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Last month - The Christmas Quiz

As in the last couple of years, Spike Parker kept our brains well exercised at our Annual Quiz. Questions were contemplated, food and drink consumed, answers hotly debated and a winning team declared - Many thanks to Spike for his hard work in organising a most enjoyable evening.

Next meeting – 12th January

We are looking forward to hearing from the PFA's treasurer, and past chairman, Colin Mitchell. At the PFA AGM this year he gave an excellent presentation on the accounts, which explained how member's money gets spent by the PFA. You may recall Colin held the EC chair for a number of years and has his own views on the future direction of the PFA. We know he will also be very interested to hear our views concerning the future of the PFA, including this year's 'rally' format scheduled to be held at Kemble over the weekend of 18th, 19th and 20th August. Let's make sure he's got a good audience with lots of feedback.

Future Meetings

9th February – A presentation by Julian Andrews (Bristol ATC) and Carole Peters (Cardiff ATC) on the newly approved changes to the class 'D' airspace surrounding Cardiff and Bristol airports. We have invited our neighbouring PFA Struts and booked Room 1 (Upstairs in the new building) in anticipation of a large audience. Don't forget to click on the green Airspace button on our website for updated info and a map detailing the proposed changes. Do spread the news among your pilot friends, and perhaps print off a copy of the poster and put it up where you fly so that we can contact as many pilots as possible.

9th March - We are hoping to have a representative from Ultimate High – the Aerobatic team based at Kemble – to talk to us about their activities.

11th May - Graham Clark has arranged for Fiona Macaskill, World Champion Paraglider Pilot, to speak at our meeting. We hope that by choosing an evening in May there should be enough light available for Fiona to spread out the flying machine on the playing field at the back.

Places to go in January / February

Free landing vouchers in *Flyer* magazine: Fife, Panshanger, Sheffield and (wait for it) Pajala in Lapland. The February magazine will offer: Beccles, Fishburn, Land's End and White Waltham.

Vouchers in *Pilot* magazine: Bodmin, Popham, Peterborough (Sibson), Roserrow, Sandtoft and Sleap And *Today's Pilot*: Bodmin, Fairoaks, Fishburn and Old Sarum (Buy it soon as the magazine will be off the stands shortly!). February's free landings will be for: Beccles, Old Sarum, Tollerton and Upfield Farm.

Engineering opportunity at PFA

Following on from the news given to us by Andrew Moore, the PFA are now advertising for an additional engineer to join the team at Turweston. They are seeking someone with a broad expertise covering aircraft design, structures and aerodynamics. Some experience of aircraft certification would be useful. A competitive salary is offered for the position, which is based at Turweston (near Brackley) Northants.

Applicants should send a CV with a covering letter to: Graham Newby, Turweston Aerodrome, Near Brackley, Northants NN13 5YD. graham.newby@pfa.org.uk Closing Date : 31st January 2006.

For someone with a passion for light aircraft and recreational aviation, it would be difficult to find a more rewarding and satisfying career move.

RAeS Meetings

23rd January 2006 - Flying's A Wonderful Thing - The Art of Aviation Photography presented by Gordon Bartley – Speaker - Aviation photographer, IMAGINAIR

21st February 2006 - Landing Gear Design - from the Past to the Future presented by Matthew Sexton - Speaker - Vice President of Engineering, Messier-Dowty. Both meetings take place at 18.30 in Room 1, BAWA Leisure Centre, Southmead Rd, Filton.

PFA Awareness Day 7th January

In case you were thinking of going – we have been advised that it has been decided to postpone the PFA Awareness Day at Turweston on the 7th January. The January issue of PF promotes this event and asks people to "turn up on the day and pay" if they cannot get in touch with the office due to Christmas Holidays. However, please note that the event will not take place so don't turn up!!

NC Meeting minutes- 10th December, 2005

Thanks to Dave Hall for transcribing the minutes below for us:

News

We have heard that Cliff Piper has recently suffered, and subsequently recovered from, a heart attack. On behalf of Bristol Strut we wish him well for the coming year.

Matters Arising

- Gyroplane insurance is now available for two-seaters up to 450 kilograms;
- New PFA website (www.pfa.org.uk) ; any problems please e-mail penny@ pfa.org.uk ;
- Farm strip owners may consider expanding use of the strip now the set-aside subsidy does not apply due to motor use;
- A prestigious Patron is to be sought for the Young Aviators Scheme and a revised certificate designed in time for launching at the 2006 rally – ideas please to Ernest Lear Ernest@elear2.fsnet.co.uk

Chairman - Roger Hopkinson

Visions, goals, values and forward plans for the PFA EC to consider include:-

- Promotion of safety to enhance its credibility and help remain a regulator in Sport flying;
- Expand education and training role;
- Membership drive; Increase Strut membership - currently only 12 per cent of members are in struts;
- EC members should aim to give a Strut talk by March;
- Reports from Europe indicate European Commissioners are favourably considering a light sport aircraft category and it seems likely an NPPL-style trans-Europe licence will become available.
- We need to be the premier UK Recreational Aviation Association, and make it fun.

Marketing - James Tannock

Target of 300 to 400 new members this year, with stands at air-shows, PFA Roadshows, advertising in magazines and the Loop, (new aviation newspaper <http://www.loop.aero/>). We need publicity for the Rally and strut events, invite your local MP, distribute the *PFA Today* in waiting rooms etc.

CEO – Graham Newby

HQ planning appeal is in March; the main objector is opposing the scheme vigorously. The sea-change in European aviation continues. *NC meetings for 2006:- 18th March, 17th June, 16th Sept, 9th Dec.*

Engineering – Andrew Moore

- Check website for pamphlets for new builders, new permits and operating and repairing PFA aircraft. They can also be sent by post.
- Quick build kits which exceed the 49 per cent that the supplier is allowed to build can void your permit chances, so be careful how many pre-built components you order.
- Similarly avoid second-hand projects without a build record - you risk not getting a permit at the end if parts of the build have not been signed off properly.
- Factory-built micro-lights which are now eligible for a PFA permit to fly, have special operating and maintenance requirements, more restrictive than if you build it yourself, as paid flying lessons are permitted in factory built microlights.
- Orphaned aircraft moving from CofA to a permit to fly will be charged about £10 or £20 plus the permit renewal charge for first issue.
- CAP 659 covers engineering requirements for amateur-built aircraft.

Treasurer

- Rally loss £43,000, less potential £10,000 for sale of stolen/recovered four wheel-drive pickup.
- The annual operating profit was £20,000.
- Legal fees for HQ planning are substantial; we still have a large liability which may be reduced by the appeal.

Magazine

- Much improved communication due to monthly issue; information and news always welcome; struts to send newsletter to Brian Hope with details of forthcoming events in good time.
- Strut Reps should send an e-mail to Stuart MacConnacher so they can join the Yahoo group for access to NC reports etc.

Rally 2006

- £45,000 has been trimmed from the last year's rally budget by reducing exhibition space and economies in several areas. Revised admission charges are likely to be £15 one-day, £25 two-day and £30 three-day pass. The main marquee costs £12,500, which may be replaced by a smaller one at a substantial saving.
- It is hoped to have a special display of PFA aircraft and/or other special events at the rally to celebrate the 60th anniversary of the PFA. Ideas to Cliff Mort, please.

PFA Education

The Pilot Coaching Scheme now also offers training in air-show flight.

- PFA awareness days are being planned for 2006. The first one was to be at Turweston on 7th January, but has been cancelled. The format of these days is being reconsidered. Suggested focus days may include airmanship, field landings, modern engine types, long-distance flying, aircraft maintenance, post-PPL for new licence holders, aircraft building and repair, airframe welding.
- The British Model Aircraft Flying Association (BMFA), has a schools liaison operation which PFA Education would like to emulate, involving school visits, talks and practical activities. This has undoubtedly helped develop their membership base considerably over the years.
- Grants - a lottery grant of £5,000 has been secured for the Cambridge area. This will allow the Rans project plane to be exhibited (eg in supermarket car parks) and for its static display facilities to be improved, funding of young aviator events, group talks, promoting sport flying etc.
- Similar outreach grants are available in all areas – Wilts, Bristol, Wessex and Devon Struts are urged to apply jointly for one from the South-West region. (*Devon Strut will be applying on our behalf. Eds*)
- The Build-a-Plane project budget for attending 12 events with all proper expenses included has been estimated at £74,000. In practice its current cost is around £10,000 a year, due to the considerable voluntary contributions of time and money.
- Aviation Camps – Alan Twigg has a CD available on the organisation of these. Schools have not generally proved very responsive to taking up offers of aviation events, but scout groups are geared up to it, with badge schemes and all the right permissions and vetting. Navigation protractors and scale rules are available from PFA Education – see the curriculum web at www.flyers.org.uk

60th Anniversary of PFA

- The first meeting was held on 26th October following an article in Flight magazine on 22nd August 1946 entitled "Opportunities for Fools" about people building their own aircraft. Various ideas included a Vintage and Classic fly-in at Turweston on 17th Sept, incorporating Classic Motorcycles and a chance for a 'You ride in mine and I'll ride on yours' opportunity. Another event is being planned for July 2nd, details in due course when finalised.
- Struts are urged to make it an excuse for organising a special event some time in the year. Devon strut is planning to visit 60 airfields in the county as its celebration.

PFA Charitable Foundation

A motion to discuss setting up a PFA charitable foundation was deferred to a later meeting.

Two Decades of Bristol Strut

Records show that Bristol Strut is 20 years old this year. Gordon Pritt is the only original Committee member; he is still the Treasurer and strut funds are healthier than ever! Hasn't he done well! Do you have any ideas as to how we should celebrate this significant waypoint? Ideas so far include a fly-in of some description and possibly a Young Aviator event. Can we combine our Anniversary with the Association's 60th? Suggestions please to Richard.

Part Two of Edwin's flying adventures continues below – what will be his current total to date?

FLYING IN 2005 by Edwin Shackleton – part 2



Teverson Bisport

One of the new types at 'Flying for Fun 2005', and also a double prize winner, was the Teverson Bisport. Richard Teverson, who was owner of a Steen Skybolt, sought a new design to have a slower landing speed amongst the improvements. With professional design support, the Bisport featured the wing section of an EAA Acrosport, a stronger undercarriage and a modified fuselage with a blown canopy which could be slid back slightly and opened to the starboard side, needing a larger wing cut out. Richard's promise of a flight materialised at his farm near Sudbury, Suffolk in late August. With a 200hp Lycoming IO-360, we soon lifted from the grass strip and we set off for a scenic flight over Kersey, Lavenham and Long Melford on our 30 minute sortie - nice and sedate with no aerobatics !!

My next flight was in a Pacific Aerospace PAC 750XL at the Skydiving Centre at Hinton in the Hedges. This was the second of this New Zealand type in the UK (the first one was a Farnborough 2004 exhibit), developed from the US Fletcher FU 24 crop sprayer into a passenger type, now fitted with a 750hp P&W PT6A turbine. The co-pilot's seat was fixed to face forward for my benefit (normally aft facing for one of the 9 parachutists). Nicely secured alongside a 23 year old New Zealand female pilot, we were soon climbing at 1,500 fpm to 13,000 ft under London Air Traffic Control. With all 9 paras dropped (including 2 first timers and 2 tandem jumpers), descent was at 4,500 fpm. In fact, we had touched down while the last 3 parachutists were still descending.



Pacaero PAC 750

I had a most amazing flight thanks to Tim Manna in whose Gnat and Jet Provost I had flown as my 500th and 550th aircraft types. Coincidentally, I met up with him at Old Warden and I asked if there was a seat in the fuselage aft and below the single seat cockpit of his Douglas Skyraider. There was, and he said it would be OK for a flight! Just 4 weeks later, I had a phone message to offer a flight from Yeovilton to North Weald at the end of the Naval Air Day. My pilot was John Beattie, Manager of the Navy Historic Flight. The Skyraider is a big beast with a 2,700hp Wright radial, empty weight of 10,500lb and able to carry a bomb load of 8,000lb. I was duly briefed and climbed into the cavernous fuselage in complete isolation!! With the engine fired up, the wings unfolded and we were quickly airborne, just not able to believe my luck. Visibility was minimal with just two small portholes but I was happy to absorb it all. All too soon, after just 37 minutes to North Weald, we touched down.



Douglas A-4D Skyraider

Just 3 days later, I had my first experience of EasyJet with a flight from Bristol Airport to Newcastle upon Tyne in a Boeing 737 Series 700, taking just 48 minutes and at less than half the rail fare. Return journey was in the same time, all trouble free, no complaints and ready to fly EasyJet on another occasion.

So what is Edwin's grand total so far? 825 types of aircraft – what an achievement! Congratulations Edwin.