



November 2002

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A message from our new Strut Co-ordinator, Alan George:

At the last AGM I was voted the new Strut co-ordinator as Ed had resigned the post. A vote of thanks to Ed for the effort he has put into making this Strut successful.

Because of his other commitments Ed had spent some time trying to find a replacement before I volunteered. As a fairly new member of the PFA I am going to need your help to make this work. I am not in regular contact with people who can speak on subjects of interest to those operating, building or designing permit aircraft. So although I will happily write letters, keep the diary of events and be a co-ordinator, I need yourselves to start the ball rolling by bringing forward speakers and plans for Strut evenings.

I learnt to fly in the late 1980's and was quite active for a few years before other interests took precedence, although I kept my PPL current. Since coming to Bristol and Airbus about two years ago I decided to become more active again. So for fun I rent a Slingsby T67 from Gloucester and am trying to renew an IMC rating at Filton in a Cherokee. My involvement with the PFA comes from an aim to operate a permit type one day, although I have not found the right one yet.

I look forward to working with you to go forward as a vibrant, active Strut.

Alan

Last month's meeting - The AGM

For the benefit of those members (and only members) unable to make it to the AGM last month, we have included a copy of the Minutes with their newsletters.

With a good turnout of the membership, the meeting went very well and many important topics were covered. Above all, we had a volunteer to take over the P1 seat from Ed and become our new Strut co-ordinator. As you have just read in his introduction above, Alan George is an experienced PPL holder, and he has recently qualified to fly the 'PFA type' aeroplanes which have the little wheel on the tail. His phone number and e-mail address are at the top of this page, so if you have any good ideas for Strut meetings please give him a call. Welcome aboard, Alan!

Other items under discussion included the Strut library, which has now been passed over to Ron Perry. He will continue to bring along the video tapes each month, although the books will be available on request from the listing circulated to Strut members. Ron's e-mail is: ron.perry@uk.zurich.com or call him on: 0117 9777912.

Our treasurer, Gordon Pritt, was unable to make the meeting but to everyone's relief had expressed his willingness to continue in this office. The statement of accounts was circulated around the meeting and was duly accepted. Following discussion, it was agreed that the Strut could afford to make a special gesture to celebrate the 100th anniversary of the first Powered Flight in 1903. This would be to offer **one year's free membership to any newcomers during 2003**, and all current members when due for renewal. See below for further details.

This month's meeting: Thursday 14th November.

After all the excitement of the AGM last month, we are going to relax for a change. Alan has reserved the TV and Video player, on which we can show the latest Cranfield video from Makin Productions - 'Born to Fly'.

In addition, we will have a visit from Neill Hunter of ClubAir Transylvania, who will be on hand to talk about flying holidays in Romania. Neill is a pilot himself, and his company operate a

small fleet of interesting aircraft available to PFA members at discounted rates. The choices available are: Zlin 142, Zlin 726, Wilga 104, Antonov AN2, IAK/YAK52, and possibly this year... Albatross L39. So if you fancy any of these in your logbook, chat to Neill about it on Thursday! As a preview, those with Internet connection can look up <http://www.clubairtransylvania.com>

Next meeting: December 12th

In keeping with popular tradition, our Christmas meeting will once again be the Aviation Quiz set by Ed Hicks. To assist the thought process and maintain a festive atmosphere there will be mince pies and other goodies circulating around the table; bring along your favourite nibbles!

Strut outing to RNAS Yeovilton

All Strut Members are cordially invited to take part in a visit to the FAA Museum at Yeovilton on 22 February. Free coach transport will be provided by the Strut from the BAWA Centre at Southmead, leaving 09:30 and the coach will depart from Yeovilton for return at 16:30, (ETA Southmead 18:00). Each Strut member may bring one guest at no charge for transport.

Look at their website www.fleetairarm.com for a preview of this fantastic collection.

Entrance to the Museum will be at the normal rates, but the organiser (Graham Clark) will try to arrange a Group Ticket if this is practicable. The visit may well also include a visit to the RN Historic Flight, for which enquiries and possible arrangements are in preparation. This part of the visit is not guaranteed. If numbers to the Historic Flight are limited by the RN, the first names on the list will be taken; Graham is Number One!

Reservations for the coach for named persons will be in strict order of receipt. Graham would prefer to receive your reservation by e-mail (100525.3076@compuserve.com), but phone (01454 618216) or fax (01454 618218) are equally acceptable.

RAeS Lectures during 2002 / 2003

We have been sent a copy of the Royal Aeronautical Society's Programme of Lectures for 2002/3 and reproduced it below.

All meetings 6:30 pm Room 1, BAWA Leisure Centre, Southmead Rd, Filton unless otherwise stated.

To give members and visitors an opportunity to meet and converse, coffee and biscuits will be available for half an hour before the lectures commence. The latest updates on the society's activity will be available in the society's website: www.aerosociety.com

Programme and Venue Subject to Change:

Changes will be announced by newsletter, Aerospace International magazine, posters and website.

<p>Wednesday 20th November 2002 <i>Space Hazards/ Space Debris</i> Dr Emma Taylor, Principle Engineer, Astrium</p>	<p>Tuesday 18th February 2003 <i>The Red Arrows</i> Flt. Lt. D Thomas RAF</p>
<p>Wednesday 11th December 2002 <i>TBC</i></p>	<p>Wednesday 19th March 2003 <i>Bristol Before Rolls- Royce: Aero- Engine Development in Bristol 1915- 1966</i> Mr Pat Hassell, Rolls- Royce Heritage Trust</p>
<p>Wednesday 22nd January 2003 <i>Air Accident Investigation Branch</i> Mr Ken Smart, Head of AAIB</p>	<p><i>For queries concerning the Lecture Programme contact: Alicia Kim. Tel: (01225) 383375</i></p>

Join Bristol for free in two thousand and three!

Back in December 1903 two cycle engineers in Dayton Ohio constructed a heavier-than-air flying machine and succeeded in flying it under it's own power for the first time in history.

To mark the 100th anniversary of Orville and Wilbur Wright's great achievement, the Bristol Strut decided at their AGM to offer free membership to anyone with a serious interest in aviation around the Bristol area, PFA members, and of course existing Strut members when their subscriptions become due for renewal.

To take advantage of this unprecedented offer, make your way to the BAWA conference centre on Southmead Road any second Thursday until October 2003. If you like what you find, you can sign up for a year's membership completely free of charge!

The Future Development of Air Transport in the United Kingdom

www.airconsult.gov.uk

A major UK Government consultation is underway to examine and decide how our nation's air services and airports should develop over the next 30 years.

This consultation paper was brought to our attention by Brian Osley. It could hold far-reaching implications for the future of GA in this country, and an opportunity to state our views still exists until the end of this month. If you have Internet access and a little time to browse through the pages on the link above, the DOT would be glad to hear from you! As an introduction to what it is all about, we have reproduced their Foreword below:

Over the last 50 years we have seen a dramatic increase in the amount of air travel across the world. In the UK many more people now fly to holiday destinations or to visit friends and family. Good air links are extremely important to UK businesses, providing access to new markets, as well as bringing investment to the UK. Air transport links are therefore essential to our overall transport network.

We are entering a crucial period for the future of air transport. Demand for air travel is continuing to grow. At the same time, many of the UK's major airports are reaching their capacity limits. We therefore face many difficult issues associated with the growth of aviation.

We need to ensure that, as a country, and as individual consumers, we are getting the most from our aviation services and that the future of the aviation industry is a sustainable one. Aviation has great economic, social and environmental relevance in the UK. We need a long-term framework that will maximise the beneficial aspects of aviation and minimise the negative effects.

We intend to set this out in a White Paper on air transport, which will bring together our UK airports policy and new policies on civil aviation. In advance of the White Paper and in order to inform our conclusions, we are now publishing a set of seven consultation documents on regional air services and airports, between them covering the whole of the UK, of which this is one.

These documents describe the anticipated demand for air travel, the possible implications of that for air services and new airport infrastructure, and the potential impacts - economic, environmental and social - of such infrastructure. We have also examined a range of related issues, some of them relevant to the whole of the UK, others to specific parts of the country. This is an important step in the development of our future air transport policy.

We hope that you will take this opportunity to examine the issues facing the future development of the industry, and will give us your views. Your response can help shape the new White Paper on air transport.

Department for Transport
July 2002

The following true(?) story was forwarded to us by Graham for our amusement:

Sometimes it DOES take a Rocket Scientist!!

Scientists at NASA built a gun specifically to launch dead chickens at the windshields of airliners, military jets and the space shuttle, all travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the British engineers. When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified Brits sent NASA the disastrous results of the experiment, along with the designs of the windshield and begged the US scientists for suggestions.

You're going to love this...

NASA responded with a one-line memo: "Defrost the chicken."

FOR SALE

1 x Dahon "Da Bike" Folding Bicycle; 2 x Sigtronics S40 Headsets;
4 x US Coastguard Flotation Vests and some alloy/ceramic
nostalgic advertising signs.

Regret no more details than these were provided, but if
interested contact Tim Justice via his e-mail address -
crazyinglezi@yahoo.com

Continuing the excellent article by Tom Kinsley, this month we discover how Tom completed his PPL course at Clacton and became a pilot at last!

PPL Summer - Part Deux

by Tom Kinsley

My first day in the Cessna 152 (Golf Kilo Papa) was a little frustrating. It seemed so docile and unresponsive in comparison to the Cub. However, once I got used to it, I found it really stable - it almost flew itself! After a couple of



hours of instruction on Golf Kilo Papa I was soon sent off to spend some more solo time buzzing round the circuit to build up my solo hours.

My time on the ground, i.e. in between flying and visiting the local to refuel, was now devoted to studying Navigation and Flight Performance & Planning. Trevor Thom's navigation book is quite daunting - a 500 page monster with plenty of technical diagrams. However, by this time Transair had delivered my new copy of 'The PPL Confuser'. This helped out immensely - particularly with Navigation, as it had many quick and easy techniques showing you how to use the flight computer. The combination of using this study-aid and pestering Mark (my Cessna instructor, who provided a wealth of knowledge) soon saw me pass both of these exams.

I was now getting to know the local area quite well - Earls Colne, Wattisham, Sudbury, Bury St. Edmunds, Nayland and many more places saw Golf Kilo Papa fly past quite regularly over the next couple weeks. However, the summer bank holiday was now approaching, this would prove a bit of a disturbance. Clacton airfield has apparently had a tradition of having a car-boot sale on this bank holiday. Hence when flying back to the airfield after an afternoon's nav. work, we had the weird experience of landing on a runway that had been completely surrounded by rope to keep the locals off in preparation for the car-boot sale the next day.



That week disturbed my

scheduled flying hours quite nicely - beginning with the bank holiday and ending with the Airshow. The Clacton Airshow was a well-organised event with a whole range of aircraft displaying across the sea-front: from the 'Utterly Buttery' Stearmans to the RAF's Red Arrows. In fact the airfield had a few visitors from the RAF on reconnaissance runs in the days building up to the airshow. One of which was a very friendly Tornado pilot who nearly took the roof off the club-house by flying down the strip at a couple of hundred feet!! The experience of being on the airfield during the show was great. Many of the smaller unlimited aerobatics display teams used it as a place to base their aircraft over the two days. For example, having guys like Brian Lecomber and John Taylor of the Microlease Extra 300 display team was a great bonus!

The airshow wasn't a complete axe of two days flying, we still managed to 'dodge' the displays and get out of the way so that I could do my practice cross country (dual) through Duxford - Norwich then back to Clacton. However, there was yet another interesting experience to come! Just as I left the circuit for Duxford and was climbing up to 3000, I had to take avoiding action to stay out of the holding pattern for the airshow where there was a RAF Tucano, several hundred ft below me, enjoying some warm-up aeros. It became apparent that he had other ideas. The sight of a C-152 must have been easy prey for him - he had gained a few hundred ft and was on my tail before I knew it. He buzzed around me several times and then pulled up to formation distance on my starboard side, managing to slow himself down quite nicely, with increased angle of attack, as I pushed the throttle through the gate to try and keep up! There was enough

time for a brief wave and a waggle of the wings before he broke off to start his display. That certainly fired me up for the rest of the day!

Flying into Duxford and Norwich were certainly different experiences to the 610m of Clacton! That day was really good fun - getting used to the different types of ATC and RT procedures.

Having spent many hours learning what a good field to land in looks like from 3000' and annoying farmers doing Practice Forced Landings (PFLs), the rest of my hours under instruction were spent on instrument flying - using the VOR and some basic simulations of flying into cloud. All that was left to do now was my qualifying cross-country, four ground exams (Aeroplane Technical, Met, RT, and Human Performance) and the dreaded General Flying (GFT) & Nav test.

My qualifying cross-country went really well - sadly no interesting interruptions from Tucanos this time, but it was a real buzz flying over Honington and getting my first solo MATZ penetration from the Yanks at Lakenheath - they were really friendly!

The weekend before my GFT (Tues 4th Sept) proved very hard - I had three exams to do. Had it not been for the Confuser, I think I would've found things considerably harder: I passed all three, by good margins - especially Human Performance! My RT exams, both written and practical, also went well. Although it was pretty weird being examined by someone who I'd been to the pub with every other night! (I took RT the day before my GFT - I was on a tight schedule).

Finally GFT day came. I was pretty nervous but feeling confident. My examiner was to be Jo, mentioned in Part I. She's been at Clacton for a few years, from Toronto, and a very experienced examiner. My nav route was to be from Brightlingsea - Sevenoaks - Haverhill (before which I would obviously be diverted as the route went through Stansted's CTR) - Clacton.

The exam was going well until I approached Southend, where I was stupid enough to request radar advisory service. Hence I was vectored on a course perpendicular to my track, so that I ended up 10 miles and 10° off course. Thankfully I managed to deal with the situation, whilst dodging the occasional head-on traffic(!) and get us to Sevenoaks. After keeping myself on-track, the next test came about 10 miles south of the Stansted CTR - diversion. This is basically an exercise that tests whether you can quickly change your route as if your destination were in poor weather. My diversion was to Birch, an old disused airfield approx. 20 miles away, which appeared successfully on heading and time, which was lucky! All that was left was the skills part of the test - stalls, tight turns, PFLs and flapless approach etc which all seemed to go well. In my last few circuits I managed to relax into the roll and just start chatting to Jo, which was cool - she was really nice - bit of a bonus having a nice examiner!

We finally wrapped-up with a glide approach and taxied over to the clubhouse. Jo asked me how I thought I'd done, so I ended up blabbing on about this and that and was eventually told to shut up to be informed that I had passed - elation! After a long debrief and lots of paper work it finally sunk in that I'd got it, my PPL. Four weeks hard work, but bloomin good fun. Quite frankly I can't understand why every eighteen year old hasn't spent a few years saving and got some flying done!!

Finally...

I think a BIG THANK YOU is in order to all the members of the Bristol strut who have shown me immense kindness over the past few years, and encouraged me to get to the position that I am in now - broke! More seriously, the fantastic introduction to aviation that I received from the Bristol strut 5 years ago is something that I will always remember and be grateful for, so THANKS - I won't mention any names, you know who you are!

Tom

Last month's Newsletter

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

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