

## **September 2003**

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|---------------------------|-------------------|------------------------------------------------------------------------------------------------------|
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### **Last Meeting - Gliding Evening at Halesland**

This was a very successful evening held on Tuesday 22nd July, attended by 9 strut members. Read all about it in Alan's report later in this newsletter.

### **Next meeting September 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 on its trailer 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). Click onto the Reality Aircraft website - <http://www.realityaircraft.com/> - if you want to read the full story.



### **AGM - October meeting**

Time to be thinking about the AGM, perhaps, when several issues will be discussed and 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?

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.

### **Where to go in September**

Free landings in September with

*Pilot Magazine*: Cromer (North Repps); Huddersfield; Old Buckenham; Panshanger; Roserrow; and Wycombe Air Park.

*And in Flyer magazine*: Gigha Island, Glenforsa (Mull), Le Touquet, and Wycombe Air Park.

### **Closer Ties Between General Aviation And Military Flying Communities**

The General Aviation community is being invited to attend the final Military and Civil Air Safety Day (MCASD) of 2003 at the School of Army Aviation in Middle Wallop, Hampshire, on Saturday 4 October. The event is the latest in a series of briefing days, which have proved extremely popular with general aviation pilots. Focusing on the shared use of lower airspace, it will offer private pilots the chance to meet and share expertise with their military counterparts.

The day is jointly sponsored by the Ministry of Defence and the Civil Aviation Authority's (CAA) General Aviation Department and will include a series of lectures from civil and military specialists. There will be presentations on topics such as:

- > Military low flying
- > The Lower Airspace Radar Advisory Service
- > Airprox incidents
- > Distress and Diversion.

John Hills, Head of the CAA's General Aviation Department, said: "The MCASD days are now in their tenth year and continue to grow in popularity. With the CAA's assistance, they were established by the Ministry of Defence to encourage private pilots' awareness of military operations. These occasions play an important part in bringing the two communities closer together and I hope that they will continue to do so for many years to come."

Due to the popularity of the MCASD events, places are limited and priority will be given to those who have not previously attended. A limited number of fly-in places are available and will be allocated on a first-come, first-served basis. Other places are available to those who wish to drive to the event.

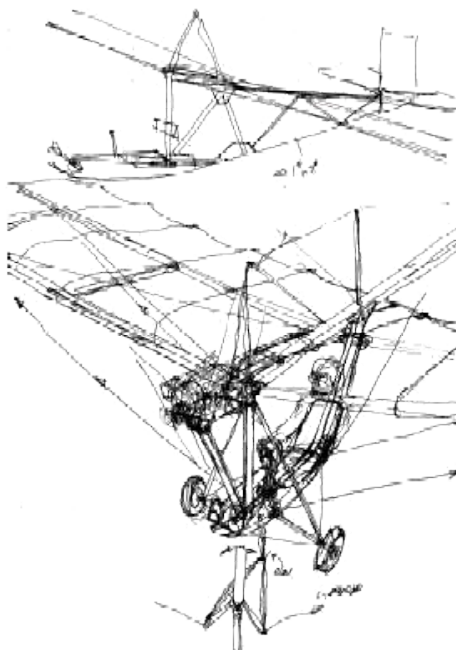
Registration forms can be obtained from the Defence Aviation Safety Centre (DASC) website at [www.dasc.mod.uk](http://www.dasc.mod.uk), or from

The Project Officer  
MCASD 2003/2  
Defence Aviation Safety Centre  
PO Box 333  
RAF Bentley Priory  
Stanmore  
Middlesex  
HA7 3YN

Telephone: 020 8838 7608 or Fax: 020 8838 7617.  
For further media information contact Katy Brooks on 020 7453 6030.

**Royal Aeronautical Society Light Aviation Group Conference**  
Saturday 20 - Sunday 21 September 2003 @ Marshall Of Cambridge (Aerospace) Ltd

*Current and Future Developments in Light Aviation*



The Light Aviation Group has run a series of occasional weekend conferences held in the past at the University of Bath. Related generally to the Group's current design competition, they have consistently been both enjoyable and interesting for all those who have attended.

This year's conference will look at the latest developments and techniques being used to design and build light aeroplanes, covering the complete range from light aircraft to microlights and even something about gliders and airships. All ten papers are being given by leaders in their field. Some are subject based, design and innovation, structures, project development, test techniques, cockpit design and continuing airworthiness; others are project based on recent new aircraft and engine developments, available now in the market place. An open discussion forum, followed by a farewell lunch, will complete the weekend. The conference will appeal to those interested in flying, amateur building, commercial manufacture, design, or any other aviation activity.

There will be a guided tour of Marshall's hangars; time to explore Cambridge on the Saturday evening, and an early enough finish on the Sunday for those wanting to pay a visit to the Duxford Aviation Museum. Open to Members and Non-Members.

Registration fees: RAeS Member - £82.25 / Non-Member - £158.63

For more information, programme and registration form, see Light Aviation Group Website: [www.raes.org.uk/light-av](http://www.raes.org.uk/light-av)

**Good news about our Young Eagles**

Some of you will know Tom Kinsley, who was a young eagle 6 Years ago and last summer gained his PPL at Clacton. We are very pleased to hear that Tom has now obtained a Sponsored University Bursary of £1000 for 3 years, and an Initial Offer training as Pilot Officer with the RAF. On 20th September Tom will be starting his 3-year degree studies at Manchester and Salford University. With the University Air Squadron, he will start his RAF training syllabus of up to 90 hours over the three years, and then on graduation start his short term (12 years) commission as Pilot Officer.

Officer. We send Tom our heartiest congratulations and wish him all the best for the future, which we know he will enjoy and thoroughly deserves. Well done Tom!

Another recent Young Eagle is Andrew Ferrington, who joined the strut last year after being a Young Eagle twice! Andrew has just heard that he has succeeded in getting through to the first round for a Flying Scholarship with the Air League offering up to 15 hours towards an NPPL. On 2nd and 3rd September Andrew will go Cranwell for his interview, being one of 80 shortlisted for 50 places, hoping for success in the last stage. We wish him well and know he will give it his best - he is very well prepared.

**Do you want to fly more Young Eagles?**

Barbara Rose of the Oxford Strut has contacted us to say they are having a Young Eagles day on the 14th September, and they have been asked to include children from St. Christopher's special school in Bristol. They thought it would be easier for that school to come to a Bristol Young Eagles event, but we had run one earlier this year and it was likely to have been the last one organised by the Bristol Strut. We have offered instead to advertise in the newsletter for any pilots & aircraft to help out at their event; it will be at Oxford Airport and the landings are free so if you are interested please contact Barbara on 01865 351376.

**Angel High - around Britain in G-BOFY**

We're sure you will remember Angela Robotham, who planned to fly solo round the coast of the United Kingdom, starting from Bristol on the 26th July. Her team has raised money for a local charity, the Children's Hospice South West, New Bristol Hospice Appeal. The Bristol Strut agreed to support this worthy cause, and a donation from Strut funds was made when we met Angela at the Rally. At the same time, a message of support was written on the wing of G-BOFY along with a sticker representing our Strut logo.

Having now successfully completed the challenge, they have announced that the actual tacho time recorded for the flight was **24.50 hours** and one person living in Bristol guessed this correctly and won a free flight. Also, the total amount raised will be about £7,500 when the last few sponsors have sent in their money. See en-route pictures of Angela and G-BOFY on their website: [www.angel-high.com/onroute.htm](http://www.angel-high.com/onroute.htm)



### **100 Years of Powered Flight - a project by AOPA**

To celebrate the Wright brothers' first powered flights that took place in North Carolina on 17th December 1903, AOPA is planning a celebratory flyout of as many powered GA aircraft as can be mustered into the air during the hours of daylight on Wednesday 17th December 2003.

AOPA is inviting any pilot who intends to take part in this event to register his or her intention on a dedicated web page that can be found at [www.aopa.co.uk/celebratory\\_flyout](http://www.aopa.co.uk/celebratory_flyout) where details such as pilot's name and email address, aircraft registration and type, expected TOW and POB, and aerodrome or airstrip flown from can be entered. Pilots do not need to be members of AOPA to take part, the main idea is simply to involve as many powered aircraft, pilots and passengers as possible, so the more the better. Following a qualifying flight, pilots are requested to confirm their flight on the web.

After all the flight confirmations have been recorded, the total mass of metal, wood, fabric, rubber, and other assorted materials that constitute the aircraft, plus pilot and passengers, that achieved flight on the day will be calculated. Only powered aircraft in the GA category (includes microlights) will be counted, and, for the purpose of calculating the total mass carried aloft on the day, only one flight per aircraft. The number of people carried aloft will also be totalled, allowing for an aircraft to fly more than once with a different set of people on board.

We hope to see lots of club and flying school aircraft in the air, as well as those privately owned, and just a circuit is enough to qualify. We also hope that the opportunity is taken to fly a passenger who has not flown in a GA aircraft before, and introduce them to the experience.

Each qualifying flight will be commemorated with a certificate. Whilst we would make no charge for this, we would invite each recipient to donate £1 (or more) that will be passed on to the RAF Benevolent Fund.

Please note the event in your diary, and let us see if we can create another and different sort of world record!

Gtsd/10.7.03 - AOPA

### **Do you fly from Bristol to Toulouse?**

Via the website, we have been contacted by an 80 hours pilot currently at Bristol University who will be working for some time in Toulouse. He would like the opportunity to cost share the occasional flight between Toulouse and Bristol. If you are interested in helping out then contact: Brendan J. Arnold, 53 Wellowgate, Grimsby, NE Lincs, DN32 0EY  
Tel: (01472) 587966 or Email: [ba1224@bristol.ac.uk](mailto:ba1224@bristol.ac.uk)

### **Do you know anything about the Robin Aiglon?**

Once again we have been contacted through the web site. Hugh Barrs is considering purchasing an Aiglon, which is an all-metal version of the Robin - with a 180 hp engine. If you know of an aviation engineer with information about this aircraft please contact Hugh on [hugh@bbhome.charitydays.co.uk](mailto:hugh@bbhome.charitydays.co.uk)

## **Summary of the PFA AGM - by Alan George**

This year's AGM took place on the 30th August 2003 at Turweston. I attended on behalf of the Bristol Strut with thanks to Steve Neale for giving me a lift. What follows is my unofficial summary of the meeting, picking out the points I believe of interest to Strut members.

Despite the vitriol and rhetoric that was posted on the bulletin board after the receipt of Lord Trefgame's letter it was actually quite a sedate meeting, with none of the backstabbing and character assassination that might have been expected. I guess that was because no one outside the EC knew who the 'minority dissident factions' were and there was no method to ask that question. Also with only about 150 members present it seems the energy of the bulletin board users is not representative of the membership as a whole.

The first item though was a message from our supposed new president ACM Sir John Allison that he had decided not to accept the post. Pressures of work were cited but the late timing pointed to a change of heart after the Trefgame letter.

### **Chairman's Report**

This was followed by Colin Mitchell announcing he would not be seeking re-election so we are now without a Chairman as well. He admitted that Trefgame's letter was correct about the EC factions. There had been EC to Engineering differences but they were now sorted and closed. He refused to answer any questions about this matter. Both announcements removed the contentious issues at a stroke.

His report was then a summary of his achievements over his six-year tenure:

- He believed the PFA was now the natural home for recreational pilots, distinct from other organisations such as AOPA, and with a good but cautious relationship with the CAA. This owed a great deal to the appointment of Graham Newby as CEO, which he had pushed through.
- The controversial appointment of consultants had successfully found deficiencies in the PFA procedures. However the project to fix them had not gone as well as expected.
- Engineering was overworked with permit renewals and analysing new aircraft. He believed there was a need to employ a Head of Engineering to take off the current and projected load of dealing with regulatory bodies such as EASA. This would need an increase in revenue for engineering.
- The move to Turweston was going ahead. Most of the staff was going and they were keen to make the new location work well.
- However he had failed to stop dissension between EC members and could not unite them behind him. This was one of the reasons for his resignation.

His report was followed by a vote of thanks from the floor for all the work he had done for the PFA.

### **Questions**

Q. What was the status of the consultant's work?

A. The report checking the PFA procedures for compliance with best practice had been delivered in November 2002. This was from a company called MacGregor Associates at a cost of £16k. There is a further project to implement their recommendations, which is taking longer than expected. This is with the successor to MacGregor called IMS Risk Solutions. The budget was £33k of which 2/3 had been spent. The choice of company had been on the approval of BSI for this kind of work.

Q. Several questions about the surprise of Lord Trefgame's letter suggested that the meetings of the EC were not publicised enough.

A. The publication of all the EC deliberations would be inappropriate but a summary of each meeting was published in Popular Flying.

Q. Why will the Head of Engineering be a permanent post, surely a sub-contractor would be better to get over the immediate workload.

A. The EC feel there is currently plenty of work with the CAA, and more projected with EASA that justifies a permanent post. This will then free up Engineering staff to do engineering.

### **Chief Executive's Report**

The Rally this year had the best weather and there were more aeroplanes visiting but there had been a small financial loss due to new infrastructure and

health and safety costs. So the Rally is always a risk, especially at the mercy of the weather. New ideas are sought to maximise the revenue.

The NPPL was proving a success with 1000 people flying who had given up under the JAR-PPL rules.

#### **Questions**

Q. A lot of people had got in free to the rally.

A. This was due to getting used to the new site and security will be beefed up next year.

Q. Oshkosh this year was \$96, are the rally prices too low, say compared with Formula 1 at £140, air enthusiast bulletin boards did not complain about the price.

A. The letters to the CEO say £15 was too much.

Q. A permanent rally site being pre-prepared would be cheaper.

A. Much of the expense came from connecting toilets and showers. Kemble is looking at installing permanent drainage and showers for the use of all future events.

#### **Financial Report**

The accounts are in the AGM notice but points to note are that turnover is up by 37% due to there being a rally this year. The operating profit is down but the equity is up by 10%.

Some trends had been monitored over 3 years. The revenue from members' subscriptions was up but that from magazine advertising was down. This was due to the change of publishers, which reduced production costs but they were new to aviation advertising.

Revenue from Engineering activities was moving slowly up at £20k per year but it and Commercial activities were under budget and being subsidised by other revenue.

#### **Questions**

Q. Will the move to Turweston be financially beneficial?

A. The rent for the 'temporary office' at Turweston is lower than that for Shoreham, which was due an increase anyway.

Q. Can budgets be published?

A. The treasurer was not happy to publish them as they have a fluid nature, subject to change. He did not believe all members wanted Popular Flying full of financial minutiae. He believed an end of year accounting report was sufficient.

#### **Chief Engineers Report**

There had been no fixed wing fatalities but there were 2 on gyroplanes in 2002.

The EASA rules were showing up anomalies in the UK. Vintage aircraft were operated as homebuilts, homebuilt airworthiness was the responsibility of, and regulated by, the PFA. European homebuilts were 'experimental' as in the States with the owner responsible for their airworthiness. Maybe EASA was a good time to introduce the experimental category into the UK.

Working with the GA safety group the differences in accident rates between PFA and certificated types were being studied. There were no trends emerging or changing over 10 years. The main factors in accidents were pilot training, probably due to the variety of aircraft operated in the PFA.

The workload in Engineering was very high. The routine work e.g. permit renewals took all the time, improvements were done in overtime. A lot of time was taken up by routine questions; hopefully this can be performed by the web site.

#### **Questions**

Q. Members are envious of designs approved elsewhere in the EU, not super kits like Lancairs or Luton Minors but some 21st century innovative designs.

A. Because in the UK the PFA takes responsibility for safety of aircraft whereas in France and the USA the builder takes responsibility.

Q. The speed of engineering response is slow e.g. permit renewals.

A. Staff had been drawn away to EASA etc, not a typical year but could be solved by an increase in staffing level.

#### **Elections to EC**

There were fewer candidates than vacancies so this was an endorsement rather than an election. Since nobody knew anything about the EC factions there was no option but to agree to their becoming members of the EC.

#### **Motions**

The creation of the 'Engineering Member' was the contentious motion according to the mood of the members. There was a dislike of creating 2 classes of members. However the motion was actually defeated on procedural points; there is another rule creating ordinary members that already mandates access to engineering services, the inclusion of the fee in the rule is bad practice as it is difficult to set fees each year without redrafting the rule. So the motion was heavily defeated but the increased funding for engineering was accepted and needed to be raised somehow.

The increases in subscriptions were dealt with and approved as a block. So there was no opportunity to debate the joining fee, which seems a cheap idea to me.

Not the cry, but the flight of the wild duck, leads the flock to fly and follow.

- Chinese Proverb

## **The Bristol Strut Go Gliding**

*by Alan George.*

One of the possible activities that had been suggested for the Strut was to try gliding. It seemed that during the Summer months, when there was no Strut meeting, it would be a fun way for the members to meet and the Summer light meant it could be done on an evening. So at short notice, allowing for the Rally weekend, we went gliding on Tuesday 22nd July at Halesland. Our thanks are due to Barry Hogarth and all at the Mendip Gliding Club for arranging the event.

'We' were Jack Thomas, Malcolm Furber, Pete and Geraldine Hill,





Pat Stride, Steve Neale, Ken Thom and myself with Ian Leader taking the pictures. What follows is my personal impression of the evening although I trust it is valid for all those who took part. Maybe Geraldine had the most fun; given the amount of waving she was doing as she swooped into the field for landing.



Halesland is a rolling field on the edge of the Mendips, overlooking the town of Cheddar and close by the Gorge. My first problem was taking the wrong road from the bottom so not climbing up past the airfield as expected but coming out on the top. Luckily there is a gliding field sign pointing back down the right road but I was a little late in arriving. At least that meant I missed the first task of clearing the horses and sheep off the field.

Now people in gliding enthuse about the joys of silent flight, it seems so in tune with the elements and makes me feel guilty about burning gallons of Avgas behind a Lycosaur. However, to launch a glider requires a winch and a tractor, a Land Rover to collect the cables and a Jeep to tow the glider back after landing. The amount of diesel consumed that evening meant it really could not be called an environmentally friendly Strut event!



The glider was a tandem two seater Bocian type, which was noticeable for its forward swept wings. Sitting in the back was Peter Turner who was to be our instructor. Our thanks to him for doing it as he had been up very early that day flying around the country. Mind you I did not feel too sorry about all the flying he was doing as you should ask him about the exotic aircraft he is getting to test for the magazines at the moment.

Getting in the glider involved a four point harness and a laid back seating position; with the bubble canopy there was not much airframe between me and thin air when compared with the solid feel of a Cherokee.

At the takeoff there came a short period of level acceleration followed by the zooming rush of the winch launch. On my first flight I was completely behind the glider, so for my second I just treated it as a fairground ride to be enjoyed. I cannot imagine how many launches it would take before you felt up to speed and anticipated the controls required. Peter took us up at (I think) 50 knots and seemed to be pulling quite hard.

The VSI was noticeably off the scale at more than 1000 feet/min. Obvious afterwards when you think about the height achieved during the few seconds of the launch. As we seemed to pass overhead the winch, Peter pulled the cable release and there was a step increase in height to about 1100 feet, along with a reduction of noise as we slowed down to the cruising speed of 42 knots. At that point he handed over control to me and told me to head towards the Gorge.

It was a still evening and somewhat damp, as the small clouds that formed on the ridge as the air-cooled down showed. So there was no lift and only time to go over the Gorge and turn for the downwind leg. During the turn some back pressure was required to maintain the lift and we slowed down to 38 knots. I was prepared for adverse yaw when using the ailerons, given the wingspan, but it was quite difficult to judge how much rudder to use. Rolling out on the desired heading was also difficult and the nose was hunting from side to side as I tried to nail the direction. Of course the rolling out had also caused adverse yaw requiring some opposite rudder. And the small heading corrections that could be done on aileron alone in a power aeroplane also needed a small amount of rudder. It took some thought between flights to realise the coordination required so that on the second flight I think I had it sorted by a bootful of rudder slightly before I applied the aileron.

On this second flight Peter let me fly a long curving approach off the downwind leg. The speed was increased to 50 knots and he operated the airbrakes, which actually seemed to kill some lift whilst I kept the speed constant. So we passed over the hedge somewhat higher than before and flared into the landing attitude. The tailwheel touched first followed immediately by the main wheel with a rumbling noise. The wings were kept level with aileron down to a standstill and the direction kept straight by increasing amounts of rudder as the speed bled off. Then the left wing dropped and the last flight of the evening was over. A short flight but what a sense of exhilaration with that feeling of being in tune with the elements. However that emotion soon dispersed as the Jeep drove up and we began the long walk back to the hangar to put the glider and equipment away for the night.



So a taste of gliding is definitely enjoyable, even on an evening with no lift. The cost was not bad either with the first launch being £20. However that was the entry fee and meant the second launch was at the club rate, a grand total of £6.32. If you are interested, remind me next summer and we can have a re-run of the *Bristol Strut go gliding*.

**Sky Fever** *(with due acknowledgement to John Masefield)*

I must go up to the skies again, to the white clouds and the grey,  
And all I ask is a high launch, and the chance to 'get away';  
And the wing's surge, and the wind's song, and the quiet clouds' drifting,  
And a heat-haze on the land's face, and the warm air's lifting

I must go up to the skies again, for the call to soar and glide,  
Is a free call, and a clear call, that may not be denied;  
And all I ask is a sunlit day, and the bright height's gaining,  
'Neath the 'new-cu' that towers above, and it's lift maintaining

I must go up to the skies again, to the peace of silent flight,  
To the gull's way, and the hawk's way, and the free wings' delight;  
And all I ask is a friendly joke with a laughing fellow rover,  
And a large beer, and a deep sleep, when the long flight's over

- Robbie, RAE Gliding Club, 'Sailplane & Gliding' magazine