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Association

Bristol Strutter

Newsletter of the PFA Bristol Strut

May 2007

NEXT MEETING - SHELL AVIATION

Our next meeting is Thursday 10th May at 7:30 pm when we will be welcoming Robert Midgley from Shell Aviation. After the recent 100LL supply problems in France, Robert's original remit was to talk to us about fuel issues.

By popular request we have also asked him to talk about engine oils.

Can you answer these questions:

Will 100LL be available 5 years from now?

What is the industry's strategy for 100LL phase out?

What are the implications of biofuel additives in forecourt unleaded for those of us who can burn it?

What are the differences between "straight" and "W" oils and when do we use them?

Is multi grade suitable for my engine?

What does "ashless" actually mean and why don't we use it in our cars?

Why isn't there a fully synthetic oil option for piston aircraft?

It should be a full agenda so bring along all your questions and perhaps your Shell aviation baseball caps to make him feel at home!

LAST MONTH - FRANCIS DONALDSON



Last month the strut welcomed Francis to our meeting. Francis talked about the many aircraft he has flight-tested in his role as the PFA's Chief Engineer. It was quite hair raising to hear about the proposed new PFA types that turned out to be unsuitable, some even outright dangerous.

That being said, many more have proven their worth and been awarded PFA approval. The approval list is now six pages long and can be viewed in the engineering section of the PFA web site under PFA aircraft. www.pfa.org.uk/engineering.asp

Francis also talked about the proposals being put forward by the PFA for an experimental class very much like the US system. Having seen the explosion in new aircraft types (Sportcruiser, Sting) coming from our Eastern European partners, this is good news for UK designers and if it happens will hopefully revitalise this sector for us too.

Thanks for attending, Francis. A good session.

Inside this issue:

This Month's Meeting	1
Young Aviators	2
Where to go?	3
Spread your Wings	3
Future meetings	3
Members News	4
Picture Quiz	4

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PFA Young Aviator weekend 12th/13th May

For those of us who volunteer our aircraft and services, the PFA Young Aviator's (nee: Young Eagles) manual has been updated. Read it on the PFA website: http://www.pfa.org.uk/strut_info.asp If anyone can help fly some youngsters, there is a young aviators event at Gloucester airport on Saturday 12th May as part of the PFAs National Young Aviators day initiative. There is a plan B for Sunday if the weather defeats us. If you are willing to help let Steve know so your registration can be added to the list of participants. Gloucester are kindly waiving landing fees for the day to participating aircraft so being on the list is vital. Ground crew to usher young aviators and parents are always in short supply and mandatory for the day so again if you can help contact Steve ASAP on 01454 326745.



Looking ahead...

Wycombe Air Park Aero Expo 2007

LOCATION: Wycombe Air Park, Booker, High Wycombe, Bucks.

Close to Junction 4 of the M 40.

DATE: Friday 8th June to Sunday 10th June 2007 inclusive.

ENTRANCE FEE: Free by road providing you book on line.

LANDING: Book ahead on line.

A little nearer home ...

Defford Air Day 10.00 till 18.00, Saturday 9th June 2007

In aid of Mission Aviation Fellowship and County Air Ambulance

The Croft Farm, Defford, WR8 9BN,

On the A4104 west of Defford

Vintage Aircraft and Vehicles, Refreshments, Historic Exhibits And many other attractions

FREE PARKING - FREE ENTRY

We rely on your generous donations.

PPR Click on the flashing PPR button at www.defford-croftfarm.co.uk. Computer-less pilots ring 07769 658041 between 20.00 and 21.00 on the preceding Tuesday to Friday.

Oaksey AutoAero Day
The MG Car Club SW Summer Picnic in association with the Wiltshire PFA -
Signposted from A429 at Kemble Wiltshire OS ST 990 925
Sunday 1st July 2007 Tel 0117 999 0650
11am to 5pm for Advance Tickets

MG T Type gathering
Jodel Aero meeting
Barbecue Tea & Cakes
MG Driving Test
Win a Flight
PFA Fly in

Entrance £5 per person
(Includes under 15 free)
Proceeds for Wiltshire Air Ambulance
and local charities

Registered Charity
No 1043626

Organised by the MG Car Club SW
and the Wiltshire PFA
by kind permission of
Mr & Mrs Adams
All events subject to availability

... And of course for those who want to spread their wings:

Quiberon in Northern France over the Late Spring Bank Holiday - 26th and 27th of May 2007

To download [the registration form](#). For any further information: www.quiberonairclub.com (Click tourism)
www.quiberon.com (Office de tourisme) Please contact and Registration: info@quiberonairclub.com
www.quiberonairclub.com Tel. 00 33 2 97 50 11 05 Fax. 00 33 2 97 50 45 41

This sad news came to us on 25th April from PFA HQ

Friends,

It is with great sadness and regret that I have to inform you of the death of our great friend and tireless PFA stalwart Cliff Piper. Cliff was at the RAeC yesterday evening to receive his award, but sadly after he returned home and went to bed he was taken ill and died at four o'clock this morning. Cliff's son David contacted me this morning to let me know and request that I pass on the message to all of Cliff's many dear friends within the PFA. I will inform everyone of the funeral arrangements when they are known. Cliff will be very sadly missed by us all, but has left behind a tremendous legacy as a result of his efforts within the PFA. Celebrate his life, and wish him a happy landing. God bless you Cliff.

Kind Regards, Barry Plumb

Bristol ATC visits

Last month we reported that our June Meeting on Thursday 14th would be our first of two visits to Bristol ATC by invitation from Julian Andrews.

Julian has requested a change of date to ensure he is on duty, bright eyed and bushy tailed to welcome us himself. The date is now the evening of **Monday 11th June**.

If this is a problem for anybody please let Steve know ASAP and you will be able to join those on the second visit date of **21st June**.

Final joining instructions to follow when we get them but parking is expected to be the staff car park at the Tower.

Where to go in May / June

Free landing vouchers valid this month are available in:

Pilot Magazine: Chilton Park, Donegal, Full Sutton, Gigha Island, Great Oakley and Oaksey Park.

Flyer Magazine: Beccles, Donegal, Draycott and Fishburn.

Today's Pilot: Brimpton, Campbeltown, Old Sarum, and Panshanger.

Future meetings

June 11th - Visit to ATC Bristol, June 21st - 2nd group visit to ATC Bristol

No meetings at BAWA during July or August - next one there Thursday 16th September.

Now... Spread your Wings

It was a busy afternoon at Marshfield International. Holidaymakers jetting off to the sun? No, Saturday 21 April was the occasion of the Strut's Spread Your Wings seminar. Nine pilots of various levels of experience, but mostly fliers of club aircraft, came together to learn about the PFA, our aircraft and our environment. The session started at the Catherine Wheel in Marshfield; Steve Neale, our coordinator, opened with an explanation for the high drop-out rate of new PPLs - cost, availability, restrictions on use - and then moved on to describe how aircraft operating under a PFA Permit to Fly, whether individually or group owned, could provide not only cost-effective flying but also new opportunities for enhancing the flying experience.

Geoff Roe expanded on the costs and concepts of group ownership, and then described how he had acquired a part-completed Jodel, on eBay, installed a Jabiru engine, finished the build, conducted the flight test programme - all 500 miles from home! The result - a zero-timed engine and airframe for £17000, excellent short-field performance and a payload almost the same as the empty weight.

Ron Perry explained the PFA Coaching Scheme, with the opportunities to get some refresher training in your own PFA aircraft or to expand your abilities with strip flying or differences training (eg tailwheel, VP prop). The Biennial instructional flight requirement can also be undertaken on your PFA aircraft with a PFA Coach or Assistant Coach (eg Ron). He also challenged participants to spread their wings by flying abroad. A flight from the UK to France needs only a flight plan on departure and a customs airfield for arrival in France - how about Le Touquet for lunch?

After an excellent lunch the seminar moved to Garston Farm where a full flightline of some ten PFA aircraft were available for inspection and explanation, and all participants had at least one flight.

Congratulations to Steve, Geoff, Ron, Mary and Ian for their faultless organisation and presentations, and thanks to those pilots who provided the afternoon rides. Perhaps we'll see a few new faces at the Strut meetings, and we should strongly consider repeating the event in due course. Look out for a fuller write-up in Popular Flying soon.

Trevor Wilcock





Last month's mystery device

As the strut meets only 1 mile from the birthplace of Concorde we must admit we expected to receive a lot of local "of course it's a ..."
Nothing heard however. Anyway, the device is a side-slip sensor used to drive the electronic side-slip indicator fitted to Concorde. Evidently a simple ball doesn't hack it at Mach 2.

Steve

Members news

We are very pleased to announce that our Co-ordinator, Steve has recently managed to 'live the dream' and purchase his first aircraft. He and new strut member Terry Donovan are now the proud owners of RV9A G-CDMF. They had a very interesting flight back to Gloucester to bring Mike Fox to her (temporary) new home. Steve has promised to send us a write-up of that experience, in the meantime we wish them many happy hours as they spread their wings far and wide. Apparently Wick is definitely on the booking sheet!



Mode S

For the uninformed (where have you been living over the past 2 years) Eurocontrol decided that by 2008 all aircraft (yes ALL aircraft) must be fitted with a transponder squawking a unique ID. This was, in the opinion of some cynics, so that we could be metered and charged for our use of airspace. Charging small GA soon died the death it deserved thanks to some skilled lobbying, however Mode S did not.

The French reacted to such draconian proposals in true Gallic fashion by making blanket exemptions so the whole thing was becoming an embarrassment for EASA. Visions of hang glider pilots with transponders and 12 volt batteries strapped to their backs. The good news is that common sense is prevailing at last (though some issues still remain).

The current state of play was outlined by the CAA at a recent National Air Traffic Management Advisory Committee (NATMAC) meeting and posted on the PFA BB by PFA vice chairman John Brady:

Stage 1: In March 2008 Mode S would be mandated everywhere above FL100 and when flying IFR in controlled airspace. From that date, no further installations of Mode A/C transponders would be approved, only Mode S. A transition period would be allowed.

Stage 2: At a later date to be defined, Mode S would be required for flight in Class D airspace and in Transponder Mandatory Zones which have yet to be defined.

The first stage would be implemented without further consultation but there would be public consultation about stage 2.

Many questions remain but this is progress. At £1,800 minimum per transponder plus fitting, it's just as well.

"Never fly in the same cockpit with someone braver than you"

Richard Herman Jr. 'Firebreak'