

Skywritings

The Kent Strut Newsletter December 2022



Editors Corner

It's been an incredible year and I'm very fortunate to each month sit and reflect whilst putting together your copy of Skywritings. The strut has had some amazing evenings, flyins, bbqs and the fireworks to bring us all together and we should be rightly proud to be part of the Kent Strut.

As, always it's great to receive your contributions for the newsletter as without it you'd just be reading about my adventures, and I prefer reading about your flying exploits. This month is no exception, and we have a bumper edition to get you through the Christmas period including a festive quiz provided by Ron and Sandra and a two-part article of the history of flying in Kent written by Ron. You'll read my scribblings about my foray into Air Racing and the 'Turbs to Bordeaux trip' earlier this year. Finally, a fantastic article from Mike Negus and some pictures from the Christmas dinner courtesy of Nic.

A key date for your diaries is the 2023 AGM booked for Thursday 26th January at the Cobtree Manor Park Golf Course.

Ahead of the AGM we need your nominations for the two Strut awards – The Phil Barnard Trophy – for services to the strut and the Richard Warriner Trophy – for fun flying. If you feel someone is worthy of a nomination, then please get your nominations to Steve Hoskins as soon as possible but no later than the 10th January. You can email Steve directly hoskinsltd@outlook.com

Another date for your diary is our February meeting at the Spitfire Museum at Manston on Thursday 23rd February with a talk about the Channel Dash. The Channel Dash which took place in February 1942 when two German battleships and a heavy cruiser audaciously sailed from their base in Brest back to German ports. Manston played a pivotal role in the attempt to prevent this having a successful outcome. One not to be missed with a start time of 19:30 - Huge thanks to Mike for organising this.

Next year is shaping up to be a good year and we'd love to hear any ideas you might have for our regular meetings, flyouts or events in general. Feel free to email the committee at the Kent Strut inbox or catch one of the team at an event. Your ideas matter.

A huge thank you on behalf of the strut to Nic for organising the Christmas dinner which I understand was well attended and enjoyed by all. I believe Nic may have inherited a new annual job!

All that's left for me to do is wish you and your families a Merry Christmas and a healthy and prosperous New Year.



A Short History of Flying in Kent

(Part One)

Article by Ron Armitage

For some time now, I have been attempting to write a book about the many Kentish airfields that have disappeared since flying started here back in the early nineteen hundreds. Having been born and bred in Kent, I am well aware that Kent has long been known as the 'cradle of British aviation'. Powered flight began at Shellness Field, Leysdown in 1909 and it became the first home of the Royal Aero Club. Many pioneer pilots flew here, including JTC Moore-Brabazon and the Hon. Charles Rolls, who were awarded the first two Pilot's Certificates in the country.



This very famous photograph was taken at Mussel Manor (now known as Muswell Manor), the headquarters of the Royal Aero Club, in May 1909. The building still exists.

Standing, left to right: TDF Andrews, owner of Mussel Manor; Oswald Short; Horace Short; Eustace Short; Francis McClean (later Sir Francis McClean, AFC); Griffith Brewer (later President of Royal Aeronautical Society); Frank Butler (founder of Aero Club with Charles Rolls); WJS Lockyer (astronomer); Warwick Wright (early motor enthusiast). Seated, left to right: JTC Moore-Brabazon (later Lord Brabazon of Tara); Wilbur Wright; Orville Wright; Charles Rolls.

The following year, flying moved to Eastchurch as the land was better drained and this country's very first aeroplane factory was started there by the Short brothers.

This is an advertisement for Short Brothers as it appeared in 'Flight' magazine dated 3rd June 1911 (from my own library).



**SHORT BROS
AEROPLANES**

Official Aeronautical
Engineers to the
Royal Aero Club.
Contractors to the
Admiralty. : : :

Address: Aeroplane Works and Flying Grounds, Eastchurch, Isle of Sheppey.
Balloon Works, Battersea Park, London, S.W.

With flight in its infancy, the magazines of the day reported almost everything that happened in the flying world, as these small pieces from 'Flight' dated 8th June 1912 will demonstrate.

From Eastchurch to Ramsgate.

LAST week-end saw several of the naval aviators at Eastchurch paying visits to Margate, *en aeroplane*, of course. On Thursday, Lieuts. Hewlett, L'Estrange, Malone and Spencer Grey, all on Short biplanes, the last mentioned on one of the Tractor-type, and carrying a passenger set off for Ramsgate. Lieut. Hewlett ran into a dense fog near Herne Bay and after losing his bearings, eventually made his way back to Eastchurch along the coast. The other two machines landed safely between Margate and Ramsgate, and eventually returned to Eastchurch. The next day the three pilots again went over to Margate and back.

The "Amphibian" at Harwich.

ON the Short hydro-biplane "Amphibian," Commander Samson, accompanied by a passenger, on Monday afternoon, flew along the coast from Burntwick Island, near Sheerness, to Harwich, where an aeroplane station is already partly established.

Flying evolved at an amazing pace, but with the coming of the First World War, civil flying was banned and did not resume until May 1919.

In support of the war effort, an airship station was established at Capel le Ferne, mainly to support the Royal Navy, and Royal Naval Air Service stations were spread along the coast. Many factories in the county produced aeroplanes in ever increasing numbers. Shorts opened a new factory at Rochester and Vickers, who had dominated the production of weaponry in the UK, opened an aeroplane design office at their Crayford premises. Many aircraft, including not only their own 'Gunbus', but Sopwiths and SE5s, were made there and at their outlying factories. Larger aircraft were also produced there and the prototype Vickers Vimy was first flown at Joyce Green in November 1917.

Military aircraft destined for the Royal Flying Corps in France were flown from Swingate (just outside Dover), with other aircraft dispatch centres at Hawkinge and Lympne. Many training schools for both pilots and observers were set up in the county and because of the flimsy nature and relatively short duration of the aeroplanes of the time, emergency landing grounds were abundant.



A modified Vickers Vimy flown by Sir John William Alcock and Sir Arthur Whitten-Brown made the very first non-stop flight across the Atlantic in June 1919 true British heroes. The original aeroplane (photo here) is in the Science Museum in London, whilst a replica is in the Brooklands Museum.

Following the Armistice, the Royal Air Force contracted by about 90% and many of their landing grounds were abandoned. However, many pilots were able to buy surplus ex-military machines for knock-down prices and barnstorming and joyriding for the public was very popular, especially in the seaside towns, often just operating from a farmer's field. Despite many Treasury cutbacks (does it sound familiar?!), the Air Ministry decided to hold light aeroplane trials (sponsored by the Daily Mail newspaper). These were designed to find the ideal type for a flying club aeroplane. They were held at Lympne Aerodrome between 1924 and 1926 and a good number of these aeroplanes still exist.

Turbulent Air Racing

Article by Adam Parnell

Yes, the words Turbulent and racing aren't something you'd put in the same sentence but that's what happened earlier this year with not just one Turbulent but two participating in the Kings Cup Tribute Air Race.

The team at British Air Racing <https://www.britishairracing.org/> setup a handicapped event to mark the 100th anniversary of the Kings Cup racing for the Queens Cup at Old Warden aimed at vintage aircraft first registered before 1963. Owners of such aircraft tend to take care of their machines and would be mortified at flying flat out around a racecourse and so special consideration was given to declaring a power setting, flying a qualifying octagon and a handicap set from that.



Much preparation was required to take part specifically digesting the rules and air racing handbook, organising appropriate insurance and servicing my Turbulent. Not only was there the qualifying and race itself but also a wonderful 1920s themed evening and dinner where we were able to meet other people taking part, so I had to dust off the dinner jacket, and get some race numbers made up to stick on the aircraft.

As the weekend approached, I spoke with my colleague Andy who was flying the other Turbulent and with the forecast not looking great for our arrival at Old Warden on the Saturday morning a plan was hatched where we would fly up on the Friday, get the train home and then drive up on the Saturday.

I left Pent Farm at 1100 for the quick hop to Damyns Hall to fuel, collect Andy and then fly upto Old Warden. The weather was fantastic, and we had a relaxed formation flight to Old Warden followed by a stream landing where we were greeted by the excellent staff as Andy had organised hangarage due to the high winds that evening.

Having put the planes away it was now nearly 1600 and we had to quickly get to Biggleswade station and get the train to St Pancras and then change for another train back to Kent. I think I got home around 2030 that evening but safe in the comfort that the fog forecast in the southeast wouldn't stop my participation.

I drove up to Old Warden on the Saturday morning through the fog which was forecast nice and early to get there and prepare the aircraft for the qualifying octagon. When we arrived at Old Warden which was clear of Fog another of the great British weather phenomena had presented itself – a 25kt+ crosswind. Apart from cleaning and preparing the aircraft we discussed with the organisers how the race would play out and how to fly the octagon accurately to get the best results for the handicap.

The wind reduced to an acceptable crosswind for our Turbulents and with no other participants having made it by 1300 we launched armed with a GPS logger and a plan to ensure we would avoid each other whilst focusing on accurately flying the octagon. The winds aloft were no better and at 1,500ft I registered a ground speed of over 120kts on one log for 75kts Indicated, but the conditions were awful and we both got a good physical workout.



It sounds easy on the ground, fly eight one-minute legs on a set heading creating an octagon but the wind combined with only having a compass and no DI made that easier said than done. That said we both completed the task, of sorts, and set a handicap of 72kts – the same for each aircraft despite both using a different power setting.

The evening event was hosted at the Kingfisher Hotel near Cardington, lots of black tie and flapper dresses, dinner, drinks and fantastic conversation including some awards for members of the British Air Racing team and guests

including Steve Slater. Everyone was made to feel welcome, and I felt encouraged to expand my skill set and try something new.

The day arrived, early Sunday morning I was cleaning the aircraft and two more participants in the Vintage class arrived – two chipmunks. There should have been quite a good mix of aircraft, but the weather wasn't very kind. Amy drove up from Kent along with Andys wife Charlotte to support us and it was a little bit intimidating not to screw up with the other half present!

What struck me about the event was the briefings. Lots of them. Thorough, clear and questions were welcomed.

Briefings completed there was a practice opportunity to fly the pre-set course which was waypoints which consisted of man-made objects, large natural features or where neither of those existed a 6ft orange tent on the ground. With other non-vintage aircraft having arrived to take part in the non-vintage class there were seven aircraft in total.

Practice done, there was just enough time to fuel the aircraft and ourselves before the actual race. The Turbulents were slowest and were to start first with a 10 second gap between myself and Andy to allow a safety margin. The line up on the runway or 'grid' was quite something and the organisation was quite impressive. With a strong wind and being the Turbulent without brakes, I was first to go.



With the engine running a 10 second signal is given to remind you to check the GPS is running and as the flag dropped I hit full power, which takes about 2 weeks with the tiny little VW, and away I went. I had to fly to the first point which was at the end of the runway before setting course to the next Turn Point. Carefully checking my position against ground features, height against the course minima and heading based on a compass whilst I kept a good look out for other traffic.

I needed to fly very straight, in balance, on course without cutting the corners maintaining height and engine power as set during qualifying. Each lap was 18nm which isn't that long but flying accurately at 75kts indicated for four laps whilst being mindful of other participants focussed the mind.

Each lap seemed longer but as I approached the TP 3 on the third lap, the final turn point, it dawned on me no one had passed me yet. The principle of handicap air racing is that we should all finish close together so I was now aware

that I should have six other aircraft close by. As the finish line of runway threshold appeared at Old Warden I was still ahead.

I passed the finish line almost relieved and climbed into the overhead where me and Andy formatted awaiting the other aircraft to land before we committed to land. We orbited for what seemed like an hour but was no more than 10 minutes before we received the call that all aircraft were on the ground which was great timing as we turned final the airfield was engulfed in a rain shower and I got soaked.

Amy came running up to meet me after I shut down with lots of videos including Steve Slater, who was commentating, mentioning that I was from the Kent Strut and that I had come first which confused me – I was in a Turbulent! If you see my I'll show you the video.

That evening the results were published and all became clear. I finished last, although I was first across the line my measured speed for the race was 78.58kts and Andy's was 75.75kts both in excess of the handicap despite having set the same power as the day before. Therefore, the penalties we received were in excess of our race times something that the race staff said, 'we thought might happen as we've never done this style of air race before'.

Whilst this was disappointing the team have committed to think about how they can manage it better next year.

Would I take part again? Yes – it was great fun and I would encourage anyone who hasn't tried it to consider a vintage event were the ordinary 100kt minimum is waived.

Apart from expanding my experience I met some amazing people and proved that LAA types can do more than people think.

If a Turbulent can take part what's stopping, you from taking part next time?



Book Launch on a Dreary Day

Article by Mike Negus

Quite by chance I caught part of a conversation on Radio Kent, a station I revert to occasionally if nothing else is able to keep my attention, but the person being interviewed by the presenter was Jan Leeming and I heard references to the Battle of Britain and my attention was pricked.

Listening on it would appear that Ms Leeming was at a charity event some years ago when the Battle of Britain Memorial at Capel le Ferne was formed and invited to sponsor one of the names on the panels on site commemorating the pilots and aircrew who served in the battle. She has French ancestry and a name from one of the 13 Free French pilots was selected, one Rene Mouchotte.

This led to a journey to discover the story behind the name and over the last five years research led to the publishing of a book recording the life of one of the Few. He was entitled to wear the Battle of Britain clasp as he was posted to 615 Squadron with Hurricanes at RAF Northolt flying operationally from the 11th October 1940 thus within the qualifying dates of the 10th July to 31st October 1940. His story started well before then as he was an instructor in the French Air Force and held in that position until the capitulation of France despite requests to be sent to a front line fighter squadron.

This was not granted and after the armistice he was sent to Oran in Algeria to operate with the Vichy French air force still in the training role. Heeding the broadcast from General de Gaulle calling on all Frenchmen to join him in Great Britain he and five others stole a light twin training aircraft and escaped to Gibraltar and on by sea to the UK. Serving in several RAF squadrons he went on to command 65 Squadron as the first non-Commonwealth officer finally commanding 341 Squadron within the Biggin Hill Wing. In May 1943 he shared in the destruction of Biggin's 1000th kill with S/L Jack Charles when they claimed the 999th and 1000th both destroying FW 190's in the same action so honours were shared. He was shot down and killed in August 1943, his body recovered from the sea a week later off the Belgian coast and initially buried in Middelkerke.



Importantly he kept a diary which was published shortly after the war and this forms part of the book called 'Free French Spitfire Hero' with further contribution from among others Dilip Sarkar who is also a renowned expert on the Battle of Britain.

So, on a dreary old November 27th Sunday I persuaded my wife to accompany me to the book launch at the Capel Le Ferne Memorial on the promise of Sunday lunch afterwards, where we sat through a very interesting presentation and video, which was the subject of a previous broadcast. This was made all the more interesting by the presence of members of the pilots family and the French Air Attache'who later laid a wreath to commemorate the occasion. Books were on sale of course signed by the author and having read the first few chapters particularly the escape from Oran it is proving to be a riveting read so if you wish to find out more I urge you to seek out a copy published by Pen & Sword.

As a footnote the chapter dealing with Oran resonates with me as my grandfather was killed during Operation Torch in November 1942, whilst serving in the Royal Navy, at the hands of the Vichy French, but that as they say is another story.....





SKYWISE

Tailored news, notifications & alerts
from the CAA



Skywise Corner

I'll just highlight a few things each month that I think are important. If anyone needs help setting up Skywise just email the strut email address and I will try and assist.

General Aviation Partnership – Meeting Minutes & Community in Spotlight

Please see the latest [General Aviation Partnership](#) (GAP) minutes and presentation from the last quarterly meeting on Wednesday 9 November 2022.

Meeting minutes: [CAP232004](#)

Meeting presentation: [CAP232004A](#)

Our latest [Community in Spotlight](#) case study has been published. Read all about our meeting with the [British Hang Gliding and Paragliding Association](#).

New Guidance Material to UK SERA

[ORS9 Decision No.18](#) adopts new and amended guidance material (GM) to UK Reg (EU) No 923/2012, Standardised European Rules of the Air (SERA), in support of amendments made by the [Aviation Safety and Air Traffic Management \(Amendment\) Regulations 2022](#).

This is the first in a series of rulemaking activities which seek to ensure the UK's ruleset is fit for purpose.

These activities will analyse and combine content of SERA with the Rules of the Air Regulations 2015 to create consolidated UK Rules of the Air (ROTA) Regulations.

This first step amends aspects of the GM to account for changes to the International Civil Aviation Organisation provisions and reflect extant UK operational practices.

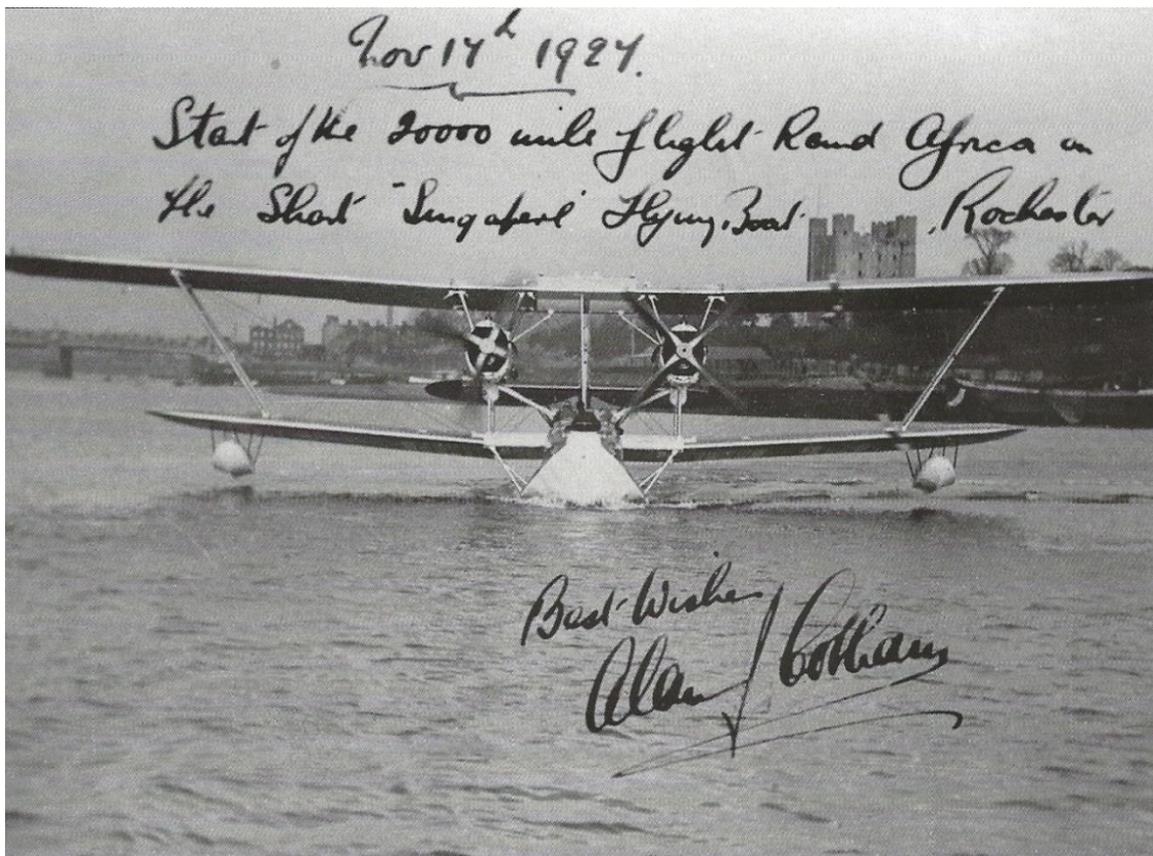
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A Short History of Flying in Kent

(Part Two)

Article by Ron Armitage

With the general strike in 1926, much flying was curtailed, but the airlines managed to continue opening routes and Alan Cobham, one of our country's great flyers, made a number of record breaking flights. A 5,000 mile circuit of Europe was followed by a flight from London to Cape Town and return, and a return flight to Australia. Between November 1927 and July 1928 he made a 20,000 mile African survey flight in a Short Singapore built by Short Brothers at Rochester.

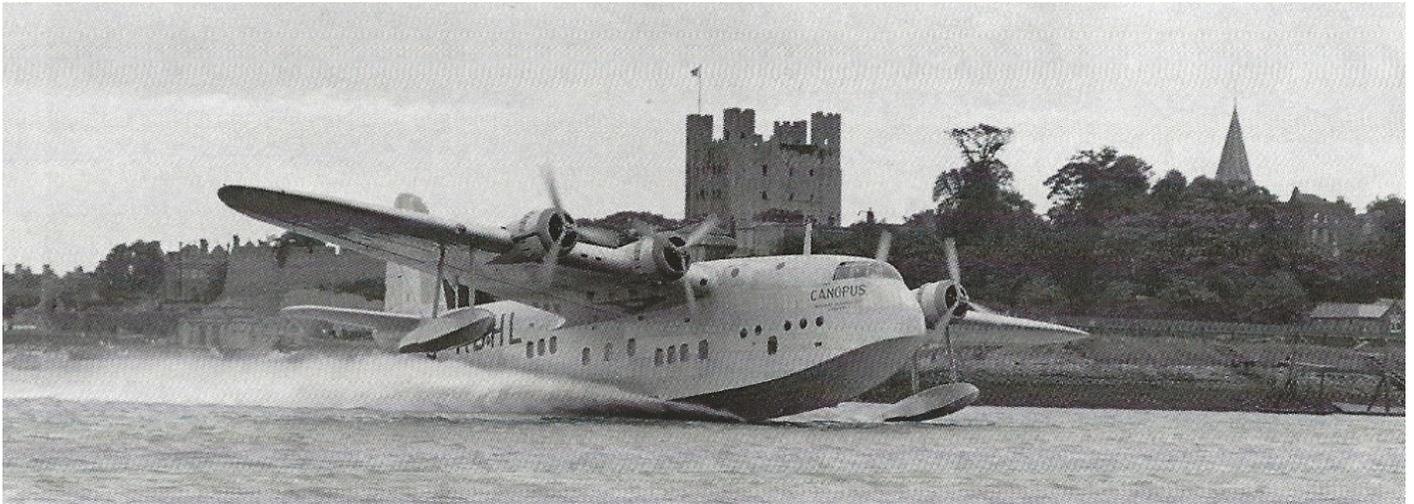


In 1929 he undertook a tour of the British Isles with his fleet of aeroplanes to promote municipal airports near major towns and cities.

The thirties were a wonderful time for flying in Kent. Local councils, unlike those of today, were anxious to promote airfields for the benefit of both businesses and their residents. New airfields were opened in Gravesend (1932), Maidstone (1933), Rochester (1934) and Ramsgate (1935). They brought prosperity and aircraft manufacturers expanded here. Shorts were able to enlarge their factory and fly landplanes from the Rochester Airfield, having previously taken the landplanes to Gravesend for test flying. Of course, the River Medway remained in use for the seaplanes.

Edgar Percival started his factory at Gravesend and the British Aircraft Company was established at Maidstone. Many small airlines operated locally and Hillman Airways, Spartan and Crilly Airways were eventually amalgamated to become British Airways.

Shorts manufactured the C Class 'Empire' flying boats for our national airline 'Imperial Airways' and it was truly world class. They had such a backlog of work that a new factory was opened in Belfast. With another war looming, it was fortuitous that these resources were available.



C Class flying boat at Rochester

On a lighter side, there were also many little companies encouraging the public to fly and typical of these was an outfit based at Swalecliffe. Joe King of National Flying Services had a taxi adorned with suitable advertising material, which toured the local area and provided a free service to and from the airfield for those wishing to experience the joy of flying.

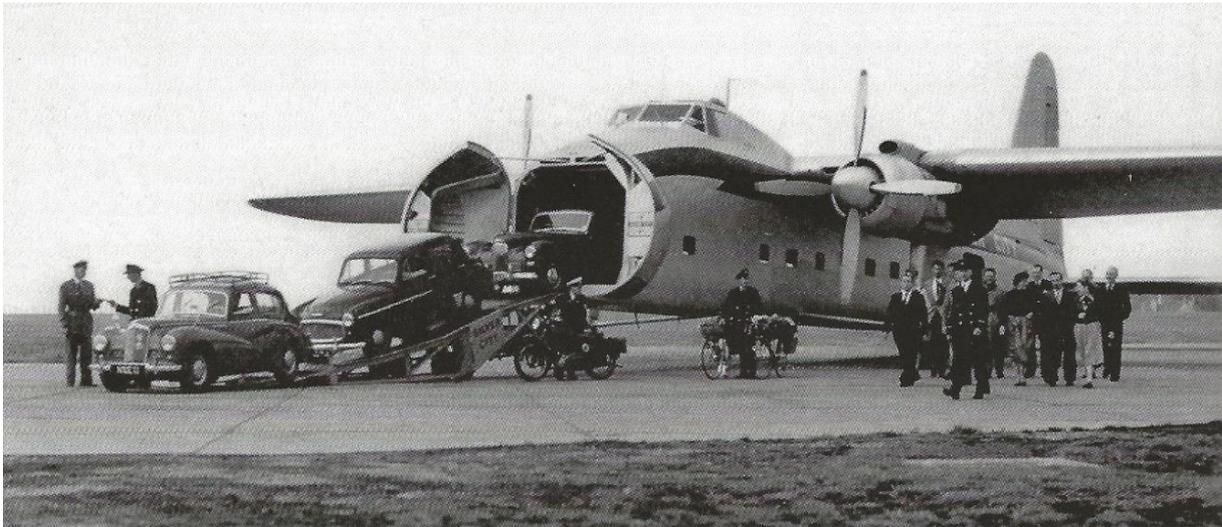


With the onset of WWII civil flying was prohibited and civilian aeroplanes were impressed into the military. Much has been written about the part played by the Royal Air Force in WWII. Biggin Hill became a "Sector" Station and during the "Battle of Britain" in 1940, our bit of Kent became known as "Hellfire Corner". Biggin Hill had satellite aerodromes from which fighter squadrons could re-arm, refuel and wait in readiness for the next attack. Gravesend, Hawkinge, Lympne and Manston were the major players, but many other sites were established.

Following the armistice, it took a little while for private flying to re-establish itself and our own LAA (then the Ultra-Light Aircraft Association) was instrumental in enabling the resumption of flying for those of us who were relatively poor. There was, however, a great appetite for travel to the continent by the general

public and many airlines were formed in the post war years. Amongst others, Dan-Air, Silver City, Janus Airways, Skyways, Air Kruse, Air Ferry and Invicta operated from Kentish airfields.

In the fifties and sixties commercial flying blossomed, but was in a state of great flux. Airlines of the time were operating in the main from grass airfields which were becoming less appropriate as aeroplanes increased in size and weight to cater for the increase in those wanting to travel by air. Air Kruse, initially operating from Ramsgate, merged with Silver City in 1953 and Kent actually had a brand new airfield in Lydd Ferryfield, which opened in 1954 to facilitate the burgeoning cross Channel car ferry service by Silver City. (We didn't have roll-on, roll-off ferries then, even though they were pioneered from Richborough Harbour in WWI.)



A Bristol Superfreighter at Lydd

During the Cold War period Manston was occupied by the United States Air Force and when they withdrew in 1958 it eventually became a joint Royal Air Force/civilian airfield. A number of airlines operated there including Air Ferry (1963-1968). They were incorporated into British United Airways, who went to Gatwick, which had reopened in 1958. Fortunately there were still people who believed in Manston and Kent's own airline was born – Invicta Airlines. They operated from 1975, initially with Vikings and later with DC4s, Britannia's Vanguards and the Boeing 707.



Britannia G-ANCF, June 1977

By 1981-1982 many airlines were in a parlous financial state. British Airways was suffering a financial crisis, Laker Airways collapsed and Invicta went into liquidation. In 1989 an effort was made to “restart” Manston and it became Kent International Airport with the opening of a new terminal building. However, it never really got its act together and, despite attempts by a number of scheduled airlines and charter companies, closed in 2014. Its future is uncertain to say the least, but we still have signs on our road network directing us to London Manston Airport...

Turbulents to Bordeaux

Article by Adam Parnell

As many of you know I'm a member of the Turbulent Display team as a trainee. This year apart from training the routine, I've undertaken ground crew duties and aircraft ferrying to events in support of the team. I'm sure you all know the team and their routine which is less than conventional but includes an element of upper air formation followed by a barnstorming routine including flour bombing, balloon bursting and descending down to 3ft under a limbo wire!

The training has been tough, flying so close accurately in formation, trusting others to be where they should and then flying so close to the ground has taken a lot of practice and trust from my mentors.

There is a large article the team have written about this trip due out in the LAA Magazing shortly, so I'll just throw some words together so as not to ruin the whole main article for you.

One of our shows was near Bordeaux at a little field called Mainfonds, just a short hop from Jonzac. If we were flying faster more capable aircraft this would be a simple one day hop in relative comfort but with weather being so critical, open cockpit and no storage space for luggage involved significant logistics including planning to route via grass airfields, many which are French speaking only, and a ground crew car to carry luggage and equipment.

As ground crew my first day consisted of a leisurely ferry crossing to Calais followed by a drive down the coast stopping where the pilots decided to stop. With a 75kt indicated cruise speed we don't travel far or fast, so it was decide to take two days transit each way with two days at the event making it a six day trip for all involved.



We left Laddingford where we'd positioned the Turbs earlier in the week with the pilots stuck on the ground due to weather but as we neared Calais the weather was definitely improving and as we left the docks, we were informed five Turbs had made it to Le Touquet. Whilst driving down towards Le Touquet one Turb went 'tech' there and we had to pick up the pilot before finally arriving at our first night stop of Rouen some 16 hours after leaving Laddingford by car.

Rouen is a wonderful place to visit, medieval in architecture, we managed to see an awful lot whilst walking to a restaurant at nearly midnight to get dinner which Emily, a friendly air traffic control officer from Rouen airport, had organised. Imagine trying to sit down in a restaurant at midnight in the UK where kitchens are mostly closed by 8pm.



The following day I was to swap with another pilot and fly the next two of four legs in the number four position of the formation. It was magical flying down towards Le Mans over the Somme when all of a sudden over the frequency I could hear "Alouette, gentille Alouette". Andy was singing on frequency. Apart from singing Andy seemed to produce a banana from the cockpit, peel it and eat it whilst maintaining perfect formation. At this point I realised I needed to stock up on snacks for the next leg!

Landing at Le Mans over the race track and then onto Cholet before I returned to the crew car to take driving duties.

Once the team and ground crew arrived at Jonzac – our base for the next few days we discovered some issues with our accommodation so ended up driving to Bordeaux checking in to our hotel at almost midnight. Bordeaux was beautiful and again just gone midnight we were sitting down for dinner in a restaurant deciding which wine to drink.

So as not to ruin the LAA article, I'll leave this here, but it was a fantastic 6 days of fun flying with friends, pushing boundaries, plane and pilots. I hope we get the opportunity to do this next year.

With any luck I will have completed my training and have obtained my Display Authorisation (DA) adding another skill to my bucket of luck!

Isn't it great that so many opportunities exist for us all to get involved in flying?

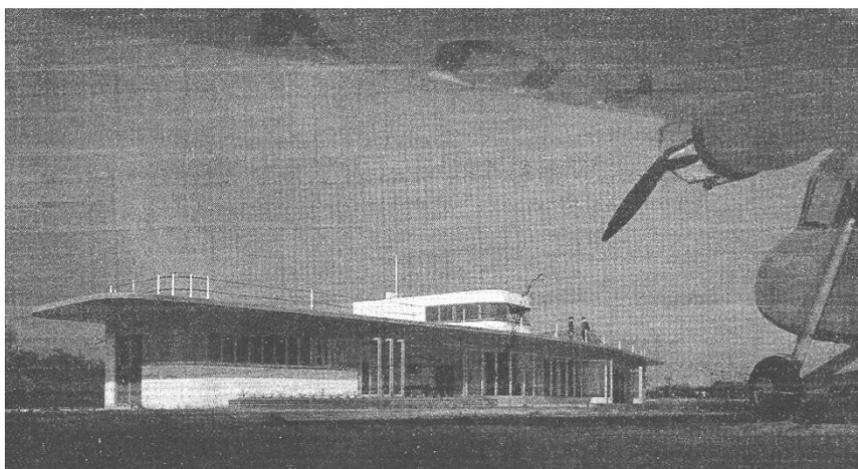
Christmas Quiz

Answers to Ron Armitage at ron_armitage@lineone.net I'm sure the Committee will provide a magnificent prize to anyone who gets all the answers.

1. Which club has this logo?



2. Which airfield had this wonderful Art Deco terminal building?



3. Name the airline.



4. This biplane was first made at Croydon in 1930 and there is still an example in existence. What is it?



Designed by a Frenchman, but built in this country.

5. Name of manufacturer?

6. Place where they were built?



7. Once owned by a member. What is it?



8. What engine is this?



9. Name the aeroplane.



10 Name the aeroplane.



Christmas Party Pics

Big thank to Nic for taking these photos and inheriting the strut Christmas part organiser role! 😊





Dates for your Diary

Please check with event organisers in advance for any changes. Please let me know of any events you think others might be interested in.

Items in green are Kent Strut events

1st January	New Years Day Fly-In Bodmin
9th January	GASCo Safety Evening, Headcorn
14th January	Tibenham Airfield, Fly-In
26th January	Kent Strut AGM – Cobtree Golf Club
23 rd February	Kent Strut – Manston Museum Talk

Member Services

Drop the editor a line if you have a service or product, you'd like to promote including any items you may have for sale.



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
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