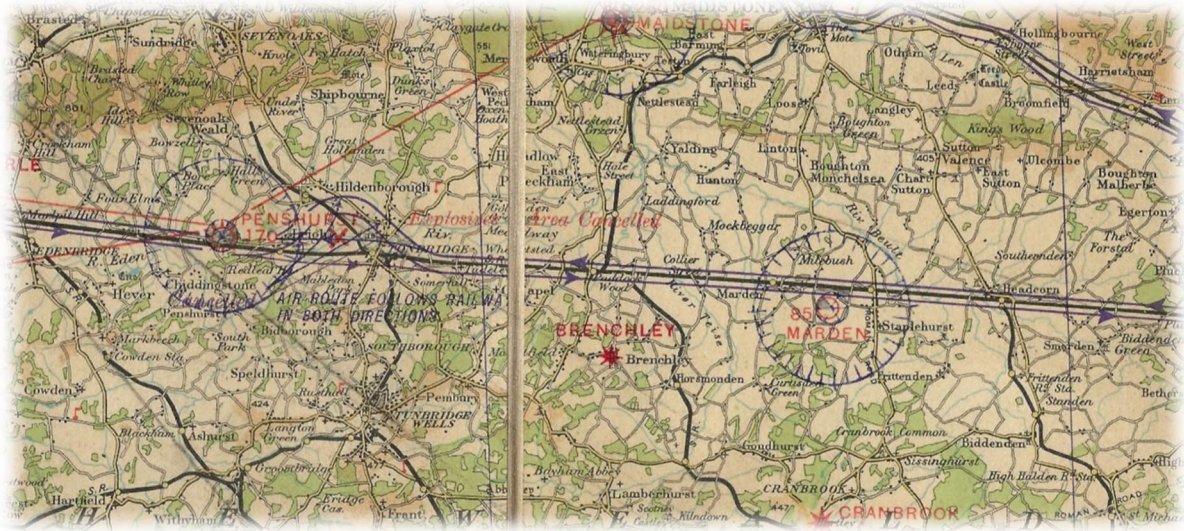
A recent photograph of the site looking north

On final approach to Lukesfield from the south, your path will take you directly over the defunct airfield of Marden. The site is just to the north-east of Marden Thorn and was first used as a flying ground in 1916 by the Royal Flying Corps. As the German Zeppelins and Gothas were being used to bomb us, it was decreed that Home Defence Squadrons would be stationed around the country to protect the population from this perceived menace. One of these, 50 (HD) Squadron, was formed at Dover and relocated to Harrietsham some months later. Marden was an emergency landing ground and night landing ground for the use of this squadron and, because of its size (65 acres), was considered one of the better ones.

The site became RAF Marden on the formation of The Royal Air Force on All Fools Day 1918. Of course, the field was used by other squadrons of the RFC/RAF, particularly those of 141 Squadron, which was based at Biggin Hill. They were testing ground-to-air radio telephony, which was, of course, in its infancy. The food at the Station Hotel, Staplehurst, a short distance away, was considered by many to be superior and it became a habit for their pilots to make a “precautionary” landing at Marden with a view to sampling the fare there. Unfortunately, this ceased in 1919 when a Group Captain made a genuine emergency landing following an engine problem and was somewhat surprised to find half a dozen aeroplanes lined up and the pilots missing! In 1918, 143 (HD) Squadron operated there flying SE5As and Sopwith Camels.

The aerodrome was relinquished into civil hands in October 1919. It remained in use as a civil emergency landing ground and is described in Wikipedia as follows:

“In civil use, the longest available runway was 2,100ft (640m) long. The western part of the airfield was separated from the main landing ground by a ditch, which was bridged over a 100ft (30m) length to allow access for aircraft. The Bessonneau hangar had been removed by the RAF. A windsock was in the north-eastern corner of the airfield. The airfield was identified by a circle of whitewashed stones 60ft in diameter with the word MARDEN spelled out in the centre. It was lit at night. Telegraph wires at a height of 25ft (7.6m) were an obstacle at the west end of the airfield. A navigation beacon was installed at Marden. It was powered by clockwork and had to be wound daily. Lighting at Marden progressed from Chance lights to Gooseneck flares and Money flares over the years.”



As you can see from this section of a 1935 chart, Marden Airfield was on the main flying route from the continent to the then London Airport at Croydon. Along with Penshurst Airfield, it was used by aircraft in trouble for whatever reason, generally mechanical or weather related. They were both diversion sites should Croydon be unusable.

Marden closed in 1935 and, as far as I can tell, has only been used since by Roger Fiennes, who lived at Great Pagehurst Farm and seems to have been lost when a Tiger Moth he was flying disappeared over the English Channel.

Back to France

Article by Adam Parnell

Last weekend I flew to France for the first time since 2021 and unsure of how things have changed since pre-covid I was surprised to find it as easy as it's ever been!

France, at present, has removed the requirement for testing before arrival which was a big green tick ✓

The UK no longer requires testing upon arrival or a passenger locator form ✓

One change is the UK time requirements for GARs or General Decs which is now 2 hours before departure. See attached updated requirements which came into effect from December 2021. France also requires notification 2 hours before departure. Extract below from the Le Touquet website.

CUSTOMS / CUSTOMS



MINISTÈRE DE L'ÉCONOMIE
ET DES FINANCES

You must send your flight information to the following address:

customs-aeroportletouquet@douane.finances.gouv.fr

More information: +33 321064613

 Information flight 2 hours before departure

All this and your flight plan can be done through Skydemon anyway. ✓

- Upon arrival at Le Touquet I was asked to complete a declaration which was extremely simple stating that 'On my honour I have no covid symptoms'. ✓
- Show your French Covid Pass. ✓
- A quick stamp of the passport and I was in France! ✓

One thing you do need to do and really is the focus of this article is you must have a French Covid Pass. This is painless and much easier than the UK covid cert process.

To obtain your covid pass you can download the anti-covid app available for android and apple. Scan your barcode on your NHS covid certificate and that's it. Really simple and took 5 minutes to setup. Please call or email if you want any help.

Whilst Le Touquet was very relaxed about checking the pass in town, many French towns are checking this before allowing access to restaurants and shops.



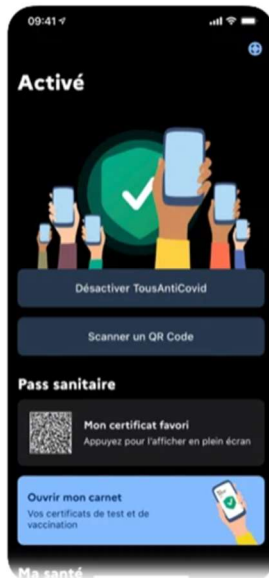
TousAntiCovid 4+

Let's beat the coronavirus
Gouvernement Français

★★★★★ 4.3 • 519 Ratings

Free

Screenshots iPhone Apple Watch



Your monthly flying gallery

Don't forget to send your pictures for next month's gallery!



Some of the strut at Kittyhawk enjoying the sun!



The editor on final into runway 31 at Le Touquet

Dates for your Diary

Please check with event organisers in advance for any changes

Items in green are Kent Strut events

31 st March	Talk on the Berlin Airlift - Cobtree Manor Golf Club
2 nd April	Vintage Saturday Compton Abbas
28 th April	RAF Manston History Museum visit and presentation
10 th -12 th June	Guernsey Air Rally
11 th June	Blackbushe 80 th Anniversary fly in
26 th June	Kittyhawk fly in and BBQ
30 th June	BBQ at Ripple

SUNDAY 26 JUNE 2022

FLY IN & BBQ

BY THE PICTURESQUE SOUTH DOWNS, EAST SUSSEX
WELCOMING GA VISITORS FAR AND WIDE 



KITTYHAWK
AERODROME

SAVE THE DATE!!

Strut Member Services

Drop the editor a line if you have a service or product, you'd like to promote to the Kent Strut



Solleys Kentish Ice Cream Amazing choice of flavours, tubs, cups, scooping kits.

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If you are looking for new aircraft radios, transponders, GPS or spares, don't hesitate to contact

Glen Everett 07801 639489
office@flyingadverts.co.uk

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