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Association

Bristol Strutter

Newsletter of the PFA Bristol Strut

January 2007

NEXT MEETING - PFA CHAIRMAN



At our meeting on Thursday 11th we will be pleased to welcome PFA chairman and director Roger Hopkinson to tell us about all the ongoing issues that the association is currently working on for our benefit. Roger has a very full diary of meetings to attend, so we are very grateful that he could spare an evening to talk to us. It will be an opportunity to discuss such subjects as our improved relationship with the CAA, and negotiations with Europe regarding our sort of flying. And, of course, the thorny subject of Mode S will no doubt be raised.

So if you have any comments to make regarding the way PFA is run, any suggestions how to make things better, or simply any questions to ask, this meeting should not be missed!

??? LAST MONTH - THE ULTIMATE QUIZ ???

A good turn-out of members last month enjoyed a meeting with a difference, when Spike Parker presented the annual Strut Quiz. Seven teams altogether worked through the questions, accompanied by a good selection of buffet food and drink, and all agreed that the level was pitched just right. Much debate ensued during the scoring, but as always the Quizmaster's verdict was final! A good degree of aviation knowledge was evident following the scoring, and congratulations went to team 'Pizza the Action' for achieving the greatest score of 77 points. Thanks to Spike for once again lowering the tone to new depths, and sending us off with renewed Christmas Spirit! 

The 'Brownfield' issue again

You may recall that earlier this year there was some alarm amongst aviators, over the Office of the Deputy Prime Minister's proposals to classify airfields as "brownfield sites" for the purposes of planning approval. If carried through, this would mean that any scheme to develop a GA airfield for housing or industrial purposes could be passed with very little regard to its amenity value. As a result of the earlier outcry by the GA community, the inclusion of airfields in the list was said to be a mistake, and it was promised that the clause would be withdrawn in the final version. You've guessed it, the final version has been released and it's still there.

The reaction to the previous move was clearly effective, but everyone with an interest in aviation needs to act now. You can make your voice heard by electronically signing the following petition:

<http://petitions.pm.gov.uk/Airfields/>

It's easy to do and will take no more than 2 minutes of your time. If you haven't already, do it now and help to save UK airfields from this threat.

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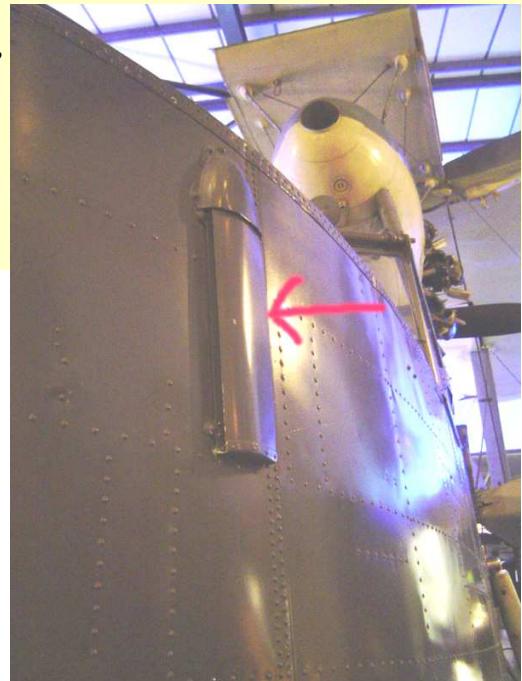
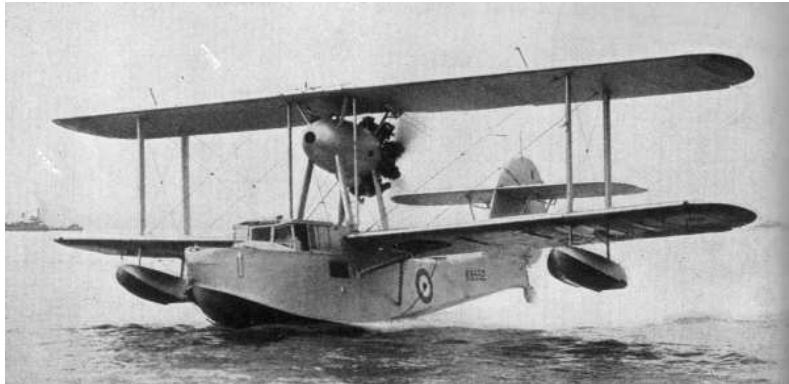
Your Starter for ten

As a prelim to the quiz last month, Steve supplied this little poser. Much debate has been bantered back and forth, and we even had a (correct) suggestion from a chap in South Florida who read the newsletter on the website! The questions posed were:

Q1: What aircraft is this? Q2: What is the device indicated?

We can now announce the answers.

The aircraft is a Supermarine Walrus (reg L2301) photographed in the Fleet Air Arm museum at Yeovilton. The gizmo on the side, we are told, is a form of venturi used to generate suction for the gyro instruments.



Where to go in January

Free landing vouchers valid this month are available in:

Flyer magazine: Sandtoft, Sheffield, Swansea and Tatenhill.

Pilot magazine: Andrewsfield, Old Buckenham, Panshanger, Shobdon, Weston (Ireland) and White Waltham.

Today's Pilot magazine: Campbeltown, Fishburn, Old Sarum and Sibson.

Jan 13/14th - Icicle Fly-in at Shobdon

Jan 13th - VAC Member's fly-in at Bicester - PPR 01869 252493

The only time an aircraft has too much fuel on board is when it's on fire

Sir Charles Kingsford Smith

Future meetings

February 8th 2007 - GPS Awareness evening

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

April 12th 2007 - Francis Donaldson

May 10th 2007 - Shell Aviation

Advance notice - AeroExpo 2007 - Wycombe Air Park

We have received the following from Ranju Singh, the show co-ordinator:

AeroExpo 2007 in association with the PFA will take place at Wycombe Airpark from 8-10 June 2007. We would like to send complimentary tickets to you and all your strut members. Please could you send me an address and the quantity where I should have these tickets posted to.

Sunday will be specific to the PFA members as the PFA will be running Seminars. There will be ongoing demonstrations of all the techniques you will need to use while building your plane. The PFA Engineering department with the staff and inspectors will be present to answer your questions and give advice.

All pilots will need to obtain a PPR before flying into Wycombe. We hope that this will be an event that your members will look forward to.

Steve has applied for enough tickets for Bristol strut members, so if you plan to go please let him know in good time.

FLYING IN 2006 - Part 2

by Edwin Shackleton



Falconar F-11

I had been promised a flight in a Falconar F-11 which is a Canadian derivative of the Jodel D 11 series. The owner, Wynn Brown, suggested that the Microlight Trade Fair at Popham would be a good venue but circumstances changed when over 600 aircraft turned up. A change of plan made good sense and I flew with him to his home base at Chilbolton and he dropped me off by car at Popham on his way home.

I made my third visit to the Isle of Mull in May and decided to make use of the Easy-Jet service from Bristol to Glasgow rather than making the road journey spread over 2 days as before. With an early flight in the Airbus A319, it took just 51 minutes flying time (it is about 380 miles by road) to Glasgow, drove to Oban and reached Mull at 2.50pm. The return flight took the same time with no problems.

Late May was the Vintage Flying Weekend and I flew with Peter March from Filton to Keevil. The Cessna 172 was the 20th arrival of more than 250 visiting aircraft. Then in June, Peter flew me from Filton to Wycombe Air park to AirExpo which was an excellent trade presentation in a similar vein but better than the North Weald Business Aircraft Shows of recent years.

Early August was my next trip and I flew in a Rans S6 Coyote taildragger built by Stu Green. The flight was at the annual MW Fly In at Warren Farm on Mendip. Mike Whittaker had

not developed a new design to follow the MW6 and many MW owners were now converting to Skyranger, Eurostar or Rans but it is always a nice social gathering in a superb location.

Next day, I was invited to the barbecue and Fly In at Spence Field, English Bicknor in the Forest of Dean. I flew in a nosewheel Reality Escapade with a Rotax 912. My pilot was Grahame Vaughan who had been tutoring the builder, Rex Paddock. Like other Escapades, it has the fuselage fixtures to convert it quickly for either nose or tail wheel flying.

The annual PFA Rally was hit by poor weather but I managed to fly in the Vans RV7, G-VANS flown by Nigel Reddish which was the 4th Vans that he had built. I was particularly pleased as this was the 5th Vans type in which I had flown and I now look forward to the 4 seat RV10 when it appears in the UK.



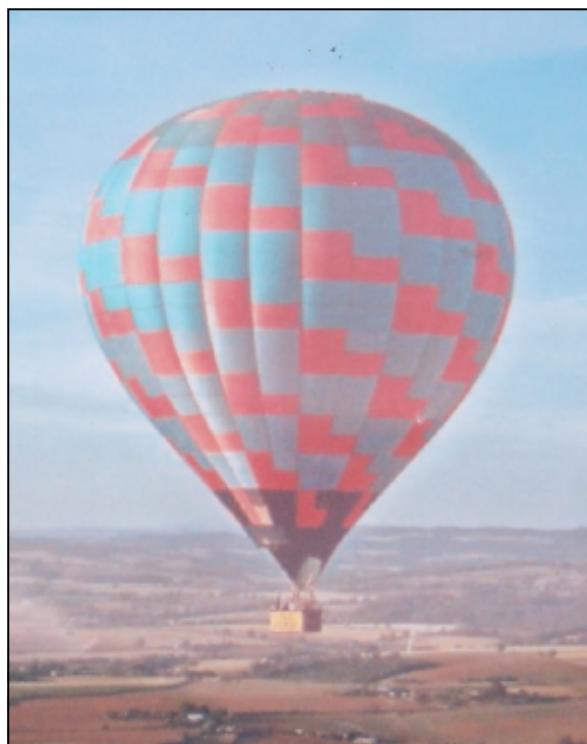
Chrislea Skyjeep

A few days later, I flew in the Chrislea Skyjeep which is the only remaining example of three that were built in nearby Exeter. First flying in 1948, it was exported to Australia in 1951 where it eventually finished in poor condition. It was extensively rebuilt after return to the UK in 2001, later was bought by Richard Webber and is based at Eggesford only 23 miles from its birthplace at Exeter Airport.

Late September, I had a superb flight in a Lindstrand LBL 240 hot air balloon from the grounds of the Chase Hotel at Ross on Wye. Famed pilot, Ian Ashpole, flew us, with 10 aboard, on a clear calm day, soon having distant views of Gloucester, Cheltenham, the Malvern Hills and distant Sugar Loaf. Ian rotated the balloon through 360 degrees and we climbed to a mile high, heading towards Newent and we had a smooth landing at Oxenhall after a brilliant 62 minute flight.

The latter part of 2006 was not very productive for various reasons like some poor weather, finding new aircraft types and, of course, the end of the Fly In / Air Show season. But I managed to fly in 16 new types in 2006 and my total is now 841 which is still a world record. I have a nice backlog to catch up in 2007 subject to various circumstances.

Edwin



At the NC mtg on 9th Dec James Tannock, EC member responsible for, amongst other matters, PFA PR, asked the meeting if there was anybody in the membership who was in the PR industry that is willing to give a bit of his/her time. What James is looking for is somebody skilled in PR, especially press releases to the Aviation magazine industry and ANY associated publishing areas. The PFA needs to shout its successes within the aviation industry at large, GA in particular and to the public in general. (Fellow EC member Stewart Jackson has been giving interviews to Saga for instance - don't laugh, that section of the community starting at 50yrs old has more free money and time to fly/build aircraft, than the rest of us put together!)

If you or any of your Strut members fit the bill and would like to help James out, please contact him at pr@pfa.org.uk with a copy to Penny.

Thanks in advance.

Regards, Jim Gale, NC Chairman.

Footnote:

The minutes for the NC meeting in December are available for reading on our website. Press the 'NC Minutes' button. *Eds.*