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# Bristol Strutter



Newsletter of the PFA Bristol Strut

December 2006

## NEXT MEETING - THE STRUT QUIZ

It has become a tradition in the Bristol Strut that we arrange an aviation quiz at Christmas time and let formalities slip a bit. This year Spike Parker has once again taken on the role of Quizmaster and has suggested to us that we brush up on Reynolds Numbers (whatever they are!)

Don't forget that it is also our tradition to have nibblers during the quiz, so if you can bring along a little something to go with our mince-pies and crisps it would be most welcome. If previous years are any indication, we are in for a good entertaining evening. As a warm-up prior to the quiz night, Steve has sent in a little puzzle to get us in the mood. (see page 2).

## LAST MONTH - ULTIMATE HIGH

In November we were pleased to invite Steve Hicks of Ultimate High along to talk about the advanced flying in which the team specialise at Kemble. Steve is one of their many instructors, and also one of five display pilots who perform at public and private events throughout the year. His presentation described various aerobatic manoeuvres and the control inputs required to perform them, covering loops, rolls, stall-turns and spins. The discussion touched on more advanced 'gyroscopic' manoeuvres describing how engine torque for example can be used to place the aircraft into configurations hitherto undreamed of.



It's true, of course, that those of us who fly on a PFA permit are denied the chance of trying out such activities for ourselves. However, UH offer a wide range of awe-inspiring experiences for anyone who wants a taste of the upside-down world, from a simple experience flight in a Bulldog to a training course in one of their Extra 300's.

One thing that Steve was keen to emphasise was the importance of training in spin recovery. The PPL courses currently available just teach to incipient spin level, but it is well known that a lot of fatal accidents could have been avoided if the pilot was conversant with the technique of recovering from the spin.

Ultimate High offer the means to acquire this knowledge; look up their website [www.ultimatehigh.co.uk](http://www.ultimatehigh.co.uk) for details of all the courses available and biographies of the pilots who will guide you through the most Ultimate aeronautical experience you will ever have!

Thanks to Steve (Hicko) for such an entertaining and professional presentation.

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### Contact Information

#### Strut Co-ordinator:

Steve Neale  
01454 326745  
E-mail:  
[srneale@yahoo.co.uk](mailto:srneale@yahoo.co.uk)

#### Treasurer/Membership Sec:

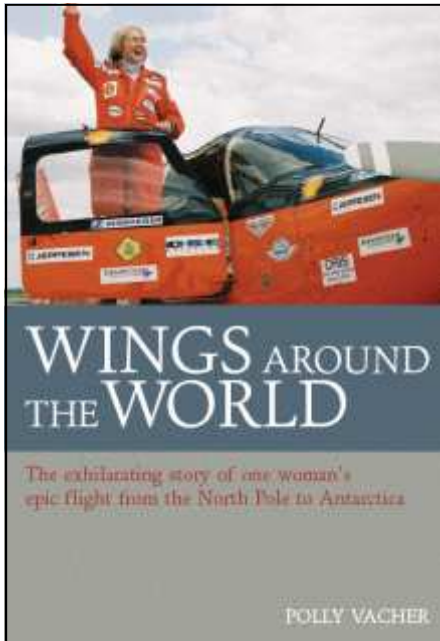
Gordon Pritt  
01934 511908  
e-mail:  
[gordon.pritt@virgin.net](mailto:gordon.pritt@virgin.net)

#### Newsletter distribution:

Ian & Mary Leader  
01275 541572  
e-mail:  
[ian@pfabristol.flyer.co.uk](mailto:ian@pfabristol.flyer.co.uk)

#### Editorial address:

7, Cantell Grove  
Stockwood, BRISTOL  
BS14 8TP



Now available - Polly Vacher's new book!

## WINGS AROUND THE WORLD II

Polly has asked us if we can advertise her book, as all author royalties/fees go to her charity "Flying Scholarships for the Disabled" (FSD). She tells us:

"Wings Around the World" is about my last solo polar flight over the North Pole and into Antarctica. It tells anecdotes and stories about my training, preparation and the flight itself. It discloses things that have never been disclosed before and is filled with beautiful pictures as well, so it makes a good Christmas present!

*How to order:*

From Grub Street Publishing, a signed copy for £20.00 P&P inclusive.

Go to [www.grubstreet.co.uk](http://www.grubstreet.co.uk) or e-mail [milhis@grubstreet.co.uk](mailto:milhis@grubstreet.co.uk)

From the Worldwings website, a personalised copy for £20.00 + £4 P&P

Go to [www.worldwings.org](http://www.worldwings.org)

Alternatively, local bookshops will have un-signed copies available.

## Your Starter for ten

Just to get you in the mood for the Strut Quiz on Thursday, Steve has provided this little head-scratcher:

Q1: What aircraft is this?

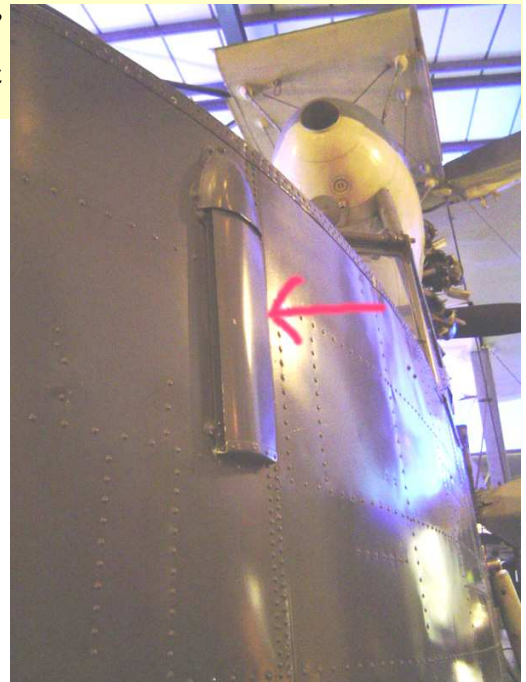
Q2: What is the device indicated?

*Answer in next month's Strutter.*

## Members news

**Graham Clark** has three spare sets of headset earphone rubber pads going free to a good home. They were removed from his Dave Clark H10-20s and the inner diameter (to the base of the earphone groove) is 40 mm x 65 mm. If interested, please call 01454 618216 or e-mail [CGRAHAM978@aol.com](mailto:CGRAHAM978@aol.com)

**Tom Kinsley** has made contact recently and updated us on how he's getting on. Currently on holiday in Cambodia, Vietnam, China and Bangkok he will be back home for Christmas. Then in January he's off to RAF College Cranwell and will be earning the Queen's salary from the 8th. Tom is now a very accomplished pilot, and he was selected by the Liverpool University Air Squadron at RAF Woodvale to represent them in the inter-UAS aerobatics competition for the second year running. He won the competition again and retained the Trophy for UAS Woodvale!



## Training for Winter

The Met Office College in Exeter has just released details of their courses for aviators, a series of two-day sessions covering all you need to know about general meteorology, including the interpretation of TAF's and Metars, the forms 214/215, and weather satellite images. *Met. for Aviators* is scheduled for the following dates: 11-12 December 2006, 22-23 January 2007, and 12-13 February 2007, while *Met. for Gliders* (2 days) will be run on 12-13 March 2007.

Full details including the syllabus of all these courses are found on the Met Office website or by clicking this link: [http://www.metoffice.gov.uk/training/ct\\_aviation.html](http://www.metoffice.gov.uk/training/ct_aviation.html) and you can use the on-line booking form to enrol.

Footnote: The Met Office forecast for the winter as a whole is above-average temperatures and average or above-average precipitation. However, an increase in the frequency of cold-snaps is indicated.



## UP CLOSE WITH THE BIG REDS

*Stuart Spencer has written in with the following photos to share with you. He writes:*

I recently spent a few weeks in Western Canada and this included a visit to Vancouver Island to meet up with my friend Phil Martin and his floatplane C-GHXH, a PA22S based at Shawnigan Lake. We enjoyed some memorable flying, all the more so for me because of the novelty of watery take-offs and landings!



Perhaps the most exciting trip was a visit to Sproat Lake near Port Alberni, home to the two Martin Mars waterbombers. I enclose some shots of these enormous aeroplanes, taken as we taxied past.

**When a flight is proceeding  
incredibly well,  
something was forgotten.**

**Robert Livingston**

### RAeS Lecture

As a starter for our Quiz evening on the 14th, the RAeS has a lecture on "Typhoon Operations at RAF Coningsby" at 6.30 in BAWA Room 1 (speaker to be advised).

The lecture is open to non-members, and it is expected that it should finish by 7:30 giving time to relocate to room 5/6 for the Strut meeting.

### Future meetings

January 11th 2007 - Roger Hopkinson.

March 8th 2007 - CAA safety evening in room 1.

April 12th 2007 - Francis Donaldson

May 10th 2007 - Shell Aviation

### Where to go in December

Free landing vouchers valid this month are available in:

**Flyer magazine:** Land's End, Panshanger, Popham and Sherburn-in-Elmet

**Pilot magazine:** Land's End, Popham, Sandtoft, Seething, Shipdam and Tatenhill

**Today's Pilot magazine:** Chichester (Goodwood), Cromer, Tollerton (Nottingham) and Wick

**Dec 16th** - Duxford Christmas bonus fly-in. Details on IWM website <http://duxford.iwm.org.uk/server/show/conEvent.1270>  
or tel: 01223 833376



The editors would like to wish all our readers

a very happy Christmas

and every success during 2007

Happy flying!

*Ian and Mary*





## FLYING IN 2006 - Part 1

by Edwin Shackleton

I had a good start to 2006 (actually New Years Day) when I flew with Peter March in the Cessna 172 G-ASSS to Popham. Midway, we had really exceptional views extending from Didcot towers to Fawley refinery and the Isle of Wight - so clear! At Popham, Melvyn Hiscock flew me in his Rearwin Cloudster that he had spent over 11 years in restoring. A total of 124 were built pre-war and this is the only European example (possibly just 5 in the USA). This Cloudster was purchased in 1993 so that its 145hp Warner Scarab radial could be used in a replica Avro 504K that was being constructed. Coincidentally, I flew in this Avro 504K in July 1996. During February, I took a Naturetrek holiday and flew with a group from London Heathrow to Amman, Jordan in an Airbus A310 Srs 300 of Royal Jordanian Airlines. The return flight was in a similar machine. Seating arrangement in the main cabin was 2-4-2 and the comfort and service was excellent. Mid March, I was the first passenger to fly in the Alpi Pioneer 200 after its full PFA approval. Despite lowish temperature and a brisk breeze, Frank Cavaciuti flew me from the Hardwick strip, just south of Abergavenny in a shortish take off run and we were able to appreciate its nimble performance, low noise level and really good field of view through the broad canopy. At the Flight Centre, Wolverhampton Airport, I had an extra special flight in the Diamond DA 42 Twin Star. Looking rather unbalanced with its tall winglets and oversize ventral fin, it is a beautiful machine powered by 180hp Thielert diesel engines.



*Rearwin Cloudster*



*Alpi Pioneer 200*



*Diamond DA 42 Twin Star*

Early April, Peter March and I set off for my sixth visit to Sun 'n Fun in Florida but this time was the first to make use of the Bristol Airport transatlantic link. We flew in a Continental Boeing 757 thus avoiding the road journey to Heathrow or Gatwick. Flight time to New York Newark was under 8 hours in reasonable comfort. The linking flight to Tampa, Florida was in another Continental Boeing 757 Srs 200. Sun 'n Fun at Lakeland was basking in the 80s and aircraft were arriving in their usual hordes. At the ultralight field, I had my first flight in a Krucker Cygnet which was a Canadian pusher engine, open cockpit machine with twin amphibious floats under a Hungarian flex wing.

At Choppertown (helicopter and autogyro field) was a delightful little helicopter called the Helo Werks HX-1 Wasp of conventional configuration but tiny and with a fenestron tail rotor. Power unit is a JFS-100 turbine which was the engine starter unit used on the A-7 Corsair carrier aircraft! I was privileged

*Krucker Cygnet**Helo Werks HX-1 Wasp*

to have a local demonstration flight in this prototype on a rather windy day. Next day, I had 4 flights the first of which was in a Quicksilver GT 500 pusher engined (Rotax 582) tube and fabric machine with a tubular rear boom and sizeable tail unit. The J-3 Cub was celebrating its 70th birthday and the American Legend Aircraft Company were joining the celebrations with their Legend Cub range which differed from the Cub in various detail forms. At South Lakeland, I was able to fly in the 120 hp Jabiru 3300 powered version which was fully cowled and had a lower cowl with better forward view and improved performance.

Then I flew in the Phantom II prototype of similar looks to the Thruster. Some 2000 Phantom 1 single seaters have been built since the 80s, and the 2 seater looks set to have much the same success. Last flight of the day was in the Avipro Bearhawk four seater, much like the Piper Clipper and somewhat larger than a Cessna 180; however it is a kit built aircraft. There are several engine options but this one has a 235hp Lycoming. More than 23 examples are flying and 70 kits have been delivered.

*Legend Cub**Phantom II*

Next day started with a diversion to Kissimmee airport. I had noted from "Today's Pilot" magazine that Warbird Adventures were operating a Soloy turbine engined conversion of the Bell 47G alongside their T-6 aircraft. I had a 20 minute flight, was able to handle the controls and we took a scenic flight towards Disney World. At the Lake Parker Splash In, I flew in the Jet Fox Amphib which has a Rotax 912S mounted over the leading edge of the wing, giving a brilliant field of view. Despite the drag of the twin floats, it has a cruise speed of 94mph and a take off run of 490ft. My final flight was in an Apollo Deltjet. Despite the name, it is a flexwing produced in Hungary and looking very similar to the Pegasus Quik. The dealers claim that it has the world record for speed and we had an indicated speed of 92mph (with the Rotax 912) on the local circuit from the Ultralight field.



The homeward journey started from Tampa in a Continental Boeing 757 Srs 200, unexpectedly fitted with winglets, a modification which will be on the fleet of 41 Srs 200 and maybe on the 16 Srs 300.

Despite an unexplained delayed departure from New York Newark for the overnight flight, we arrived back at Bristol on time and over 100 minutes quicker than the westbound USA flight. My aircraft types tally was 837 after the successful Sun 'n Fun visit. Back in the UK, it was difficult to find new aircraft types and then hoping for fair weather, but wait for Part 2 and maybe there will be more news from the latter part of 2006 !!

*Edwin*



*Bell 47G3 Soloy*



*Apollo III Deltjet*



*Jet Fox Amphib*

### **Copper-Chopper on the web**

Have you often wondered what the Police helicopter is doing when it wakes you up hovering over your house in the middle of the night? Now you can find out.

Based at Filton, the Western Counties Air Operation Unit covers a wide area in the Westcountry, and maintains an interesting website which tells you all about the helicopter, and also keeps a log of their activities over the past seven days. Of course, only non-secure details are disclosed, but you can discover whether they were following a stolen car or investigating a burglary. Click the following link to access the home page, and navigate through the options from there:

<http://www.westerncounties.org.uk/index.aspx>

