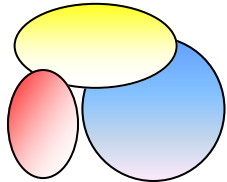




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Brissle Strutter



Newsletter of the LAA Bristol Strut

JUNE 2022

Next Meeting— Visit to Police Helicopter

This will be the last one of our season and we've arranged something different—an evening visit to the **National Police Air Service** base at **Almondsbury, 19:30 on 7 June**.



If you wish to attend and haven't already contacted Trevor please do so ASAP; he will provide instructions for the evening.

This is open to all our readers but you do need to book in with Trevor—his details are at the side of this page.

LAST MONTH'S MEETING

Bodmin airfield manager Jay Gates was introduced by our Bodmin member Pete White for a presentation on their unexpectedly 'green' airfield status. After an introduction on what brought him to his present role, and the history of Bodmin airfield and its current activities, particularly in support of the local community, Jay explained how a chance observation of an orchid in the airfield verge by the Cornwall Botanical Recorder in 2019 led to a survey of the airfield, initially revealing some 130 species of wild flower and grass species (later increased to 156). The airfield has been owned by the Cornwall Flying Club since 1983, and in that time no commercial fertilizers/pesticides have been used. The Recorder considers that the airfield is likely to be the largest traditional hay meadow in SW England. From that survey, things have snowballed, with involvement with universities and environmental organisations, hay donated to other sites wanting to establish hay meadows, interest from other airfields, including abroad.

All this, and also the environmental status of the site could help top protect the airfield! If you missed the presentation it is available from the Vintage Aircraft Club [here](#).



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Contact Information

Strut Chairman:

Trevor Wilcock

01275 858337

e-mail: chairman@bristolstrut.uk

Treasurer/Membership Sec:

Neville Parton

01666 502147

e-mail: treasurer@bristolstrut.uk

Newsletter Editor/distribution:

Mary Leader

01275 541572

e-mail: secretary@bristolstrut.uk

Editorial address:

7 Cantell Grove

Stockwood, Bristol

BS14 8TP

Webmanager

John Leather

Email: webmanager@bristolstrut.uk

Picture Quiz

Last month

Another airfield from Phil Mathews and once again it's a long way from Bristol but, as you can see from the sky, still in the UK.

Who identified it?

Stephen Pemberton did with this very quick response:

I believe the airport to be Tingwall (effectively Lerwick) on mainland Shetland. It brings back memories of when my service career took me to serve at RAF Saxa Vord on the island of Unst. Travel then was by Twin Otter aircraft operated by Loganair (white knuckle airways)

Well done Stephen—you were the only one to reply.



This month—another picture from Phil Mathews:

Definitely nearer to us

Many responses expected—but you'll have to wait until after the summer break to find out exactly how many of you have replied as this will be the last newsletter for a couple of months—the editor needs a break!



FROM MY DAD'S NOTEBOOK by Neville Parton

Last month's type again one that my father worked on rather than flew in.

What type was it and why was it so unusual?...

Nigel Phillips replied with: my answer to Neville's question, without the benefit of Google.....is Meteor converted with a "prone flight position cockpit"

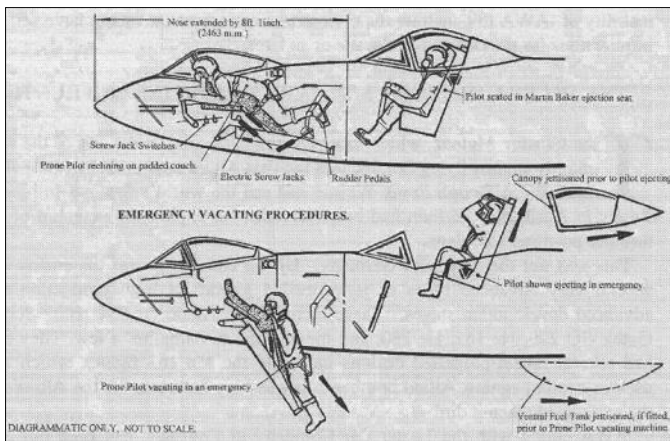
This was to be a solution to combatting the effects of "g" while flying high rate manoeuvres.

Needless to say it was not taken further as pressurised G suits were developed.

The plane is I think, on display at Cosford.

Neville's full answer :

So – the aircraft in question was in fact a much-modified Meteor F8, which provided an alternative 'prone' position for the pilot – with the aim of investigating whether such an approach could reduce the impact of 'g' forces when manoeuvring. It was always flown with a safety pilot in the rear cockpit, who had a normal ejection seat (which my father helped to service) – the front pilot had a very complicated set of manoeuvres to get out, and that, plus the limited rearward view, made it infeasible for inclusion in future aircraft – especially as 'g' suits were much easier to use. Of course in more modern types (F16, Typhoon) the seats are raked rearwards to help with the 'g' forces. The aircraft is now in the RAF Museum at Cosford (well worth a visit for anyone who hasn't been there incidentally...) The first picture shows a diagrammatic view of both crew inside the fuselage, and the second shows it in flight.



For this month's quiz – another slightly less-well know aircraft in RAF service – and this time my father was involved at both ends of the value chain as an RAF armourer!



Where to go in June, July and August

In June

Free/Reduced landing Fees:

Flyer: Audley End, Easter, Fenland, Fife

Light Aviation: Beccles, Crosland Moor, Enstone North Grass Only – all 3 free

June 11th—Blackbushe 80th Anniversary Open Day and Fly In. Visiting pilots go free. Public hours are 1100 - 1700 Free landings for aircraft 2500 kgs and under. A range of aircraft in static display to view close up. booking essential (www.blackbusheairport.co.uk/80th)

June 11th - Grasshopper gathering at Bodmin Airfield.

See poster for full details.

June 18th - LAA Devon Strut Fly In Farway Common (Moved from 21/22 May)

June 25th/26th White Waltham—American Classics Fly in Strictly PPR ~Tel: 01628 823272 or email: ops@wlac.co.uk



In July

2nd July Enstone Fly In 01608 678204 info@enstoneflyingclub.co.uk

9th July : Wessex Strut BBO at Middlezoy for strut members and friends. By kind invitation of Dave Linney and Middlezoy airstrip.

16th July Branscombe – Devon Strut fly-in

Saturday/Sunday 23rd/24th July VAC and LAA Meet the Members Day at Bodmin Airfield

Contact: Pete White: - 01752 406660 / 07805 805679 / pete@aeronca.co.uk

31st July Lundy Fly in —STRICTLY PPR via Pete White: - 01752 406660 / 07805 805679 / pete@aeronca.co.uk

In August

6th August Dunkeswell – Devon Strut fly-in

Saturday 13th August Cornish Pasty Fly in at Bodmin Airfield.

Contact: Pete White: - 01752 406660 / 07805 805679 / pete@aeronca.co.uk

CAA Etc Updates

The Bailiwick of Guernsey and Bailiwick of Jersey Civil Aviation Administration have no operational objection to flights of UK registered aircraft being conducted to, from and within the Channel Islands by holders of UK issued flight crew and pilot licences and who have made UK CAA Pilot Medical Declarations, subject to such flights being conducted in accordance with the privileges and any other conditions imposed by the UK CAA - see [here](#).

There is more from the CAA on medical requirements [here](#).