

November 2004

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This month's meeting – 11th November

Thanks to Edwin Shackleton, we have again invited Steve Slade to talk to strut members on November 11th about his 20 years flying microlights. He last visited us in 1998, and this time his talk will include microlight development and some of his flying adventures, including world championship competitions and his Guinness Record of the most circuits completed in one hour. Even more interesting since Steve is paraplegic.



Last month – 14th October - Strut AGM

The meeting followed our usual format of a brief report about last year's meetings from Alan who also confirmed that as he will be moving to Toulouse he will be unable to continue full time as coordinator. A vacancy now exists for this job. The minutes of the meeting are reproduced at the end of this newsletter, for the benefit of those members who were unable to attend.

Next month's Meeting - The Annual Quiz

Spike Parker has again offered to organise the quiz for us this Christmas and would like to know approximately how many people are likely to be taking part so that he can prepare enough copies of the questions. Please let Ian or Mary have your name by the end of November (e-mail or phone above) and we'll let him know.

Where to go in November:

Free Landing Fees in October:

Pilot Magazine: Cumbernauld, Dunkeswell, Fenland, Full Sutton (Nr York), Land's End, Peterborough (Connington)

Flyer Magazine: Beccles, Land's End, Old Sarum, and Sheffield.

CAA safety evening: Wednesday, 24 Nov 2004 at Kemble in the Av8 restaurant.

Something to think about

To all Strut contacts from **Merv Turner** - PFA's new marketing and publicity manager.

At the last National Council meeting I outlined my proposals for marketing and promoting the PFA, part of that proposal relied on the Struts taking an active role in helping with these proposals.

Some of the ideas put forward at the meeting were: A poster/leaflet campaign to all clubs/schools and airfields.
More PFA road shows; More commitment with youth organisations; Promoting the PFA at universities and colleges;
Have a standard presentation pack so that PFA members can go out and do talks at various locations; Addressing lapsed membership; Better contact with the Struts.

Some of the above fit into the overall promotion proposal and can be achieved; others will need working on, and will be budget led. I have written to you addressing the issue of better contact with the Struts.

How can we do this, how can we work together to promote PFA membership?

- Does your Strut have a policy re new membership?
- Does your Strut take an active part in local marketing?
- Does your Strut promote at a local show or event? Etc etc.

I guess what I am saying is what would your Strut want from me that would benefit both the PFA and the Strut?

I welcome your comments and can be contacted by email at marketing@pfa.org

Merv Turner

Where we went in the holidays

Continuing on from last month's 'holiday visit' we hear how Ron & Lyn got on at the 'Friends of Jodels Fly-in' at St. Omer, France.

Friends of Jodels Fly-In, Saint Omer, 4th-5th September 2004

We had tried to visit France twice this year already. Once by plane to the Piel fly in at St Andree de l'Eure near Rouen but high winds put paid to that event. A trip by yacht was also thwarted in August due to strong winds.

The next event was Saint Omer. Publicised as "All friends of the Jodel welcome – no restriction on type". I filed the flight plan with Heathrow the night before by fax, together with the customs "General Declaration" which gives details of who is leaving and arriving in the UK. When flying from a non customs airfield early notification of your return to the UK is mandatory - see the Bristol strut web site for details! The forecast looked good for the weekend so we rose early and drove up to the Mendips having planned for a 08.30 departure. Fine drizzle and a low cloud-base prevented an early departure and we finally got away at 10.00 when the cloud-base had risen a little. The flight plan was activated by phone after our departure. As forecast, the weather improved markedly to the east and a transit of the SAM VOR was granted by Southampton radar after just one orbit. The fine weather continued as we cruised in the smooth air at 3000 feet – well above the inversion. We coasted out at Lydd and crossed the French coast just north of Boulogne. Lille information provided an FIS until we began our descent into St Omer.

There is no tower frequency at St Omer with pilots just giving position reports on the common French frequency of 123.5. It all works very well but knowledge of basic aviation French is useful.

We landed after a very smooth 2hr 10 minute flight and were marshalled into the Jodel line – well our Piel Emeraude was designed in France and no one seemed to notice the wings weren't bent!

The aero club is excellent. Members built their own Jodel some years ago and this is used as their main basic trainer; they have one English member (Ivor) who learnt to fly on the homebuilt club Jodel. Members use the club workshop if they have a build project. The model club flies at the airfield and local children are encouraged to build and fly models. The council also contributes to several hours full size flying for them.

There was a meal organised for the evening only, so we walked into town (despite the offer of a lift) to source some lunch. The town is not far, about 35 minutes walk. St Omer's cathedral is very impressive, built in the gothic perpendicular style and a cool sanctuary on a hot summer's day. To the east of the town is a large agricultural area divided by numerous waterways. The famous St Omer cauliflower was traditionally grown here and brought into market by boats and boat hire is still very popular.



We purchased some supplies and headed towards the park for a picnic hearing the British national anthem being sung. We found a concert was starting with an orchestra, brass band and vocalists with hundreds of spectators. We understood from some RAF NCOs that the concert was in commemoration of St Omer's aviation involvement in the first and second world wars. The airfield was the main base for the English in the First World War and a hanger from that period is still in use. The field was used as a Messerschmitt service base in the Second World War and the German hangar is the main club hanger today. The evening meal was moules et frites so we spent a pleasant evening in the bar eating crisps and wine at €7.00 a bottle, enjoying the impromptu cabaret provided by the club members manning the bar!

Sunday dawned a little misty but new arrivals soon appeared. The British out-numbered the French, Belgians and Germans and whilst the majority were Jodels, there was a good mix including two Piel designs - the only airworthy Fairtravel Linnet, and our Binder Smaragd. (Both foreign built versions of the Piel Emeraude). Other interesting types were a Croses LC6 (a two seat flying flea), the only Hyperpipe in Europe, and a Taylor monoplane flown by Chris Lodge (yes it did have one of his propellers!).



The pig and hams were roasted nicely and we sat down to a meal which included a drink, buffet (as much as you could eat) plus sweet all for €12.



We filed the flight plan to leave at 3.30pm French time. Others were busy contacting English customs to advise them of their proposed return. Faxing the declaration to customs before departure from the UK made life much simpler for us!

The mist had cleared, but the haze reduced the visibility considerably and some fellow Brits were concerned about the channel crossing. Whilst quite legal VFR, the artificial horizon (sorry, attitude indicator) and turn and slip were very comforting in the goldfish bowl conditions as we left Cap Griz Nez routing towards Lydd. Visibility improved once we crossed the English coast setting course for Southampton, but a transit of the SAM VOR was refused this time so we turned south to route down the Solent towards Cowes. Beaulieu to Stoney Cross was flown in thick haze but conditions improved all the time once we had left the New Forest. We landed home after 2 hours 10 minutes – the tailwind on the way out had reversed to

speed us home.

St Omer is an excellent place to visit and we were made most welcome by the aero club members. As a one-off, customs was arranged at St Omer. Normally you would have to clear customs both in and out of France via, say, Le Touquet or Calais.

Ron & Lyn.



Above - The only airworthy Fairtravel Linnet 2, G-ASZR

Top Right - Croses LC6 - a two seat flying flea

Right - Chris Lodge with his Taylor Monoplane



Photos by Ron Perry