



October 2002

Strut Coordinator:	Ed Hicks	(01454 613620 e-mail: EdHicks@compuserve.com
Treasurer/Membership Sec:	Gordon Pritt	(01934 511908 e-mail: gordon.pritt@virgin.net
New sletter distribution:	Ian & Mary Leader	(01275 541572 e-mail: ian@pfabristol.flyer.co.uk

Last month's meeting - The Britannia (?)

We were sorry that Steve Lewis was unable to make the meeting after all, due to holidays and family commitments, but we had a really good chat evening instead. To augment the intended theme of the Britannia, Pete Hicks had brought along several pieces of memorabilia salvaged during his many years associated with Rolls Royce, and this encouraged much interesting discussion. Other members took the opportunity to meet up with friends and share news of events that had taken place over the summer break. Ron Perry, for example, had news of his recent forced landing in Belgium (which was concluded highly successfully!) and illustrated by a clipping from the local press. Ed Hicks had another spectacular trip to Van's RV homecoming in California, and showed us some more of his fine photographs of the event. Maybe we can catch up with the Britannia story another time.

This month's meeting: Thursday 10th October - AGM

Having struggled through for a year with Ed as 'token Co-ordinator' we hope that the situation can be resolved this year. A resumé of last year's minutes is included in this newsletter and the business meeting will be conducted as swiftly as possible so that discussion and suggestions about next year's programme of speakers/events can follow. Do try to make it this month, we need your input!

Strut Library ...

We have been running through the inventory recently identifying any items which have been absent for rather too long! Reminders have been sent to some members already, but if you have borrowed a book or video some time ago it would be helpful if you could bring it along to the AGM on Thursday for others to enjoy.

It has been our policy to bring along only the videos to meetings as the books were rather cumbersome to handle and had a low turnover rate. The list of book titles was available for perusal and any requirements were brought along the following month for collection. However, this month being the AGM, we will have the whole lot together so that if any member wishes to take on the post of librarian he can take all the boxes away afterwards!
Ian & Mary.

This month's meeting: 10th October - AGM

Having struggled through for a year with Ed as 'token Co-ordinator' we hope that the situation can be resolved this year. A resumé of last year's minutes will be included in the next newsletter and the business meeting will be conducted as swiftly as possible so that discussion and suggestions about next year's programme of speakers/events can follow. Do try to make it this month, we need your input!

Next meeting: November 14th

Not yet arranged. Hopefully we will have something to look forward to, following our discussions at the AGM!

For Sale

Icom ICA-20 transceiver complete with charger and cigarette lighter adapter	£295.00
Beyer Dynamic OT109 headset	£75.00

Four-place SoftComm intercom system £140.00

PTT (Icom switch box HS-20SB) for use with ICA-20 £30.00

Purchaser to collect - Contact G. Garland: Tel 01225 873379

JODELS on CD-ROM

Bristol Strut member Graham Clark has produced a CD-ROM with the full translation into English of Xavier Massé's 200-page book 'Avions Jodel'.

The CD has all Xavier Massé's original text and pictures, plus eight beautiful cutaway drawings by Frank Rogers showing the leading structural features of the homebuilt Jodel variants. There is also a chapter on the exciting new diesel engined Jodel D.103. This has a Peugeot-Citroen automotive engine (no step-down gear!) which delivers power and performance at a very affordable price!

The CD-ROM is available for £15.00 including p&p. *See the review in this month's Popular Flying!*

Graham's phone number is 01454 618216, and his e-mail address is 100525.3076@compuserve.com

Best Wishes

News has filtered through to us that Dave Hall has spent a short spell in hospital since our last meeting. He is now home and we wish him a speedy recovery.

Places to go

October

13th	Popham	End of Season Fly-in	01256 397733
13th	Duxford	IWM Autumn Air Show	01223 835000
26th/27th	Wroughton	Science Museum Open Days	02793 814466
27th	BAWA Filton	Bristol Aviation Enthusiasts Fair	01278 760448

Vouchers in the October issue of FLYER Magazine offer one free landing at Andrewsfield, Fishburn, Kilkenny and Wycombe Air Park.

RAeS Lecture

Wednesday 23rd October 2002

Knowledge Engineering at Airbus UK

Mr José Mirazo, Engineering Team Leader A380 KBE, Airbus UK
6.30 PM Room 1, BAWA Leisure Centre, Southmead Rd, Filton

Readers will recall the announcement last month about Tom Kinsley achieving his PPL at Clacton. He has now put pen to paper and produced the following article for our enjoyment, which we hope may inspire future Young Eagles to take it just that step further. Thanks Tom!

PPL Summer - Episode 1

by Tom Kinsley

I set sail for Clacton-on-Sea on Monday 5th August from Bristol Parkway in true packhorse style. This didn't make it easy to navigate my way through the London underground to get to my connection for Clacton. When I eventually got into Clacton I was met by John, the airfield manager, who took me to see my digs and later the airfield. First impressions of the airfield - small and quiet. I would soon find out that this would change.

I was taken on a brief tour to the other side of the airfield to see the



hangers and meet some more of the staff - the



technicians/engineers - a really friendly and lively bunch. In fact I was invited to the pub after only fifteen minutes on the airfield - things were looking promising! Most importantly I was introduced to my aircraft - G-BIMM, a PA18-150 Super Cub, nicely worn-in obviously adding to character.

Clacton is definitely an interesting airfield to visit - lots of things to keep you on your toes as a student pilot: a public footpath running right across the runway 1/3 the way up 18; very close to town, giving interesting circuits and take-off procedures to keep the locals happy; it's right on the coast, hence crosswinds were to be taken in your stride - it wasn't unknown for the wind to change the runway in favour up to three times daily.



The Airfield. Clubhouse just out of view bottom right

I stayed in the B&B put together by John, mentioned earlier. He put together a crackin' breakfast at 0800hrs every morning to keep you going, getting you to the airfield for 0830hrs.

My first day of flying was nothing less than fantastic fun, just getting used to the aircraft. My first instructor was Chris who was a great guy, but tortured me with some shocking jokes while aloft in the quieter moments of nav exercises. The fun level only increased over the next few days, while mastering the recoveries from different stalling situations and even better, spins - which the cub did really well. My instructor for the rest of the week was another John - a very experienced and laid-back 146 captain. John was to be the guy to try and teach me the art of landing the taildragger. The next

couple of days of circuits (Wed & Thurs) were nothing less than brilliant. Actually, getting to grips with all the different aspects of flying light aircraft was fun, but having to spend the rest of your time studying towards ground exams was a definite recipe for a headache. Eventually, after 9hrs flying at Clacton and an afternoon of getting things right, John said "Right, go and do one yourself". Just the sound of those words was an instant adrenaline rush - it was finally all up to me! Solo time! What a rush, as soon as I got myself airborne I was pumped - glad I didn't accidentally press the transmit button at certain points during that circuit - my emotional outbursts would've certainly caused some frowns in the clubhouse back on the ground!

Unfortunately the next day was a wash out - no flying at all. Hence, I was constantly reminded that a bad weather day was "not a loss of a day of flying, but a gain of a full day's studying". After the boredom of a day of studying Airlaw, I gave MM a good scrub down.

The next day (Sat) I was checked-out to go solo by another instructor, Jo, who would be my examiner. I spent my first hour to myself in the air that day, trying to get more consistency in my landings. The footpath across the strip, which was inevitably landed on "just to see what it'd be like", and the unseen divot in the runway didn't help things. The occasional snobbish snigger came from the clubhouse as certain students, who preferred the steeper approach, hit the footpath and were sent back up in the air like a rocket to enjoy another go-around!!

Enjoying my flying too much and a reluctance to study the fascinating world of Airlaw resulted in a fail in that ground exam first time round. The shock of this fail set me straight! I got my work ethic right for the rest of the course. I didn't manage to get hold of a copy of 'The PPL Confuser' until later on, but what a brilliant book it is - providing you with the nuggets of information you really need! A must buy for anyone contemplating learning to fly.

After successfully getting to grips with the Super Cub I was now doomed to spend the rest of the course flying the rather average C152, G-BNKP. This was so that I could complete my navigation work, but with yet another different instructor, Mark. However, I still managed to use my good looks, charm and modesty to persuade some instructors to sign me out in the Cub for the occasional flight throughout the rest of the course.



Golf-Kilo Papa

Next month we continue the story, and discover how Tom became a pilot! Don't forget, this is your newsletter - all contributions like this are most welcome.

Last month's Newsletter

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