



www.pfabristol.flyer.co.uk

POPULAR
flying
Association

Bristol Strutter

Newsletter of the PFA Bristol Strut

February 2007

NEXT MEETING - GPS AWARENESS

Following suggestions made at the AGM we are trying an interactive strut evening. If popular we may try more. February will focus on GPS equipment. There will be no formal presentation but Roy Amor has kindly agreed to kick off with a demo of his Skymap IIIc.

Ian will also bring his IPAQ with PocketFMS. Members are invited to bring along their GPS equipment and share their views and experience of using it. We hope to be able to project onto the big screen. As well as the all singing and dancing GPS receivers, there will be a light hearted contest to see who can bring in the oldest model.

Throughout the evening of course, there will be a chance to natter about your aeroplanes, home-build projects, flights away planned for the summer, etc, etc. This is not always possible when we have a guest speaker and restrictions on time. Looking forward to seeing you there.

Steve

LAST MONTH - ROGER HOPKINSON

Members welcomed PFA Chairman Roger Hopkinson to our meeting last month. Roger's energy and enthusiasm for the PFA and its aims quickly became apparent. Clearly a pragmatist, Roger is also a keen lobbyist and sees consulting the powers that be as a key part of his role. We were pleased to hear that the PFA is highly respected both nationally and within Europe; the 'PFA' name opens doors.

He explained the way EASA and Eurocontrol fit into the European regulatory model. There was good news on the European recreational PPL (RPPL) and it would appear this a now a 'when' not an 'if'; Roger's view was within the next two years. Less good was the news that 8.33Mhz transceivers will probably become mandatory in the medium term with 7 years being mentioned.

The Annex II orphans (eg: CAA Jodels and Austers) were also discussed and Roger confirmed that getting them onto permit is a high priority for the PFA at the moment. An excellent evening and we all thank Roger for his visit.

Inside this issue:

This Month's Meeting	1
Spread your Wings	2
Members news	2
Where to go?	2
Squawk 7010	3
Future meetings	3
Tucson Soaring Club	4-6

Contact Information

Strut Co-ordinator:

Steve Neale
01454 326745
E-mail:
srneale@yahoo.co.uk

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

Editorial address:

7, Cantell Grove
Stockwood, BRISTOL
BS14 8TP



Now... Spread Your Wings at Bristol

It's official. The date has been set as the 21st April for our Spread Your Wings event, and a team of Brissle Strutters will be busy telling low-hour pilots about the PFA and how to make flying more affordable. It is a sad fact that a high percentage of new pilots are forced to give up flying because of the cost of hiring from their flying club, and possible limitations on time allowed to take the aircraft away.

This initiative by the PFA strives to explain the joys of shared ownership to these guys, and the benefits of the Permit-to-fly scheme. For more details, and an application form, look on our website and click the green button.

Members news

In last September's newsletter, you will remember, we recounted Andy Ferrington's experience of qualifying to join his ATPL course. This month Andy is off to take up his allocated place on the 64 week JAR commercial + multi engine + instrument + multi crew training course with Flight Training Europe in Jerez, Spain. Anyone interested in finding out more about current Commercial training may find these links helpful and interesting: www.flighttrainingeurope.com (training provider in Spain) and www.gbairways.co.uk

We wish Andy all the best and hope to receive some updates over the next 15 months as he 'spreads his wings'.

Young Aviators

The National Young Aviators weekend has been set by the PFA as May 12th/13th when they hope to fly 600 youngsters nationwide to celebrate 60 years of flying. Bristol strut has a good record of running Young Eagle days (as they were once known!) and we wondered if you would like to take part in May. If you have an aeroplane available and would like to contribute to this event, please contact one of the following struts according to your geographic location, who have indicated they will be flying youngsters:

Gloucester strut - Harry Hopkins on jdn.hopkins@virgin.net
or **Devon strut** - Pete White on pete@aeronca.co.uk (Event due on May 6th at Bodmin)

Where to go in February

Free landing vouchers valid this month are available in:

Flyer magazine: Bourn (Cambridge), Kemble, Sturgate and White Waltham.

Pilot magazine: Fife (Glenrothes), Leicester, Old Sarum, Oxford (Kiddlington), Pembrey and Popham.

Today's Pilot magazine: Andrewsfield, Bagby, Old Sarum and Upfield Farm (Newport).

Feb 11th - Valentine Rally, Connington/Peterborough Airfield.
Organised by the Vintage Aircraft Club. PPR 01487 834161

If you can't afford to do something right, then be darn sure you can afford to do it wrong.

Charlie Nelson

The Reno Air races 2006

Graham sent us this link for the enjoyment of our members who have internet access.

Great pictures!

<http://photografik.net/reno/>



Your starter for ten

Following the interest generated by last month's picture quiz, Steve has provided another little head-scratcher to ponder over. Can you identify to what type of aircraft this canopy was fitted?



The answer will be published in the Strutter next month.

Squawk 7010...

Pilots with transponders on board are quite used to being asked to 'squawk standby' when approaching a busy ATZ; this reduces clutter on the controller's radar display. However, after recent trials at certain UK airports it has been established that the SSR code is more valuable if left 'ON' in the circuit, as it makes use of the "safety net" provided by Airborne Collision Avoidance Systems (ACAS). An information notice has been issued to ATC staff outlining these procedures, and from 15th March 2007 we can expect to be asked to continue squawking in the circuit pattern of major airports. If the airport is busy with a lot of circuit traffic and the display is getting cluttered, a new SSR code (7010) is available, so we may be asked to change squawk within 2nm of the aerodrome, for example if making an overhead join. With all circuit traffic on code 7010 the radar can be configured to display their i/d as a single symbol thus reducing clutter, but the ACAS system will still warn of any conflicts. The information bulletin can be read on the CAA website at www.caa.co.uk/docs/33/ATS100.pdf for your information.



Royal Aeronautical Society conference 2007 at No.4 Hamilton Place, London

* ONLINE REGISTRATIONS RECEIVED ON OR BEFORE 28TH FEBRUARY INCLUDE A 20% DISCOUNT *

Over the past year, the aviation and aerospace communities have increasingly recognised the need to work together. In defence, the industrial strategy focuses on partnership between the MoD and suppliers. Civil aircraft manufacturers have recognised the need to work closely with airlines to ensure that specifications meet deadlines and airports have appreciated the importance of planning with airlines' security strategies to meet terrorist threats. This year's Conference, as its backdrop, has the need for all parts of the community to work closer with each other for the good of both supplier and customer.

For a full programme, further registration information, and sponsorship opportunities please see our dedicated website at www.aerosociety.com/annual

Future meetings

March 8th - CAA safety evening in room 1.
 April 12th - Francis Donaldson.
 April 21st - Now... Spread Your Wings event.

May 10th - Shell Aviation
 May 12/13th - PFA Young Aviator weekend

During last summer, Graham was over in the States visiting friends in Arizona. As well as flying a Cessna 175, a J3 Cub and a Grob Twin Astir, he was able to glide with members of the Tucson Soaring Club in temperatures exceeding 100°F and was introduced to the art of hand-gun target practice. His report (excuse the pun!) follows next; enjoy.



BANG BANG ...YOU'RE DEAD

but gun-slinging tyro Graham Clark lived to return from El Tiro

All pictures supplied by Graham Clark

In the waterless desert of Arizona, the downed pilot was startled by the threatening sound of a rattle just a few feet away. Silently, he drew a .38 Smith and Wesson, peered around the 30 ft high cactus, carefully took aim and fired. Blam! Noise, Smoke, and Recoil. In that order.

"Gotta point about a foot to the right", observed John Rader*, president of the Tucson Soaring Club, as he dropped another handful of spent cartridges into the empty can. I did as told, and this time the target can leapt three feet sideways into the air and came down with a satisfying thud.

Friendship and fate had brought me to Phoenix, Arizona; and you know how it goes -- one thing leads to another. Which is how retired airline pilot Bernie Gross, a member of the EAA Deer Valley Chapter**, made me an offer I could not refuse. "Got anything planned next Sunday? Okay, then let's go flying." Beginning of a fabulous day of July aeronautical adventure and great people.

HOME ON THE RANGE, WHERE THE DEER...



Deer Valley Airport, just north of Phoenix, Arizona, as seen outbound from 4,000 ft. Hundreds of aircraft are based here -- corporate jets, warbirds, MiGs, ultralights, you name it..

The starting point was at 0800 at the Deer Valley pilot briefing room, where everything is on tap; no jobsworths with yellow jackets behind the desk. No desk; just computer terminals, printer and phones. Then we hop into Bernie's pickup truck and drive via the yellow security gates to his personal hangar in which Cessna 175 N59YY awaits our pleasure, with a 180 hp engine and tundra tires. Bernie likes flying over and to destinations in the desert. He is also a member of the Tucson Soaring Club located a few miles north of the US/Mexico border. So guess where we are flying today?

At 0900 we take off from runway 09 at Deer Valley and N59YY crosses the upwind threshold at about 2000 ft AGL, in spite of the fact that the temperature has already passed 100°F. By the time we have finished our right turn we are at 4000 ft and just under Phoenix Sky Harbor controlled airspace making a beeline for the brown profile of the Sierra Estrella Wilderness Area. Have you ever seen a sports stadium the size of the Millennium Dome mounted on rails? Visibility limited only by the horizon? Yes Sir...this is big country.

Bernie has obviously been this way before. Approaching the north sector of the Sierra Estrella (4512 ft) at about 4000 ft, a wall of rock grows in the windshield. Bernie gives me the cue: "Hang a right here, Graham!" and at 2,600 ft we whip through the narrow 2500 ft pass to the other side. Bernie then takes control, and we are rock polishing along the southern escarpment in company with a couple of vultures towards Estrella Sailport in Maricopa County.

Bernie is fond of low flying, and here there are no restrictions. After we have crossed a desert dairy farm (cattle fed with desert grass grown from irrigation) we see a Pawnee spray plane tracking at low-low level, and then begin our own descent towards Pinal disused military airfield. I say 'disused' but in truth this is a boneyard for civil jet airliners that, for the most part, have reached their economic point of no-return. Like most of the military aircraft that end up at Davis

Monthan AFB just south of Tucson, they are going nowhere. They are stored, engineless, until the price of scrap aluminium (sorry, aluminum) surpasses the lower recycling threshold. There are illustrious names painted on the fuselages.

Ninety minutes after leaving Deer Valley, our tundra tires arrive firmly on the stone runway of El Tiro Glider Port, the fifth WWII Auxiliary Field built for Marana AFB. It was a wartime diversion field for the hundreds of Stearmans and Harvards that populated these skies. Over 50,000 pilots were trained at Marana in WWII. El Tiro does have a hard runway, but this is mostly used by sailplanes for aero-tow take-off. Otherwise the Pawnee tug would throw up debris, with consequential abrasion of the beautiful finish now found on modern sailplanes. The club moved to El Tiro in 1983 when members cleared the brush for runways and built the hangars. The field was named El Tiro Gliderport after the road which leads to the site.



Low-level view of Pinal airfield, with geriatric jets awaiting the call to the happy hunting grounds.

HOME, HOME ON THE (PISTOL) RANGE



Graham at work with a .22 pistol. At right, John Rader, president of the Tucson soaring club.

Bernie and John are shocked to hear that I have never fired a hand gun; "But Gee Graham. This is Arizona. No gun? Then you ain't properly dressed!" So we pile into John's SUV and head to the pistol range, an improvised arrangement of tin cans in front of a mound of dirt and rock, where they show me the safety drills before we get down to a little harmless fun with tin cans.

Thirty minutes and a half a dozen clips later, John tells me to pack up. We are off to the launch point to fly a two-seat PW-6. This is a Polish sailplane which is new to me, ready and waiting with the Pawnee standing at one side. No second invitation is required, and off we go in search of a thermal. Within about three minutes we have made contact with a whopper.

I pull the yellow knob and John calls "your airplane!" Hoo-ray, and up she rises!

Unfortunately John is duty pilot and has to be down within 45 minutes. But that is not a problem, because another club member Mike Spriestersbach has arrived to fly the Grob Twin Astir, and he has an empty seat..... "Sure ya can!" A few minutes later I am again airborne. It takes very little time for us to make contact with the first usable thermal (Mike: "We ignore anything less than three metres per second"). Soon the variometer needle is pointing in the direction we plan to follow, but the scale only goes to 10 m/sec. So we can only guess at the rate of climb, as we watch civil jet traffic from the north flying beneath us towards Tucson.

We amuse ourselves by exploring the cloud base for the areas of strongest lift, but you can't miss. The hot desert air is going up, up, up! We are at 12,000 ft and have a comfortable shirt-sleeve cockpit temperature of about 30°C, while the poor blighters on the airfield are consuming drinking water semi-continuously from their backpacks. It's tough at the top...



Graham and John Rader await the Pawnee tug.

Mike has to get home by five, so we pull the brakes and throw away all that 'hard fought' height, and ten minutes later we are back on the tarmac runway, where Bernie has been busy. "Hey Graham, would ya like to fly a J3C?" Here we go again: low level around the patch in a 1942 bird flown from the rear seat by its restorer Luke Irwin who is older than the bird, NC23165, and bringing back fond memories of G-BFZB of yesteryear.

The day is not yet finished because Bernie and I have to face the one-hour home run to Deer Valley from Marana. This time, Bernie opts for the direct route right through Phoenix Sky Harbor

Class B airspace at 4,000 ft, with Camelback Mountain (2704 ft) providing a good fix just to the north of the city. Graham's Positioning System (3047 ft masts on South Mountain horizon) was working just fine. Just in case Bristol strut coordinator Steve Neale wants to know....

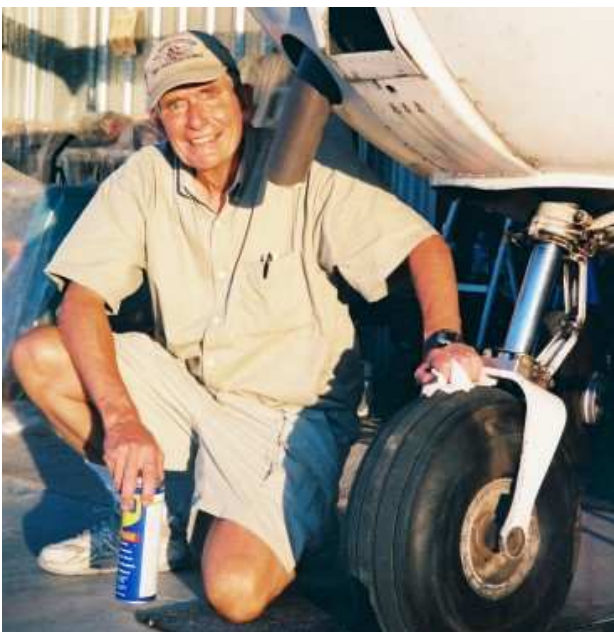
* John Rader: "Visitors to the Club very welcome."
Tel: 001 480 8022391.

Tucson Soaring Club, <http://tucsonsoaring.org>

** EAA Chapter 1217 Scottsdale,
<http://www.thunderbirdfield.org>



Two for the price of one: Cessna 175 owned by Bernie Gross, and the J3 cub owned by Luke Irwin. Note the stone guard strips on the tailplane leading edge.



Generous host Bernie Gross checks the nosegear of his Cessna 175 after a great day's flying. The C175 has a climb prop, Horten STOL kit, 8:50 x 6 main tundra wheels and a 34 gallon auxiliary tank.

Bernie has flown it many times to Mexico, and twice to Alaska. It is fitted with a glider tow hook and towed for the SSA International Return to Kitty Hawk transcontinental glider race, from the Pacific Coast to the Atlantic Coast, for the Hundredth Anniversary of Flight terminating at Kitty Hawk.