



## September 2004

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### This month's Meeting – 9th September

Alan has had confirmation that the Europa club are coming to our meeting on September 9th. Coming along are Rowland Carson, the membership secretary and builder, Nigel Charles the tech rep and winner of best composite and best Europa at the rally, and David Joyce local Europa owner, and Young Eagle pilot, who will trailer his aircraft to BAWA.

The proposed agenda is:

- 1) Looking round a Europa - David Joyce with G-XSDJ in the car Park
- 2) Move inside to meeting room.
- 3) Why I think the Europa should be of interest to Strut members - Alan George
- 4) Operating a particular aircraft - David Joyce
- 5) Technical points / building - Nigel Charles, Rowland Carson



This will then be followed by a question & answer session about such topics as: engines, fuel systems, modifications etc. There will be visual presentations and this should be a really interesting meeting to start out new season.

### Comments about this year's rally

*Harry Hopkins at the Gloster Strut has sent us the following:*

May I ask that strut co-ordinators get the views of their members on this year's rally which is sure to be a hot topic at the next NC meeting. Please ask your members:

- How important is the rally to them?
- What, if anything, they didn't like about this year's rally?
- What improvements can they suggest for next year?

Please don't interpret this as an implied attack on Steve Petter who I believe does a great job of organising the rally. The set up ran like a well oiled machine. However, I've had some interesting and I hope useful feedback from Gloster Strut members and I'm sure your members will have things they want to say.

**Harry**

*Any comments Alan will pass on or they can be sent direct to Harry at [hdn.hopkins@virgin.net](mailto:hdn.hopkins@virgin.net).*

### Air Scouts/Young Eagles

You will have read, in Popular Flying, the report of the first Air Scouts Camp. Well they are holding another one, this time together with the Gloster Strut at Croft Farm airstrip in September 25/26. Ron Shell, the Gloucester Air Scouts advisor, has invited us along to see how it is done. If you are interested see Alan for details.

### Places to go in September

*The free landing vouchers in Flyer magazine for September are:*  
Fishburn, Kilkenny, Newtownards and Popham

As indicated some months previously we will mention here those events organised by local PFA struts.

#### **In September:**

- 4th PFA AGM Turweston Being attended by 3 of our members,  
*if you have any points to raise contact Alan*
- 4th Devon Strut Fly-in Bell Vue 01805 623113 or 07971 278984
- 5th PFA Solent Strut Fly in Old Sarum 01489 783036 or 19722 322525
- 12th Wiltshire Flyers Fly in Lower Upham 01793 791517 or 07990 976393
- 12th Devon Strut Fly in Watchford Farm 01823 601268 or 07779 143439
- 24th PFA Engineering Open House and Lecture Turweston 01280 846786

#### **Yeovilton**

Don't forget the Yeovilton Air Display on Saturday September 18th. An invitation is limited to 20 GA aircraft, so if you would like to attend, please contact Terry Booker ASAP (01202 737430).

**Reminder:** Both tarmac and grass will be available, as usual, but bear in mind that the grass may be a bit uneven, as this event is the only time in the year it is used!

Peter Campbell, Cirrus Associates (SW) - [cirrus.sw@virgin.net](mailto:cirrus.sw@virgin.net) - [www.zolid.com/cirrus](http://www.zolid.com/cirrus)

#### **Guernsey Air Rally 10th - 13th September 2004**

If you feel like venturing a bit further a-field it's not really that far across the water!

For early arrivals there is the Battle of Britain air display on Thursday 9th including the Red Arrows. Then there is the optional navigation competition starting in Granville on Friday 10th September, or fly in direct for a great reception. Don't miss the new format hangar ball on Saturday night, live music, spit roast, fancy dress 'Medieval banquet'.

Check their website at [www.guernseyaeroclub.com/rally](http://www.guernseyaeroclub.com/rally) or contact the club for more details:

Colin Ferbrache - Rally Director; Mark Dravers - Navex and website;  
Brent Baigent - Club Manager Tel. 01481 265267 (from outside UK +44 1481 265267) fax 01481 263830.  
E-MAIL : [rally@guernseyaeroclub.com](mailto:rally@guernseyaeroclub.com)

#### **World wide web!**

*It is good to know that people read our web site, and to get confirmation that the flying fraternity is a friendly one. We have received the following:*

I was reading your web site - good one. If anyone is in British Columbia drop in and see us.  
George Carpenter-EAA Chapter 679.

His email is [chipselva@shaw.ca](mailto:chipselva@shaw.ca) so do drop him a line if you are planning to go over there.

#### **Want to know?**

Have you ever had an aviation question to which you can't find the answer?  
Bristol Strut member, Richard Ward, operates an Aviation Information Service that may be of help to you. Richard is a mine of aeronautical information, and offers this search service.  
Contact him on 01179 253566 or e-mail him: [avinfo@tiscali.co.uk](mailto:avinfo@tiscali.co.uk)

#### **Advance notice - Bristol Aviation Enthusiasts' Fair**

Sunday 31st October 10am-4pm

Taking place at BAWA, Southmead Road, Filton, Bristol (where we hold our monthly meetings) this event will feature stalls buying, selling and exchanging any aviation related items. Models, books, magazines, airline postcards, slides, photos, tickets, videos and memorabilia etc.

Admission £1.50 Enquiries and stall bookings: Jack Thomas, Tel 01278 760448, Mob 07949 064720  
or e-mail: [jack-thomas@tiscali.co.uk](mailto:jack-thomas@tiscali.co.uk)

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#### **Where we went in the holidays**

Last month we heard from Dave Hall about his foreign trip to Prague (well - they got as far as Germany!) and at the end of this issue we have given a short account of our holiday, albeit not all self-flown. Have you been anywhere interesting? Would you like to share it with others members? Do drop us a few words and (pictures if possible) and we'll include it in the next magazine.

## A visit to Austria

By Ian & Mary Leader

Towards the middle of July with the annual holiday looming we still had not considered seriously what to do with our precious time off work. A browse on the internet set the idea of Austria in mind, and a subsequent visit to the local travel agent came up with a couple of last-minute deals to the Tirol region which sounded quite idyllic. The options narrowed down to two resorts, one of which had a small airfield – so that settled it!

The following Wednesday we found ourselves on a 737 heading towards Salzburg, bound ultimately for a small village called St Johann-in-Tirol. The trip was an all-inclusive deal hosted by Crystal Holidays, and if you ever have the urge to take a break abroad we would thoroughly recommend them.

On arrival, you are met by a company representative and guided onto a coach which takes you direct to your hotel, and all along the way your guide delivers a helpful commentary about the countryside and what to do during your stay.

St Johann lies snugly in the valley between the Kitzbüheler Horn to the south, and dominated by the magnificent Wilder Kaiser range to the north. The village itself lies some 2200 feet above sea level, and the mountains extend nearly 5500 feet above that so the air is noticeably thin and the sun is hot!



A full timetable of excursions is prepared by Crystal should you wish to partake, and we signed up for the Großglockner glacier trip and a visit to the striking waterfall at Krimml. But we were keen to take advantage of the free bike hire offered by the hotel, and to cycle along to the airfield to say hello.



The little sportflugplatz at St Johann lies along the bank of the Pillerseeache river which runs down the valley from the south-east. There is one hard runway oriented 31/13 and most local flying is by gliders launched from a Robin DR48 although the club does also operate a Dimona TTC for those who prefer a motor up the front when flying over the mountains! We had been offered the chance to experience mountain flying in the Robin, and proposed to book a session for the following Monday. However, on arrival at the field, the duty manager suggested that as the weather was so good, "could we make flying that afternoon?" Of course we could, so we were introduced to our instructor/guide who was called Hans and spoke very little broken English. As we spoke very little broken German, extensive hand gestures served as communication!

The Robin has fairly basic equipment since it's main role is to pull gliders aloft and return to base. However, it is fitted with a four-blade fixed pitch prop, which gives an astonishing rate of climb with pilot and two passengers aboard. I found this very useful on climb out, as Hans pointed me towards the tree-lined gap at the eastern end of the Nieder Kaiser mountains. We levelled off some 100 feet below the peaks of the Kaiser range and flew along the vertical granite wall, almost, it seemed, brushing the mountain with our wing tip! I had asked Hans before we took off if there was likely to be any problem with turbulence, downdraughts and such. He assured me with firm gestures that today there would be "no problem". That's good, I thought. We rounded a rocky outcrop and the Lake Walchsee resort came into view. The lake is edged with a fine sandy beach, and dozens of holidaymakers were lazing in the sun and splashing in the water.

We were now approaching the western end of the Wilder Kaiser range, and noticed a lone peak with three or four climbers clinging to the large cross mounted on the summit. Hans encouraged me to fly even closer, and we passed by at their level only some 100 feet away. They gave us a cheery wave and we responded accordingly. The altimeter registered 6800 feet QNH.

On rounding the final peak of the majestic mountain range, we did more cliff hugging and spotted a lone chalet in a small clearing just above the tree line. Hans said it was called Gruttenhütte, and that climbers used it as a rest-house on the way to the top. Rather than me, I thought. Then we headed out over the valley towards the Kitzbüheler Horn, with its characteristic communication tower standing 2000 metres above sea level. I gestured to Hans that we might fly around it, and he nodded approval. However, after our previous sightseeing tour we needed to climb considerably from our present level to achieve that, yet the Robin responded eagerly when throttle was applied. There were nearly 7000 feet on the altimeter by the time we entered an orbit around the mast, and the winding path which gave access to the service vehicles came into view. There were several people visible on the viewing areas, and being one of the highest peaks in the region the views were spectacular. From our even better viewpoint we could clearly see the snow-topped Glockner Alps away to the

south, and the Großglockner peak in the centre. Later in the week we would be doing this again the hard way!

Around the mast once more, and it was time to descend into the airfield four and a half thousand feet below. All flying in the mountains is performed with the altimeter set to QNH since the maps show heights above sea level, so I was instructed to position downwind right hand at 3200 feet, as this would represent a 'normal' circuit at about 1000 ft QFE. The circuit worked out fine, and we rounded out over the threshold just 30 minutes after taking off.

Flying in the Ferienregion, as this part of the Tirol is known, is an experience not to be missed. The mountains offer abundant lift for gliders to ridge soar, and in clear weather you can see three or four of them making lazy circles around the peaks whenever you look up. If you ever find yourself heading towards Austria, there is a warm welcome awaiting at the Fliegerclub St. Johann/Tirol. The manager is Reinhard Hagenmüller, and their e-mail is [info@loij.at](mailto:info@loij.at) if you wish to fix up a flight. Alternatively, non-email readers can telephone the club on (0043) 0 5352 62502.



The rest of our week went all too quickly, and concluded with a wonderful Tyrolean evening at the local Brewery. The Austrians know how to enjoy themselves, and it can't fail to rub off a bit on visitors to their country. But if you intend to climb a mountain or two while you're there, plan a week off work afterwards for recovery!