



Newsletter of the PFA Bristol Strut

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Last month

We had a good attendance when Andrew Moore came to Bristol and gave his presentation of the way PFA engineering operates. Our former Head of Engineering had just negotiated his imminent departure to Australia, but nevertheless spoke with authority on the many services provided for the membership by the small team under his leadership. From Permit renewals to mod approvals, the department is kept busy day in day out, but Andrew was able to report that the backlog had been progressively reduced and now they are practically processing jobs as they come in. Revenue was inevitably a burning topic, and during his time of office Andrew has formalised service charges so that now members are charged the same regardless of who provides the service. Permit renewals provide the greatest income for Engineering department, and discussion took place regarding PFA versus BMAA; Andrew assured us that, contrary to popular belief, we actually have a very good working relationship together. The meeting concluded with a spirited Q&A session, and everyone agreed it was well worthwhile. We wish Andrew every success in his new job down under.



Next meeting – The Christmas Quiz

Don't miss our annual bash on Thursday 8th Dec when the serious nature of flying slips a little under the skilful guidance of Spike Parker. Traditionally, several teams are set up to compete against each other and points are awarded for correct answers to questions of an aeronautical nature. To assist the thought processes, we all contribute to a buffet style selection of sandwiches, mince pies, sausage rolls and similar festive fare, washed down with

BAWA's best ale, and (usually) a good time is had by all. Spike will be ready with the questions; will you be ready with the answers?

Also this week...

On Wednesday the 7th we have been invited to attend the Bristol Aero Club's flight simulator evening, in room 7 at BAWA, when Bob Sidwick of RC Simulations will demonstrate the latest developments in FS technology. The proceedings start at 1930 hrs and Philip Green, social secretary of the B.A.C. has extended the invitation to friends and members of the Bristol Strut to come along and see the equipment working, and perhaps have a go at flying around the local area over photo-realistic scenery.

Members News

Congratulations to Richard on the birth of his new son, Ross, who arrived last Thursday right on schedule! Mum and son are both doing well, and Richard is up to his neck in nappies et al. We wish them all the best, and will understand if co-ordinator's duties slip just a little occasionally!



Just after the last newsletter was printed, we heard that Steve Neale has finally struck lucky with the weather and completed his skills test to the satisfaction of the examiner. He is now looking forward to the arrival of his PPL and the freedom of the skies. Well done, Steve!

Geoff Roe has been busy in Scotland recently; he and Liz have purchased a nearly completed Jodel D18 and fitted a Jabiru engine to the front. Flight tests have now reached a satisfactory conclusion, and subject to a new Permit being issued, he expects to fly G-OLEM home to the farm during December.

Geoff points out that he takes no responsibility for the colour scheme or the registration!

Places to go in December

Free landing vouchers in *Flyer*: Bodmin, Huddersfield, Old Sarum and Stapleford.

And in *Pilot* magazine: Enstone, Lundy Island, Panshangar, Seething, Shipdham and Tatenhill.

Also this month, in *Today's Pilot*: Land's End, Popham, Sherburn and White Waltham.

18th Kemble Airfield GA Fly-in, Free landings for visitors 01285 771177

January 2006

1st Popham New Year's Day Fly-in

1st Compton Abbas New Year's Day Fly-in 01747 811767

Rally 2006

Readers of the PFA bulletin board will by now have picked up Graham Newby's announcement that the Rally will once again be based at Kemble, this year on the weekend of 18th /19th /20th August. We understand that the format will be much the same as before, but scaled down cost-wise ie, no frills which attempt to attract the general public who are not interested anyway. Hopefully we will have a grand fly-in event with better weather prospects!

New-look weather charts

Talking about the weather, Steve brought this one to our attention. Those of us who use the Met Office website for weather forecasts can expect a new format F215 and F415 low-level forecast from March next year. The new look forms will also then be known as Sig Wx (significant weather) forms. Changes are also expected with the F214 / F414 spot wind forecast charts, which will provide a more useful validity time. Read all about it on the following link: http://www.metoffice.gov.uk/aviation/news/briefing_charts/details.html

The Mode 'S' debate rumbles on...

It seems inevitable that this new system will become mandatory for VFR general aviation traffic by the end of March 2008, and new aircraft coming out of the factory are being fitted as we speak. There is an excellent update on the Flying Monkeys website <http://www.freewebs.com/theflyingmonkey/modesanupdate.htm> with a link to the Eurocontrol website which identifies problems currently affecting various new model transponders.

RAeS Conference, 8th -9th February 2006

AVIATION RESILIENCE IN THE 21ST CENTURY; Prevention, Response & Recovery

In Collaboration with Cranfield University Early bird discount of 10% for registrations received by Wednesday 21st December 2006.

For full programme & secure on-line registration please visit www.aerosociety.com/conference

Local RAeS meetings for the next few months were published in the November Strutter – the next one is - **Developing propulsion systems for half the cost!** presented by Neil Brown - **15 December 2005** Speaker- Programme Manager and Assistant Chief Engineer.

It's time once again to catch up with Edwin's adventures as he seeks out more new types to fly in. Part one follows, and we will conclude his story next month while discovering his current score.

FLYING IN 2005 by Edwin Shackleton

My flying year started from London Gatwick in a GB Air Airbus A320 operated by, and in the colours of, British Airways. The flight to Tunis was in connection with a Naturetrek 9 day break, mainly birdwatching but taking in Carthage, El Jem with its Coliseum, the troglodyte dwellings at Matmata and south to spend a tented night in the Sahara! The homeward flight was in a Tunisair A320 and took us from Tozeur to the east coast town of Jerba then Tunis. The Gatwick flight was in yet another Airbus A320.

Peter March and I flew to Henstridge in the Cessna 172 for the PFA Wessex Strut annual Fly In. Low cloud delayed departure from Filton but patience was rewarded. Next month, I flew with Eddie Clapham in the Aerotechnik Eurostar from the Oldbury strip to Eastbach Farm to see Jo Liddiard. Tony Liddiard had died just before my Tunisia trip and I had been asked to write his obituary. Tony had flown me in 9 different aircraft types in the 30 years that I had known him - more than anyone else had done. Less than a week later, I had a day trip with my daughter, Julie, from Bristol to Bergen, Norway, travelling in an Astraeus Boeing 757 taking just 94 minutes. The charter by Transun for the Bristol Evening Post, took 148 passengers in a really roomy cabin. The 757 was built in 1991 for AirWest, USA, but was delivered to Astraeus only 5 weeks before we flew in it.

Peter March and I visited the Friedrichshafen Aero Show in late April and used the RyanAir schedule from Stansted using the Boeing 737 Series 800, conveniently into Friedrichshafen where the exhibition was just across the airfield from the terminal. It was my first time in the new series 737 but not a new type. The Microlight Trade Fair had a few surprise new types and I was able to fly in a couple. The Aerospool WT-9 Dynamic of Slovak origin, all composite, low wing, side by sider powered by a Rotax 912 is a superb machine. This example was displayed at Friedrichshafen and had also been exhibited just before at the London Air Show at Earls Court. The Dynamic is to be UK produced and will surely be a top rate attraction in its own range. The second Popham type was the Air Creation Tanarg flex wing machine which is a direct competitor to the successful Pegasus Quik. The French machine is designed for low easy access and has incorporated new safety features. The odd name is that of a mountain in SE France.



Aerospool WT-9 Dynamic



Gippsland Airvan

Next flight, in contrast, was in a Cameron Z 140 hot air balloon, operated by Bailey Balloons. Take off was from Royal Victoria Park, Bath, with 7 aboard and we headed south west over really open country, flying over Farnborough and landing very calmly in a set-aside field at Clutton, just east of Chew Valley Lake. Next morning, I was airborne in the 8 seat Gippsland Airvan from Oxford Airport. This was No 46 off the Australian production line and had been crated into the UK last year, assembled and test flown. It took several months to locate the owners, then I was quickly offered a flight. With seven aboard behind the 300hp Lycoming IO-540, we were quickly airborne and enjoying the view through the very large windows. The roomy fuselage makes it a suitable freight aircraft or paradropper.

My next flight was in one of the most famous of the Auster machines. It was the Aiglet Trainer G-AMMS which Ranald Porteus demonstrated at Farnborough '52 and '53 with his inimitable one wheel landing demonstrations. It was owned by comedian Jimmy Edwards for some years. Sadly, it lay idle at Eggesford for over 10 years but has now been bought by Richard Webber and with new fabric looks better than new. Richard took me for a local flight taking in some photo views over nearby Chulmleigh.

The 'Today's Pilot' Fly In at Tollerton managed to find a good weather slot and, by fortune, the newly UK arrived Lancair Columbia 400 demonstrator paid a visit. I was fortunate to fly in this sophisticated production 4 seater



EH 101 Merlin

which is powered by a 310hp Continental, and the 25 minute flight finished with a 180 knot run down the runway. I was invited by RIAT Fairford to take part in their Regional Press launch on June 7 as they were claiming being the largest military air show in the world. RIAT wrote to me as a Guinness Record Breaker to join them with a promise of flying in a new aircraft type of my choice. The result was a flight in an RAF Merlin helicopter from Benson to Fairford where the area TV and press were awaiting our arrival after a 40 minute flight.

Next flight was in a Spanish produced Ultramagic M 145 hot air balloon from Great Missenden. Take off with 7 aboard was from a field adjacent to the Black Horse Inn, the regular venue for European Balloons. With a 4 knot initial windspeed, we hardly reached Amersham before a smooth landing in a set aside field.

The Vintage Flying Club had a Fly In / barbecue at Badminton airfield in late June and 29 aircraft attended. Martin Ryan took me up in his Stinson 108 Station Wagon for a couple of circuits so that I could take some photos for the VAC club magazine. Two weeks later, I flew again in the Stinson 108, this time to a Fly In at Eggesford. Martin flew us on the return via the north coast taking in Porlock, Minehead and Watchet then heading over Wells and Bath.

One of the new aircraft at the Kemble Rally was the Ikarus Breezer, an attractive German low wing 2 seat side by sider powered by a Rotax 912. I had an opportunity to fly in it from Wolverhampton Airport (alias Halfpenny Green) and found it to be a super machine, easy of access, quiet and excellent visibility all round - quite a contender for the new trainer market.



PZL 106 Kruk

A very long exciting day in early August started at 3.45 am rise then a 55 minute flight in a British Airways Boeing 757 from LHR to Dusseldorf followed by a 60 mile hire car journey northward to Wenningfield airfield near Stadtholm. My friend, Mike Drye had arranged a flight in a PZL 106 Kruk, a Polish designed crop dusting machine which had been used in East Germany. This one is the last survivor of over 200 produced, powered by a 600 hp PZL radial. The Kruk is a 2 seater with an aft facing seat in the rear but this example was a dual control trainer with a forward cabin with dual controls offset forward of the pilot. The owner pilot Dieter Gehling let slip that the aircraft could carry half a ton of water so I asked, rather glibly, if we could do a water drop!!!. So, we climbed aboard (the Kruk is 14ft tall) with Mike up front but I had big windows and a comfy seat. Soon

we were off in a tight circuit low down for the water drop, made another low run at a gliding field then a wide tour taking in Dutch territory and the Rhine with its busy barge traffic. All too soon our 45 minute flight was over - and what memories. Our return flight of a 19 hour day was in a British Airways Airbus A 320 Series 200, and just 30 months old.

At the MW Fly In at Warren Farm on Mendip, I flew in the first produced MW 6 as a bit of nostalgia as I had flown in 20 different MW6 and several times in this first prototype with Eddie Clapham, Mike Whittaker, Steve Slade and Bob Arnold (as on this day). Rather sadly this was the only one of its kind to fly while I was there. Mike has not produced a new design and the presence of 4 Skyrangers owned by ex MW builders told a story. Next day, I flew in the first Tecnam P 2002 Sierra in the UK, from Draycott Farm, flown by Graham Slater, CFI at Clench Common, who is now marketing this type. This example was built by David Lawrence and is a serious contender to the Ikarus Breezer. It will be interesting to see who gains the market along with others yet to appear in the UK.



Tecnam P 2002 Sierra

Nearing the Bristol Balloon Fiesta, I went back to Great Missenden to fly in a larger Spanish produced Ultramagic N210 balloon. Take off with 9 aboard was from Stone, near to Aylesbury away from LHR air traffic, and in beautifully clear conditions we flew south towards Stokenchurch Tower by the M40, landing after an hour at Bledlow before reaching the Chiltern ridge, travelling about 6 miles. At the Bristol Balloon Fiesta, I flew in the new Cameron Z 120 Bass Balloon operated by Bailey Balloons. It was adorned with three 3D diamonds around the sides, the Bass company emblems. We lifted off at 6.43am along with 102 other balloons and our pilot was, as last year, Rick Gillespie, making his annual pilgrimage from Australia. Also aboard was an ITV West cameraman with interviewer, Nigel Turner. Amidst much congestion, our basket skimmed within inches of an inflated balloon and followed over 20 other balloons to cross South Bristol making a safe landing just south of the old Bristol (Whitchurch) Airport.

We'll reproduce the conclusion of Edwin's year of flying next month and announce his grand total then!