



April 2002

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This month's meeting: Thursday 11th April 2002

This will be a change from the usual venue at BAWA and this month we will all be descending on the Hick's residence at The Cherries, Hempton Lane, Almondsbury to see the progress of G-BZRV. Ed, Nigel and Pete have been building their RV6 over the past 20 months and she is very nearly ready to leave the workshop and receive a lick of paint.

PPR:

Ideally all those attending will e-mail Ed to say they are planning to come. Those without e-mail should consider phoning Ed on his mobile - 07973 715211 and speak to him or leave a message.

Joining instructions are as follows:

Drop in any time through the evening, between 1800 and 2100hrs. To avoid clogging up the top of the lane, you are requested to park in the area at the bottom, opposite the school entrance, and then walk the short distance to The Cherries. The bungalow is on the turning circle at the top of the lane; identification is assisted by two blue cars and one grey car in the drive leading to the bungalow on your left hand side. (No windsock - sorry!)

Navigation:

Turn to the Patchway page in your Bristol A-to-Z and follow the A38 north towards the Aztec West roundabout. The last turning left before the roundabout is Hempton Lane, pull into the slip-lane prior to the turning, and the school is a short distance along on the left. On arrival at The Cherries, walk to the back gate and go through to the garage.

Last month's meeting:

Dave Boxall of [Cameron Balloons](#) treated us to a very interesting insight into the design and construction of various Cameron balloons. He showed us slides of the factory at work, and some previously unseen pictures showing the inner workings of the Breitling round-the-world balloon, which as everyone knows, was built by Cameron! Dave is himself a qualified balloon pilot, and was actively involved in the Breitling project as a member of the support team, so he was able to share much fascinating first-hand knowledge with us.

The famous Cameron [special-shape balloons](#) are doing well, and we learned how they are designed on the computer and assembled from a heap of shapeless material by their skilled machinists before being inflated prior to delivery to the customer. Dave proudly informed us they seldom have to be re-designed to work properly, but on a rare occasion a part had to be re-stitched when it was discovered an arm had been attached to a Michelin-Man upside-down!



All in all a very interesting evening, and as a bonus we look forward to welcoming Dave as a Strut member in the near future.

<u>Places to go in April/ May</u>			
April			
6	Leicester	BAeA Aerobatic Competition	
7	Brighton	Real Aeroplane Fly-in	01757-289065/ 01302-890633
7	North Coates	Spring Fly-in	(PPR) 01472-388850
13	Middle Wallop	BBML Vintage Balloon Inflation Day	01489-603479
13	Sibson	Precision Flying Competition	01780-740973
14	Old Sarum	Banbi & Europa fly-in	023 8028 2619
14	Popham	Spring Fly-in	01256-397733
21	Henstridge	PFA Wessex Strut Fly-in	01963-364231
21	Turweston	VAC Daffodil Fly-in	01280-705400/ 01327-858138
27	Filton	Bristol Strut Young Eagles day	01275-541572 or YE@pfabristol.flyer.co.uk
May			
4	Rochester (start)	PFA Novices fly-out to Le Touquet	
4-5	Popham	Microlight Trade Fair & Balloon Meet	01256-397733
5	Duxford	IWM Spring Display	01223-835000
5	Bagby	Old Comrades Fly-in	01845-597536/ 523976/ 597385
5	Brighton	Piper Fly-in	01757-289065
6	Popham	Flypast Aero/Autojumble, Fly-in & Vehicle Rally	01256-397733
6	Dunkeswell	PFA Devon Strut Fly-in	01404-891643/ 07970-251386
10-12	Kemble	Cirrus Great Vintage Flying Weekend G-VFWE 2002	(pre-register) 01747-838165 or: www.zolid.com/cirrus

The Royal Aeronautical Society:
Wednesday 17th April at BAWA
Airbus Wing Aerodynamics - Old and New
Dr Jeff Jupp, Director Technical Airbus UK

News from FLYER internet

GA News

Last updated: Thu 28, Mar 2002

Euro version of GPS to take off

Galileo, the European version of GPS, should be up and running by 2008 after the EU signed up to it yesterday. The new system is a joint project between the European Commission and the European Space Agency to deploy a new infrastructure based on a 30-satellite constellation. It is expected to give unprecedented worldwide coverage, reliability and accuracy and will essentially leapfrog the Americans (and Russians) in current navigation technology.

Until now, there has been much prevarication about giving the project the go-ahead because of its estimated £2 billion cost, however it is expected to create 140,000 jobs and generate three times its cost price per annum in business. Unlike America, Galileo will be primarily a civilian project backed by legal guarantees, rather than a military-based one.

Several levels of service will be offered: the first would be free for all and is reported to have an accuracy of less than a metre. Additional services will offer better accuracy for a fee.

Further details in the next issue of FLYER, You can also check out more about Galileo on www.galileo-pgm.org.

Young Eagles - SATURDAY 27th APRIL 2002 (Bad WX alternate - SUNDAY 28th)

Update for Strut members attending on the day.

As in previous years we will again be based in the Flight Operations building next to Gate 14, and will be allowed use of Apron 1 for Eagle flights. The airfield and Gate 14 will be open from 0900hrs, but we will be allowed through the top Gate before that in order to get set up before our visitors arrive at 10:00. Please come as early as you can so that we can establish who does which job. Several volunteers have already come forward to help, and to those we say thank you.

Airborne arrivals should call Filton Approach on 122.72 well before joining, and monitor this frequency before that to get an idea of other inbound traffic. It is possible we may be asked to assign you an Eagle number callsign nearer the day when the briefing notes are issued.

Contact Ian & Mary on 01275 541572, or e-mail: YE@pfabristol.flyer.co.uk

Fly Me to the Moon?

Strut members will remember the meeting some months ago when we had a visit from David Ashford of Bristol Spaceplanes Ltd who told us about the Ascender Project. Apparently the Project is still alive and well, and their website is regularly updated.

(www.bristolospaceplanes.com) . The following is a news item recently released:

PRESS RELEASE

Bristol man wins a place on commercial sub-orbital spaceflight

Mr Andrew Hobson, aged 37, from Pucklechurch, Bristol has won a place on the first commercial sub-orbital spaceflight by Bristol Spaceplanes Ltd. A member of the Ascender Project supporters' club (a Bristol Spaceplanes venture) Mr Hobson won the chance to join the 60-mile high club as part of a free draw to reward members for their support.

The Ascender Project is spearheading the race to win the X prize, a \$10M prize fund awarded to the first non-governmental organisation to take passengers into sub-orbit on a regular basis.

Within the next few years, Ascender hopes to be carrying a crew of two plus two passengers to space. Ascender will be able to take off from an ordinary airfield using turbofan engines. It will then climb to a height of 5 miles where the rocket engine is ignited. Ascender then pulls into a steep climb to a maximum height of 60 miles above the earth's surface. Passengers will be able to see the curvature of earth, an area the size of England and experience several minutes of weightlessness.

The general public have another chance to win a place on the first spaceflight by joining the Ascender Project supporters' club. The next draw will be held in October 2002. All membership fees support the design and build of Ascender, the most likely winner of the X prize!
END

Old Buzzards at Bristol

Though not strictly for the 'old', this scheme has been around for some time in the Strut but perhaps not as well exploited as it could be. The idea of those with aeroplanes offering rides to those who don't, is not a new one. It does need, however, someone to pull it all together, and so far this has not really happened. *But that is all going to change!* When you fill out your membership renewal, look for the options for 'flights offered' and 'flights wanted' and make sure you fill them in as appropriate. Gordon has recorded these details in his membership list, and will attempt to match one against the other by circulating names to those members who are interested. If you have already signed up and not had this option, just call Gordon (or e-mail) and he will update your details accordingly.

Shortly before Easter, Dave Hall flew with Graham Clark and his friend Bill to Perranporth and back, and the trio had a wonderful day out. After the event he produced and illustrated the following article which might inspire a few other such flights throughout the summer months to come.

The Old Buzzards Scheme



You may not have heard formally of this little-publicised initiative that is thriving in the Strut. It is similar to the more familiar "Young Eagles" program(me) but offers opportunities to those who are, well, of more senior years. This brings its own challenges such as how to fold up old joints so the body is small enough to fit the doorway, and balance on one leg while leaning over backwards, (No, I don't mean the pilot!).

The principal compensation of the 'Old Buzzards' scheme for the generous pilot/owner is that rarely does one have to reassure anxious parents that their cherished offspring are perfectly safe, and that aircraft do sometimes have to "lean right over".

Just such an opportunity arose recently when one of our number offered a bit of Jodelling to a novice strut member, and an old friend Bill. Making most use of the fabulous pre-Easter weather, Graham suggested a day trip from Kemble to Perranporth. Initial

thoughts were for Bodmin, but with 3-up in the Sicile and one of those not much short of 100kg, hard runways of fair length were felt a safer option. With front tank full, and enough in the main tank under the seat for taxiing and a safety margin, the CG calculations were considered satisfactory for G-BHTC to set out.

Waiting just long enough for the mist to clear at the destination, the trio got airborne at 1130 hrs and headed 220 magnetic at 2,500 feet, towards the Mendip mast and the South-West.

Bristol ATC was heard to warn traffic of a "slow moving" aircraft - cheek! At 105 knots IAS and 2400 rpm on the Potez engine, that was a good speed.



Lakes, rivers, main roads and railway lines (dis.) all passed below, clearly visible in the superb glass-clear new bubble canopy expertly-fitted over the winter by Graham.

Bridgewater slipped by, Hinckley Point, the Blackdown Hills, Exmoor and then the surf beaches of North Devon and Cornwall appeared along with their RAF Coastal Command stations - St Merryn (see last Newsletter), St Eval and St Mawgan - only the last still active. Then it was Newquay, its harbour clearly visible, and soon after Perranporth with long surf-driven beach, town, and the airfield perched on the cliff top. A couple of gliders were the first nearby aircraft seen on the flight.



After a circuit to assess conditions, the Jodel glided gently towards the threshold of 09, a bit of power, a request to use the grass runway alongside the tarmac to help make a gentle touchdown in the gusting 140° side-wind, and all were down safely after a flight of just 90 minutes.



Once refuelled, picnic lunch was taken on the sheltered side of a small headland looking out at the blue-green sea, white surf and the magnificent cliffs, with an unusually convoluted orange-red rock strata that would seriously challenge a geologist to interpret.

A stiff walk down the path and over the next headland led to a 'Pub-fall' where a tea-tray placed somewhat incongruously on the bar, refreshed the three. If not actually the last of the summer wine, there seemed at least a slight hint of it in this group of three.



Regaining the Jodel, Bill and Dave swapped places for the flight back and then took off, the wind much more gentle now, but with a headwind component making the return leg to Kemble take slightly longer.

It had been a wonderful experience, a great introduction to cross-country flying and confirmation of what an enjoyable hobby flying a light-plane like a Jodel can be. Lots of valuable information was exchanged on training and ownership options and their relative costs (which the 'better-half' might summarise as 'high', 'even more costly' and 'outrageously expensive'), maintenance, and operating considerations. Most of all it was a superb day out, and very special for me personally. Thanks a million, Graham.

Oh, and we did see a real Buzzard just after take-off from Perranporth.

Dave Hall. (March 2002)

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Last month's Newsletter

Click [HERE](#) to open the March "Strutter".