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# Bristol Strutter

Newsletter of the PFA Bristol Strut

**October 2006**

## NEXT MEETING, 12TH OCT — THE AGM

This will be as short as we can make it, but there are a few things to discuss and decisions to be made. The Agenda has been circulated by mailshot to Strut members, along with last year's Minutes which can be browsed over and considered as read.

As preparation, please have a think about places you'd like to visit during the coming year, also any speakers which you may have heard about and who may come along to Bristol for a Strut evening. We already have a good start with our bookings, thanks to Steve, but still have vacant evenings to fill. Do make every effort to attend this meeting, as your views could make a difference.

### FUTURE MEETINGS

Nov 9th - Ultimate High

Dec 14th - The Strut Quiz

Jan 11th 2007 - Roger Hopkinson

Thursday 8 March 2007 -

CAA Safety Evening Presentation  
with David Cockburn

BAWA Room 1, starting 19:30 hrs

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## LAST MONTH - MANUEL AROUND THE WORLD

At our last strut meeting, Manuel and Jill came along to tell us all about his record-breaking trip around the world in RV6 G-GDRV. After 170 hours total flying time, Manuel had covered 23,533 Nm and achieved 9 speed records over recognised courses. In addition to these, he gained the British national record for circumnavigation in a Golf registered home-built, and became one of only sixty pilots ever to fly around the Earth in a single-engine aircraft.

With a selection of fine photos to illustrate the journey, Manuel described every stage in detail, with his gentle sense of humour breaking through all the time to lighten the drama! Afterwards, there were questions from the appreciative audience, and many congratulations for his stunning achievement.

You can review Manuel's log of the 39 day trip on his website:

[www.chasingthemorningsun.com](http://www.chasingthemorningsun.com) and also read his own article published on the Gloucester Strut website: <http://gloster.pfastrut.org.uk> (Note - no www in front).

Manuel concludes his write-up with these wise words: "Out of the fight against obstacles along the way and against the fears of my own there's another new message that emerges from these extraordinary 39 days: Don't let life go by without realising your dreams, life is not a rehearsal!"



## Bristol Strut - 20 years old and counting...

Yes - this year marks the 20th anniversary of the formation of Bristol Strut, and a lot has changed during that time. One thing, however, hasn't changed, and that is our treasurer Gordon Pritt. Gordon was one of the founder members back in 1986, and although people have come and gone he has remained loyal to the Strut looking after the funds and balancing the books for the whole 20 years! We are extremely grateful to Gordon for all he has done for the Strut over the years, and warmly congratulate him for a job well done.

## Members news

A weekend or two ago, Graham and Dave flew in TC to the RNHF charity fly-in at Yeovilton, set up to augment the funds needed to keep those historic aircraft in the air. They have prepared an excellent report of the occasion, reproduced later in this newsletter.

On the right is one of Dave's photos taken during their visit.

If you would like to read up about the RN Historic Flight click the link on our website or dial in [www.royalnavyhistoricflight.org.uk](http://www.royalnavyhistoricflight.org.uk) on your browser. Here you can learn all about the aircraft, the pilots, the management team and the engineers who keep the aircraft flying. There is also of course a facility to make a donation to this worthy cause.



*The fastest piston engine fighter ever, the Royal Navy's Hawker Sea Fury; one rolled out of the museum, the other from the hangar.*

## Oshkosh pics - link

If you have access to the internet, click here: <http://silvairehair2.home.comcast.net/072806/>

Graham was sent this link from a friend in Arizona. We don't know who the chap was, but he sure took some dandy pictures!

## FFF 06 pics

If you have any good photos of this year's rally then PFA HQ would love to use them on their picture gallery currently being put together. Please forward to: [penny.sharpe@pfa.org.uk](mailto:penny.sharpe@pfa.org.uk) as a jpg (approx size: 205 x 140 pixels) and description.

**Windsocks:  
Socks that need darning.**

## National Council Meeting - Sept. 16th

The minutes of the September NC meeting have been put on our website - click the link on the Welcome page.

One or two noteworthy points came out of the discussions; Following the large financial loss after FFF06, Roger Hopkinson has put forward his thoughts for future Rally / Fly-ins. Concerning Airworthiness, a programme is being developed to increase awareness of Weight and Balance issues, and Struts will be asked to promote this. Known as an 'A-Weigh Day' this might be something to consider for our Strut meeting in February!

## Shares available in RVs!

Want to fly a rather special RV6?

Four shares (out of six) are still available in the well tested G-GDRV - Based Gloucester. Contact Manuel Queiroz on 01905 820 806.

Also at Gloucester, an eighth share in an RV4 (100hrs + tailwheel experience required). Contact Harry on 01242 260242 or Rod on 01242 680706.

## Bristol/Cardiff airspace follow-up

Have you experienced the changes to our local airspace? Was it good or bad? Have you been denied a transit or were you welcomed? Did you call them at all as you passed underneath through the Bath Gap? PFA Vice-Chairman John Brady would welcome any feedback from local pilots; positive, neutral or negative. Please send your comments direct to him at [jbrady@jodel.f9.co.uk](mailto:jbrady@jodel.f9.co.uk)

## Can you help?

John Mappthorpe is building an RV9 and has contacted us to ask if anyone in the Bristol area has experience in electrics, instrumentation and comms, etc. He is coming to the stage in the build programme where he could do with a little technical / hands-on assistance.

John will of course be happy to reimburse your time, or return the favour in some other way. Although evenings are a little difficult, he can be available most other times to suit.

Please contact the Eds if you can help.

## EVERYTHING STOPPED... FOR TEA AND RNHF AEROBATICS

*Text: Graham Clark*

*All Photographs: David Hall*

***The student pilot pulled the collective lever and before the instructor could intervene, the chopper rolled rapidly to the right. Everything blurred, and a couple of seconds later it all came to a stop, upside down. Luckily, no fire broke out, but it was nevertheless a strange feeling. The inverted crew were still in their seats, uninjured but not hanging from their straps. Three million pounds of scrap helicopter.***

Then the CAE simulator instructor reached over to his panel, and in two shakes of a cyclic stick everything was the right way up: "Do you want another go?"

A slightly red-faced Brissle Strutter PPL accepted the challenge, this time making a much better fist of the lift-off and local flight in the Westland Lynx from Portland along Chesil Beach, round a local aircraft carrier and back to base.

With the few minutes of remaining time, the Brissle Strutters then watched how the pros intercepted a Jap yacht smuggling heroin into Poole, launching two Skua missiles (£150,000 each) into the miscreant's hull. A naval boarding party might have secured more evidence, but not the fun.



*A rare view (for a Brissle Stutter) overhead the RN Yeovilton airfield; usually a no-go zone for the likes of us*

Members of the Bristol Stut PFA are no strangers to the Royal Navy Historic Flight at Yeovilton, a well-located airfield that is usually off-limits to fun fliers. But on Saturday 23rd September the RNHF hosted a charity fly-in to raise some money to keep those shapely historic Naval aircraft in blue skies for we boys to re-live the dreams of our youth. Like the Hawker Sea Hawk; the naval jet fighter with more curves than MM.

Dave Hall and Graham Clark got up too early for sleepy comfort, having been advised that 0920 was the red line for arrivals. However, the forecast was for fog, and for once the forecast was unusually right. Never mind; Dunkeswell would be an acceptable alternative. But just on the point of an 0930 departure, we learn that the red line chinagraph has been wiped clean, so let's Fly Navy!

Forty minutes later Yeovilton Radar transfers us to Yeovilton Ground and we are on final for the corrugated grass runway; but given the brisk south east crosswind and a tailwheel Jodel, still preferable to the hard. Since no taxi instructions are offered, we take the scenic route past an hors d'oeuvre lineup of Naval Lynx helicopters and the beefy Westland Sea King. Then comes the main course: the Supermarine Seafire, Hawker Sea Fury and Goodyear FG-1D Corsair.



*One of Britain's early attempts to build a carrier-borne fast jet; curved fuselage, but straight subsonic wing planform*



*No mistaking this historic RN landmark*

But now there is the gâteau: two Hawker Sea Hawks looking for all the world as if they are about to head off for a 1950s Farnborough display. Now this would not be Yeovilton without a Supermarine Swordfish; and there it was proudly flying the White Ensign. Rough, ready and tasty.

Naval aircrews were on hand to show visitors the insides of their helicopters; Dave and Graham plucked up courage to climb to the cockpit of the mighty Corsair. Don't look down, because up here you are on the top, top deck. One slip, and.... Just as well we are not wearing yellow jackets; the H & S jobsworths would have a heart attack. (Now, come to think of it, not such a bad idea).

Suitably armed with sandwiches and drink, everything stopped when the ceremonial Naval Band tuned up: Messrs. RR, Bristol, Pratt & Whitney growled, snarled, whistled and prowled their way along the taxiway to the 09 hold. The rest was poetry in motion, set in the key of Gee Major against a perfectly blue sky. Music, music, music! Better than John Travolta and ONJ, they strutted their stuff...

There then followed the dainty minuet of two Naval Lynx helicopters going through their mirror image flying routine. In contrast to the fighters, the helicopters put on their 18th Century ballroom display immediately in front of the audience; precise, and to the point. A nod here, a bow there, dozy do and round we go, snuggle up to your partner, but no holding hands... Precision flying, and in a stiff southeast crosswind, straight from the English Channel.



*Graham peers into the depths of a very deep, totally functional cockpit without a cushion in sight*



*Dozy do and round we go...*

A number of the visiting private pilots provided short pleasure flights for visitors throughout the day in support of the RNHF fundraising; Oaksey Park's Adrian Robson flew a passenger who transpired to be the CAE resident maintenance engineer for the Lynx simulator: "Would you like to have a look?" Silly question....

The simulator visuals are highly realistic, but given that the focus is on maritime applications, the landward images loaded by the system do not need as much resolution as is technically feasible. Especially when seen upside down.

Now, how can I fix another Strut visit to Yeovilton? Gotta get a better grip on that collective....