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Last Month's Meeting – AGM

This was a very well attended meeting and we are pleased to announce that we now have a new co-ordinator – Richard Ward has volunteered to lead us into the future. Richards says “I consider it a high honour and I shall do my very best to fulfil the position (deja vu there somewhere?) and my new phrase is : ‘let's get the Brissoles out of the brush and into the air’”. Thanks Richard; we will all give you as much support as we can. The minutes of the meeting are copied further in this newsletter for the benefit of those members who were unable to attend.

Next meeting – 10th November

We look forward to meeting Andrew Moore – Head of PFA Engineering – who visits us at Bristol, so it will be of special interest to those of us who operate aircraft on PFA Permits. We consider Engineering department provide an excellent service for the membership, but Andrew will be open to suggestions for making it even better!

Where to Go in November (always check first before going!)

Free landings in FLYER magazine: Cumbernauld, Fishburn, Sandtoft and Tatenhill

Free landings in PILOT Magazine: Eaglescott, Isle of Gigha, Leicester, Peterborough (Conington), Wolverhampton and Weston, Ireland.

Looking ahead

The Bristol Aero Club who fly at Filton are holding a Flight Simulator Evening at BAWA on Wednesday 7th Dec, from 7.30pm in Room 7, with Bob Sidwick from RC Simulations and lots of his stuff. Bob now has even more sophisticated gear, and some photo-realistic scenery of the area for us to enjoy.

Philip Green, the Social Secretary of the B.A.C. is inviting friends and members of the Bristol Strut to come along as well to see the equipment working, and maybe have a go (probably subject to demand).

Members News

Two more members now have their PPLs:

At last the paper work has come through and **Dave Hall** is now a fully fledged Private Pilot Licence holder!

Dave says, “now I can propel myself into the blue, as long as I ...

- ... can find some blue
- ... stay healthy
- ... don't do anything daft
- ... can afford it
- ... can afford the landing fees
- ... am allowed to by carbon emissions, single sky, EASA and other forms of legislation.”

Enjoy it Dave!

Mike Samuel, our Bath University Student member, has just passed his skills test so is now a Private Pilot. He just needs to keep the hours up while completing his course studies. Well done Mike – blue skies ahead!

And one more in the air...

Andy Ferrington, our past young eagle, has at last got airborne in the left seat and loving every minute, thanks to the Air League scholarship. He started his PPL course at Filton battling with cross winds, so now has an idea of the challenge ahead – not just gaining his licence but coping with the British weather as well!

New Class D airspace plans

Those of us flying in the south west will be aware of a revision of Bristol and Cardiff airspace that was proposed last year (see October 2004 Strutter). The plans are in the hands of the DAP currently; it is expected that approval or otherwise will be given around Christmas, and the new zones should be activated by March '06. To spread the word, several briefing sessions will be run around the area, and we have reserved a big room at BAWA for our **February 9th** meeting as a venue for one of these. We expect to have representatives from both Cardiff and Bristol ATC to answer all our questions, so put this date in your diary now!

Your ideas on the PFA Rally

Our new NC Rep – Graham Clark – would like to hear from you. Having read the minutes of the last NC meeting Graham has extracted the following relevant paragraph:

Cliff Mort reported that the marketing of Flying For Fun had failed to produce the hoped for level of additional activities and stands. The event had lost about £25K, added to which, the theft of one of the hired 4x4 vehicles had resulted in a further charge of £12K but as the vehicle has since been recovered we hope to recover some of that money. The future of the Rally was under discussion, with 3 options currently being considered:

1. An event run at greatly reduced costs
2. An event run by an independent organiser (eg Kemble Air Services)
3. Cancellation.

There was quite a good discussion about the Rally at our AGM so you obviously have views. Now Graham would like members to give him their views about the Rally so that he can accurately represent us at the next NC meeting, because he expects the Rally to be discussed at the meeting on 10th December. Graham can be contacted by e-mail on CGRAHAM978@aol.com or by telephone: 01454 618216.

RAeS Lectures in the next few months

Last month we listed the forthcoming conferences being held in London. We now have a list of the meetings being held locally between now and the summer: Most meetings will take place at 18.30 in Room 1, BAWA Leisure Centre, Southmead Rd, Filton unless otherwise stated.

Air Traffic Control Explained - Now and in the Future presented by Brandon Chapman - - 24 November 2005
Speaker - Director of Airport Services, National Air Traffic Services

JSF F136 - Developing propulsion systems for half the cost! presented by Neil Brown - 15 December 2005
Speaker- Programme Manager and Assistant Chief Engineer - JSF F136

Flying's A Wonderful Thing - The Art of Aviation Photography presented by Gordon Bartley - 23 January 2006
- Speaker - Aviation photographer, IMAGINAIR

Landing Gear Design - from the Past to the Future presented by Matthew Sexton - 21 February 2006
Speaker - Vice President of Engineering, Messier-Dowty

Controlling Satellites in Space presented by Mohammed Philip Ray - 22 March 2006
Speaker - Project Leader for the Space Division, SciSys

Eilmer, the Flying Monk of Malmesbury presented by Paul Chapman & Ron Bartholomew - 20 April 2006
Speaker - Paul Chapman, Aeronautical Engineering Historian & Ron Bartholomew, Friends of Malmesbury Abbey

Barnwell Lecture & Dinner presented by TBD - Location: MoD Abbey Wood, Bristol - 25 May 2006 - Time: 18:30

N E Rowe Competition presented by TBD - 13 June 2006 - Summary Of Lecture: - Three students from University of Bath, University of Bristol and University of West England will present on their final year projects as part of the Branch nomination for the national prize. For more information contact the Lecture Secretary.

House of Commons debate

Graham Newby has sent this URL to us:

http://www.publications.parliament.uk/pa/cm200506/cmhansrd/cm051011/debtext/51011-39.htm#51011-39_head1

It is a link to the transcription of the argument put forward to the House of Commons for debate on 11th October 2005. This argument, put forward by Mr. Gerald Howarth (Aldershot) (Con), very eloquently states the case for General Aviation against the proposed CAA charges. Don't be put off by the length of the article, it actually reads very well, and it is good to know that we have friends in high places who are fighting for us.

Further links regarding this argument are:

<http://www.aopa.co.uk/>

<http://www.bbga.aero/>

<http://www.parliament.uk/transcom>

PFA Bristol Strut
Minutes of Annual General Meeting
Held 8pm on Thursday 13th October 2005
at BAWA, Filton, Bristol

There were 15 members present, and the meeting was chaired by our Treasurer Gordon Pritt. Apologies had been received from two members, Richard Ward and Brian Osley. The Minutes of the 2004 AGM had been circulated by newsletter, and accepted by those present as being a true record of that meeting.

Co-ordinator's report.

Since Alan had stepped down from the position last year due to work commitments abroad, and no replacement had been forthcoming, the Strut has been operating largely by committee decisions. Despite this problem, we had quite a successful year with many interesting speakers at our meetings.

In November, **Steve Slade** came along to talk about his Microlight adventures, and in February we invited **Barry Tempest** to tell us about his life as a PFA test pilot. At our April meeting, **Andy Davis** gave a very informative presentation about the world of gliding, and in May, **Ron Perry** showed us a selection of photos taken on his trip to Kyritz and Berlin that month. In between these talks, we held 'members evenings' where discussions took place about all things aeronautical, with the occasional slide show.

Outside events this year included a trip in March to the Helicopter Museum at Weston Super Mare, and also in March we joined with the Bristol & Wessex Flying Club at their CAA Safety evening. In July, Bristol Strut once again hosted the Used Aircraft 4 Sale park at the rally, this year called Flying For Fun 2005. A good turn-out by strut members, and the facility was well received.

Treasurer's Report

Gordon Pritt handed out the annual statement of accounts, and was able to report that the balance was healthy. Despite a drop in membership figures from this time last year, there are now a total of 53 members including joint (family) members. Discussion followed to decide how much the subscription should be for the coming year, and the Meeting was happy to remain as before, viz. £10.00 for individuals and £12.00 family membership; this was proposed by Roger Holman and seconded by Graham Clark. Various suggestions followed concerning how we might spend the funds, which included camera equipment, Strut visits, a training CD for the library and even a fly-in. The discussion was left open for debate another time.

Election of committee members.

Strut Co-ordinator.

Prior to the meeting, Richard Ward had expressed a willingness to take on the position of Strut Co-ordinator should the membership be in agreement. Richard is a keen aviation enthusiast with many contacts, and it was felt that he would be ideal for the job. The proposal to accept his offer was put to the Meeting by Spike Parker, seconded by Roger Holman, and the vote was unanimously accepted by those present in Richard's absence. Discussion followed on ways in which Richard could be supported in his duties, and thanks were conveyed to him for taking up the reins in this way.

Strut Treasurer / Membership Secretary.

Gordon reminded the Meeting that he had held this position for 19 years, and the time was well overdue for him to step down. However, he did agree that it would be nice to complete a round number, so was willing to stand again and make it twenty. This proposal was declared by Roger Holman and seconded by Spike Parker, and the Meeting was unanimous in voting him on for another year. Thanks were extended to Gordon for looking after the accounts so well over the years.

Newsletter distribution / website.

Ian & Mary had jointly done this job for several years, and in the absence of anyone volunteering to take over, were willing to continue for the coming year. Thanks were expressed to both for their services to the Strut.

National Council Representative.

It was felt by the Meeting that, although Nigel has been representing the strut at NC for many years, now that his job has taken him to Leicester perhaps our Rep ought to be a local strut member. When this was discussed, Graham Clark stated he would be willing to take on this responsibility, and he was duly voted in.

Strut Library.

As custodian of the collection of books and video tapes, Ron Perry had done a fine job for several years. He indicated his willingness to continue for the coming year, and was thus voted in again.

Flying For Fun 2005 – Used Aircraft 4 Sale.

Time was allocated on the Agenda for discussion about Bristol Strut's involvement at the rally. It was reported by Steve and John that our location on the field this year was the best yet, and in spite of the poor weather we had a successful weekend. At least two aircraft were sold on the spot, and other deals could well have been settled subsequently.

Discussion turned to whether or not we wish to do it again next year should the Rally Organisers require the facility, and it was unanimously accepted that we should indeed continue to operate the Sales Park if requested. Steve will attend the rally run-down meeting if possible, and report back in the newsletter accordingly. Graham was interested to hear what the Strut's view was concerning the nature of the rally next year, so that he could reflect our thoughts at NC meeting. After some discussion it was generally agreed that the 'rally' needs to be scaled down considerably, to something more resembling a major fly-in. Members don't need all the trade stands at this event; rather, the PFA should join in with events like Telford for that facility.

Future events.

We have already booked the services of several speakers, and the diary looks good as far as February 06.

November – Andrew Moore, head of Engineering at PFA.

December – Spike confirmed he is looking forward to presenting the Christmas Quiz.

January – Colin Mitchell, vice chairman and PFA Treasurer.

February – Carole Peters from Cardiff ATC plus possibly someone from Bristol ATC, to explain the revised Class D airspace over Bristol and Cardiff Airports.

There is a possibility that a display pilot from Ultimate High at Kemble may be able to come along in March, and Graham is prepared to ask Fiona Macaskill along in April. Fiona is a world champion in the sport of paragliding, and holds several records.

Any Other Business.

Graham reported a visit recently to the Met Office, for the promotion of a training course in Meteorology produced on CD. He suggested that the Strut could purchase one of these discs for the Library, and Gordon gave his approval.

Ron made reference to the Microlight show which this year will be at the NEC in Birmingham on Nov 26/27th, and suggested a strut 'drive-out' if enough members were interested. It could be that discounts may be available for groups booking in advance, and he would make enquiries to that effect.

Trevor now has a complete listing of the RAe Society lectures for the coming year, and suggested they might be posted on the website via the next newsletter. He will e-mail to Ian for inclusion.

There being no further business to discuss, Gordon brought the Meeting to a close.

The following Minutes have been sent to us by our former NC Rep – Nigel Hitchman. We have reproduced them in full – do members wish to continue to receive a full version or should we ask our new rep – Graham Clark to summarise the next ones? Eds

**Minutes of a meeting of the NATIONAL COUNCIL of the PFA
Location – Turweston Aerodrome, Date: 17th September 2005.**

Attendees :

John Broad - Chairman
Plus 17 members (of whom 5 were EC members)

Apologies received:

33 members (of whom 11 were EC members)

Item 2 Approval of the minutes of the meeting on June 18th.

Harry Hopkins Proposed acceptance of minutes.
Ernest Lear Seconded.

Minutes were accepted by vote.

Following this, there was a late request made for the record to be changed with respect to item 6. Stewart Jackson wished to make the point that he volunteered to take on the task of distributing PFA today at the FFF 2005 event. There was no objection to this.

Stewart MacConnacher claimed not to have received the previous minutes, he is to take this up with Penny Sharpe.

Item 3 Matters arising from the previous minutes.

I. Gyroplane Insurance

Item III from the June 18th meeting, a question was raised as to whether there was any new information on the gyroplane insurance issue. An update could not be provided by those present so;
GN action : to provide feedback on the status by the next NC meeting.

II. Website Restructure

Ernest Lear complained that despite a commitment to complete this before the end of April, it was still not completed. Cliff Piper stated that the new web-site was well advanced and was awaiting approval from GN when he returns from holiday on 6th September.

III. New laws on the use of ‘set-aside’ land for motor sport.

This is a potential threat to the use of set-aside land for farm strips. It was suggested that David Corbett be consulted for expert opinion on this matter.

Reports from the PFA Officers.

Item 4 CEO – Graham Newby.

No report presented.

Some comments were raised by the meeting about the Young Aviators manual and certificates, specifically:

The Young Aviator’s Certificate

- Is American Sized and therefore doesn’t print automatically
- It doesn’t look like a certificate (compared with the EAA version)
- It carries the CEO’s signature, which may not mean much to the youngsters. As alternative it was suggested that it should carry a picture and signature of a famous PFA affiliated aviator.

The Young Aviator’s Manual

- Has an incorrect address (Shoreham)
- Has no issue date
- It carries some elements of the Scout Handbook but not all of it. It doesn’t therefore meet the Scout requirements.

Action JB : to Liaise changes through education Strut (Stewart Luck)

Item 5 ENGINEERING – Andrew Moore.

A short presentation was provided by AM which showed the current workload in the Engineering Department. Along with statistics on permit renewals and mod applications the figures showed that a new PFA aircraft had been added to the airworthy fleet for almost every working day this year. The figures for new projects showed a similar trend demonstrating an encouraging surge in popularity of amateur built aircraft through the year. A review of the new types cleared for build in 2005 so far was also presented, listing 7 aircraft including the Mk26 Spitfire, Mission M212 and Technam Sierra. 12 significant aircraft of those currently 'under survey' were also discussed. The new '51%' definition for amateur built aircraft was presented which comes into force on 30th September 2005. It represents a subtle change from the old '500 hour' rule. It will make little practical difference but there is a short term activity to validate existing kits to the new standard. The changes in the way Engineering approvals are processed were briefed out, focussing on the standard application forms that are now available. The link to the new charging system was also explained together with some historical data to show how the mod backlog has been reduced over the past year. A recent reversal of this trend was observed which was explained by a number of factors, including delays in bringing on a new staff member. Finally, some of the opportunities presented by the EASA regulations were discussed, highlighting areas where PFA could expand its activities for the benefit of the membership.

Item 6 MARKETING – Merv Turner

No Report Presented

Item 7 MAGAZINE – Brian Hope

A written report was provided by Brian prior to the meeting, which included his apology for not being able to attend the meeting in person.

MAGAZINE REPORT NC 17/9/06. Apologies for non attendance.

The October issue went to press on Tuesday 13th September. Having extended the press dates of the August issue by a week in order to include FFF reports, and the September issue by a week due to AGM/Ballot timescales, the October issue is back to the planned schedule. It should be with members sometime w/e 24/9.

The poor weather at FFF prevented any air to air photo sessions taking place. I rely to some extent on these photo sessions to provide front cover shots for feature articles, so the missed opportunity at FFF is unfortunate.

If the weather plays ball Keith Wilson and I will be at Peterborough Connington either today or tomorrow (Sat/Sun) to photograph some of the subject aircraft we could not do at FFF. This shoot has already been called off once due to weather, so it seems we are destined to really struggle for the pictures this year! AIRMAIL has made a return, as requested by a number of people, so hopefully I will receive a few more meaningful letters for publication. To be honest I do not receive many letters at all, just the odd moan about FFF, raising the OAP age, or delays in Engineering (and I usually discover that it is nearly always because the complainant hasn't done something properly when I chase things up).

The magazine budget appears to be on track. Advertising is currently above expectation and the last two months of the year, though traditionally returning lower advertising revenues, should not cause the annual income to fall short of target. Overall production quality is also up to scratch, and I hope you also consider that content too is satisfactory.

As always I can be contacted on 01795 662508 (eves). 0949 650846 (mob).

Regards, Brian Hope.

The meeting agreed that the magazine was an excellent publication.

Some opinion was expressed that all of the letters received should be published not just the editors selection. Harry Hopkins contested that it was right that letters be vetted to eliminate the 'moaners' who present an overly and inaccurately negative spin on the association.

Stewart MacConnacher expressed a view that we should not arbitrarily eliminate all negative views.

Finally the NC wished to pass a vote of thanks to Brian Hope for his efforts and good work with the magazine.

Item 8 TREASURER – Colin Mitchell

No Report Presented. A comment was made that no financial data was available except that shown in the AGM report which was a year out of date.

Item 9 EASA – Roger Hopkinson

Roger presented a comprehensive presentation on the lobbying efforts that he had been engaged in over the past few months. It described a number of specific issues such as the CAA charging Review, European charging proposals, and others which would significantly affect operations of PFA aircraft in the future if left unchallenged. It was clear that many of the regulation decision-makers were not aware of the impact that these regulations would have on the GA and recreational sector. It appears that not only have these objections been communicated but also a broader appreciation of the recreational sector is being achieved within government ministers and the senior civil servants covering air transport and safety.

Many at the meeting expressed surprise at all that was going on ‘behind the scenes’ and expressed their thanks to Roger for fighting on their behalf.

Items 10 & 11 Chairman’s Report and EC Report

Cliff Mort told us that this would be the last time he would address us as Association Chairman as he’s stepping down at this year’s AGM after 15 years as an EC member. He thought the Association is in better shape today than when he joined the EC but generously gave the credit to others. He said he’d been particularly impressed by last year’s new EC members, who were now working hard for the members. Financially, however, he warned that we just manage to keep on an even keel and he saw many challenges to our resources. The EC were fighting on many fronts to maintain our current rights and privileges and it seemed that the Committee members had been making an impact in all these areas.

As announced in Popular Flying, several new EC sub-committees (Governance & Strategy; Engineering; Finance; Human Resources; Marketing and BMAA Liaison) had been formed as a better way to run the Association’s business and these were beginning to have an impact.

For the last 2 years the Association had been losing members, with a net loss of about 200 a year, equivalent to a subscription income of £15-20K over the years. This needed to be reversed, something which the Marketing Committee would address.

When he had been elected Chairman, Cliff said, he’d challenged everyone to be more proactive and to adopt a ‘can do’ attitude. He was disappointed to have to say not much had changed.

John Broad, NC Chairman, thought Cliff was too modest and said he thought much had been achieved. He proposed a vote of thanks to Cliff for his work, which the rest of those present endorsed.

Asked whether any effort had been made to ascertain the reasons why those leaving had decided not to renew, Cliff said he believed the office staff conducted such research but he didn’t have the results to hand. The importance of a good website to attract the younger generations was emphasised.

Item 11 PFA Rules Adoption

Apologies received for not being able to attend, but the following report submitted:

Following the helpful comments from NC members and the membership at large, the revised rules for the PFA have now been published on the website and notified as a motion for the AGM. I will present them and take questions before a vote. The EC also support a motion on the senior member category; this has been put as a separate motion so the membership can endorse or reverse the earlier EC decision by the EC to change the age limit. A member has also proposed a motion to delete rule 13b.

There have been some adverse comments about the revised rules on the PFA bulletin board but these have been from people who seem to have a personal agenda and who attack the PFA regularly on a variety of subjects. They have not been taken up.

See you at the AGM – John Brady.

Item 12 Strut Constitution

Stuart MacConnacher pointed out that no further action could be taken on this item pending AGM approval of the proposed changes to wording of the Rules.

Item 13 Coaching Scheme

Cliff Piper answered the question regarding the process for revalidating the coaches in the Coaching Scheme system stating that although not perfect, the process is being reviewed.

Item 14 Celebration of The Association's 60th Anniversary.

Those present considered the list of possible ways in which this event could be celebrated.

Formal Dinner Members were almost equally divided over this idea.

Ideas Supported With the proviso that these were uncosted suggestions, they endorsed the following suggested ideas: dedication/ foundation stone laying of the new HQ building; a commemorative publication; a commemorative issue of Popular Flying; a competition for a cheap electronic cockpit aid; a goal to fly 600 young aviators; inviting a member of the Royal Family to open the 60th Rally; a display of seminal British designed permit aircraft at the 60th Rally; the reintroduction of the Rally Raffle, with a small aircraft as 1st prize; the commissioning of an appropriate painting to be displayed in our new HQ; use of prints of that painting for a commemorative Christmas card; creation of a 60th anniversary car/aircraft decal.

It was agreed that struts be left to arrange their own celebrations. The Devon Strut were proposing an attempt to make 60 flights in members' aircraft into local airfields and airstrips.

Item 15 Youth & Education

Members were pleased to hear that the YES Rans aircraft had now been repaired. Stuart Luck, who had funded the purchase of the kit, was now looking for some organisation or individual(s) to buy the aircraft but allow it to continue to be used for Young Aviator flights.

There was, however, a feeling among some present that the new Young Aviator certificate could be improved if it had a less bland background and was signed by a well known personality, likely to be recognised by young people. Two of those present agreed to attempt a redesign which they would show at the next NC meeting.

Item 16. The Rally

Cliff Mort reported that the marketing of Flying For Fun had failed to produce the hoped for level of additional activities and stands. The event had lost about £25K, added to which, the theft of one of the hired 4x4 vehicles had resulted in a further charge of £12K but as the vehicle has since been recovered we hope to recover some of that money. The future of the Rally was under discussion, with 3 options currently being considered:

1. An event run at greatly reduced costs
2. An event run by an independent organiser (eg Kemble Air Services)
3. Cancellation.

Those present were very much against the latter option, pointing out that the previous cancellation had led to loss of membership. Nigel Hitchman pointed out that many members remained so because of the Rally and suggested that the income from their subscriptions should be considered in the financial balance.

On the question of promotion and advertising, Cliff Mort stated that it was not the general public we needed to attract but PPL holders and aviation enthusiasts who would be potential new members.

Item 17 The 'CAN' Scheme

Members had understandably complained at the short notice under the CAN scheme for lobbying on the SRG charging issue. We were told that John Brady (EC) intended to put documents relating to CAN campaigns on the website where all could see them.

Item 18 NC Chairman

Stuart MacConnacher volunteered his services as NC Chairman for the coming year. There were no other nominations or volunteers and Stuart's offer was gratefully accepted.

Date of Next Meeting: 10th day of December 2005 starting at 10:30 am. Location Turweston HQ.