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Association

# Bristol Strutter

Newsletter of the PFA Bristol Strut

October 2007

## NEXT MEETING - OCTOBER 11TH - STRUT AGM

Members have been sent by mailshot the Agenda for this year's AGM, together with the Minutes of last year's meeting (which can be taken as read and then quickly approved).

Among the items for discussion this month are:  
Ideas for a new LAA strut logo (why not draw something up and bring it along?)  
Regional Rallies – should we be doing something at them?

We do hope as many as possible can come along to add their contribution to the future of the Strut - this is your chance make it the strut you want it to be.

## LAST MONTH - TALK WITH NATS

Last month the strut welcomed Julian Andrews and John Mayhew from NATS Bristol to one of our open to all meetings. We all know Julian and it was nice to welcome John, Bristol NATS General manager, to his first (and we hope not last) strut meeting. The purpose of their chat was to "tell us how it was for them", that is the Bristol/Cardiff airspace changes of course.



The consensus was it had all gone well. Bristol ATCOs felt a lot happier now that commercial air traffic (CAT) can arrive and depart wholly inside controlled airspace. Because of this their job has been made a little easier. Bristol still offer a LARS if people need it and, to help them, prefer aircraft to squawk Charlie if fitted. If you don't contact them, they will assume you are outside controlled airspace. Julian reiterated ATCO's willingness to offer zone transits if required. Just give them a call, be positive about what you wish to do and they will do all they can to accommodate you. When asked how we can help them, Julian suggested requesting a transit at 4000ft as that is above the area allocated for CAT missed approaches, but said cloud often prohibits that if VFR of course.

John mentioned a disturbing increase in incursions especially around the Bath gap recently that are giving them cause for concern. Mostly it is people clipping the edges but there have been some more serious events.

If we can get the statistics we will publish them here in a later issue. Perhaps some people are still flying with old charts??

John also briefly mentioned the new London LARS. Evidently this is not being funded by CAA but by NATS alone. Nice one NATS and thanks. As for the CAA - what's your excuse for not funding it years ago?

A worthwhile meeting and we thank Julian and John for coming to talk.

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## Where to go in October (and beyond)

Free landing vouchers valid during October in:

**Pilot Magazine:** Beccles, Colemore Common, Old Buckenham, Sheffield City and Shobdon.

**Flyer Magazine:** Dunkeswell, Eaglescott, Le Touquet and Lydd.

**Today's Pilot:** Bodmin, Conington, Great Oakley and Lands End.

**12/13 Jan 08** Icicle 2008 will be at Sywell. £5 for landing and camping. Food, bar, shower all available. In the event of unsuitable weather, the date will roll on to subsequent weekends. Camping only, no B&B allowed.

Call 01285 869806 for more info. Full details at [www.bmaa.org/event.asp](http://www.bmaa.org/event.asp)

Look up [www.youtube.com](http://www.youtube.com) for video. Just type in the search box "Icicle meet 2007".

## Looking ahead... Strut meetings

**8th November** Informal evening with Alan George who will describe what it's like living and flying in France.

**13th December** Strut Quiz.

**10th January 2008** - GPS for General Aviation, John Gentleman from Royal Institute of Navigation - Room 1 BAWA.



### For Sale

Harrison Oil Cooler part No 8526250, s/n 77G-1464. Removed from a public cat aircraft as part of engine overhaul. Just needs a back flush.

£200.00 ono.

Call Phil Mathews on 01452 713924 for more info.

### Air traffic services outside controlled airspace in the UK are set to change...

...view the proposal to simplify and improve air traffic services and respond to the consultation at [www.airspacesafety.com](http://www.airspacesafety.com)

This is your chance to have your say on the topic. the consultation closes on 14 December 2007.

The Airspace & Safety Initiative (ASI) is a joint CAA, NATS, AOA, GA and MoD effort to investigate and tackle the major safety risks in UK airspace.



**AIRSPACE  
& SAFETY  
INITIATIVE**

### Red Arrows to Fly at the 2012 Olympics?



You may know that there has been a petition to 10 Downing Street regarding the debate about whether the Red Arrows are 'too British' to fly at the 2012 Olympics. If you wish to follow the debate and find out the PM's response then go to:

<http://petitions.pm.gov.uk/RedArrows2012> and

<http://www.pm.gov.uk/output/Page13332.asp>

**Every time I fly  
I turn my  
transponder to ALT**

AOPA

### BRANSCOMBE NEEDS YOUR HELP!

The new owner of Branscombe is having to fight to keep this lovely airfield open and would very much like to receive evidence of your visits over the past years. If you can - please e-mail copies of your relevant log book pages to him at:

[naomi@branscombeairfield.com](mailto:naomi@branscombeairfield.com) or post printed copies to: David Hayman, Higherlands Farm, Branscombe Airfield, Branscombe, Devon, EX12 3BL

### Members News

Andy Ferrington is into phase two of his ATPL course in Jerez, and is now alternating days flying with days at ground-school. He has sent us a vivid description of an unscheduled diversion and some superb photos. We will include them next month.

Several Brissle Strutters have been abroad this year; Ron Perry and Neil Hopton, along with Steve Neale and Terry Donovan and Ian and Mary Leader all went to Saint Omer for the Jodel get-together. Trevor Wilcock and Ian took DENS to Quiberon and Ron & Lyn also flew there in BSVE for the Piel rassemblement. Report and photos to follow...

# Sally Forth to Aberporth!

A day out recalled by Dave Hall

Photos: Dave Hall & Steve Neale

Graham's celebration flight and his thanks to Dave and Steve for springing him from Derby Royal Infirmary was a mid-week visit to West Wales Airport. The Notams give all sorts of discouragement, but in effect the airfield has simply become PPR from 6 miles out, though a phone call is a wise precaution as from time to time the military take it over for an exercise, and at other times the UAVs have the skies to themselves.

So we met up at Oaksey, and loaded ourselves and sufficient fuel for the return flight. Steve opted for the rear seat to allow him to get to grips with his new Garmin 296, and off we set with brisk winds forecast for West Wales.

Navigating via BCN in superbly clear visibility was no problem, whether by paper map or GPS, and the journey proceeded uneventfully, with a bit of bumpiness around the N edge of the Beacons, but not enough for any discomfort. Ahead the Western Welsh plains stretched to the coast with a bit of coastal cloud to push us down towards Aberporth. The wind was 360/15kts, so 04 grass was a better choice for the landing than 08 hard, which was accomplished without obvious drama, and they suggested we tuck the Jodel in the wind shadow of the hangar. The landing fee was £12.

There's no café or official refreshments, but they were kind enough to make us mugs of tea, and we chatted over their grand plans for the airfield. There are plans for a new terminal that wouldn't disgrace a modest international airport – which I suppose it is – a main runway extension, and hopes of a Northerly runway to align with their prevailing wind.

The seaside town of Aberporth is a couple of miles away – there's a quiet lane that makes for a more pleasant walk, particularly downhill to the sea. The place for food is the Ship Inn; we sat in an elevated outside covered area looking over the beach, surf and bathers. The haddock and chips were as good as any we'd tasted and superb value for money, while a beach café provided the obligatory ice-creams. The drag back uphill to the airfield was achieved without too much puffing and panting, and we were able to keep up a conversation all the way, but little legs would benefit from using the bus or taxi service if you've got youngsters with beach gear.



The wind hadn't eased at all, and at times was gusting up to 20kts from the North. Graham considered 540m of grass a bit short for 3-up in varying wind, so opted for the 883m of tarmac with the 15-20kts cross-wind. Well, we didn't opt to walk home instead, but it wasn't a situation where you distract the pilot with a video of the take-off, so it was arms across the chest to leave instruments clearly visible (not the brace position – honest!), and marvel at the skill of this tail-dragger pilot. The return to Oaksey was achieved as the sun came out from under the cloud layer, picking the landscape features out in orange and reds, while cloud ahead looked threateningly dark.

So a flight with some challenges, good food, a new destination, for me anyway, some sea air and good company. Aberporth is definitely a place worth visiting – particularly when the wind is a bit more favourable to relaxation!

*Dave*

## West Wales Airport

Location: 4nm E of Cardigan N5206.92 W00433.42

A/G: 122.15

Range: 119.65

Fuel: Avgas 100LL Jet A1

Strict PPR by telephone. Non-radio ACFT not accepted.

A/D un-licensed weekends & PH. Hi-vis required.

RWY	Surface	TORA	LDA
08	Asphalt	883	845
26	Asphalt	886	845
04/22	Grass	540x32	U/L

Operator: West Wales Airport Ltd  
Blaenanarch  
Ceredigion  
SA43 2DW

Tel: 01239 811100



Right base for 04 grass at West Wales airport

*St Omer 2007 - Steve gives us his write up of their first visit overseas in Mike Fox trot:*

## Plus de Moule

The Jodel fly in at St Omer is a good introduction both for pilots dipping their feet into foreign flying and strut stalwarts alike. Ian and Mary travelled over on Friday with Smaragd G-DENS returning to the event for the third time. Ron and Neil had arrived on Thursday in their Smaragd G-BSVE. Terry and I set off Saturday lunchtime just ahead of Graham and Sam in Jodel G-BHTC from Oaksey Park. Terry settled the RV down to an economical 120kts and off we went. From Oaksey our route was easy. Skip around Brize Zone then South east over Popham to Goodwood then due east to Lydd. Both Goodwood and Lydd were running airshows so I had planned a wide berth first turning well north of Goodwood. Lydd's airshow had a 4 mile zone around it so, rather than fly up past them, we coasted out at Hastings and crossed the French coast just north of Boulogne. I'm surprised this route is not used more by traffic coming from the west as the exposed period of water crossing is little more than Folkstone to Cap Gris-Nez. I calculated MF's exposed period (i.e. can't glide to hard stuff) at about 3 minutes. Hardly worth putting in the life-raft. St Omer offered customs for the weekend so no need to drop into Calais this time and 1hr 20 minutes after leaving Oaksey we had St Omer in sight. Alan George (after 3 years flying around Toulouse) assures me that if the French hear a Brit joining their circuit they scatter in all directions so it was no surprise after my "French" calls to find the area around the airfield free of traffic. Our arrival was unhindered and we both felt that warm glow one gets after a nice flight.



I've mentioned it before but there is something magic about flying across water to another country albeit in this case only 20 miles inland. Phillipe and his team at St Omer were running the show like clockwork and our flight plan was closed and some welcome paté baguettes were being consumed within 5 minutes of landing. It was a disappointment to hear from Graham that TC had spat out a spark plug on leaving Oaksey so unfortunately he and Sam had to abort their trip. Great pity, you were missed, guys. St Omer's town square, 30 minutes walk from the airfield, is a grand affair with bustling traffic and pavement cafés. It was an ideal diversion before the flying club's evening meal of mussels and chips. Great stuff and now something of a tradition.



*John Cook - "Gnome from Home"*

A notable character at the fly in was John Cook who this year turned up in his new Vans RV-4. John likes to "fly the flag" from his 'in your face' tent and mini fenced garden - complete with gnomes! It's all tongue in cheek of course and in fact St Omer think of him as a good luck charm. Last year he didn't go and the weather was awful.

Sunday lunch saw many more arrivals and by lunchtime the airfield was full of aircraft, as the queue at the lunch time carvery testified.

Once again St Omer Aero Club ran a superb fly in with everything we could need. Our thanks go out to Phillipe, Sophie, Christophe and everyone else at the club who again made it so special.

PS: The more astute reader may notice that none of the strut members flew over in Jodels this year. St Omer's Jodel event in fact welcomes any aircraft. It our shared respect for the engineering brilliance of Jean Delemontez and his bent wing that binds us, even those of us seduced by the dark side.

Next year? You bet!!

For more pictures see the St Omer website photo gallery: <http://acsto.free.fr/> and click "Fly-in Jodel 2007".

