

Newsletter of the *Kent Strut*



First barbie

Peter Huxley's panel upgrade

In the April newsletter there was pictorial guide to the radio change in Emeraude G-ARDD but to help clarify what was done I am now adding a few words. With the requirement to change to 8.33 channel spacing, David, my co-owner and I decided that a panel mount radio was the best solution, partly because with such a crowded panel, a hand-held, although small and cheaper would be in the way of almost everything, wherever it was put.

The existing radio was a Nav/Comm which was not really necessary and besides a direct replacement for it would be prohibitively expensive. The decision was therefore taken to get one of the newer generation 57mm panel mount radios and the choice finally settled on the TQ (formerly Dittel) KRT2, which looked to be fairly simple to operate as well as being one of the cheaper options. Gary Smith recommended from experience that I made a loom for it before trying



Nigel Read - Editor

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June 28th Meeting

BBQ and Drive/Fly-in to Ripple CT14 8JL

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Left panel March 2018



Right panel March 2018



Centre panel March 2018



to install it which was an excellent suggestion as it made me far more aware of how everything fitted together.

With the loom ready, I bit the bullet and started taking the old system apart and as the photos showed the wiring was a mess, resembling a mass of spaghetti! With that all cleared away and the CDI removed,

the turn coordinator was moved to in front of the P1 position so that the pilot now has a slip ball in front of him, a very useful thing. The VSI was moved down one place and the radio put in where it came from as there is a little more depth to fit the length of the radio. The loom fitted quite well, except that I hadn't allowed quite enough length for the headset leads on the left side and they had to be extended. The jack sockets were mounted on the shelf immediately behind the seats as with throttle levers mounted on the cockpit walls it kept loose cables clear of them and saves getting the headset leads catching on one's arms as well. Apart from that, the installation went well but the whole process took much longer than I expected, perhaps no surprise to anyone who has done anything more than routine work on an aeroplane. That was partly because I stopped from time to time as Headcorn's hangar is unheated and the weather was cold, as we all remember. The duration of the work didn't matter anyway as during that time there hardly any flying days; even if the weather was acceptable, the runway was probably water-logged!

Once the installation was finished and Gary had signed it off, I managed to get the aeroplane outside for an engine run and radio test. That went well but flying was out of the question as the wind was at about 25-30 knots

and across the runway. The next two days were no better and then on the Monday, it snowed so no flying for a while longer.

When finally I did get to fly, the radio worked well and I could communicate clearly with Southend from about 1500 feet above Ashford but the trouble was that the transponder no longer worked. I returned to Headcorn and thought about what might be wrong and decided the likely reason was to do with the earth connection as I'd changed some leads to the radio/transponder mounting. A check on that showed that I was correct so a new earth connection was made but it still wasn't operating. I took the unit home and tried it with power to the right connections and it was OK, something of a puzzle. I tried installing the transponder again and at last discovered the problem. The face of the transponder was catching on the instrument panel so that the unit wasn't going fully home into the socket at the back of the tray, thus the connections weren't being made. A little jiggling around and it was properly in place.

Another flight test proved the installation with clear reception with Southend at a range of 24 miles at 2200 feet with a height error of about 150 feet, success at last.

The whole process was very instructional, I wouldn't say it's easy but I learned a lot and would do it again if I had to with a much better understanding.

Shame we missed the Royal Wedding! - Frank Lissimore Jodel 1050 G-BLKM

Choose your option

1. Watch Harry and Meghan on TV getting married
2. Fly to Cornwall in our Jodel

We chose number 2!

Kilo Mike had been out of action with her Annual and having a new 8.33 radio fitted (No comment will be made about the tragedy of throwing away a perfectly good radio and replacing it with something inferior). With check- flight complete and Permit received back from the LAA within 48 hours the previous day (well-done LAA) we were ready for a fly.

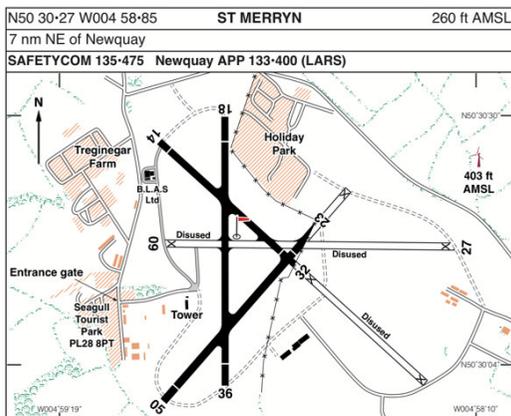
We had intended to go off to France for a few days, but as my medical examiner had been unavailable and I did not have an appointment



until a few days later I could not fly in Europe. However (and thanks to Gary) for his advice I completed a self-declaration medical form so I could fly in the UK.

Our destination would be as close to Padstow in Cornwall as we could get in order to go to Rick Stein's fish restaurant on the Saturday evening-booking made (inc £40 deposit) we were determined to get there!

There are two airfields near to Padstow; Roserrow and St Merryn. Initially the plan was to go to Roserrow, which is a delightful strip behind a golf Club only 2 miles from Padstow but it's a 15 mile road trip – or rely on the passenger only water taxi from Rock to Padstow but I was unable to get confirmation it ran into late evening. The other option St Merryn was new



to us and I recall last time we flew in Cornwall was not open.

St Merryn is quite a find - three runways and just a donation to land. My email for PPR the day before received an immediate yes with a request we call for a briefing on the day. The reasons for this are clear having now landed there! I called Francis on his mobile and he suggested that we do a low pass over the runway to check for sheep and satisfy our selves

we wanted to land - he was at the airfield and suggested a runway but there is a good windsock to help make the final decision.

Having left Perranporth it was a short but delightful flight along the coast past Padstow and Port Isaac- as you can see from the *sky demon* map we made a couple of passes before landing – the surface does



look a bit intimidating – that said it was just a bit bumpy from the over grown tufts of grass in the tarmac. Despite having been briefed by Francis as to were to find him and the "C" we taxied the wrong way and he very kindly came to us and acted as a "follow me" car back to his caravan.

We were made very welcome – Francis is an LAA inspector specialising in Auto gyros and he showed us around his hanger and the machines he was working on.

St Merryn Airfield has been consistently used for aviation for nearly 100 years. It was established

prior to World War I as a private aerodrome, became a civil aerodrome in the 1920's before being commandeered by the Admiralty in the mid-1930's. It is historically important to the Royal Naval Fleet Air Arm as it was the first Fleet Air Arm aerodrome to be constructed.

Being close to the Western Approaches, the Airfield was constructed in 1939 as a model training facility. In Autumn 1940 and Spring 1941 the airfield received the attentions of the Luftwaffe who on several occasions bombed the station to disrupt training activities, by 1943 it was recognised as the leading Royal Navy aviation finishing school for aircraft carrier-borne pilots, engineers and ancillary personnel prior to aircraft carriers departing for the war in the South Pacific during the latter part of the Second World War. Many types of aircraft flew from the airfield these included, Seafires, Corsairs, Barracudas, Albacores, Proctors, Masters, Sea Gladiators, Defiants, Sea Hurricanes, Martinets, Lysanders, Fulmars, Swordfish and Hellcats.

After WW11, the Royal Navy continued developing the Airfield and it became the primary carrier-borne training facility for the Korean War. The Royal Navy ended flying at St Merryn in 1959 and the Airfield was decommissioned in the 1960's.

From the 1970's amongst other aviation activities, it's been a base for auto Gyros and interestingly the WW2 Spitfire two seater "Grace" was rebuilt there some years ago. Francis told us that they had a successful fly in at the airfield last year and he was keen to encourage people to visit by air.

Taxi arrived and we set off for our hotel - it was our only option on Booking.com as every room in Padstow was gone, but the mile walk into town was well worth it - what a find - Woodlands Country House genuinely super large independent B and B. Perfect weather and a brisk downhill walk into Padstow gave us ample time to try a couple of pubs. Then Rick Steins Bar - called Ruby's Bar and well worth a visit- then onto the restaurant - we were not disappointed - fabulous food and service - not



cheap but not a disaster – Taxi back to the B and B was a requirement after all the food!

The Sunday morning with delightful weather gave the opportunity for a coastal walk before enjoying one of the



best breakfasts I have ever had!

Then taxi to airfield and within 10 mins of arriving, after thank you to Francis, we were up in the air. First stop was to be Eggesford – we had obtained PPR and told there would be no

one to meet us, but we were welcome to land. If you have not been there before it has a lovely smooth grass 630m runway with steep upslope at each end – and when approaching on final from 29 the land drops down before the runway start and visually on a first time approach is interesting....



The airfield has a collection of Austers in the hanger – quite a sight. Donation in the pot and



quick change of pilot and off to our next stop the Isle of Wight airport - Sandown. As we flew south and then east the cloud base dropped and visibility rapidly deteriorated, not something we had anticipated and

worse than forecast. We carried on speaking with Bournemouth Radar as we tracked along the coast. By the time we were over the Isle of Wight with the cloud base down to 800ft and vis very poor we were pleased to swiftly join straight onto left base of 05 and land.

Apparently, the weather had rapidly deteriorated and there were a number of pilots wondering whether to stay put or have a go. Enquires of weather on the mainland were encouraging so we decided, after a quick cuppa to have a go and set off with a cloud base of 700 feet. By the time, we reached the coast of the island we could see the mainland and as we flew on, the cloud base rapidly improved and we continued our flight home clockwise around the Gatwick zone and back to Biggin.

Final score - FLYING 1: ROYAL WEDDING 0:

[More pictures from Gary's trip to Sun n Fun](#)

*Some weird vertical takeoff
aeroplane as a gate guard*



Memphis Belle



Twin Rotax 912 engine microlight on floats



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Convair sea dart from 1960's



Jack Brown's marked by the red balloon, note land base and lakes



Ripple - Short farm strip

Dates for your Diary 2018

- 28th June BBQ Ripple
- 29th July Sunday! BBQ EGTO
- August no meeting - Rally
- 27th September WWII jet bomber
- 25th October
- 29th November
- Christmas Dinner December TBA