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Association

Bristol Strutter

Newsletter of the PFA Bristol Strut

November 2007

NEXT MEETING - FLYING IN FRANCE

Alan George held the post of Bristol Strut Co-ordinator from October 2002 when Ed Hicks stepped down, until the summer of 2005. He was actively employed at Airbus working on the new A380 at Filton until the company decided he should emigrate to Toulouse to be more "hands-on" with the project. Now that the first production aircraft has been delivered and is currently in service in Singapore, Alan has transferred back to Filton and has been able to join us again at strut meetings.

Our next meeting is on **8th November** when Alan will describe what it's like living and flying in France; he had use of a CAP10 at the local flying club and thoroughly enjoyed the experience of living abroad for a short time.



LAST MONTH - STRUT AGM

The Minutes of this meeting have been included with the circulation to members for the benefit of those who couldn't make it. However, there were 20 members present and a good meeting ensued with plenty of discussion around the table. It was good to see Collette Lord and Tony Niblett from our recent Spread-your-Wings event, and also to welcome Tom Geake to the membership.

The subject of the name change from PFA to LAA was discussed, and it was decided that Bristol Strut should also change its name in January to conform with the trend. Various ideas were put forward, but after discussion around the table it was agreed that the name "Strut" should be dropped and we would be known as the "Bristol Wing of the LAA". Consequently the newsletter would have to have a new name, and it was unanimous that we should call it "Bristol Wings".

Watch out for the new look "Wings" in January!



Light Aircraft Association

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Where to go

Free landing vouchers valid during November in:

Pilot Magazine: Bagby, Beverley (Linley Hill), Old Sarum, Popham, Rayne Hall Farm and Sandtoft.

Flyer Magazine: Fife, Panshanger, Wycombe Air Park - plus one more...

Today's Pilot: Islay, Kemble, Old Sarum and White Waltham

Half Price landings at Halfpenny Green in November! See 'voucher' on page 3 for details.

Sat 17th Nov - Mode S seminar in the conference room, Turweston HQ, 10.00 - see page 7

For your 2008 Diary -

12/13 Jan 08 Icicle 2008 at Sywell. Call 01285 869806 for more info. Full details at www.bmaa.org/event.asp

4th May Abingdon Air and Country show www.abingdonfayre.com

24th May Texel Taildragger & Old timer flyin. Register at www.texelairport.nl

Looking ahead... Strut meetings

13th December Strut Quiz.

10th January 2008 - GPS for General Aviation, John Gentleman from Royal Institute of Navigation - Room 1 BAWA.

Friday 15th February - John Stennard talking about model aircraft (including helicopter display) in Room 4 BAWA

Wednesday 5th March - Talk by NATS about the new FIS service format, also Farnborough LARS - Room 1 BAWA

Thursday 13th March - Bill Morgan - presentation on Bristol Aero Collection and Bolingbroke.

Gremline UK



What is Gremline?

Gremline is an independent online magazine dedicated to the dissemination of information on flight safety to the General Aviation community. There is a great deal of very useful information contained in this website so do take time to visit www.gremline.com

Air traffic services outside controlled airspace

Following on from our article last month we can announce that we will be joining with Bristol Aero Club to host a meeting with John Mayhew for all local GA pilots. This will be held at BAWA in Room 1 on **Wednesday 5th March 2008**. More details nearer the date but do put a note in your new diary to join other pilots at this important meeting about Air Traffic Services changes. Paul Jones from Farnborough ATC will also be there talking about the new London LARS service.



Red Arrows to Fly at the 2012 Olympics?

Quite probably! We have been advised that the petition was the result of a Sun newspaper 'spin' and should be ignored. Read the response from the Government on www.pm.gov.uk/output/Page13332.asp



Give TCAS a chance Squawk Mode C

FlyOnTrack

and news from the Red Arrows website - www.raf.mod.uk/reds

ROYAL AERO CLUB TRUST BURSARIES FOR 2008

The Royal Aero Club Trust has opened its bursary scheme for young people for the 2008 season. Each bursary, of up to £500 pounds, is available to anyone between 16 and 21 years of age wishing to progress their interest in either air sports or aviation. The closing date for applications is 31 March 2008.

Applicants must be UK citizens, resident in the UK, and training and flying can only be conducted at Clubs, Associations or training establishments in the UK. Applications, which must arrive at the Trust by 31 March 2008, are to be submitted by post through a Sponsoring Organisation, Club or Association.

Full details, rules and an application form are available on the Royal Aero Club Trust web site, www.royalaeroclubtrust.org

Members News

Andy Ferrington is getting on very well with his ATPL course in Jerez. He has sent us a vivid description of an unscheduled diversion and some superb photos - see page 5.

Please note our Treasurer Gordon has a new e-mail address: gordon.pritt@talktalk.net

If any Strut member wishes to share an experience or bit of news with us, please contact the Editors (see front page).

Sky Watch Auxiliary Air Services



Sky Watch's mission is to promote for the benefit of the public, the preservation and protection of people and property, by the use of aerial observation over land and water, in order to identify situations where people and/or property is at risk and by working with and reporting such incidents to the statutory Emergency Services and such other bodies as deemed appropriate. It started in the summer of 2006 with pilot Arnold Parker keeping an eye out whilst flying and now there are more than 150 pilots on Sky Watch operating either independently or in Units. They operate a wide variety of aircraft, including a small number of helicopters and autogyros. However, the bulk of Sky Watch aircraft are from the microlight and PFA category as the

majority can fly slowly, most have STOL performance, and are capable of operating from basic grass strips. Unfortunately there is a shortage of members in the South West (Devon and Cornwall primarily) and the nearest units to Bristol are based at Croft Farm in Worcestershire and Weston Zoyland in Somerset. Arnold Parker has written us a very comprehensive article about this worthwhile and successful voluntary service which deserves more space than we have available here, so we'll include it next month. In the meantime, for more information visit their website at: www.skywatch.org.uk

Help save RAF Bicester

Initially the site was advertised for sale, back in 2004/5. It seems since then, the correct bids have not been obtained and the site is now up for sale to attract informal bids, with a view that the site will change hands next year. The fact is that there are several Ancient monuments on site, structure of the Bomb Stores being such, as well as listed buildings i.e, the tech site, and the conservation side of the airfield, we hope, will detract developers who wish to purchase the site for say, housing development, etc. Such activity will destroy the magnificent vistas thus robbing the countryside of such an exquisite space. As you no doubt are aware Windrushers Gliding Club have an extremely long affiliation on the aerodrome and everyone wishes for gliding activities to continue.



www.bc-heritage.org.uk/bicester links to the website where there is an on-line petition and more information.



Richard Ward sent us this information about the Bruntingthorpe Vulcan, XH558 which flew again on 18th October after 14 years restoration. In 1992 the aircraft was based at Waddington, when the RAF decided it was no longer cost effective to continue operating. The Walton family at Bruntingthorpe won the bid to buy it, and a team of enthusiasts, TVOC, took over the job of maintaining the aircraft with a view to keep it flying. By the year 2000 it seemed as though the Americans were going to buy it, but this bid was defeated and a team of 30 ex-Vulcan engineers took over, but money was short and a bid for lottery funding in 2002 failed so the team had to find sponsors elsewhere.

Photographer Karl Drage recorded this first flight, and you can see his work on www.karladrage.co.uk

Another interesting link from Richard is UK Airshow Review: www.airshows.co.uk

BRIGHTEN UP YOUR AUTUMN FLYING at HALFPENNY GREEN AIRFIELD

To brighten-up those dull November days, Halfpenny Green Airport Landing fees (normally £7.50 microlights: £10 singles; £20 twins up to 3 tonnes) are being reduced by 50% throughout the month.

To obtain the November Reduction, please show a copy of this e-mail when paying at the Tower.
(please pass this offer on to other private operators)

Our Training Deal is still available – a session of touch & go's (as many as you like) + full-stop landing for £25 (singles) or £40 (twins up to 3 tonnes). Any additional full-stop landings at half price.

Halfpenny Green Air Traffic

(Offer does not apply to aircraft over 3 tonnes operating commercially)

BRISTOL AND CARDIFF AIRSPACE CHANGE 31 AUGUST 2006 - POST IMPLEMENTATION REVIEW

We have received the following from Dave Drake of the CAA and Steve has replied on behalf of the Bristol Strut describing the close and very positive liaison/relationship we have with Bristol NATS/ATC. If any members wish to reply personally they are invited to do so.

Ladies and Gentlemen

Changes to the airspace arrangements in the Bristol and Cardiff areas were introduced on 31 August 2006 (AIRAC 9/2006). These saw revisions to the Class D Control Zones (CTRs) and Control Areas (CTAs) and the establishment of Standard Instrument Departure and Standard Arrival procedures at both airports.

The CAA is required to review airspace changes approximately 12 months after implementation, and to that end I would welcome any comments you as NATMAC action addressees would wish to make concerning the effect and impacts of the subject change. Clearly the tenor of your comments will be influenced by your particular interests as representatives of, for example, airport or airspace user groups. Of particular interest to us will be any information you may have regarding refusals to enter/transit the airspace. Specific details of such occurrences are required as far as possible, not merely anecdotal evidence. In addition, comment on the efficacy of published procedures within the revised airspace will be much appreciated. Please endeavour to be as objective as possible and to be constructive in whatever criticism you may have of the revised airspace arrangements.

I would appreciate your sending responses to me by 14 December 2007, including 'no comment' responses if appropriate. E-mail responses are preferred, however written responses are equally acceptable. Single consolidated responses on behalf of AOPA, AOA, BALPA, BGA, BBGA, BHPA, GASCo, GAPAN, GATCO and MOD will be acceptable, subject of course to the appropriate representatives agreeing to this course of action.

Many thanks for your assistance.

Dave Drake

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Info from John Mayhew at Bristol NATS

By request from Steve, John has provided infringement statistics for the period since the new airspace was established. The numbers are:

May 06 - 2; Jun 06 - 6; Jul 06 - 2; Aug 06 - 2; Sept 06 - 6; Oct 06 - 2; Nov 06 - 2; Dec 06 - 3

Jan & Feb 07 - 0; Mar 07 - 4; Apr 07 - 6; May 07 - 6; Jun 07 - 3; Jul 07 - 4; Aug 07 - 2; Sept 07 - 5

John says -

"Lack of familiarity with our new airspace and navigational error seem to be the two major causes of infringements. The first cause is disappointing since we did a large publicity campaign to alert airspace users about the new airspace and, at great expense, also gave out free replacement 1:500,000 maps to those attending the briefings. The second cause is even more disappointing since the LARS service offers all pilots the opportunity to be given navigational warnings if they look like infringing controlled airspace; the vast majority of infringers were not talking to any ATC unit at the time. We really need to find a way to make the use of the LARS a more common Standard Operating Procedure amongst the GA fraternity; all ideas welcome!"

John intends to upload a guide to Bristol airspace on the Fly-on-Track website, including photos of local landmarks and VRP's, and this should be completed next month. Look up this excellent facility on www.flyontrack.co.uk

John Brady of the PFA has responded thus:

It seems Bristol CAS is working just the way it should and we have no reason to challenge the airspace which provides increased safety for everybody. However, bear in mind that under current plans, from March 2008 (with a 3 year transition) the CAA will exclude all aircraft that don't have Mode S so this airspace will be inaccessible unless you fit an approved transponder.

This is not me trying to be alarmist but I see this review of Bristol airspace as a significant event on which we should build our case to continue with VFR access to class D airspace because in most Class D that is sensible. I think the target for the PFA should be:

Mode S aircraft have right of access to CAS and should expect a clearance VFR or IFR.

Non-Mode S aircraft will be allowed access VFR subject to traffic and capacity.

If we cannot get something along these lines I think we would have to systematically challenge all Class D in the UK FIR.

What do you think? Do you think Bristol ATC would join us in supporting non-transponding access subject to traffic?

John

john.brady@pfa.org.uk

Andy experiences a real diversion...

Things are superb here in Jerez. The college is excellent and the atmosphere is great. I am now phase two of training, meaning I have completed my first half of ATPL and finally started flying!! My first 6 ATPL ground exams averaged 98%. Extremely happy and pleased! My life is now one day ground school, one day flying, etc.

I am on hour 21 now, soloing after 10 hours, currently flying solo circuits and VFR re-joins and dual steep turns, PFLs, emergency descents... all great fun! The crosswind is proving a problem for my solos at the moment. We progress through limits, mine is currently 5kts.

It's usually 30°C at least here, which gets damn hot in the Warrior, in uniform, waiting for taxi clearance. So, events so far.... well by far the best thing I have done, was a Solo diversion last week - a real one!

I was flying solo circuits, "wind calm, clear take off" first downwind....ummmm.....serious crabbing. What's going on? One touch and go later and tower passed the wind call at "gusting 22 knots" ummm - my limit's 5kts. Six go-arounds later, Flight Operations have made the plan and necessary arrangements (we have comm-2 set on college ops VHF frequency all the time).

Myself and four other solo Warriors were being diverted to Sevilla. Three instructors piled into a Warrior and got airborne as we set up a holding pattern to the east of the field. Within 10 mins we had 5 Warriors orbiting at 2000ft over Arcos, a nearby town (very nice). By this time we were constantly talking, using our College frequency, to each other for separation. Warriors buzzing around everywhere, calling each other... "visual with 413, turn left 10 degs." Our instructor lightens the tension over the radio, and we assemble in formation for a x-country to Sevilla. Remember, all we had done solo were circuits! We had Sevilla radar monitoring our separation via SSR and radar vectors if we needed, but it was beautifully coordinated via the 3 instructors airborne with us, one flying, one on radio; they were flying below us, watching us one by one, relaying instructions to us constantly... until they had a RADIO FAILURE!! Circuit breaker popped out... wait 2 mins and reset... problem solved, phew!!!

Next was a holding pattern over Sevilla football stadium, all 5 of us. Wow! It was an amazing sight watching the other four buzzing above and below us – great team-work and communication within the group of us. We eventually, after ATC liaison, peel off one by one for an ATC guided approach/landing, and ATC make an Airbus wait for us!! (Makes a change!) Such a buzz landing in Sevilla like that, "Follow me" car guides us in, then marshalled onto the stand!

An unforgettable day and superb flying experience. After returning to Campus (dual) we seem to be the "famous diversion 4". It seems everyone was listening to the action on the radio! Apart from that, the flying is really just amazing. My instructor is superb; he is a very experienced Dutch pilot instructor who was previously training KLM pilots. Great fun as well - although he did give me four "engine failures" on my flight today!



Andy looking professional!!



Fly Virgin from Bristol to Brittany by Trevor Wilcock

Photos by Trevor, Ian, Ron & Lyn

Not a new Branson service; I was the virgin - my first cross-channel trip! This year's annual gathering of Claude Piel aircraft took place on 7/8 September at Quiberon on the south coast of Brittany. Of course the Strut Smaragds had to be there, Ron and Lyn in 'BSVE', Ian and I in 'DENS', so plenty of cross-channel experience to call on amongst the other three.

Flight planning first : Bristol and Devon Strut web pages were most useful. The French SIA website (www.sia.aviation-civile.gouv.fr/default.htm) is excellent value for ordering French charts, the VFR guide and the chart "complément" with information on rules, danger areas etc. It also provides detailed information on-line on all French airfields. OLIVIA (<http://olivia.aviation-civile.gouv.fr/>) gives you Notams, flight plan preparation, filing and Met. For the latter you need a password, which can be obtained by e-mailing a copy of your pilot's licence; do it now - see www.meteofrance.com/FR/aviation/identification.jsp We decided to cross from Saint Catherine's Point to Cherbourg if we could get a clearance through D036.

Forecast for the weekend looked good. Ron and Lyn set off on the Wednesday, delayed a little by low cloud at home, Ian and I fueled 'DENS' and planned for an 08:30 departure from Garston Farm on Thursday. TAFs indicated early low cloud and mist soon lifting, but that's not how it turned out. A first attempt at 10:00 got us to Warminster but there was a decided absence of V in the MC and a lowering cloudbase so we cancelled the flight plan and returned to the farm. At 14:00 we redonned wet suits and set off again; still murky round Warminster, but the weather opened up approaching Southampton. Plymouth Radar cleared us through D036 and after a 40 minute water crossing we were landing on Cherbourg's 2440 metres 1 hr 35 min after departing the farm.



Right base at Cherbourg

No Customs, no passport control, so a quick refuel, off with the wet suits, pay landing fee and off to Quiberon in rather grey weather, routing down the west side of the Cotentin peninsula, past Mont St Michel, round Rennes



Overhead La Golfe du Morbihan

and Vannes and across the many islands of the Golfe du Morbihan, where the sun came out for our approach to Quiberon. The Quiberon circuit traffic very welcomingly all switched to English when we called and we landed in just under 2 hours. Quiberon is on a very narrow 8 mile peninsula, and the airfield is on the edge of Quiberon, with only a road between the end of the runway and the beach. We were welcomed by Pierre Sellier, local organiser *extraordinaire* who, as well as arranging the weekend events, was AFIS, marshaller, fuel, hotel booking and barman!

The next day, while waiting for mist to clear, we met local pilot Robert Marcombe, now in his 80s, who built his Emeraude about 12 years ago and flies each day if possible. Then off by air to Belle-Ile, a Jersey-sized island 10 miles offshore. While waiting for a taxi we were entertained by the 3 year old son of the airport manager, whose aircraft recognition was faultless. The taxi ride (much more worrying than a 40-minute channel crossing) took us to Sauzon, a pretty fishing village. On our return to Quiberon, friends from Germany had arrived, and later a landing RV-6 proved to be Nigel Hitchman, having turned away from Stuttgart because of weather.



The pretty harbour at Sauzon

Fly Virgin from Bristol to Brittany - continued

French (and 1 Dutch) Piel designs started to arrive on the Saturday morning; by Saturday evening there were 21 Piel (mostly Emeraudes and Beryls) plus a few other types, and 75 people attended the Saturday evening hangar gathering - fruits de mer and grilled pork, with ample wine.

We left Quiberon around midday Sunday, retracing our route to Cherbourg and across the Channel, with good memories of a fine way to spend a September weekend! My thanks to Ian, Ron and Lyn for educating me into the joys of foreign travel and to Pierre and the Avions Piel enthusiasts for a great *rassemblement*.

Look up the photo gallery on the Quiberon Air-Club website: www.quiberonairclub.com/index_gb.htm and see the sort of things that Pierre gets up to on his website <http://perso.orange.fr/aeromodels>

Trevor

The town of Quiberon with the airfield foreground



Piels gathered on the apron



PFA News

Don't forget the seminar at Turweston on the Mode S issue. The CAA are coming along to discuss the implications face to face with the GA community, but Graham Newby has indicated that very few people have registered so far. This could, if it went the wrong way, cost us dearly to equip our simple aeroplanes with un-necessary technology, so this is a golden opportunity to make our case watertight. Please try to go along if you expect to be affected; the meeting is on **Saturday November 17th** at 10am in the conference room. Call Penny to book a place on 01280 846786 or e-mail penny.sharpe@pfa.org.uk

Also from Graham Newby: Four years ago the PFA carried out a survey of its members to find out what you thought of your Association, and asking for suggestions in order to improve what we did. We have now decided that the time is right to carry out the exercise again, especially considering the various opportunities and threats we are facing at the moment.

Please can I ask you to take a few minutes to answer our online survey by following the link attached to this email or just going to the PFA website homepage and following the link. It is important that we know what you want. As I said earlier it is YOUR Association. The closing date for response is the 14th of November.

This link takes you direct: www.pfa.org.uk/PFA%20MembershipSurvey%20FINAL%2024%20Oct%2007%20v3.0.htm

Best regards, Graham Newby, Chief Executive Popular Flying Association.

And finally...

Three PFA members were out flying one day, and on their way back from the field decided to drop into the local watering hole for a meal together. The bill came to £30 exactly, so without hesitation each put a ten pound note on the waiter's tray. When the waiter cashed up, the cashier reckoned up the bill and discovered there had been a mistake and it only came to £25 in total, so she gave the waiter five pound coins as change for the customers. Being known for their generosity, the three flyers took one each and gave the waiter the other two as a tip.

So the three customers paid £9.00 each, and the waiter had two, making £29 pounds - what happened to the other pound from the original £30.00? Answers please to the Editors, preferably written on a £5 note.