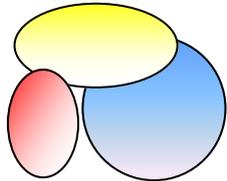




bristolstrut.uk



Brissle Strutter



Newsletter of the LAA Bristol Strut

MAY 2022

Next Meeting— 'How green is your airfield?'

For this month's meeting on **Tuesday 3rd May** we will revert to **Zoom at 7.30 pm** as our speaker is based in Cornwall and it's a long way to come.!

The link will be sent to members via email and any reader wishing to join us please contact our Treasurer/Zoom host Neville (details at side of this page) and he will send you the link.

Here are a few words from Jay Gates, our speaker for the meeting.

Bodmin Airfield has by accident, and not by design, discovered that it has the largest traditional wildflower meadow in the Southwest of England. With 97% of traditional wildflower meadows in England having disappeared since the end of the Second World War, we recognise that we are the stewards of some of the most environmentally important land in the country. Our efforts to protect our airfield has attracted interest not only from other airfield operators in the UK, but is now of interest to European airfields, and we are now a site for research students of Exeter University to improve our knowledge of how the loss of this important habitat is affecting our pollinators, such as bees and butterflies, all of whom are under threat, and for which some species have already gone extinct.



The illustrated talk takes around an hour to go through, and then we can have a Q&A session afterwards for any of your strut members who may have a question or query.

LAST MONTH'S MEETING

We covered a miscellany of topics :

- Trevor reported on the Strut Leaders' meeting at HO: LAA statistics, safety figures, external issues, the 2022 Rally situation
- airspace change proposals affecting our area: Bristol/Cardiff integration with the London Airspace Modernisation Programme, Keevil and Fairford RPAS, Brize/Oxford.
- new features being introduced with the next firmware change in PilotAware
- some video clips of King's Cup air races of the 1950s and the 2021 ArkanSTOL Ozark Backwoods Challenge



Inside this issue:

Next Meeting - Green airfields	1
Last month's Meeting	1
Picture Quiz	2
June Meeting details	2
Dad's Notebook	3/4
Where to Go	5
LAA Courses	5
Obituary	5

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 we had a slightly different quiz.

Phil Mathews at Cotswold Aero Club sent in this photo which foxed everyone...it's Cambeltown. It definitely isn't local!!

Phil said:

It used to be RAF Macrihannish. Once had the longest runway in the UK, now it's Heathrow I think. The first time the F117 Stealth fight came to the UK I believe it operated from Macrihannish because of the remote location.



This 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.

Can anyone identify it?

JUNE MEETING —

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**. Instructions to follow nearer the time, but please contact Trevor if you wish to attend.

GASCo Appeal

Many of you will have benefitted from the valuable GASCo Safety Evenings (with free handouts!) promoted by the Strut and Bristol Aero Club over the past few years.

These were provided free to us by GASCo as funding was provided by the CAA. The CAA has now transferred funding to Astral Aviation, but GASCo have continued with a programme of Safety support to GA. However they need funding to cover their expenses and are seeking donations through GoFundMe - see [here](#).

If you appreciate what they have provided you in the past, perhaps you would like to contribute to the future!

FROM MY DAD'S NOTEBOOK by Neville Parton

Last month's type



Picture 1 was of the Avro 706 Ashton – a prototype jet airliner, although only used for experimental work in a variety of areas (particularly engine testing).



Picture 2 was an Avro Tudor Mk 8 – from which the Ashton was derived! Principle differences were in the tail shape and windows – although on the ground they looked very different as the Tudor was a tail-dragger and the Ashton had a nose wheel... (see additional pictures) it was also the first jet passenger aircraft to fly in the UK (1948).

My father's link was that he was on board the Ashton Mk 1, as a 'passenger', when they were doing night navigation trials at altitude (40-45,000 feet). The cabin heating failed and an emergency descent and return to Boscombe Down had to be carried out – but when they started the approach, the undercarriage and flaps failed to lower – apparently due to the hydraulics having frozen up! Having flown around at relatively low level in the dark until the fuel was almost exhausted, and tried the emergency lowering system with no response - the aircraft captain, Group Captain 'Bruin' Purvis committed to a wheels up landing on the grass at the side of the main runway – with all crew and passengers instructed to take up the 'brace' position. Then at around 300 feet the undercarriage suddenly lowered and locked in place – with insufficient fuel to go around, somehow 'Bruin' managed to manoeuvre the aircraft over enough to touch down in the main runway in one piece. Dad said it was definitely an interesting experience...



The aircraft in last month's picture is the Fairey Delta 2 – the aircraft which still holds the record for the single largest 'jump' in the world airspeed record – and an airborne picture is shown on the next page that may be slightly more recognisable!

Trevor sent in the following: *the first Fairey Delta 2 following an engine flameout and landing on only the nose gear. Fairey's chief test pilot Peter Twiss received the Queen's Commendation for Valuable Service in the Air.*

In my early career at RAE Bedford both FD2s - the latter modified with ogee wing as the BAC221 - were on strength, and on one occasion I flew in a Hunter behind the BAC221 observing flight testing of handling qualities of a modified stabilisation system.

See next page for Neville's full information (Ed)

FROM MY DAD'S NOTEBOOK (continued) Neville Parton



My father's connection was that he was part of the ejection seat team which serviced and then refitted the Mk 3 Martin Baker seat to the aircraft prior to its record breaking flight in 1956 – a picture of the ejection seat is also shown above. The Mk3 continued the more automated ejection sequence introduced by the Mark 2, but with improved performance at altitude and at high descent rates (and for aircraft with high tail fins!).

As for the bonus point – the consequence for the pilot was that he got a very formal pat on the back! Peter Twiss, who was the Chief Test Pilot for Fairey Aviation, was flying the aircraft from A&AEE Boscombe Down when he had a complete engine failure at 30,000 feet and 30 miles from the airfield! In order to try and save the aircraft, Twiss elected to try and glide it back to Boscombe rather than ejecting – with a layer of cloud at 2,500 feet to negotiate on the way back – and without sufficient hydraulic power to lower the landing gear properly, so he decided to land on the grass at the side of the runway. Peter Twiss was awarded a well-deserved Queens Commendation for Valuable Service in the Air as a result. Whilst the aircraft was damaged, it was returned to flying condition and 2 years later set a World Absolute Speed Record of 1,132 mph (Mach 1.73) – again with Twiss at the controls, and this time he was awarded an OBE.

So – onto the next type – again one that my father worked on rather than flew in. What type was it and why was it so unusual?...



Where to go in May

Free/Reduced landing Fees:

Flyer: Balado, Kingsmuir, Rossell Field, Yatesbury

Light Aviation: Eshott - free, Headcorn (Reduced to £10.00) Middlezoy -free

May 7th Bodmin Airfield Ladies Day fly-out. Our special guest will be round-the-world (in a PA28) pilot Polly Vacher

May 21st & 22nd - Farway Welcome Fly In

LAA Scottish Tour May 22nd to 29th . If you are interested in this do contact Neil Wilson at: neil.wilson@laa.uk.com as PPR is essential and he is coordinating all participants and airfields.

In June

Free/Reduced landing Fees:

Flyer: Audley End, Easter, Fenland, Fife

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



Bodmin Airfield
Presents a
Ladies Day Fly-In
Saturday 7th May 2022

Free landing fees for female pilots!

PPR 01208 821419
Pete White 07805805679
www.bodminairfield.com



GRASSHOPPER GATHERING
L-BIRDS MEET MILITARY WINGS AND WHEELS
BODMIN AIRFIELD - CORNWALL
NO LANDING FEES
FOR MILITARY MARKED AIRCRAFT
JUNE 11TH 2022

PPR - 01208 821419
Bodmin Radio - 120330

Pete White
AERoclUB & Events Director
01752 406880
07805 805679
Pete@AeroclUB.co.uk
www.bodminairfield.com

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 below for full details.

June 18th - LAA Devon Strut Fly In

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

LAA COURSES

There are still a few spaces available (at the time of issue) on some of these excellent courses on: **Fabric covering, Electrical, Rotax and Aluminium** run at various locations in May . For more details see:

<http://www.lightaircraftassociation.co.uk/Courses/courses.html>

Trevor Hope 1952-2022

At the end of March we sadly lost a very valuable member of the LAA community.

Trevor has for decades been an LAA inspector and contributed greatly to project builds and continuing maintenance in the Bristol area, following on from previous activity as a glider inspector.

Attendance at his funeral showed that the loss will also be keenly felt by the whole Marshfield community - Trevor was a leading light in village activities including the famous Marshfield mummers, "The Old Time Paper Boys".