



*July-August 2002*

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|---------------------------|-------------------|------------------------------------------------------------------------------------------------------|
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**Next meeting: Thursday 12th September - Britannia at Kemble**

For our first meeting after the summer break we hope to welcome Steve Lewis who is actively involved with the Britannia Aircraft Preservation Trust. Steve, and his associate Roger Hargreaves, will come along to tell us about how the Britannia 'came home' to Kemble, and the work they are doing to preserve it in working order.

Steve has extended an invitation to any Strut member who may have a connection with the 'Brit' to attend their reunion on the 16th August at Kemble. This is the date of the 50th Anniversary of the first flight back in 1952. All ex Britannia aircrew or groundcrew are especially welcome, please e-mail Steve on: [BritFlyer@aol.com](mailto:BritFlyer@aol.com) if you're going. Alternatively, call us, Ian or Mary, and we will let him know.

**G-BZRV update**

Ed and Nigel's RV6 has finally become a beautiful aeroplane, with wings, empennage and control surfaces all in place and linked to the controls. Last weekend, the propeller was fitted and the engine was run up for the first time since factory proving. Also last weekend, the aircraft was weighed and centre-of-gravity calculations made, the results coming out just where the designers expected. So it just remains for the paperwork to be returned from Shoreham, and taxi trials can take place, followed with great anticipation by the first flight! Watch this space for reports of that momentous event!

**Aircraft for sale at Cranfield**

The Bristol Strut was once again on duty at the Rally, and provided a much-appreciated service for our customers. Over the three rally days a steady stream of buyers and sellers visited our 'office', and many contacts were made between the two. We have had feedback of at least three transactions being completed successfully during the rally, and several more probably followed afterwards. Our grateful thanks are due to John and Matthew Shufflebottom for committing their time to the cause, and also for converting their splendid caravan into a luxurious sales office!

**Places to go in July/August/September**

**July**

|      |            |                                       |                                    |
|------|------------|---------------------------------------|------------------------------------|
| 20th | Old Warden | Shuttleworth sunset display           | PPR: 01767 626200 / 627288         |
| 20th | Belle Vue  | PFA Devon Strut Intn'l fly-in         | PPR: 01805 623113                  |
| 27th | Eggesford  | PFA Devon Strut fly-in                | PPR: 01363 83746 / 07970<br>251386 |
| 28th | Branscombe | PFA Devon Strut fly-in & Classic cars | PPR: 01297 680259                  |

**August**

|             |               |                                     |                                     |
|-------------|---------------|-------------------------------------|-------------------------------------|
| 2nd - 4th   | Eggesford     | 30th Anniversary fly-in             | PPR: 01363 83746 / 07970<br>251386  |
| 3rd - 4th   | Kemble        | Steam Rally & Pleasure Flying       |                                     |
| 11th        | Popham        | Vintage Piper fly-in                | 01256 397733                        |
| 11th        | Rosarrow      | PFA Devon Strut fly-in              | PPR: 01208 863000 / 07970<br>251386 |
| 15th        | Popham        | Starlight Foundation Children's Day | 01256 397733                        |
| 17th - 18th | Farway Common | Devon Strut fly-in                  | PPR: 01395 597535 / 07970<br>251386 |
| 24th        | Leicester     | LAC & PFA Young Eagles Day          |                                     |

**September**

|           |               |                                        |                   |
|-----------|---------------|----------------------------------------|-------------------|
| 1st       | Bembridge     | IOW Strut fly-in                       | 01983 872511      |
| 7th - 8th | Compton Abbas | PFA Roadshow                           | 01273 461616      |
| 7th - 8th | North Weald   | Air Britain Classic fly-in (see below) | PPR: 01992 524510 |
| 8th       | Belle Vue     | Devon Strut fly-in                     | PPR: 01805 623113 |

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*We have received the following invitation from Phil Kemp, Air-Britain Fly-In Coordinator:*

Air-Britain would like to offer a blanket invitation to all your members to our event. We are always pleased to welcome any aeroplane and its occupants - we do not discriminate by age or nationality, either of aircraft or aviators! I must stress however that the airborne arrivals are STRICTLY PPR and arrival arrangements must be made in advance through The Squadron on 01992 524510

As usual, we will be offering our traditional friendly hospitality for both days and a number of awards will be given out to visiting aircraft. Catering and overnight camping facilities will be available for those wishing to stay for the weekend. We would especially welcome arrivals on Friday, as there are some constraints on the number of aircraft allowed on Saturday and Sunday.

Our annual Fly-In has established a reputation for being a friendly event that brings together pilots, enthusiasts and historians to exchange experiences and knowledge, and we sincerely hope that you and your colleagues will be able to join us.

# Buzzard over Alderney



*Dave Hall recounts a  
memorable trip  
across the channel*

"Dave, how do you fancy a flight this weekend? The weather's looking hopeful, with high pressure forecast. What about Bembridge, or maybe Alderney." It was Graham on the phone.

Both sounded great; Alderney sounded like the other side of the world compared with my limited air experience of Perranporth, Henstridge and a bit of local flying, but a look at a map showed Alderney was not a lot further than Perranporth, just ships to spot rather than railways (disused). Having done a lot of dinghy sailing and the odd cross-channel by yacht in younger days, the thought of crossing an expanse of sea in the DR1050-M1 Sicile was exciting rather than daunting.

"Have you a Passport? Better bring it just in case it's needed." It all added to the anticipation of a special day out.

On the clearest, bluest day for a long time, we meet up at the microlight club at Kemble as Graham returns from filing the flight plan in the control tower. Aeroncas are gathering for their fly-in, but no time to spend looking at them this time, we're making the most of this great flying weather.

Out with all the gear for the channel crossing. Pre-flight safety drill next.... Liferaft - how to inflate, flares - don't fire them at the rescue helicopter (!), emergency pack - emergency locating beacon, fit the aerial, switch it on this way; lifejacket on. The thought of having to get all that gear out of the plane plus warm clothing, the picnic lunch (extra emergency rations) and this ample body through a door that better suits the slight figure of Joly or Delamontez just made it even more important that we didn't have to ditch.

Once aloft after a stiff crosswind take-off (is it always a crosswind at Kemble?) Brize Norton was contacted for a transponder check. "Nothing showing". We suspected as much; the test light wouldn't light, and hadn't illuminated on the ground either. Bembridge it is; Kemble tower - cancel the flight-plan please - transponder malfunction - changing destination to Bembridge. Another mile or two, a few more pushes and a reluctant circuit breaker resets. Kemble tower - reactivate flight-plan please, transponder now functional.

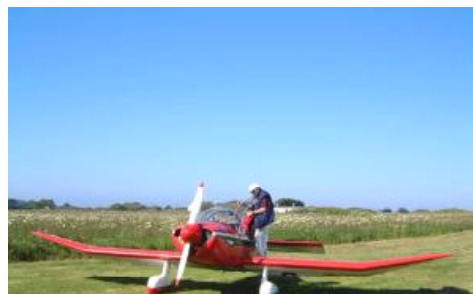
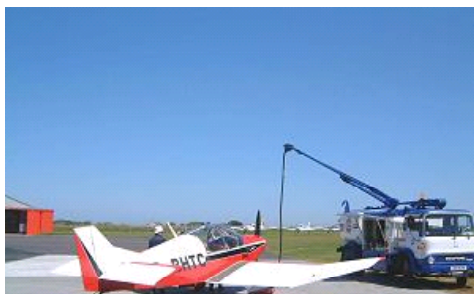
Garston Farm passes by, then the turning point near Bath, and it's off on 160 degrees for the south coast round the edge of the Bournemouth CTR. Longleat House to starboard, and the dome of CenterParcs to port form a strange juxtaposition of the old and the new. Compton Abbas appears to port - plenty of activity down there, but not much up here with the birds. It's nice that way! Towns, main roads and rivers pass below, familiar from years of visits from my adopted area of Bristol to 'home' near Bournemouth. Heading for Swanage, Wareham on the river, Poole Harbour where I learned to sail some 40 years ago, the Haven, Sandbanks and Studland, then over the coast at Swanage, all full of so many memories.

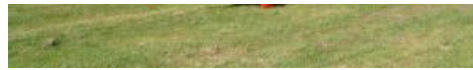


Graham passes me a stopwatch; "Tell me when 19 minutes is up, please, and keep an eye out for ships - just in case...." The air is just as still as it was over the land, and the Potez buzzes on.



We rehearse frequencies for the Channel Islands Control Zone. Why has the new frequencies sheet with the updated half-mill chart from the CAA got tiny-sized blue on grey print for alternate lines? You've guessed it, Guernsey is an alternate line! Well, the number is just about visible. Graham spots a smudge on the horizon dead ahead, which rapidly becomes land. To the port there's a headland tailing away into the distance - the Cherbourg Peninsula. Sark and Guernsey to starboard confirm we're heading for Alderney. Jersey control zone hands us to Guernsey after a time, then to Alderney tower for the approach. The jagged rocks, seabirds wheeling below, the sink as we reach the edge of the cliffs, and the undulating runway with wind directly on the nose - how obliging. The Jodel settles and we exit the runway towards quite a full air-park.





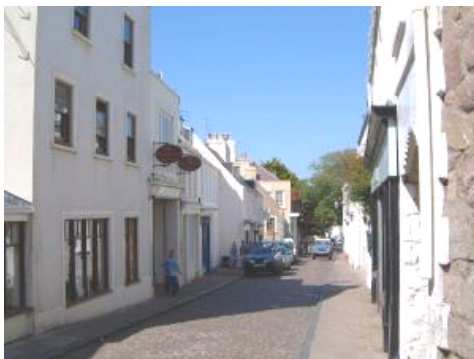
With 100LL at 53p a litre, it pays to fill up the tanks at this tax haven!



Alderney's many surprises include the yellow phone box and a blue postbox. The old church tower announces the Museum, while crossing the far side of the churchyard is a 'millennium' path of stone blocks with inset pebble mosaic panels showing local motifs. Very effective!



The Alderney cow, celebrated in an old nursery rhyme and here in pebbles is now extinct, unlike Guernsey and Jersey cows which are still famed for their creamy Channel Island milk.



The capital (well, the only town really) is St Anne, and the main street leads down to the Harbour at Braye. The island's railway terminus is also there, and ex-London underground rolling stock can sometimes be seen being pulled by a quarry shunter.



Lunch at the Sailing Club, a look at the "Little Crabby Harbour" then a walk along the beach and a climb back uphill to the airfield to round off a brief and very sunny visit to this charming island.



"Under the wing" of an Islander



Poole Harbour and the Arne Peninsula



Flight plan filed, there was time for some refreshments, and a frisk from airport security on leaving for the plane.

The wind is now a brisk 20 knots, but fortunately still along the runway, so declining to backtrack to avoid tricky downwind taxiing, Graham gives the Potez full-power and we lift off comfortably before the end of the tarmac.

With the sun at a low angle there are spectacular views of many earthworks as we fly back over Dorset and Somerset, though the clear blue sky has gained some haze during the day. A magnificent bonus to round off a truly special day.



Spectacular Hambleton Hill near Shillingstone



Kemble approach

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#### And Finally ...

Our membership secretary, Gordon, has released a list of pilot members in the Strut who have offered to give rides to those who have a yearning to fly. We conceived the idea after the familiar Young Eagle program, and lovingly christened it the Old Buzzard scheme to be a bit unique. The list was circulated to Bristol Strut members for their reference, but we thought it inappropriate to publish on the web. However, if any reader in the Bristol area is interested, a warm welcome awaits at our Strut meetings on the second Thursday of each month!

Happy flying,  
Ian & Mary.

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Last month's Newsletter  
Click [HERE](#) to open the June "Strutter".