



*February 2001*

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This month's meeting: 8th February 2001  
'Antique Roadshow'

When discussions were held a short while ago to decide events for future Strut evenings, Spike mentioned a meeting he had attended somewhere when each member brought along some interesting item with an aviation theme to share with the group. We thought we would try it too! Yes, get ferreting through the attic, garage, den or whatever, and dig out that bent propeller or that signed photograph and bring it along to share the story behind it with us on Thursday. Remember, we want lots of fascinating curios in order to fill the evening, so you are not rationed to just one item each.

Last month's meeting: 11th January 2001  
Ed's activities in 2000

Last month we were treated to a slide show and a half! Ed has gained a reputation for photography par excellence, and this selection of his many front-covers and magazine features demonstrated just that. His ventures have taken him right across the USA, where his work is now actively helping to sell aeroplanes for the Van's Aircraft company.

In this country, many spin-offs have resulted from his work covering the PFA Rally, and there are surely greater things to come! Ed is currently considering the contents of his personal website, so watch this space...

Next month's meeting: 8th March 2001  
Special Branch – the new regulations

At the end of February this year, we are told, new regulations concerning private flights abroad will be introduced. A representative from Special Branch has agreed to come along and fill us in with the details, so don't miss this valuable opportunity to get it right if you are considering a trip to Ireland or the Channel Islands this year.

Events coming up:			
Feb17-18	Northrepps	Icicle fly-in	01263-513015
Feb 18	Turweston	Vintage Aircraft Club Valentine Fly-in	01280 705400 or 01327 858138

*This month we have once again reproduced the annual report from Edwin Shackleton which has now become a regular feature. He has had another active year gathering yet more types, so maintaining his standing as a record- breaker: You can read it at the end of this newsletter.*

Wanted:

Strut members to form a small group operating a Jodel 3-seater which is looking for a good home.

Gwyn Rogers will be happy to hear from anyone serious about setting up a partnership in this lovely aeroplane; pilots should preferably have tailwheel experience, or intentions to convert.

The operating base has not yet been confirmed, but should be not too far from Bristol.

Contact Gwyn by e-mail to [gwyn@hallatrow.freeserve.co.uk](mailto:gwyn@hallatrow.freeserve.co.uk) or phone him on 01761 453446 or 01275 331445.

Other News, courtesy of **FLYER** website:

**AOPA campaign reaches 140 airfields**

AOPA UK has revealed that 140 airfields have now agreed to accept the CAA CAP 667 9.2(c) recommendation that GA aircraft should not be charged landing fees if they are making an emergency or precautionary landing.

29 airfields have declined to implement the measure, and 3 (the main London airfields) have not been approached.

In recognition of their contribution to UK GA flight safety, AOPA has decided to present a 'Flight Safety Award' certificate to each of the 140 aerodrome operators participating in the scheme.

**Old Sarum - even better news**

Last September we told you that Old Sarum's future seemed to have been secured through, among other things, good public relations.

The future of the airfield is even rosier now, after English Heritage concluded that Old Sarum is an area of significant aviation importance. Although many other airfields underwent major development during the 1930s, Old Sarum was left virtually untouched, with officers mess and guard room from the 1920s and the oldest operational hangars in the country (1917, since you ask). These elements are, English Heritage says, nationally unique and worthy of protection.

Having heard what English Heritage had to say, and with supporting commentary from the airfield manager, Salisbury District Council decided to designate the whole airfield as a conservation area.

Lesley Maynard, the airfield manager, says "I'm overjoyed with our new status. We have always encouraged people to visit this delightful airfield, and have done much to promote the history of the site amongst our GA colleagues."

David Scouller, CFI, added "I'm starting to think that we're becoming something of a case study for building relationships in the community. Ongoing dialogue with key groups has meant that general aviation is embraced as a partner within the community and we are now enjoying the benefits of that relationship."

The flying club points out that it would be very happy to receive light aviation and microlight pilots in what will remain a green part of Wiltshire.

*Strut members will no doubt remember meeting Polly last year when she came to talk to us about her epic flight across the pond. She's off again, this time hoping for a complete circumnavigation. Here's an update from the FLYER website dated 19th January, and a web-link for those on-line:*

Polly Vacher reaches Italy

We reported last week on the launch of a new round the world flight being made by Polly Vacher. The latest news is that Polly has made it down to Rome, on schedule despite some weather delays in France.

Find out the latest from [www.worldwings.org](http://www.worldwings.org), which includes a diary of the flight so far, details of the preparations and sponsors, the charities being supported and much more.

Short Finals...

From our obvious-advantages-of-Mode-C file:

Recently overheard on Fargo (N.D.) Approach Control frequency:

"Cessna One Alpha Bravo, you have unidentified traffic at 2 o'clock, three miles, altitude unknown, over the railroad tracks. Very slow moving primary target, might be a helicopter."

(Long pause.)

"Might be a train."

*Don't forget that all newsletter contributions (big or small) are gratefully received.*

Bye for now

**Ian.**

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FLYING IN 2000 by Edwin Shackleton

Atrocious weather helped delay my first flight of the year until mid March when I had a promised flight from Popham in an Air Creation Fun 503, one of only six of these French flex-wing machines in the UK. Terry Morgan asked where I would like to go and I said "local" but even so I was distinctly chilled in this completely unfaired microlight - but another new type! My 700th type was a Yorkshire sailplane YS53 all metal glider based at Chipping, Lancashire. I had managed to locate a syndicate member and fixed a flight on the return from a Scottish bird-watching holiday. Fortunately the weather obliged and I had my longest glider flight (46 minutes) in a racecourse pattern with other gliders on the lift side of an adjacent hill.

At the Popham Microlight Fair, I flew in the Urban Lambada, a Czech all composite, side by side, Jabiru powered machine. It was Irish owned/based but was still Czech registered. A few days later, I flew again with Ian and Mary Leader in the Stinson 108 from Marshfield, this time to the Devon Strut Fly In at Dunkeswell. Next day, Eddie Clapham flew me in the Aerotechnik EV-97 Eurostar which Nigel Beale and Eddie had built from the Czech kit. As it was completing its flight test programme, I was designated test observer for this ½ hour check flight.



Three days later, Michael and I flew on a British Airways Boeing 757 from Heathrow to Berlin Tegel, both fares being covered by Air Miles. While in Berlin, I had noticed a Cessna 206 floatplane, obviously pleasure flying. Tourist Information was not able

to locate its operating base. I enrolled a taxi driver, fortunately with some English and managed to locate it six miles from Berlin centre. Fortunately they were able to allocate a seat and we took off from the River Spree. Our route took us over Templehof airfield, the Olympic stadium and central Berlin. Return flight after 4 full days in Berlin was in another BA Boeing 757.

At the Thruxton Vintage Aircraft Fly In, I flew in the Mayfair operated DH Dove which had been built as a Devon for the Royal Air Force. Next day, Peter Bolton kept a promise of a flight in his Beagle Mk. Eleven that he had rebuilt over 3½ years since a landing accident. Built as a sole prototype, it was a 260hp Continental 10-470 powered development of the Auster 9 and was a Farnborough exhibit in 1961, 62, 64 & 66. Early June, I flew with Dennis Squires and Peter March in their Cessna 172 to Aerofair 2000 at North Weald. Among the exhibiting aircraft were two examples of the Cirrus SR20 which were new arrivals from the USA. I managed to arrange a flight in their busy demonstrating schedule and briefly handled the side stick control.

I met Marcus Bicknell with his Malibu Mirage at a Kemble Mince Pie Fly In and he promised to fly me from Filton. About 6 months later, the promise materialised and I had a short flight from Filton towards the Wye Valley in the right hand seat at a steady 160 knots. A week later, from Biggin Hill, I flew in the 1936 built Rearwin 8500 Sportster (powered by an 85 h.p. Le Blond radial) which was one of the Shipping and Airlines Collection. John Swinnerton flew us to Rochester Airport where we did five circuits, then back to a busy Biggin at mid-day to complete an exciting 55 minute flight.

The Cranfield Rally was not as productive as usual but I was able to fly with Adrian Wood in his Czech Benes Mraz Sokol M Ic on a lengthy air to air sortie. This Walter Minor powered 3 seater was UK imported in 1947 and flew for the next 27 years. It was then stored in a gradually reducing state of repair at different locations. Eventually, restoration expert, Ken Fern rebuilt the Sokol and after another ownership change, it flew again in February 2000. Nestor Slepcev shipped his Rotax 912 powered Storch replica from Australia to the UK and it appeared at Biggin Hill Air Fair, Berlin Air Show and Cranfield. Despite a distinct promise via e-mail, he refused to fly me, or anyone else, at the PFA Rally. However, he sold it to John Sheraton who flew me from the 140 yards long tarmac strip at Yatton model airfield at the end of their annual flying event just a week later.



A brief news item in "Aeroplane Monthly" gave only brief notification that the Lufthansa Ju 52, Me 108 and Arado 79 were to visit on 6 July with the Junkers doing pleasure flights. I booked for the latter and was at Biggin two days later. With 16 aboard, the Ju 52 trundled to central London and, after a brief hold, circled from Westminster, over Tower Bridge, Canary Wharf and the Dome. The 30 minute flight was a triumph in ATC co-operation. When booking for the Ju 52, I had asked whether they would consider flying me in the Arado 79. After a marathon negotiation, it was agreed that I would fly to Duxford in formation with the Me 108. Only 118 Ar 79's were built (1938-40) and this has been the only survivor for over 30 years. It is owned by a Berlin museum and operated by Lufthansa but is due to go in the museum when complete and will not fly again. My whole flight was in tight formation, ideal for photos, taking just 37 minutes - but back to Biggin took 3 hours but was well worth it!! In mid July, concurrent with a Kemble Fly In, Bristol Strut arranged a Flying Day while Swindon Strut had a "Young Eagles" day. Aircraft numbers were not large but 77 youngsters had their lucky first flight. An "Old" Eagle had a flight in Rob Simpson's Broussard which was still in its French Army camouflage scheme. I had previously flown in a French civil Broussard from La Ferte Alais in 1982.



First balloon flight of the year was in the Lindstrand built Budweiser Can from Longleat on press preview day. Lennie Vaughan, Virgin Balloons and weather (light mist just clearing)



were all in agreement and 22 balloons lifted off around 6.40 am. Within yards, most of the balloons were taking an early morning dip in Lord Weymouth's lake (not the one with the hippos) an apparent annual ritual. Lennie seemed to think that 3 dunkings were appropriate, wet feet ensuing. Lennie, acting on his normal procedure climbed us up to 6600 ft, which was another record for me. The annual MW Fly In at Cheddar was again a good venue and I flew with Bob Arnold in the prototype

Whittaker MW6 to photograph Mike Batchelor's side by side MW 6S in the picturesque local area. Ten minutes later, I was airborne with Mike Batchelor in his MW 6S. This machine was built as a tandem machine by Merton Ruck who later started conversion to the side by side 6S. Mike bought it and completed the work. This was my 15th MW6/6S. Next day, I flew in a Sky 160 hot air balloon, at long last having 'found' a Sky balloon (owned by Blagdon Balloons). Take off with nine aboard was from a field near to Cheddar reservoir. We flew low along the Mendip ridge and landed 57 minutes later quite near to Wells.

Coincidentally my next flight was at the Bristol Balloon Fiesta and I was delighted to fly in Bertie Bassett of liquorice allsort fame. Along with 123 other balloons in a mass of colours, we took off on the Friday evening, flying south across Bristol, landing 38 minutes later with about eight other balloons on the Imperial Sports Ground, Knowle. Next day, I flew with Peter March in the Cessna 172 from Filton to Coventry. On our return, we had views of the balloons heading north, some landing a couple of miles to the south of us. At the end of August, I was at Fishburn, County Durham to fly in John Rogerson's Fisher Horizon 1, which had made its debut at Cranfield in July. Peter Metcalfe flew me in this Rotax 912 powered Aeronca scaled look-alike. We flew to the coast and over Hartlepool on a very clear day. Brian Anning's fly in at Watchford Farm was graced by pleasant sunshine. I had a brief flight in Brian's Champion Tri Traveler (in which I had flown ten years ago).

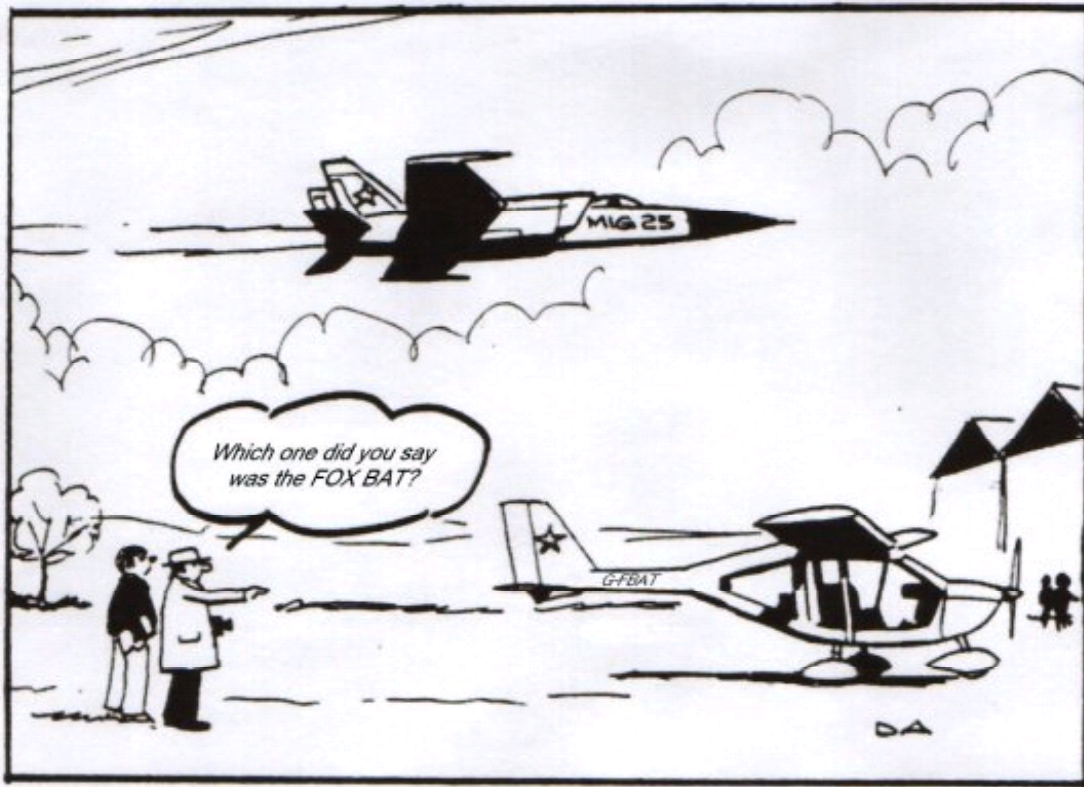
In mid September, I achieved an ambition to fly from London City Airport. I flew in a British European (alias Jersey European) Dash 8 from the 4000 ft runway set between Royal Albert and King George V Docks - an odd airport. We routed over the Thames Estuary, south over Folkestone before turning towards Jersey. Whilst in Jersey, I had a day trip to Guernsey, flying by Aurigny Trislander with that guaranteed window seat. Flying at only 1000 ft over the water, cruising at 135 knots, the outward flight took only 11 minutes (14 minutes return flight). On my last day in Jersey, I had a half-hour flight round the island in a Piper Arrow of Jersey Aero Club keeping over the water. We circled Elizabeth Castle and had the bonus of seeing the Times Clipper 2000 racing yachts departing St. Helier. My final flight back home was an anti climax as the Dash 8 to London City went u/s and we were transferred to a Gatwick BAe 146 flight.



Next flight, back home, was a special treat for my granddaughters, Helen and Kate. Ian Leader flew us in the Stinson 108 from Marshfield to Chepstow, Bristol and Bath in a 50 minute tour. In mid October, Gordon Faulkner flew the Ukrainian Aeroprakt Foxbat from its Staffordshire base to Shobdon for a flight assessment, air to air photos and a local flight for me. We were airborne in just 5 seconds in this VLA machine and I was able to enjoy both the machine and the brilliant views through its large glazed areas.

The Foxbat was my last type of the year leaving a 10 week "no flying" blank, thanks to abysmal weather. Also having now flown in 715 different aircraft types it is becoming more difficult to 'find' new ones. Thus my annual achievement is the lowest since 1983 but I am still enjoying whatever becomes available.

Edwin



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Last month's Newsletter

Click [HERE](#) to open the January "S trutter".

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