

**April 2005**

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**Last month – 10th March and Saturday 12th**

About half a dozen Bristol Strut members joined Bristol & Wessex for their CAA safety evening on 10th March. We were all reminded of good flying techniques which we all knew about, but possibly had forgotten or were out of practice. One point which was brought to light was the responsibility of all pilots to politely remark on any 'unsafe' practices they might see being carried out by other pilots. A raffle was made at the end of the presentation, and a couple of our members were lucky enough to win prizes.

The visit to the Helicopter Museum at Weston-super-Mare was attended by 13 members and friends on Saturday 12th March. It was very interesting to be able to get so close to most of the aircraft on display, over 80 in the collection, and our guide Peter Noyle gave us plenty of information as he led us around the site. The collection ranges from small models, through remote controlled Japanese crop sprayers to the quite awesome size of some Russian and French helicopters. Also, together with the British built EH101 prototype is the very smartly finished Queen's Flight Wessex which was flown in by Prince Andrew. Many more pictures are now available for viewing on our website:

[www.pfabristol.flyer.co.uk/photo\\_album.htm](http://www.pfabristol.flyer.co.uk/photo_album.htm)



**Next meeting - 14th April**

There is no shortage of press coverage of British defeats in, for example, World Cup football, but how much do you hear about a real winner? This month our guest speaker is Andy Davis of the Bristol & Gloucester Gliding Club. He was world champion in Standard Class in 2003 – and has a previous Gold and Silver to his credit. In fact he has represented Britain every year since 1981; he has been British champion numerous times, and is holder of the Royal Aero Club's Britannia Trophy and many other prestigious awards. Andy is also a British team coach and Chairman of organisers for the 2005 Junior World Championships. In his spare time he is a 777 captain for British Airways.

Andy will tell us about performance and equipment aspects of competition gliders and the challenges and tactics of world class gliding.

**Members News**

Good luck to Steve Neale as he starts his PPL training and to Dave Hall as he nears completion of his PPL course. Both members are learning at Filton airfield.

**Where to go in April**

*Flyer's Free Landings:* Bagby, Enniskillen, Gigha, Roserrow, Stapleford and Thruxton.

*Pilot's Free Landings:* Enniskillen, Old Buckenham, Stapleford and Cumbernauld.

**10th April:** Jodel Fly-in, Popham. 01256 397 733

**16th April:** VAC Daffodil Fly-in, Turweston. (PPR) 01280 705 400 or 01327 858 138

**30-1 May:** Popham Microlight Fair, Popham.

**30-1 May:** Taildragger Fly-in, Leicester. Free landings for taildraggers or PFA members. PPR: 0116 259 2360

### **Future Summer fly-in's abroad**

#### **Kyritz near Berlin 5th - 8th May**

We will also be able to fly into Berlin Templehof. In a typical 90hp light aircraft it takes about 7 hours flying from our area, two stops - one in Kortrijk (Belgium) and Porta Westfalica (Germany). The fly-in is publicised for all wooden aircraft prior to 1970 but all are welcome! If anyone wants any more info they can contact Ron Perry.

Full details on the PFA 'where-to-go' board. We want to swell the numbers!

#### **Texel 20 - 22nd May**

Another good one is a tail dragger fly-in to this Dutch Island. Four hours flying from the Bristol area with one stop at Headcorn, all welcome. Only 4 Brits registered so far.

#### **Airfield NVAV Fly-In Drachten (EHDR) 3-4-5 June 2005**

The Dutch Homebuilt Association NVAV invites you to their Annual Fly-in on Drachten. Phone in advance for information on +31 (0)512 51 32 45 and call "Drachten Info" on 123.45MHz when 5 minutes before arrival. Camping is allowed on the field, as the nearby town is about 5 km away. The field is situated at the border of the rather busy Military Leeuwarden CTR. Stay under 1500 foot, especially on Friday, because the F16s use higher airspace. No landing is possible with wind over 5 knots from the east.

#### **Share available in classic taildragger**

A one-third share in Binder Smaragd G-DENS is available for a suitably qualified PPL in the Bristol area. Operating from a farm-strip near Bath, short field experience will be necessary plus 100 hours P1 in the logbook. For more details contact Geoff Roe.

**Stop Press! This share is now sold. Sorry!**

#### **Weston-Super-Mare airfield support needed**

*Following on from our visit to the Helicopter Museum we have had news about a forthcoming important meeting in April to discuss the future of Weston Super Mare airfield. The local council want to discontinue the airfield and unless there is a positive argument for its retention they may have their way. Elfan ap Rees will be arguing on behalf of the Helicopter Museum so can't do so for GA as well. To this effect Ian Wakeling has taken up the reins and sent us the following:*

#### **Weston-Super-Mare Airfield - The Future**

I recently spoke with Elfan Ap Rees at the visit to the Helicopter museum about the future of Weston Airfield and he said that he was seeking support from the GA fraternity to assist him with a planning objection he has placed before North Somerset Council, which in essence is that "part of the airfield should be retained for helicopter and light aviation use in the interests of an integrated transport system and inclusive sports use". He is asking us to put together a statement as proof of evidence to support the light aviation case, which we should submit by mid April, which does not give us much time. Elfan suggests that the statement should take account of such things as the lack of GA facilities in North Somerset, the reasons why local airports like Filton and Bristol cannot fulfil the need, the lack of alternative sites typically due to green belt, geographic limitations, moors protection, sites of special scientific interest (SSSIs) etc. also the failure of the application at Kingston Seymour. He says that this could be counterbalanced with demand by local fliers for a site, the need for training facilities to meet the growing shortfall for commercial pilots, the value of a light aircraft airfield for business and transport in line with Government and policy support for General Aviation. Thus the retention of existing airfields for these purposes makes good sense and the suitability of Weston, together with local support for not wanting other developments adds to the argument.

I have agreed to put a statement together and therefore seek as much support as possible to help me achieve this since I have not done this before. I am looking for more of what Elfan has outlined together with evidence to support the statements to be made, plus anything else that will support our argument to retain a GA presence at Weston. Please E-Mail me with any suggestions, contributions, ideas, evidence etc. etc. Please do not rule anything out, any contribution will be gratefully accepted.

Please send all contributions to [Ian.Wakeling@btinternet.com](mailto:Ian.Wakeling@btinternet.com) or phone him on 01934 514375.

