



Strut Co-ordinator:	(Situation Vacant)	
Treasurer/Membership Sec:	Gordon Pritt	☎ 01934 511908 e-mail: gordon.pritt@virgin.net
Newsletter distribution:	Ian & Mary Leader	☎ 01275 541572 e-mail: ian@pfabristol.flyer.co.uk

Ian & Mary: 7 Cantell Grove, Stockwood, Bristol, BS14 8TP **Gordon:** 16 Mead Vale, Worle, Weston-Super-Mare, BS22 8RB

Next meeting – September 8th

Unfortunately we have been unable to fix up a speaker for this meeting, the first following our summer break. However, it will be an opportunity for members to recount their adventures over the summer, and to discuss future events for the coming year. We really do need to address the problem of appointing a new co-ordinator, as we can't operate on autopilot for ever.

Future Meetings

October will be our Annual General Meeting so we want everyone currently signed-up to attend if possible. It is the time to put forward ideas for Strut events and appoint (or re-appoint!) the committee.

November: We have arranged for Andrew Moore – Head of PFA Engineering – to visit us at Bristol, so it will be of special interest to those of us who operate aircraft on PFA Permits. We think 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 September (always check first before going!)

Free landings in FLYER magazine: Bodmin, Land's End, Panshanger and Popham
Along with the Summer vouchers for Donegal, Enniskillen, Gigha Island and Kilkenny

Free landings in PILOT Magazine: Bagby, Bodmin, Eshott, Popham, Sheffield City and Thruxton.

4th Old Sarum Airfield hosted by PFA Solent Strut.

Contact: www.oldsarumflyingclub.co.uk or 01722 322525; Strut contact: Bryan Edwards 01489 783036

11th Young Aviators (Eagles) at Oxford Airport. If you can help, contact Colin.HA.Hughes@bmwgroup.com

11th Devon Strut Fly-in, Watchford. PPR: 01823 601268 / 07779 143439

11th Kemble Open Day, Kemble Airfield. Free landings for visitors. 01285 771177 Web: events@kemble.com

17th G-VFWE Yeovilton (by pre-booking) / Yeovilton airshow

18th Wiltshire PFA Flyers Sixth Annual Fly-in, Lower Upham Farm (Wiltshire). Free barbeque. Donations to Wiltshire Air Ambulance. Contact Dudley Pattison on 0799 0976393 website www.wpfaf.co.uk/html/fly-in

18th Baps 'n' Buns Fly-in, Compton Abbas. Fancy dress competition with free breakfast bap or sticky bun with every landing fee!

18th Vintage and Classic Day, Turweston. A fly-in or drive-in for planes and autos of days gone by, but all are welcome to come and support the Vintage Aircraft Club. Contact John Broad on 01869 324008.

Kitfox For Sale

Well equipped 1995 Mk 3 Kitfox (Group A) constructed by Les James.

Always hangared. No damage history.

Airframe 600 hrs.

Injected Bluetop 582 with Ivoprop 200 hrs.

Permit to July 2006. A joy to fly.

£13950 to include new Skymap 2 GPS,

Becker Radio and cabin heater.

Can be seen at Milson (near Shobdon).

Contact Adrian Lloyd 07787 847 064.



Members News

Congratulations to Dave Hall who recently achieved a Pass for his PPL skills test at Filton. He now just needs to complete the paperwork for his R/T rating and once this is sent off we will have another new pilot in our membership!

Steve Neale continues to make great progress having completed all of the flying syllabus, RT practical and all exams, so all that is left is QXC and of course the GST. He's just waiting for the British weather to co-operate. Good luck Steve.

Sam Edwards is progressing with work to get his Sonerai certified. He needs to move certain instruments and switches to the rear cockpit, and jiggle with the centre of gravity in order to improve pitch stability, but once that's done the permit to test should be forthcoming. Look forward to seeing you in the sky, Sam!

Andy Ferrington has been living life to the full and now has a clear view of his chosen career in aviation. He has achieved a flying scholarship worth 15 hours from the Air League (see his article in the February 2004 Strut), and has started a new job locally in order to save enough funds to allow him to complete his PPL course as a first step towards an ATPL. With airline sponsorship days over, and very few scholarships on offer, it seems that self-funding is the only realistic route (ie a huge bank loan!). However, Andy is extremely motivated and we are sure he will eventually achieve his dream job as an Airline Pilot. Best of luck, Andy!

Where did you go this summer?



We are always interested to hear about your flying visits, so if you have been somewhere interesting do let us know. It could be that others are looking for ideas, and you could inspire them to try it too! To kick off, we once again visited the Austrian Tirol and did a bit of mountain flying; see the article later on in this newsletter.

NC Meeting

Nigel Hitchman advises us that he is available to attend this meeting on 17th September, but offers the opportunity for any of our members to represent the Strut. If you would like to go along to Turweston please let Nigel know in good time. Also, if there are any matters that you would like to be raised at the meeting, please notify PFA before 9th September.

RAeS Lectures this month

6 Sept	Learning From Experience in Airworthiness & Maintenance Airworthiness & Maintenance Group Evening Lecture & Lunch – in London. View Details – www.aerosociety.com/conference/PDFs/AMsept05.pdf Or phone Conference & Events Department, Tel: 020 7670 4345
13 Sept	Inmarsat 4 Ruy Pinto, Director of Satellite Control and Navigation, Inmarsat <i>IEE, Council Chambers, Savoy Place, London</i> View Details - http://www.aerosociety.com/conference/PDFs/SpaceSept05.pdf Or phone Conference & Events Department, Tel: 020 7670 4345

GAAC News

Our Treasurer, Gordon Pritt, has received a letter from Charles Henry, chairman of the General Aviation Awareness Council, requesting feedback concerning the forthcoming CAA strategic review of General Aviation in the UK. The GAAC have long been concerned that the very people affected most by planning decisions, ie, private pilots like us, are those least likely to voice comments in favour of GA. Mr Henry's letter is reproduced below, and includes his personal e-mail address for contributions in support of our hobby. In the meantime, why not look up the GAAC website on www.gaac.co.uk to see how hard they work for our benefit. Gordon has advised that he has already forwarded our customary annual donation from the Strut funds.

The following was extracted from the GAAC website:

It may surprise you to learn that, in terms of flying activity, GA is a much bigger activity than Commercial Air Transport (CAT). Did you know for instance that:

there are more Private Pilot Licences than Commercial Licences?
there are eight times more GA aircraft in the UK than there are airliners?
there are at least six times more movements by GA aircraft in the UK than by CAT craft?
worldwide, GA aircraft accounted for 75% of all hours flown by civil aircraft?

And Mr Henry's letter:

Dear Mr Pritt

Re: Strategic review of General Aviation in the UK

The CAA considers that there is a need for review of a number of issues related to General Aviation and has proposed that, as Chairman of the GAAC, I should be one of the seven members representing GA on the Strategic Review Team.

To ensure that your needs and views are properly considered, it is my intention to ensure that all GAAC members are kept informed and invited to comment and contribute... particularly on matters where specialist expertise is needed. Those of our members who do not have their own Trade Association on the Team will be able to write directly to me and I shall, in turn, make certain that such matters are heard.

My personal E-mail is charles.henry@btopenworld.com and I would ask interested parties to respond by E-mail to me, so that we may set up the necessary group. As matters progress we shall be using our website or that of the CAA to post news and invite response.

This work will need support and while I am unpaid, our secretariat will come under considerable pressure and need of support... so if you have not already made your donation for 2005, please would you be kind enough to send a cheque now to the GAAC at the above address. (Address given, ed).

Yours sincerely
Charles Henry, Chairman GAAC

Return to the Tirol

By Ian & Mary Leader

Having had a great time last year when we first visited Austria on holiday, we decided to do it again this year. (See the September 2004 'Strutter' on the Bristol website). The holiday region of the Tirol (the Ferienregion) comprises several small townships; Kitzbühel, Oberndorf, Kirchdorf, Erpfendorf and Sankt Johann, with various smaller villages in between. Once again, we booked accommodation in St Johann, largely because it has a delightful little



Erpfendorf in Tirol

airfield just 2 Km up the valley, and we made sure that our chosen hotel offered free bicycle hire so we would have transport available.

The day we arrived it was raining, and this continued on and off through the next day as well. But despite this we still had a most enjoyable visit to the ancient town of Rattenberg, and a tour of the world famous Kisslinger glass works. Following this, we were treated to a relaxing cruise around Lake Achensee in a little ferry-boat. Various tours such as this were available through Crystal Holidays, who had also looked after us so well last year. This time, though, we had decided to put more emphasis on exploring the locality, so opted out of some of the tours previously experienced. That's where the bikes came in extremely useful.



Robin DR400 at LOIJ

Once the weather started to improve, we headed along the valley to see how far we could get. Although reasonably flat, the area is actually over 2000 feet above sea level so when the sun shines it is hot, and the air is thinner than we are used to. However, you soon acclimatise, and we found that our exploration reached out a little further each day. On the Friday after we arrived, the weather seemed much more settled, so we called into the Sportflugplatz to see what was going on.

The airfield at St Johann in Tirol (LOIJ) is home to the local gliding club, who operate some 10 or 11 gliders, three of which are two-seat, a couple of motor gliders – a Scheibe SF 25C Falke and a Dimona HK 36 TT - and a couple of Robin DR400's to pull the sailplanes aloft. It was one of these Robins which I flew last year, and I expressed a wish to repeat the experience. The duty manager, Gunther, advised me that today they were very busy and had no pilot available, but next week there would be 'no problem'. So we retired to the terrace to watch proceedings over 'zwei kaffee, bitte' and chatted with a couple of German aviators who were having a lunch break en route to their base near Munich. It turned out they were attending a 'training camp' for pilots which runs for a week, during which time various instructors will fly with them to coach different skills such as aerobatics, navigation and emergency procedures. Today they were returning from Zell am See following instruction on mountain-flying, one of the 'more relaxing' activities of the camp. Quite an idea, we thought, and something the PFA coaching scheme might consider adopting.



Recent snow on the Wilder Kaiser

After the weekend, we were out on the bikes again, so called into the flying club again to book a flight in the Robin. Gunther was in the briefing room again, and on explaining what we wanted he looked out of the window and exclaimed “we fly now, OK?” It certainly was OK, as the cloudbase had now lifted from the mountain tops, and the sun was shining in a clear blue sky. He busied down to the hangar and organised the Robin to be made ready, and left me to pre-flight while he did the paperwork. The 180HP DR400’s are fitted with fixed pitch four-blade props for low-noise operation, and the Lycoming 360 powerplants pull the aircraft readily into the air despite the

altitude and hot climate. We took off well within the 675 metres available, and headed down the valley along the majestic Wilder Kaiser range which dominates the town. The flight took just over 40 minutes, during which I was allowed to do just what I wanted – “It is your flight” said Gunther “I am just a passenger!” However, he was keen to point out the ground features and sights as we passed over them, and advised the best route to take when threading our way between the mountains. The delightful flight ended as we touched gently down on the numbers, and I remembered just in time that I had a nose-wheel rather than the one at the back which I’m used to!

With two D-registered Robins now in my log-book, I was keen to see what the little airfield at Zell am See had to offer, so we resolved to find a way to check it out. The way to do it was by train, as we discovered that public transport in the Tirol is both inexpensive and efficient. All trains here are clean, electrically powered, and run to a time-table you can set your watch by. In addition, they actively encourage tourists to bring their bikes along, as many trains have a

customised carriage at the rear fitted with hooks on which you hang your front wheel. It seems the done thing to take your bike to a nearby town and ride back, or use it to explore more distant locations. Zell am See is a popular resort for the local community, with its picturesque lake surrounded by snow-topped mountains. The little Flugplatz (LOWZ) is located at the southern end of the lake, and is just as picturesque. It took us a mere 20 minutes to cycle along the cycle-path from the station, and we found it easily



The club Dimona lands at Zell am See

by watching where the aircraft were landing. Although principally a glider-port, there is a 6-seat Piper Saratoga based there which runs sightseeing tours around the Hohe Tauern national park area, including the mighty Großglockner and glacier. The gliding club was busy when we arrived, towing one glider after another into the bright blue sky, releasing them over the mountain tops where they would circle around for hours riding the up-draught winds so prevalent in this region. I lost no time enquiring at the club desk about the possibility of a local flight in their DR400, but was told with regret that the aeroplane was in for maintenance that day, and the others were busy launching gliders and not available. It was possible the Robin may be ready late afternoon, but we had a train to catch and couldn’t risk missing it. Oh well. We had lunch on the terrace with ‘Eins kaffee und eins bier, bitte’ watching the aircraft come and go, and then it was time to get back to town to catch the train.

The fascinating old town of Zell am See nestles along the western edge of the lake, and is well worth a visit. We had a bit of time before the train left to stroll through the narrow back-streets lined with cafés and olde-worlde shops taking in the unique atmosphere. We even spent a few euros on souvenir glassware (beermugs) with our names engraved by hand.

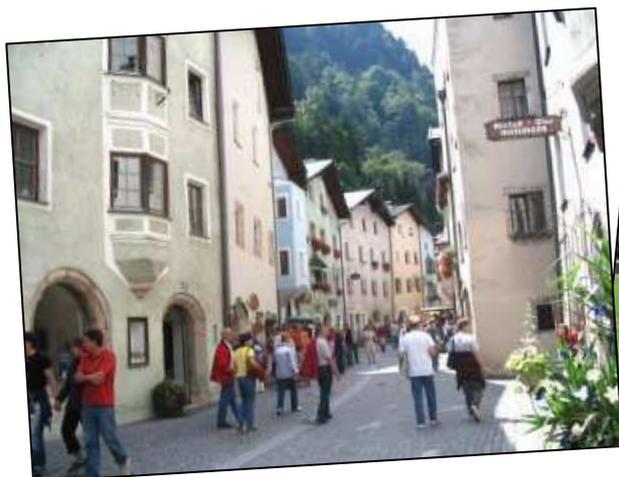
So ended another idyllic holiday in the Austrian Tirol. If you are minded to venture that way yourself at any time, there is a lot of information available on the internet. The Gliding club at St. Johann can be found on www.loij.at if you can read German, but there is an English translation on www.alpine-segelflugschule-zellamsee.at which is the Zell am See homepage. To book your holiday try looking up www.crystalholidays.co.uk for a wide range of lakes & mountain breaks.



View from our balcony



Lake Achensee



Rattenberg



Kirchdorf in Tirol



Zell am See