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Association

# Bristol Strutter

Newsletter of the PFA Bristol Strut

July/August 2007

## NEXT MEETING - FRIDAY SEPTEMBER 14TH

Bristol Airspace - one year on.

For our first meeting after the summer break we thought it would be a good idea to invite Julian Andrews back again to chat about the way the new Bristol airspace has been received by local aviators, commercial traffic and ATC staff themselves. Because of the wider interest in this subject, we will be contacting other GA pilots in the area with an invitation to join us, so we will have to move next door to Room4 for extra space. Please note the change of day - the meeting will take place on **Friday 14th** instead of the second Thursday.

Since the new airspace was established at the end of August last year, we are told that no local flyers have infringed, and the few busts that have occurred were by touring pilots based elsewhere in the country. So all our publicity worked, and credit is due in no small part to the involvement of PFA Bristol.



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## LAST MONTH

### Visit to NATS Bristol



*The group visit to BIA*

On two evenings last month, Strut members were invited to visit the control tower at Bristol Airport to look over the facility. Two groups of a dozen were guests of ATC staff, and each tour was preceded by an interesting discussion with John Mayhew who is General Manager of NATS at Bristol International Airport. Both the tower and radar room were shown off, and all the equipment and displays were demonstrated to show the extent of control afforded by this modern installation. Several aircraft arrived and departed while we watched, and it was interesting to see

what happens on the 'other side' when we fly in this area and call up Bristol for an FIS or similar service. The message that came across was that ATC are there to help you, and they will do their best to approve a transit if required, and provide information to make your flight safer and more enjoyable. Just call them on 125.650

### Thursday "chat" evening

We had no formal speaker for the regular strut evening, but a few stalwarts enjoyed an evening discussing their aeroplanes and plans for forthcoming trips. Ian and Ron were on the way to Kyritz but currently stranded in Holland due to bad weather, and we had a look at the maps following their adventures. We also had an opportunity to browse a CD on communication which was passed around during our recent visit to Bristol Airport.

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## Where to go in July/August

Free landing vouchers valid during July are available in:

*Flyer Magazine:* Bagby, Draycott, Land's End and Sandtoft.

*Pilot Magazine:* Andrewsfield, Beverley (Linley Hill), Brimpton, Fife, Gamston and Newtownards.

*Today's Pilot:* Elstree, Lashenden, Old Buckenham and Popham.

Here is a selection of PFA and local fly-in events to consider this summer (always check before leaving):

### July

14/15th - RIAT Fairford - Why not fly in? Landing fees start at only £250.00 see [www.airtattoo.com](http://www.airtattoo.com)

15th - Lundy Island with Devon Strut - PPR 01752 406660

21st - Bodmin Hanger Dance (Hog Roast, buffet and dancing - overnight camping) 01208 821419/821463

21st - Kemble Fly2help foundation fly-in [www.fly2help.org](http://www.fly2help.org) PPR 01285 770821/07824 367703

26/29th - Weston Helidays - WSM Helicopter Museum. See [www.helicoptermuseum.co.uk](http://www.helicoptermuseum.co.uk)

29th - Branscombe Air Day - see [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

### August/September

4/5th Aug - Oaksey Park - European Luscombe Rally - PPR 09768 980624

5th Aug - Treborough - see [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

18/19th Aug - Farway Common - see [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

8th Sept - Belle Vue - see [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

9th Sept - Watchford Farm - see [www.devonstrut.co.uk](http://www.devonstrut.co.uk)

And if you fancy going further afield:

11th/12th Aug - Birr, Ireland [www.ormandflyingclub.com](http://www.ormandflyingclub.com)

1st/2nd Sept - St Omer, France <http://acsto.free.fr>

25th/26th Aug and 8th/9th Sept - Quiberon, France [www.quiberonairclub.com](http://www.quiberonairclub.com)

## Looking ahead... Strut meetings

**Friday 14th September** We hope to have a follow-up talk with Bristol ATC a year or so after the Airspace changes at Bristol.

**11th October** Bristol Strut AGM.

**8th November** Informal evening with Alan George who will describe what it's like living and flying in France.

**13th December** Strut Quiz.

## Your Starter for ten

Last month we deleted the registration markings from the picture, a bit of a giveaway, but you can now see the aircraft is F-PYFP, a twin jet design seen at the RSA open day in Toulouse.

Constructed by an amateur builder, the aircraft is a Rutan VariViggen SP and is powered by two Microturbo Drone jet engines.



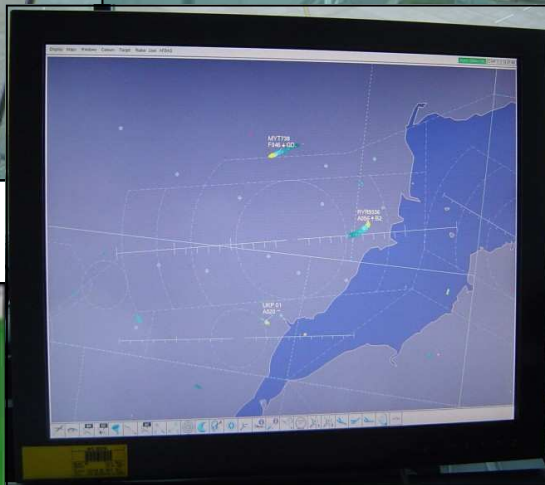


**Members News** Visit to NATS Bristol

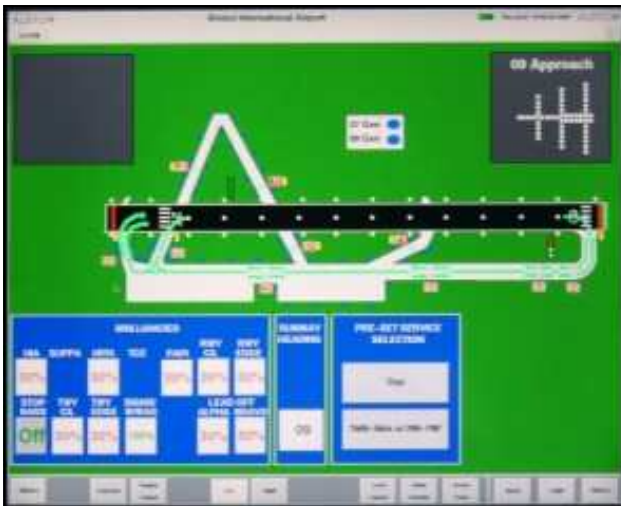
Some pictures taken by Dave...



The controller's views of the apron



An unfamiliar view of the estuary!  
They orientate the display upside down in the tower because it is the same relationship as the view out of the window looking South.



Full control over runway lights at the touch of the screen

Now we know how they can give us up to the minute local status so instantly!

Not much going on at 19.47 - even on the longest day due to weather!



**Kyrityz fly-in and visit to Berlin Tempelhof, June 15-17th.**



G-DENS at Midden Zeeland airfield

Ron and Ian took off from Garston Farm in G-DENS with a flight plan to Calais, the first leg of this European adventure. They left on the Wednesday before, allowing for weather anomalies, but despite this precaution the trip was still to be cut short. Following the coast past Ostend the visibility got worse and worse, so they diverted into Midden Zeeland just over the Dutch border. Watching for a TAF that showed improving weather proved futile, so when Friday came the decision was made to return home. However, the weather was good in Holland so a very nice couple of days were spent exploring the area on borrowed bikes - the standard transport in the Netherlands! On the way home, they met a whole squadron of microlights at Calais, en-route to the Spamfield fly-in, so they dropped into Sandown and camped overnight there before returning to the farm on Saturday. As it happened, Hubert Eckl who organised the Kyrityz trip, phoned Ron afterwards to say their weather was the worst ever, and those who made it to Kyrityz were going to Tempelhof on the bus!

## Useful information

**Kemble:** Left hand circuits from runway 08 at Kemble during July for a month's trial period. Noise Abatement procedures for 08 LH are as follows: Turn inside Kemble village on departure. Avoid overflying Rodmarton when turning base leg. note: Runway 26 will continue to operate as a left hand circuit pattern.

**Oaksey Park** frequency changed recently to **132.225**

**East Midlands Airport:** VFR Pilot information, useful VRP photos can be found on the very good website [www.emapilot.com](http://www.emapilot.com)

### PFA NC Minutes - 2nd June 2007

These make interesting reading and can be found by clicking on the green "NC Minutes" button on our Brissle Website.

### NOTAMS

We have provided a convenient link page on the Brissle website which makes NOTAMs easier to get. Click the brown button to go there. Included is a link to download the very useful NotamPlot program which provides a graphical presentation on a map of the country.

## PFA 'Rally' - Dunkeswell

As everyone will know by now, the event was a bit of a washout due to low pressure systems sweeping in from the Atlantic throughout the weekend. However, we flew down on the Friday in a brisk wind but stunning visibility to see what was going on, the only arrival apart from Stewart Luck in the Build-a Plane Rans G-TSOB who was making a delivery for the Devon Strut B-a-P2 project. We were invited over to the hangar where components of the X-Air Hawk had been mated together prior to display at the rally, and took a couple of photos showing good progress after only three months work! For a running commentary of progress, see the Spirit of Youth website [www.spiritofdevonyouth.org.uk](http://www.spiritofdevonyouth.org.uk) specially set up by Devon Strut to cover the project.



There are always blue skies up there - but sometimes clouds get in the way

Anon

Later on the Devon team fired up the BBO, but dark clouds were gathering so we decided to return home then rather than tempt providence. Unfortunately the weather took control on Saturday, and Sunday was no better, but some people drove in by car over the weekend to support the hard work put in by the Devon crew. Thanks to Pete, Jim, Mike, Dave and all the others for setting up what would have been a great rally had the weather not intervened.

Ian & Mary

## Notams and Red Arrows display dates

To reiterate Brian Hope's excellent article in Popular Flying, do try [www.notamplot.flyer.co.uk](http://www.notamplot.flyer.co.uk) to access NOTAMs relevant to your flight presented in a graphical format, and don't forget to ring AIS information number **0500 354802** before you leave home, because there could be some last minute variation.

For convenience here are the published Red Arrows displays local to our area in July and August.

Don't get caught out!

### July

14/15th Royal International Air Tattoo, Fairford, Gloucestershire  
25th Lyme Regis RNLI Show, Dorset  
26th Weston-Super-Mare Air Day, Somerset



### August

15th Weymouth Carnival, Dorset  
16th Dawlish Carnival, Devon  
17th Bournemouth 2007, Dorset  
23rd Fowey Royal Regatta, Cornwall  
29th Torbay Royal Regatta, Devon  
31st Dartmouth Royal Regatta, Devon

[www.weymouthcarnival.co.uk](http://www.weymouthcarnival.co.uk)  
[www.dawlish.net](http://www.dawlish.net)  
[www.bournemouth.co.uk](http://www.bournemouth.co.uk) [www.braa.org.uk](http://www.braa.org.uk)  
[www.cornwall-information.co.uk](http://www.cornwall-information.co.uk)  
[www.royaltorbayyc.org.uk](http://www.royaltorbayyc.org.uk)  
[www.Dartmouthregatta.co.uk](http://www.Dartmouthregatta.co.uk)



## Mike Foxtrot comes home

*Narrated by Steve Neale*

I looked apprehensively at the sky as we dragged Tango Charlie (Graham's Jodel) resplendent in her new paintwork to the pumps at Oaksey Park. This was an important day for fellow strut member Terry Donovan and I because we were going to pick up our new aircraft. Graham had kindly volunteered to ferry us to Fishburn, a strip just north of Middlesborough, where our Vans RV-9A awaited collection. The forecast was scattered at 2500, moderate viz with no rain but with an ominous warning of low cloud forming on the east coast early evening. Graham's route was ENE to the Wash then follow the coast up to Grimsby, Scarborough and skirt around Durham Tees Valley's airspace into Fishburn.

TC's new prop made short work of hauling the three of us out of Oaksey helped no doubt by the fact that both Terry's and my wallet were completely empty after buying the RV. The forecast looked accurate and Sywell soon slid under our starboard wing. At Peterborough, however, things were looking decidedly worse with the cloud base dropping to 2000ft now broken. We threaded our way between Coningsby MATZ and the Wash danger areas using a conveniently placed railway track then turned north heading up the coast to Grimbsy.



*Low cloud was already forming*

As we approached the Humber Estuary the clouds parted and the sun came out lifting our spirits for the return trip. I was even starting to relax until we approached Scarborough and saw the low cloud the Met-office had predicted for the evening was already forming. We had to descend to 1500ft or go over to remain clear. We went under. TC was eating away the miles and soon the bleak moorland surrounding Fylingdales early warning station to port showed the majority of the trip was behind us.

Whitby looked very picturesque to starboard with its protruding breakwaters resembling the jaws of an insect. To my relief the cloud relented as we approached



*Whitby looked very picturesque...*

Middlesborough. This particular approach to the city does it no favours and steam from the cooling towers seemed to be adding to the cloud layer. Fifteen minutes later we were on the ground and the kettle was on. Fishburn is everything a strip should be; it is run by a very nice lady called Beryl and I recommend it as a stop over for fuel en-route north, though make sure you take your own food as there are no catering facilities. However, fuel was noticeably cheaper than down our way.

John, the RV's builder, welcomed us and once tea was over Terry prepared for some circuits with him prior to our trip back to Gloucester, our new base. Graham settled into his return trip planning (still looking hungry) and I was able to take some photos again. The sky was clear and all looked favourable for our return. Graham said his farewells, TC was airborne and my mental crutch departed into the distance. She was soon a speck on the horizon; I felt the weight of responsibility to navigate us safely back home transfer to my shoulders, a feeling I'm sure other low time pilots will have shared.



*Terry prepared for some circuits...*

Terry and John returned in the RV with Terry feeling happy he could fly it well enough to get us home. I thought his "RV grin" was tinged with a little nervousness however, no doubt the same apprehension I felt about the return leg and that un-forecast low cloud. We fuelled up and taxied out to depart. Terry lined up and firewalled the throttle. I'd not flown the aircraft so the first thing I noticed was the sports car like push in my back as the RV shot down the strip and leapt into the air - my guess is about 7 seconds from stationary to flying. The second thing I noticed was how fast the coast was coming up and I quickly bade farewell to Fishburn as we turned south back around Durham's airspace.



Soon we were approaching Scarborough again and that thin layer of cloud we encountered on the way up had thickened and was now widespread. Part of Scarborough is built on one of the very few cliffs in that area so we decided to fly half a mile out to sea from the coast almost level with the cliffs. My guess was there was a 500ft AGL cloud base at that point. Once past Scarborough however it is very flat and we were able to return inland and tuck under the cloud at about 1300ft.

Terry settled down to a 120kt cruise showing 2150 rpm. Slow for a RV but everything was new, it was quieter (the RV has no soundproofing) and it gave me time to monitor progress without allowing the aircraft to get ahead. Visibility had also reduced under the cloud but was still 7K and my GPS (smuggled up in TC unknown to Graham ;) had us smack on course.

Soon we were approaching Scarborough...

back to Peterborough. There was a large rain shower right in front of us and with no room to fly around it was through or a 180 degree turn. No CB's were forecast and RV's fly in rain so Terry throttled back to 1800rpm (wooden prop) pulled carb heat and in we went. Nothing changed except we couldn't see much forward but the aircraft was happy, viz sideways was OK, the engine kept on purring along and after a minute or so we broke out of the other side.

All was well and the cloud lifted somewhat until we got

Two more showers interrupted our progress but before long we were back over the Cotswolds. Gloucester gave us a very welcome direct approach and Terry being familiar with the airport visibly relaxed as Mike Fox touched down at her new temporary home 1hr 35 minutes after leaving Fishburn. We taxied in tired but happy with that special feeling one gets after a demanding flight and a job well done. All in all a satisfying start to aircraft ownership. Our thanks again to Graham and TC for making it possible.

*Steve*



We fuelled up and taxied out to depart...

Middlesborough...

...steam from the cooling towers seemed to be adding to the cloud

