



**November 2001**

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Well, our AGM has come and gone, and we are not any nearer to appointing a new Coordinator for the Strut. For the time being, Ed is prepared to accept and circulate any strut-related information that might appear, and we (I+M) will continue to assemble the newsletter as before. However, the Strut does need someone to act as P1 so that other Struts and the PFA at Shoreham know who to send stuff to, and for any new members or visitors to get advice from.

Please consider your position carefully once again, and if you think you have the means to step forward please give Ed a call on 01454 613620.

**This month's meeting: 8th November 2001**

In September this year, Ed made his now annual pilgrimage to the Vans Aircraft works in Oregon. He has added yet more to his extensive collection of transparencies, and hopes to have a presentation together in time for next Thursday. Also, there is a possibility that Nigel may be able to show us some more of his slides of Oshkosh, so it promises to be an interesting evening.

**Last month's meeting: The A G M**

As not everyone was able to attend the meeting, we have drawn up the most important features of the discussion in a resumé of the minutes. Amongst the events proposed for 2002 we hope will be another Bristol Young Eagle's day, and we are currently negotiating with the management at Filton for use once again of their aerodrome. Also, there could well be a fly-out to the Channel Isles, and possibly a BBQ at Halesland. See the report later on in this newsletter.

**Coming up next month: 13th December 2001**

Traditionally this is our Christmas Quiz and bring-along-supper evening. Hopefully Ed will be in a position to set this up for us as before, so jot it down in your diary now!

**Places to go in November**

There are very few fly-in events this time of the year, but there are still some interesting things to do:

**The Royal Aeronautical Society, Bristol Branch**

Meeting at BAWA on Wednesday 21st November

*Europa Kit Aircraft*, Mr Keith Wilson, Europa Aircraft Co.

For more information about the RAeS lectures, contact their secretary: Jan Johansson 0117 9366395

**Around the world by balloon.**

We have just received a note from John Porter of the Wessex Strut, inviting us to join them on the 19th November, when Brian Jones will be coming along to talk about his trip around the world in the famous Breitling Balloon. The meeting is at the Brookhouse Inn, on the A371 about 2 miles north of Castle Carey, and any Bristol strut members will be welcome to go along.

**Advance notice - January meeting:** Polly Vacher will be returning to talk to us about her epic trip around

the world.

### **'On Track' - a confidential airspace infringement project**

All pilots have received a letter from the Safety Regulation Group explaining this project. We have spoken to them on the phone and found them very friendly and approachable. The purpose of the project is to try and discover *why* infringements occur, so that preventive strategies can be devised. There are full details on the website for those who have computer access; click here- [www.flyontrack.co.uk](http://www.flyontrack.co.uk) for the website, or you can phone the team on 0800 3280792 for information.

#### **AIRCRAFT FOR SALE**

We have received this note from Chris Turner and Steve Kent who have decided the time has come to sell their lovely Jodel 1050:



JODEL DR1050M1 Sicile Record. TTAF 3,240, TTE 630. CofA June 2002. Nav/Com, superb panel. Hangared and well maintained. One of the nicest examples with outstanding load carrying/performance/economy.

Steve has also reported that due to new family commitments, it looks like their superb Robin DR340 will have to be sold, too.

CEA DR340 Major. Built 1969 TTAF 3,680 Cof A Dec 2003. Lycoming O-320-E2A. Very reliable, full 4-seat tourer. Always hangared, located near Bath.

Owners will accept any sensible offers for either of the above.

Enquiries to (0117) 9071975 or e-mail: [christurner@blueyonder.co.uk](mailto:christurner@blueyonder.co.uk)

### **News from the Web**

Thanks to our friends at *FLYER* internet for the following snippets...

#### *Europa force lands on Sark; no injuries*

A couple from Devon escaped without injury on Saturday when the aircraft they were flying lost power. The pair were returning from Jersey to Exeter on Saturday afternoon in a Europa, when, just off the island of Sark in the Channel Islands, they began to smell burning and the engine cut out.

They realised that they would not make the nearest airport - which was Guernsey - so put down on Little Sark. Both occupants were pilots, and were positive about the incident. They told the local press that they had talked through the situation, had decided to make for the land rather than attempt a ditching and pointed out that all pilots are trained to cope with such a situation. No, it wouldn't put them off flying again. The aircraft struck a hedge at the end of the landing run but neither occupant, although shocked, required medical assistance.

As a matter of historical interest, the last time an aircraft landed on Sark was in 1942 - cars and most other motor vehicles are banned from the island.

And while on the subject of flying to the Islands, a new area of restricted airspace has recently been established off Cap de la Hague:

#### *New French prohibited area*

News comes from the Channel Islands Region of AOPA that the French authorities have established a new prohibited/restricted area in the vicinity of Cap de la Hague on the Cherbourg peninsular. Apparently they have established a strong military presence there. The rules came into force on 25 October.

The area is centred on the Cap de la Hague nuclear processing plant and a military mobile radar unit, call sign "Cabillaud radar" on 122.15. French speakers will enjoy the irony of calling up "Cod Radar" for clearance. The prohibited area is 10km and the restricted area 30km in radius. Both extend from ground level to 5000ft. Both exclude that area which is in the Channel Island control zone and the Cherbourg CTR. The entry into the restricted area needs 48 hour prior permission on 00 33 13 04 04 46 03 and is available only for aircraft based in Guernsey, Alderney or Cherbourg. Infringement of either area is subject to heavy

fines, imprisonment or forfeiture of the aircraft.

GA IFR flights are not affected as long as they keep to published airway, STAR and SID procedures. GA VFR flights to Jersey have two options. One - they follow the recommended cross channel routing to the MP NDB, thence to Valognes and then St Germain (by Lessay) and vice versa from Jersey and MP to St Catherines (Isle of Wight) - or two - route to 50 north (ORTAC) via ALD NDB to the JSY VOR. In both cases special VFR entry clearance must be obtained from Jersey zone on 125.2 at least 10 minutes before estimated entry time.

GA VFR traffic to and from Guernsey and Alderney follow the second option but direct to the GSY VOR or ALD NDB respectively.

All Channel Islands ATC units have indicated that they will do their best to facilitate GA flights to the islands.

If you are planning to fly abroad, or anywhere else, don't forget to check the weather! A new service from the Met Office may give you that extra edge...

#### *New weather site gives 5/6 day forecast*

A couple of months back we alerted you ("Met Office needs your help") to a new service which was being planned and for which feedback was being requested. The feedback has now been collated, and the service has been presented in an experimental form at [www.wpindex.com/aviation](http://www.wpindex.com/aviation).

The project is called the Civil Aviation Planning Index (CAPI), and it aims to bring two things to pilots which the Met Office has not given us before: a six day forecast (between days 2 and 6 - for the current day and the following day pilots should still be using the TAFs and METARs) and a CAPI index. The CAPI index (0-100) is intended to indicate how flyable the weather is likely to be at a particular airport at a particular time. The weather information is taken from the Met Office. Although the current site does not make a charge, the FAQ section does refer to the possibility of charges in the future.

For the moment the trial version of the site (test data and index) only offers the CAPI and forecast for a selection of airfields which have 24 hour weather data. It is promised that once the test site has been evaluated other airfields used by private pilots will be included.

Weather Index's Bill Giles says: "Please study the index and weather detail, and give us your feedback. Our aim is to test the accuracy of the data and pinpoint the level(s) above which you would choose whether to fly or not. This testing will continue until the end of the year, so it is important that you tell as many private pilots as possible about the concept to enable us - with you - to gauge the appropriate index levels both for pilot experience and type of aircraft."

Take a look at the site and tell 'em what you think.

### **PFA BRISTOL STRUT Resumé of Annual General Meeting Thursday 11th October 2001 at BAWA, Filton, Bristol**

Following are the main points arising from our discussions in the meeting:

Treasurer's Report: Gordon Pritt distributed the accounts.

These stated that we had 38 single members and 7 family memberships making a total of 52 paid up members at present.

He is willing to act as contact point for members who have aircraft and are prepared to offer seats to members wishing to fly but have no aircraft.

Discussion took place about how best to use our funds. Various ideas were:

.. A Strut Fly-in: Possibly could be held at Staverton and combined with Gloucester Strut, using Aeros Flying Centre as a way in.

.. Reduce Membership subs: New members 1 year free? Each Member 1 year's reduced sub?

.. Donations to charity: GAAC (a further donation); Polly Vacher; Shuttleworth Collection.

.. Buy a brick for PFA HQ: This could possibly be done when a decision had been made by Shoreham.

.. Purchase a digital camera for use at strut events, such as fly-in's and Young Eagles.

.. Invite more expensive speakers: If renowned speakers were available, but would be making a charge, then we have the money available.

**Agreement was reached that we use the money to improve the quality of life within the strut.**

Election of Officers:

Coordinator: Ed Hicks had held the office for 2 years and now wished to retire and hand it on to another member. Unfortunately no member present felt willing to undertake the role and it therefore remained vacant following the meeting. Any member not present at the meeting wishing to become coordinator is

assured of plenty of help from those already working towards the successful running of the Strut!

Treasurer: Gordon Pritt is willing to remain as Treasurer and Membership Secretary. (It was noted that it would be helpful to have some airfield data about members who own aircraft and this will be added to the membership renewal form).

**Thanks to Ed for his hard work over the past 2 years and to Gordon for the past 15 years.**

Strut Library: Ian & Mary expressed a wish to hand over the library of books and videos but unfortunately there were no takers!

Future Strut meetings: Suggestions included:

Homebuilders talk - any of our members who are building aircraft and willing to talk about their project.

Follow-up visit by Polly Vacher since the completion of her round the world flight.

John Hamer - the Mini-max.

Brian Jones - Round the World Breitling Balloon Flight.

Eddie Clapham - Aerobatics.

John Lewis - Shuttleworth Test Pilot.

Peter Hill has contacts at Kemble who give interesting talks. These will be explored.

Future Strut Events: Ian Wakeling offered to coordinate a Fly-out to the Channel Islands, and Pete Turner would arrange a BBQ at Halesland if there was enough interest.

Young Eagles: Ian & Mary are willing to arrange a Young Eagles Event in 2002. They agreed to contact Filton again and try for late April - early May.

### **And Finally..**

We are grateful to Malcolm Carlisle once again for sharing with us his early days in the aviation business. This month we find him rubbing shoulders with the elite, and no lesser person than the Prime Minister! Read on...

## Ian & Mary

### **Heston Airport - 1935 on**

**By Malcolm Carlisle**

**I have long held a feeling of resentment that my name has never been mentioned in the records of British history, but I feel sure there are Strut members with influence in high places who will wish to redress this injustice even after so long a time; for you see, *I was the first person to greet Prime Minister Neville Chamberlain* when he landed at Heston Airport at the end of September 1938 on his return to this country from Munich with the Hitler-signed peace treaty, and quoted 'Peace in our time, Peace with honour'. Yes indeed, even before the Deputy Prime Minister and members of both houses plus an impressive assembly of Very Important People gathered to welcome him home on this historic occasion.**

**The grass airfield of Heston airport extends to the north of a long line of hangars and buildings, etc., which run from west to east. At the western end of this line the first hangar is that of the flying school with their Avro Club Cadets and my place of work. Next came the huge Airwork maintenance hangar with a spacious tarmac; then the administrative block which included the club house, verandah and ground-level enclosure from which previous crowds assembled to send off or to greet the early pioneers of aviation, and now on this day, another large gathering with the big-wigs all in**



their pecking order.

The Prime Minister's Lockheed Electra was on finals, so I entered the maintenance hangar through a side entrance; it being a weekend the hangar was devoid of staff. I weaved my way between aircraft to a central door which I wound open just sufficient enough to pass through, and to then survey the scene from an inconspicuous position. The P.M's aeroplane was taxiing towards the assembled mass of people, but then, with what must have caused utter disbelief, the Electra sailed right past them and kept going until it reached the tarmac of the maintenance hangar, finally coming to rest within a few yards of where I was standing.

The cabin door opened and the steps were lowered, Mr Chamberlain made his appearance and the first person he set his eyes on was myself, an 18 year old aircraft worker, just one solitary figure on a large expanse of tarmac. I was a little disappointed that my nervous tentative clap was not acknowledged by the P.M. who was now looking to his left with a fixed grin, but by this time the welcoming committee had broken ranks, and I was treated to the spectacle of a disorderly hoard of well dressed people making indecent haste in my direction, a sight which made me scamper back from whence I came. Quite a delightful shambles really, but what on earth made the pilot ignore the obvious parking area and create chaos to such an elite gathering?

## Malcolm

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

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