



July / August 2003

Strut Coordinator:	Alan George	(0117 373 9945 e-mail: george.alan@virgin.net
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

Last month's meeting - 12th June

In June we were introduced to the ups and downs of building an aircraft at home, from it's design, through all stages of construction, to load-testing and ground-running prior to first flight. Roger Holman



demonstrated his unique Type 2000 homebuild project in the car park at BAWA (on it's trailer!) including several engine runs that truly brought the machine to life. Afterwards, we assembled in our usual meeting room where Roger ably presented his story assisted by a library of video footage taken over the years of development. In answering the many questions from the floor, it became apparent that even with the support of PFA engineering there are still many obstacles to overcome before a permit-to-test certificate can be awarded. However, Roger is confident that these problems will be solved, and we all look forward with interest to witnessing the first flight!

Next meeting

During the summer months of July and August we traditionally recess our meetings at BAWA in favour of outside activities. This month, it has been suggested that we converge upon the gliding club at Halesland to explore the world of silent flight. The proposed date is the evening of **Tuesday 22nd July**. If you would be interested in supporting this event please let Alan know asap so that he can confirm numbers. It is expected that the cost will be about £20.00 for the first winch launch and £10 for subsequent ones.

September meeting 11th

For our first meeting back after the summer break, we will have a visit by Terry Francis of Reality Aircraft, who will talk to us about their latest model, the Escapade. His intention is to bring the aircraft along to demonstrate in the BAWA car park, after which we will retire to the meeting room for questions and answers.

The Escapade is a new development from the Just aircraft / Reality aircraft group, and was developed to meet the demand for a two place dual control "Microlight category" three axis aircraft. The new aircraft has the same high standard of manufacture as the Easy Raider and utilises a number of common components,



this allows the designers to take all of the best aspects of the original aircraft and add that little something extra. Mainly it's two place side-by-side seating, dual control (individual sticks), tri-gear or tailwheel configuration (and the ability to swap from one to other in about 1 hour).



AGM - October meeting

A bit early to be thinking about the AGM, perhaps, but there will be several issues to discuss which will require decisions from the membership. For example, would we like to donate to the 'Buy-a-Brick' scheme supporting Turweston? What about the Young Eagle programme, which technically concludes this centenary year? (See 'Education' below).

There will be other things to talk about as well, and if you, the members, have any items to bring to the meeting, please get them in writing (or e-mail) to Alan in good time.

Advance notice - November meeting

We look forward to meeting John Lewis, test pilot for the Shuttleworth Collection, who has agreed to come along and talk about the rare and fascinating aircraft that they operate, and specifically the 1930 Granger Archaeopteryx. Two brothers in Nottingham, R F T and R J T Granger built the aircraft, after they had seen the Westland-Hill Pterodactyl. The brothers flew the aircraft many times near Nottingham and once ventured as far as Hatfield; G-ABXL was the only specimen built and was flown between 1930 and 1936. It was stored for thirty years before being handed to the Collection, and it flew again in 1971. Maintained in airworthy condition but not currently permitted to fly.

Malcolm Carlisle

With the recent death of Malcolm, we mourn the passing of a good friend. Although he was a faithful member of Bristol Strut for many years, we are unable to claim knowing him very well personally. However, we do know him quite well through his writings, several of which he produced over the years specially for embellishing the Strut Newsletter. He had a delightful turn of phrase, and a wicked sense of humour, which leapt out from every paragraph. We urge you to review the past issues for September, October, and November 2001 if you happen to have them filed away. If not, they are just two clicks away on the Bristol Strut website.

Malcolm was a true gentle man in every sense of the word. As an aviation enthusiast he would support all the main Strut events, and right up to the end was to be seen escorting families around Filton airfield during our Young Eagles day in April this year. His last words in print are reproduced within the Report '03 in the May 'Strutter' and also on the website. We shall all miss his presence at any such events we might host in the future.

Although not a qualified pilot, Malcolm would always take the opportunity to fly with other Strut members (ourselves included) who were able to give rides. Those of us in the Bristol Strut (and also the Wessex Strut, for he was a member there as well) will remember his lighthearted banter with affection. His character is summed up to a tee in the closing paragraph of a recent article, Life in the swinging 30's & 40's; he writes,
"To the fortunate pilots and engineers who are still starting their aircraft by hand swinging, I issue the following instruction: Raise your right hands and repeat after me, 'I do solemnly swear that in fifty years from now I will write to the D.H. Moth Club and relate my experiences of life in the swinging Nineties, so help me'. Be sure you do, for I will be keeping a watching brief from maximum ceiling. Switches off."

Ian & Mary Leader
PFA Bristol Strut
June 2003

Lecture at Kemble.

We've just heard about an illustrated lecture entitled "From the Science Museum to JSF" about the Harrier and its replacement, being put on by the Bristol Aero Collection in the BAC Hangar at Kemble at 6pm on Tuesday 22nd July (hangar open from 4pm).

John Farley, former chief test pilot for Hawker Siddeley, is giving it, so it should be an interesting talk. Unfortunately the date conflicts with our gliding evening at Halesland, but if gliding is not your scene this could be a good alternative!

Where to go in July / August

Free Landings in July and August with

Pilot Magazine (July): Barra, Bodmin, Derby, Langar, Stornoway and Tiree.

Flyer Magazine (August): Cumbernauld, Fishburn, Huddersfield, and Popham.

19th / 20th July	Popham	Andover strut fly-in	
20th July	Taw Mill	Devon strut fly-in	PPR 01837-580749
22nd July	Halesland	Gliding Evening	Bristol Strut
26th July	Eggesford	Devon Strut fly-in	PPR 01363-83746 or 07703-397210
26th / 27th July	Branscombe	Devon strut fly-in	PPR 01297 680259 or 07710-190637
1st - 3rd Aug	Popham	Vintage fly-in	01256 397733
7th -10th Aug	Ashton Court	Bristol Balloon Fiesta	www.bristolfiesta.co.uk
10th Aug	Rosarrow	Devon Strut fly-in	01208 863000 or 07970 251386
16th/17th Aug	Farway	Devon Strut fly-in	01395 597535

Rally Report

Bristol Strut once again did their bit to support the Rally. The Aircraft 4 Sale park was well attended by visitors both selling and buying, and quite a few just browsing! Immediate results indicate that one aircraft was sold on the weekend, and another had very serious consideration. However, we have found in previous years that many phone calls will be made in the following weeks, due to our introduction, which sometimes results in a deal being struck. Well done to all the Bristol Strut members who joined in to work their shift; we know this service is much appreciated by the Rally organisers, and also by those aircraft owners who had the opportunity to advertise in the best shop window in Europe!



Photo: Edwin Shackleton

Education

In December, the 100th anniversary of powered flight will be marked by the culmination of the EAA's Young Eagle programme. We in the PFA have been doing our bit for several years now, helping to achieve the target of a million youngsters in the world's biggest logbook. When I looked at the EAA website this week the score was 934,810 so it is very likely the programme will indeed be a success!

However, regardless of how many names are submitted, the Young Eagle scheme has proved to be a valuable means of reaching out to those youngsters who will become future pilots and PFA members, so the suggestion has been made that we might consider a continuation of the programme, but controlled and administered by the PFA Education team in the UK with a less Americanised approach. Stewart Luck is currently heading this team, and he has extended an invitation to all struts to come up with an appropriate name for the scheme. A couple of suggestions are 'PFA Cadets' or 'PFA Juniors', but maybe something like 'Junior Flyers' might be more suitable. If you have any thoughts on the matter, please pass them on to Alan (phone number above).

Scouting in the air.

The Education team have been working closely with the Scouts Association in an effort to improve aviation awareness. There are several aviation related badges that Scouts can work for, but it seems they are having trouble learning the subject sufficiently well. The suggestion is for an 'air training' day to be set up, during which our local Scout Leaders can talk freely to aviators and discover what flying is all about. This knowledge will then be passed on to the youngsters enabling them to earn the coveted badges.

To make this work, they need Aviators! Not experts, not instructors, just ordinary enthusiasts like us who fly for fun and enjoy sharing our hobby with others. If there is a PFA type aeroplane available for demonstration so much the better. Hopefully, this education day will be set up some time in the Autumn, and they hope a couple of volunteers from each of the Bristol, Gloucester, Wessex and Devon struts will attend. The venue would be a central GA airfield such as Henstridge, Filton, or Kemble; even Oaksey Park could be considered. Please think seriously about this, and let Alan know if you would like to be involved.



Angel High - around Britain in G-BOFY

Last month we introduced you to Angela Robotham, who plans to fly solo round the coast of the United Kingdom, starting from Bristol on the 26th July. Her team is raising money for a local charity, the Childrens Hospice South West, New Bristol Hospice Appeal.

The Bristol Strut have agreed to support this worthy cause, and a donation from Strut funds was made when we met Angela at Kemble on the weekend. At the same time, a message of support was written on the wing of G-BOFY along with a sticker representing our Strut logo. So when Angela sets off from Bristol Airport on the 26th, Bristol Strut will be going along too! We shall follow her

progress via the [Angel High website](#), and a report will be made in the next newsletter.

Have Smaragd - will travel !!!!

A short article by Ron Perry following a recent trip to Berlin in G-BSVE.

Back in April 2003, Ian Leader sent me an e-mail advising me of an Emeraude Treffin (meeting of friends) in Kyritz in May. Kyritz turned out to be about 40 miles north west of the suburbs of Berlin, 60 miles from the Polish border!

Long way for a weekend, but hell, I hadn't been abroad this year. A call to Chris Crabb, (fellow syndicate member) confirmed his interest.

Planning was fairly minimal involving obtaining increased



laden, bound for Kortrijk in Belgium which is a useful

insurance for German airspace and pencilling in a route a couple of nights before. It was just possible to make the flight with one fuel stop, but bum ache after 2 + hours makes two stops much more comfortable. Friday saw us leaving Halesland gliding site at 09.30 fairly heavily



staging post having customs and credit card facilities for fuel.

An uneventful flight to Kortrijk then a quick refuel and flight plan for the next leg (another 2 hours 50 mins) to Porta Westfalica, near Hannover.

Again no problems - two GPSs including moving map reduced any navigational stress. The only radio contact we had was just with start & destination airfields - makes for relaxed flying. Porta was a lovely small airfield but quite short and hot. We were keen to arrive that evening but a quick calculation showed that Kyritz would officially be closed after our last 90 minutes to our destination. A quick call by the helpful Porta controller confirmed that they would stay open until we arrived - typical German friendliness!

A lovely evening flight over totally flat East Germany (reunited 13 years now) brought us to Kyritz. We cruised at over 100 knots to speed the final hour. As we taxied in, somewhat weary, a voice on the radio said, "You are the most important people on the airfield". We were quickly bussed from the aircraft to sit down at a meal table in the hangar to join the fellow Emeraudes, where we were plied with copious quantities of good German beer plus food off the barbeque.

After a night's sleep under canvas, we again all got together for breakfast and were looking forward to the afternoon bike ride by the lake and through the pine forest. Bikes and tour guide arrived on cue and off we set on a super trip with a drinks break in a small village. The Burgermaster of Kyritz even paid for our drinks! Back to the airfield to prepare for the press photo shoot of the eight Emeraudes, plus formation flying with a cameraship. If you want to see the photos of the complete weekend see: www.emeraude.de if you have an internet connection.

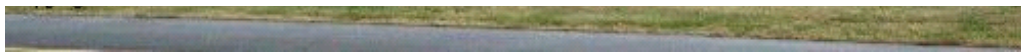
The evening was the Treffen meal with roast boar served by the chef. Prize giving followed with G-BSVE securing the longest flight - the Emeraude from Italy had to turn back due to bad weather in southern Europe.

I was kindly offered a night in a motor caravan on the Sunday night - bliss, no snores! A hearty German breakfast next day plus farewells to our new friends had us fortified for the return trip, similar route but different stops this time.

The cumulus was building ominously over the high ground south of Hannover but died down again as the land flattened out toward the German / Dutch border. Our first stop this time was Dinslaken, EDLD. It said "German only" in our Aerad, but commencing the circuit in the glider direction we soon found an English speaker on the radio. Another super small German field with restaurant to boot, where we sat in the sun waiting for our flight plan to enter the system.



On again across Holland, Belgium, and France to Lydd - four international boundaries in one flight! We landed to an overcast sky at Lydd, and after refuelling it started to rain as we taxied out. Our preferred route along the south coast was blocked by some evil weather and we crept towards



A long weekend with about 14 hours of mainly hassle free flying. Excellent food, beer and company. Some new friends made. That's what PFA flying is all about, isn't it?

Next Month - Piel fly in - Northern France!!

Ron Perry - Binder CP301S Smaragd G-BSVE

Headcorn in quite heavy rain fully expecting to spend the night there. There was, however, clearer weather to the north and we followed the M25 towards Popham, the vale of Pewsey and finally back to Halesland.

Old Buzzards in August

While the evenings are still long enough to fly, it is suggested that those members with wings should try to share a flight with those who don't. The following have requested an opportunity to fly if there is a chance, so why not give one or two of them a call if you live nearby?

Dave Hall	Pensford	01761 490653	dave@hallw.clara.co.uk
Ian Harding	Westbury-on-Trym	0117 9509457	mikado@care4free.net
Roger Holman	Bristol	0117 9682729	rogholman@blueyonder.co.uk
John Mapplethorpe	Compton Martin	01761 221325	saljo@lineone.net
John Nurse	Wick	0117 9372754	ajohnnurse@aol.com
Brian Osley	Chepstow	01291 622123	
Gordon Pritt	Weston-s-Mare	01934 511908	gordon.pritt@virgin.net
John Secker	Nailsea	01275 851849	john@secker12.freemove.co.uk
Bob Swan	Bristol	0117 9720704	bob@bobswan.me.uk
Ken Thom	Brislington	0117 9777448	kenrthom@blueyonder.co.uk
Jack Thomas	Brent Knoll	01278 760448	
Richard Ward	Hotwells	07787 947099	richardaward@hotmail.com

**Kemble 7am Sat
12 July 2003
Downwind left 26
hard...**

**Click this picture
for a full size
view!**



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2003

