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Bristol Strutter

Newsletter of the PFA Bristol Strut

February 2006

NEXT MEETING— BRISTOL/CARDIFF AIRSPACE CHANGES

We will be moving to the larger Room 1 (located upstairs in the New building) for our meeting this month in anticipation of a good audience. Our guest speaker on this evening will be Julian Andrews, ATC Watch Manager at Bristol International Airport, who will be giving a presentation about the proposed forthcoming changes to our local airspace. At the time we go



Changes will be made to the current airspace from May this year

to press the CAA have not yet approved these changes, but Julian should be able to update us on current progress.

We have invited all the neighbouring PFA Struts and any local pilots to come along at 7.30 pm on **Thursday 9th February** to hear first-hand about these important changes. Julian will be very

willing to field our questions after the presentation which will fully explain the need for these changes.

Maps which illustrate the extent of the new CTA segments can be viewed before the meeting by clicking the green button on the Bristol Strut website:

www.pfabristol.flyer.co.uk

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Contact Information

Strut Co-ordinator:

Richard Ward

01179 253566

e-mail:

richardaward@hotmail.com

Treasurer/Membership Sec:

Gordon Pritt

01934 511908

e-mail:

gordon.pritt@virgin.net

Newsletter distribution:

Ian & Mary Leader

01275 541572

e-mail:

ian@pfabristol.flyer.co.uk

Editorial address:

7, Cantell Grove

Stockwood, BRISTOL

BS14 8TP

LAST MONTH—COLIN MITCHELL PFA TREASURER AND PAST CHAIRMAN

Those present were interested in Colin's excellent presentation on the finances of the PFA, what happens to our money and what he feels should happen in the future.

Discussions also took place on the future of the PFA 'Rally.' Colin was left in no doubt about Bristol Strut's opinion

on the format for this year's meeting — suggestions included a low key fly-in, possibly shared over three or four locations throughout the country over the summer months. Altogether a very worthwhile and informative meeting and we thank Colin for sharing his time with us.

New-look Strutter!

With the new year upon us, we decided it was time to overhaul the old format, and try something new. Microsoft Publisher provided the means, so here it is. Hope you like it! With a fresh new format, what we need now is fresh new material, so please put pen to keyboard and send your articles to us for inclusion. Trevor has set an example this month with his experiences of gliding at Nympsfield; we would like to hear of other stories like this. Our e-mail is click-able on page one, alternatively use reliable old snail-mail.

Where to go in February

Free landing vouchers -

In *FLYER* magazine: Beccles, Fishburn, Land's End and White Waltham.

In *PILOT* magazine: Andrewsfield, Dunkeswell, Huddersfield, Leicester, Shobdon and Stapleford.

In *TODAYS PILOT* mag: Beccles, Old Sarum, Tollerton and Upfield Farm.

Feb 12th—*Not* at Turweston - VAC Valentine Fly-in (PPR) 07731 991545 for briefing (and to find out where it will be held)

RAeS Meetings

21st February 2006 - *Landing Gear Design - from the Past to the Future* presented by Matthew Sexton.

Speaker - Vice President of Engineering, Messier-Dowty.

22nd March 2006 - *Controlling Satellites in Space* presented by Mohammed Philip Ray.

Speaker - Project Leader for the Space Division, SciSys

Both meetings take place at 18.30 in Room 1, BAWA Leisure Centre, Southmead Rd, Filton.

Lottery grant application

As mentioned in the NC Minutes (see last month's Strutter) there should be a grant available from Lottery proceeds to assist Struts in their education work. Jim Gale in Devon strut has applied on behalf of the 'South West', for a grant shared between Wiltshire, Wessex, Bristol and Devon, and he needs to know how we would use our share to the best advantage.

Please consider this carefully, so that we may discuss it next Thursday, and have some positive ideas to back up the application.

Members news

G-OLEM arrives in Marshfield!

Congratulations to Geoff & Liz Roe for recently completing an epic trip in their new Jodel D18, all the way from Perth.

Following installation of it's new Jabiru engine, and recent flight tests in Scotland, G-OLEM was granted a permit to fly allowing Geoff to ferry the aircraft to it's new home. They arrived last Sunday in somewhat gusty but CAVOK conditions, and were escorted to the downwind leg by G-DENS who just happened to be airborne at the time. (Geoff and Liz shared the Smaragd with Ian & Mary for some years, until the time came to move on to sole ownership).

We wish them many happy trips with the Jodel in the years to come.



Looking ahead...

9th March - We are hoping to have a representative from Ultimate High – the Aerobatic team based at Kemble – to talk to us about their activities.

11th May - Graham Clark has arranged for Fiona Macaskill, World Champion Paraglider Pilot, to speak at our meeting. We hope that by choosing an evening in May there should be enough light available for Fiona to spread out the flying machine on the playing field at the back.

**To most people, the sky is
the limit.**

**To those who love
aviation, the sky is home.**

Life is simple:

Eat, sleep, fly

44 years from First Solo to First X - Country!

By Trevor Wilcock

Perhaps I should explain; I'm describing my gliding career, and there's a long fallow period in the middle. Went solo in April 1961 with the ATC after a grand total of 26 launches and 2hr 20min airborne time, 8 days after my first flight (and there was a full week of school in the middle). Continued gliding sporadically over the next 8 years, but restrictions of (a) time, (b) money and (c) lack of transport to the airfield in my student days and (a) and (b) in subsequent years meant that by 1969 I only had a Bronze C (2 qualifying flights of 1 hour) and 35 hours total flight time. Then the Queen kindly paid for a PPL, and keeping that current occupied the next three decades.

Come retirement, (a), (b) and (c) were all overcome and I started gliding again in 2001. Re-soloed at Nympsfield after 9 launches (hill site - very different from my previous experience of flat sites), but come 2005 still hadn't gone cross country. Clearly the navigational aspects of X-country flight are hardly a problem given power experience, but it's the detaching yourself from the home base and committing yourself to an away landing, without power, that makes the difference. Here, for you power guys, is an account of that first X-country.

Set off once, last year, but conditions were not right. Tried again in May, set off, headed back, spent the next hour over Nympsfield painfully trying for Silver Height (height gain of 1000m from release), succeeded, and on landing found that the barograph wasn't working - it just showed part of the descent! A good thing I hadn't gone X-country - that wouldn't have counted either.



Grob 102 "EKF"

11 July - looks a good soaring day, but my son's birthday, so must be home early. CFI's wife asked why I wasn't going X-country. Rang son, got his clearance, started preparations, aimed for take-off around 12:30. Silver C requirement is to go 50km from starting point (plus a few other rules).

Action list:

- a) realise that there's no GPS available, so can't do an out-and-return; have to land to establish that I have actually gone 50km.
- b) smoke the barograph, get electronic logger as back-up (don't want a repeat of May).
- c) find someone who knows how electronic logger works.
- d) decide to go to The Park, 66km. They don't fly during the week, so can't relaunch from there, but there's bound to be someone there to sign my landing declaration (needs 2 witnesses). Will need aerotow or car retrieve.
- e) persuade Dave to collect me with my car and trailer if I land away. Remember to leave key with car.
- f) find an Official Observer to sign the barograph and declaration form.
- g) find another OO who really knows how to fill in the declaration form and points out the errors from (f)
- h) inspect glider (Grob 102 "EKF"), load baros, water, sandwiches, ready by 12:30 - winch breaks down. Finally winch launch to 1100ft at 14:00 into weak thermal, but after 10min am struggling at 1200ft. Hot ship in nearby thermal is doing no better, so may as well stay where I am. Eventually it gets better, and I climb to 3500ft after 25min. By then I've drifted about 3nm downwind, still well within gliding range of Nympsfield but the sky looks good ahead so no excuses. Take last look behind and set off south. Lose 1100 ft getting to Badminton but then climb to 3900. Another climb over Bath Uni, Garston Farm within easy range.



...spent an hour over Nympsfield

After 55min I'm over Frome, 3000ft, bags of height to get to The Park - but Longleat's in between, don't fancy a landing amongst wildlife so thermal a little longer. Get to where The Park should be, can't see it - but there's a likely field, long, nicely situated just below a ridge, hangar at the far end, must be it, start a long descent - and out of the corner of my eye see a double cross 1/2 mile further south; perhaps I should have been looking for that in the first place! Hit a strong thermal, could hang around and try for Silver height, but the office closes at 16:00 and I need to organise the retrieve, so go for landing. Nice wide strip, clubhouse at far end, so I float ALL the way down the field and touch down in front of clubhouse, 1hr 18min. Easy flight, not a bad time given a slow initial climb, only had to deviate 1/2 mile off track to find suitable thermals - could have made it in 1hr if I'd come straight in from before Frome.



At this point I realise that:

- a) club is closed, no one here, but I'll be wanting to launch from the OTHER end of the field, it's hot and I don't have much water left.
- b) 1 mile to nearest houses, no witness!
- c) battery on mobile phone shows nearly empty, reception weak.

Arrange aerotow retrieve while battery lasts, hope the tug pilot's witness will suffice, and start to push EKF to far end of field. Give up 3/4 of the way there after water and energy run out and wait for tug.

Tug arrives after an hour, we tow glider to the end of the field, still no one around so launch without a wingman (boot of rudder as the ground roll starts, to yaw the down wing and generate lift); back home in 36min. Put EKF away, retire to the bar to buy the traditional round of drinks and do the paperwork. This took longer than the flight, what with downloading the logger, using hairspray to fix the barograph trace and getting all the necessary signatures. Still worried what the OO would say about only one witness. "Not a problem" said the barman, "I was circling over The Park and saw you on the ground. Funny thing though, I was sure EKF kept changing position!"

It could have been a longer day; Dave landed from his flight, was told that I had landed but not about the aerotow retrieve, so hitched my car to the trailer and was just setting off on the 2hr journey to The Park when someone stopped him.

Future actions:

- a) buy a GPS - a Garmin eTrex costs little more than the return aerotow and would have allowed me to do an out-and-return flight.
- b) make sure phone is fully charged and I have enough water before going flying!
- c) finish off the Silver C soonest - that 1000m gain of height, and a flight of 5hrs - must get a better cushion.

Trevor

Photos courtesy of...
the Bristol & Gloucestershire Gliding Club
www.bggc.co.uk/nympsfield/fleet.htm

Advance notice! Big Bird comes to Bristol

Through the grapevine...

Rumour has it that the A380 will be visiting Filton sometime in **June 2006**. Watch this space!

Your newsletter

Don't forget, we always welcome your stories, news items, recollections, even pictures of your build project.

If you want to share it with the membership, this is the way to do it! Don't worry if you haven't got e-mail, just pop it in an envelope the usual way, and we can scan in text or pictures as required.

Ian & Mary