

**May 2003**

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Strut Coordinator:	Alan George	( 0117 373 9945 e-mail: <a href="mailto:george.alan@virgin.net">george.alan@virgin.net</a>
Treasurer/Membership Sec:	Gordon Pritt	( 01934 511908 e-mail: <a href="mailto:gordon.pritt@virgin.net">gordon.pritt@virgin.net</a>
Newsletter distribution:	Ian & Mary Leader	( 01275 541572 e-mail: <a href="mailto:ian@pfabristol.flyer.co.uk">ian@pfabristol.flyer.co.uk</a>

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**This month's meeting - 8th May - "VFR down under, no worries"**

We look forward this month to meeting Ian Fraser from the Wessex strut, who, along with his wife Elaine, has recently returned from a flying holiday in Australia. His presentation on laptop and digital display was so well received at their meeting that we asked him to come along to show us as well! Rumour has it that tinnies of the golden XXXX were consumed during the intermission break, so this could be an evening to remember. Not to be missed by anyone with a sense of adventure.

**Last Month's meeting - 10th April - CAA Safety Evening.**

Quite a number of visitors joined our strut members to total more than 60 pilots, ranging from students to instructors, plus interested passengers who gathered in the Conference Room 1 at BAWA to hear David Cockburn's presentation on behalf of the CAA's Safety Department. The message which David wanted to convey is that we all have the responsibility to make pilots aware of any concerns about safety that we might notice at our own airfield. Everyone learned something new, was shaken out of their complacency and enjoyed the evening, which concluded with the drawing of raffle tickets which had been issued on arrival. Three of our strut members were lucky enough to win prizes such as the latest CAA Chart, a copy of the VFR flight Guide and a copy of the UKAIM manual.

**Next meeting - 12th June - The Type-2000**

Roger Holman will be bringing along his Type-2000 project on a trailer for us to see at BAWA. He designed and built this single-engine pusher entirely from scratch, and he has reported that it has now completed tentative taxi tests at a 400 m grass strip. The aircraft attained approximately 43 knots, bounced the nose wheel up & left the ground for about three aircraft lengths before being firmly put back onto the grass in order to stop on the strip. Turning circle is rather large, but suspension is excellent; above 25 knots it feels like a magic carpet! Once the NLG is off the ground, rudder authority is very positive. We look forward to seeing this experimental aircraft and hear from Roger about the trials and tribulations of designing and building your own plane. Do come along, meet in the car-park and then we will move to the bar and our usual room to see a video of this significant test flight. The full history of this project appears in our [Homebuilders](#) section.



**Bristol Young Eagles 2003**

Thanks again to all involved with our Young Eagle day on 5th April. It all came together in the end, and we had a great day out! The support from all our pilots was magnificent, and Strut members came out in force to act as escorts, marshals and safety personnel to back up the Filton ground crew. A total of 38 youngsters were given rides, often for the very first time in the air, and eight mums & dads flew as well in a total of 19 aircraft. By clicking on the button below you can see that report, including all the fantastic pictures in the photo gallery taken by Dave Hall and Bob Swan and also several sound clips are available as well to provide a real flavour of the event.

### G-VFWE at Kemble 9-11th May

Gwyn Rogers has suggested a strut outing to Kemble for the Great Vintage Flying Week End. Anyone interested in pooling transport, either by car or by air, then contact either Alan George (see above) or Gwyn on: [gwyn@hallatrow.freeserve.co.uk](mailto:gwyn@hallatrow.freeserve.co.uk) . Admission is £20 for an all-in car pass, or £7 per adult (accompanied under-16-year olds free of charge). Airfield opening hours approx 12 - 19.00 Friday; 9 - 19.00 Sat and Sun and the Vintage Air park will be open to the public between approx 12.30 and 14.30 each day for a close look at all the aircraft.

### PFA Rally - July 11/12/13th

The rally committee are well into preparations now, and have requested help from Strut members for certain jobs not yet filled. For instance, there is a requirement for volunteers to staff the Flea-market tent, and also drivers to operate the 17-seat minibuses around the site. If anyone from our strut is able to help in this way, please contact Alan Lovejoy on 08731 606075 (afternoons) or e-mail: [alan.lovejoy@msn.com](mailto:alan.lovejoy@msn.com) .

The Bristol strut will once again be involved running the Aircraft 4 Sale park at Kemble, so pop in and see us if you're passing. Don't forget, we are still looking for photos of Strutter's aircraft for inclusion on the Strut information board at the rally. Please forward anything suitable to Ian or Mary, or bring along to the May meeting.

You will find a lot of useful information about the Rally on their special website: [www.pfa-rally.com](http://www.pfa-rally.com) .

### Where to go in May/June

May 9th - 11th	Kemble	G-VFWE.	See above for details
May 11th	Popham	Taildraggers Fly-in	01256 297733
May 25th	Truro	Devon & Cornwall Struts Fly-in	01872 560488
May 25th - 27th	Bembridge	Vintage Aircraft Weekend	
May 31st - June 1st	Shobdon	Hereford Strut Fly-in	01584 881205
June 7th - 8th	Leicester	PFA Road-show	01273 461616
June 8th	Popham	de Havilland Fly-in	01256 397733
June 8th	Henstridge	Mainly Military Charity Fly-in	01202 737430

### Bolt Head

In anticipation of the Devon Strut fly-in at Bolt Head on June 8th, the fence at the end of the strip has now been taken down, extending the available runway length from 410m to 620m. Tel 01548 843681 for details. Refer to the Devon Strut website for more details of this and all the other lovely airfields in Devon. <http://www.devonstrut.co.uk/>

### Going up in the World - a visit to the new Bristol Air Traffic Control Tower

Spurred on by Pete Morehead's "Why haven't any of the Bristol Strut come to see the new ATC tower yet?" Ian and Mary leapt into action and invited a number of the more southerly Strut members for a visit later that day when Pete would be on duty. Most of them lead active, well-organised lives and couldn't make it, but myself

and Anne don't have this problem so we joined them at 6pm, ignoring the "No through road; Buses and Bristol Airport Employees only" signs to reach the tower.



Pete started the tour in the briefing room, a usefully sized committee room which they are happy to lend to groups for meetings (speak to Pete if you're interested), and ran through the general duties, equipment in use and a brief history of the build project. He then took us up to the tower control room for a general over-view, before splitting into two smaller groups.

The radar room a couple of floors below was impressively like the bridge of the USS Enterprise with large TV-style displays, but no round tubes with glowing radar sweep, though you can make it display like that if you feel nostalgic. There are many

option menus to remove or increase the clutter by selecting an altitude or destination, and extra features such as vector lines to show where each aircraft will be in a given time interval. A printer churns out the movement tapes as traffic is handed on, but it was a surprise to find that flights were still handed over from other radar units via a telephone call amid all this high tech.

Then it was back up to the Tower control-room with its panoramic views over the area. Despite a fairly low cloud-base, the Bristol Channel and the Welsh coast were visible. One of the curiosities (well, maybe the only one - the controllers seemed normal guys) was the rotated display of the radar, which had Gloucestershire on the bottom left, Bristol CTA at the top and Lundy top right. It makes perfect sense when you're looking South instead of North; just like orientating a map, only in this case it's a flat screen display and the data is still displayed the right way up, fortunately.



Automated wind-speed and direction readouts can be instantaneous or averaged over a period, and the ATIS service has its own terminal for updating information by keyboard entry. No wonder the voice sounds so bored!

Another important task of the ATC is to pass details to ground handling so incoming flights can be anticipated while still some miles out, and there's a separate desk for this, facing the apron.



We returned to the radar room to say thank-you to Pete, which was well-timed as, just then, a KLM flight inbound to Bristol approached from the East and seemed determined to over-fly at 10,000 feet without contacting us. Maybe they were trying to raise Bristol approach on the old Gloucester frequency! Contact was eventually established and the female pilot requested an SRA (Surveillance Radar Approach), no doubt part of her flight training. Much excitement - Pete only sees about 6 a year, and another controller who needed experience of this was summoned to the Radar room. The KLM flight was sent over the Bristol Channel to come round for an approach to 09, Cardiff radar contacted to inform them on the routing, and the plane was guided expertly down along the approach path with altitude information sent periodically. At 2km out, she was handed over to the tower for landing and as we said our farewells and descended the stairs, the plane was taxiing

past to the terminal area. The SRA was certainly a fascinating end to the day, and while it's unlikely you would happen on one, a visit to the Tower is certainly to be recommended. A couple of car-loads is the best size of group.

**Dave Hall 29th April 2003**

*If other members would like to make a similar visit sometime soon, speak to Ian or Mary for names of members living in your area and also Pete Moorehead's contact details. Visit the Bristol Airport website to read more about the airfield and its facilities. <http://www.bristolairport.com/>*

Click [HERE](#) to open the April "Strutter".



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