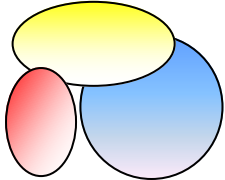




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Brissle Strutter



Newsletter of the LAA Bristol Strut

October 2014

NEXT MEETING— Manuel Queiroz—Pan-American Highway

This month's talk, **on Wednesday 1st October**, is on a non-aeronautical subject. Our friend Manuel Queiroz, solo round-the-world flyer, will tell us about his road trip on the Pan-American Highway, from Alaska to the tip of Argentina. As this will be of interest to a wider audience, why not bring along a guest?

Here's a taster from Manuel:

Overland from Alaska to Argentina

What sort of adventure can top flying an RV around the world? Not a great deal, but finding one could have been a challenge.

Fortunately my wife Jill Francis and I remembered an idea exactly as old as the idea of the world flight: To drive the longest route in the world right from the frozen shores of the Arctic Ocean to the very bottom of Argentina where the road just stops.

A VW California Camper was bought in England to find out what this camping lark was about (never camped before...) followed by shipping it to North America. The adventure proper started in May 2013, crossing 25 borders, visiting 15 countries and seven months later celebrating Christmas in the solitude of Tierra del Fuego.

The people, the landscapes, the roads and the big outdoors exceeded all expectations. Biggest regret? Didn't allow enough time.

Come and share our 28,000 mile adventure!

Directions to BAWA are available on our website: www.bristol-strut.co.uk and we'll gather from 19.45 for Manuel to start his talk at 20.00.

LAST MONTH'S MEETING— AGM

We had a good Annual General Meeting in September and the full minutes are attached to this newsletter for our members to read.

The main points arising from the meeting are:

Our very longstanding Treasurer, Gordon Pritt, has retired after 28 years of dedicated Service. We acknowledged his commitment with the presentation of a 'Spirit of St Louis Selfridge Field' presentation alarm clock. We also shared a celebration cake! Steve Pemperton has volunteered to take on the role of Treasurer.

It was agreed to change the day of our joint meetings with BAC to the 1st Tuesday of the month, this to take effect from January 2015.

We've also agreed to revert back to our original name of Bristol Strut. The more observant of you may have noticed the revised 'masthead'.

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Picture Quiz

Last month's Picture Quiz from Graham

Last month's Mystery Aircraft was set by Phil Mathews and he challenged us to identify the yellow aircraft.

Alan George sent in the correct answer but admitted that google helped him! Here's the answer supplied by Phil:

The aircraft is a Zlin Z-37 Cmelak (or Let Z-37 Cmelak). Cmelak is Czech for Bumblebee. It's a crop sprayer made in Czechoslovakia. The original aircraft were powered by the same engine as used in Yak 52s.

The picture shows a Z-37T Agro Turbo which is the turboprop version. It has a Walter M-601Z engine. The aircraft was ahead of us at the fuel pumps at Altenburg in eastern Germany.

Altenburg is an ex East German Air Force base with a 2000 metre runway and hardly any traffic. We used it as the nearest airfield for Colditz castle which three of us explored in June.

Thanks Phil.



This month we have another photo from Trevor who thinks not only the 'regulars' will know this but maybe some more of our members or readers will be able to identify the aircraft. Come on everyone—have a think and send in your suggestion— I promise you won't be 'named and shamed' if you get it wrong.

Forthcoming Wing Meetings:

Wed 5th November: Phil Hall – LAA CEO

Wed 3rd December: Quiz Evening

Tuesday 8th January (altered because of New Year)
Subject to be arranged

Tuesday 3rd February—To be arranged

Once you have learned to fly your plane, it is far less fatiguing to fly than it is to drive a car.

Nobody who has not been up in the sky on a glorious morning can possibly imagine the way a pilot feels in free heaven.

William T. Piper

UPDATES FROM THE CAA

IN-2014/150: CAP 413 Radiotelephony Manual Amendment 4 to Edition 21 of CAP 413 Radiotelephony Manual will be published on 2 October 2014, and become effective on 13 November 2014.

<http://www.caa.co.uk/docs/33/InformationNotice2014150.pdf>

IN-2014/151: CAP 774 UK Flight Information Services Amendment 2 to Edition 2 of CAP 774 UK Flight Information Services will be published on 2 October 2014, to take effect on 13 November 2014.

<http://www.caa.co.uk/docs/33/InformationNotice2014151.pdf>

Where to go...

Free landing vouchers for **October 2014**

Flyer: Bagby, Haverfordwest, Kingsmuir, Old Sarum, Sutton Bank, Sutton Meadows

Pilot: Fenland, Gloucester, Leicester, Seething

LAA: Fishburn, Gloucester, Goodwood, Sturgate (weekends only)

4th October—Brimpton—LAA Andover Strut fly in—Tel: 07831 606075

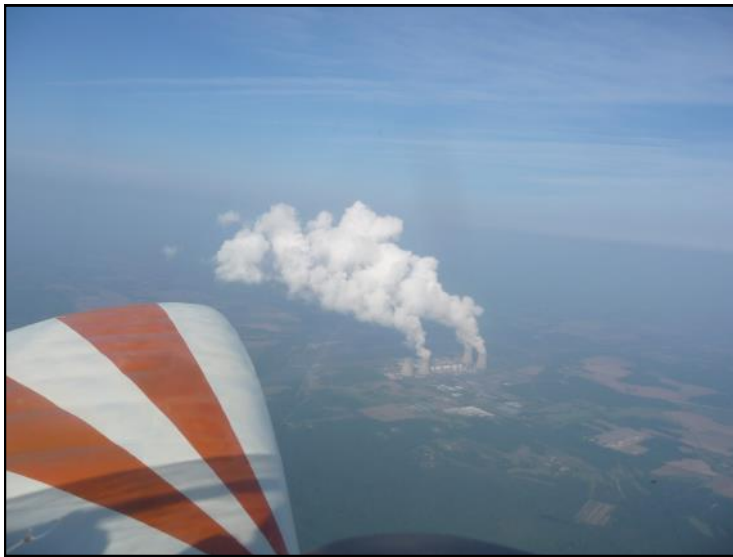
5th October—Old Sarum—Vintage Sunday Fly in— PPR online: www.oldsarumairfield.co.uk

12th October—Popham—end of season fly in— www.popham-airfield.co.uk

22nd October—*RAeS talk*—X-HALE A very flexible UAV for nonlinear aeroelastic tests. Pugsley Lecture Theatre, Queens Building, University of Bristol. 1800 for 18.30

The French Cosnection by Trevor Wilcock

With our aircraft being a German derivative of the French Piel Emeraude, we like to take part in the annual Piel Rassemblement which took place this year at Cosne-Cours-sur-Loire, (pronounced Conn) around 90nm south of Paris. G-DENS, Mary and I set off early for France, as



One of the two Nuclear power station sites near Cosne

there was the possibility of rain in Northern France later in the day. Good weather allowed us to climb to over 5000' to coast out at Hastings, and we called Le Touquet with 24nm to run. The usual efficient Le Touquet service, no request to "pass your message", just "proceed to the airport, I'll call you back". So we did; could hear other communications, but nothing for us. As we turned onto a 4-nm final, "G-DENS, cleared to land, #1". Simple! 2¼hr flight time. A quick turnround, then onward across the large fields of Picardie, the more interesting landscape around the Seine at Mantes, to the west of Paris, then more large fields, past the prohibited areas of

two nuclear power stations on the Loire and into Cosne after another 2¼hr flight.

Cosne was deserted, and some way from our hotel (hint – with the Ibis chain you can book with no cancellation charge for cancellation before 6pm on the day of arrival; very useful for weather uncertainties). So we parked up, unloaded and were about to try to call a taxi when someone appeared from a closed hangar and offered a ride to the hotel.

An evening stroll into Cosne, a pleasant riverside town – complete with cycle race around the centre of the town!



Next day brought 12 Piel designs and 2 other visitors (a rather small turnout, but there were weather problems to the east) for an excellent pig roast lunch. It was good to meet up again with friends met at previous Piel Rassemblements. After lunch we toured the local Sancerre vineyards under the expert guidance of the president of the Cosne aero club, who is a supplier to wine producers of "everything they need apart from the grapes". Most participants left by the evening, the rest of us enjoying the rest of the pig — and some local wine.



Yummy Pig Roast



Sancerre viewed from the vineyard tour

With the threat of thunderstorms on the French side of the Channel by early afternoon, we left Cosne at 0840 and retraced our route without any weather problem until we met low cloud and poor visibility around Hastings. But we were soon free of this and arrived at our nominated entry field of Popham (somewhat ahead of our notified GAR time) for the Vintage Aircraft Club 50th Anniversary Fly-in, to be told on approach that "Special Branch are waiting for you". Indeed, the Border Force was there to meet us before we even got out of the plane, but only seemed interested in passports; they may have been present for the flight of 7 German Fourniers that had flown in direct from (I think) Aachen.



Just a few of the visitors who arrived on Saturday