November 2025 Newsletter

Welcome to The Gloster Strut Newsletter. We hope you enjoy reading it. Please send any contributions, letters and comments to editor@glosterstrut.co.uk directly.

Photo of the Month

Remembrance Day - Tuesday 11th November

Chairmans Chat

Looking back, I think we can all agree that 2025 has been a good one from the flying point of view. Long periods of dry and sunny weather gave us the opportunity of going aloft (as the early aviators would say) , only the farmers were hoping for some extra periods of rain to keep the fields from turning a dusty brown! Now we look forward to 2026 and plan some events and trips for us all to enjoy.

1 . It is the 80th year anniversary of the Light Aircraft Association and our committee has decided that we should celebrate in some style, suggestions have been thrown up in the air , but we would also like to hear the thoughts of the members, so now is your chance, get in touch.

2. La Ferte Alais is a spectacular airshow in France (100 km south of Paris), held each year in early June. We already have an interest from some of the members to make the trip over. The idea being to take several cars over the channel and drive on down to the event, so once again let me know if you are interested.

3. I have written previously about the trip to Brodhead in America, it was a great week, full of all things vintage from the aviation world, aeroplanes and cars. The event is run by the local EAA chapter and I thought it would be of some interest to twin up with them,

exchanging newsletters and details of our respective events. We will make contact with them shortly, so watch this space!!

4. The summer of this year had the Strut reaching out to the kids, with an ever increasing number attending the BBQ's, chucking little model planes about and generally enjoying the fresh air activities that Croft Farm airfield presented, fun for everyone involved, so we plan to continue with our invitation to the youngsters, hopefully building bigger models, we will see where that idea takes us, in any case , we should try.

The November Strut event (Nov 11th) is presented by Steve Smith. His recent trip over to Hahnwiede in Germany will be covering this spectacular airshow, a stunning display of beautiful aircraft from every area of aviation, an evening not to miss, see you there.

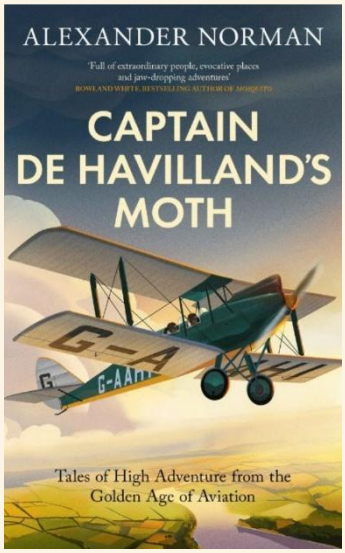
Then the Christmas party – wine and mince pies, just to put us in the mood for the big day!

Fly high, have fun, be safe!

Mike.

The last meeting

Captain De Havillands Moth

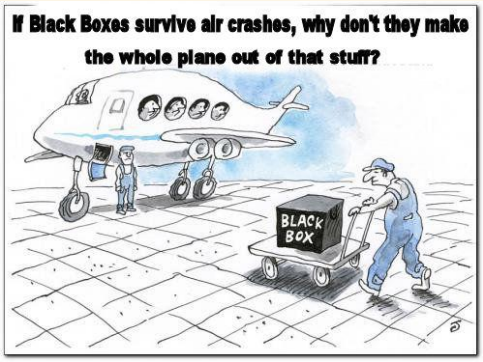


After one or two technical hitches which were eventually resolved, we were treated to the story of the De Havilland Moth by Alex Norman, the author of a new book 'Captain De Havillands Moth' which describes the history of the aircraft and includes a number of well-known and lesser well-known characters who helped to shape its history.

Alongside the development, there were stories of ambitious flights not only within the UK but as far as South Africa - imagine trying to fly from the UK to South Africa with only paper maps, and not even a full set! GPS did not exist, computers did not exist, navigation was by observation, following coast lines or using rudimentary compasses. One or two degrees out and the consequences were huge! We even heard of one pilot using a sextant, standing up in his plane trying to take measurements.

Some excellent photos, some I imagine quite rare of both men and women pilots and some of the aircraft they flew. The book is sure to be a good read and one we would recommend obtaining. Amazon stocks it, as I expect do many high street bookshops.

The Wit & Wisdom of Aviation



Qantas Engineering Reports

Alleged reports filed by Qantas Airline Pilots and the Engineering Responses.

Pilot: IFF inoperative

Engineer: IFF always inoperative in OFF mode

Quote of the Month

Pilot dictum: Remember, in the end, gravity always wins.

In the News

Congratulations

Warm congratulations to Strut member David Hunter, this year's winner of the LAA award for services to Engineering.

As many of you will know, David has built two award winning aircraft but what you may not know is that he's been an LAA inspector for the last 23 years.

We're delighted that this long and valuable service was recognised by the award of the Frank Hounslow Trophy at this year's AGM.

The future has just arrived!

Christmas is coming, you could do worse than ask Santa for one of these... https://www.youtube.com/watch?v=4pQXqSrevns

Flight Safety

This article, split into several sections has been taken from 'Flight Safety in a Europa', written by Dr David Joyce in 2018 and currently appears on the Europa website in a longer format. I have his permission to reproduce it. I have edited it to make it more relevant to GA, but obviously some sections will be Europa specific.

The biggest threat to GA pilots is Loss of Control or Stall Spin accidents and what is often perceived as a major risk – Ditching.

I do not for a moment suggest that the Europa is more likely to be involved in Stall/spin accidents or ditching than other types of aircraft, but feel that it fits the supportive culture of the Europa community to offer anything which might prevent more unpleasant accidents.

The views expressed here are my own. Much of what appears in the ditching and stall Spin articles has been published previously in various aviation magazines.

Stall/spin – Could you be the next statistic?

Over the last 30 years slightly more than 7 people have died on average annually in UK register small plane stall spin accidents, and other countries suffer similar losses. To put that in perspective ditching in the UK accounts for only one death roughly every 3 years, and if you exclude those who did not have the wit to wear a lifejacket and to fly the plane down to a controlled water landing it is only one death in something like 20 years. Yet in my experience most people see the risk of ditching as more serious than that of a stall spin accident. This may relate to the fact that most of my flying acquaintances and probably most readers consider themselves to be pretty good pilots, and with this I suspect there comes a sort of feeling of invulnerability:

Accidents are things that happen to other people, particularly basic mistakes like stall spin accidents!

Sadly this is just not true. A number of expert studies have revealed the following sobering facts:

1. Experience is no protection – Stall/Spin deaths are significantly more common in PPLs and CPLs (who face roughly comparable risks) than in solo student pilots and ATPLs.

2. Having an instructor on board is no protection – 22% of Stall/Spin deaths occurred with an instructor on board and student pilots were more likely to suffer this fate with an instructor than flying solo.

3. Most GA planes take at least 1,000ft to recover from a spin even in the most expert hands, so a spin in the circuit is almost inevitably fatal.

The fatal stall spin accident in a Lancair following an engine failure after take-off, described in the August 2014 Light Aviation magazine by Mike Barnard nicely illustrates the point. The pilot was 45, had 4,500 odd hours, plenty on type and thoroughly current, was an instructor and examiner in multiple aircraft types and a graduate of the US Navy Test Pilot School. No one better to send your child flying with, you might well think, but he spun to his death with his passenger following an EFATO.

The first essential move in avoiding becoming a statistic is to accept that it could happen to you.

Before you come to the conclusion that the only sensible course is to give up flying, let me say that I believe there is now quite sufficient information about why and how even experienced pilots can be victims of unrecoverable stall/spin accidents to allow us to plan effective measures to eliminate or at least dramatically reduce our own risk. The following appear to be well established:

1. Psychological studies have shown that the brain (even a woman's!) is a single channel processor for conscious thought. **You can only analyse one problem at a time**. This is different from saying you can only do one thing at a time. Thoroughly rehearsed/trained actions like keeping a plane on an even keel or keeping a car in its lane can be carried out by the subconscious part of the brain using what might be termed muscle memory.

2. In stressed situations, the brain will tend to focus extremely narrowly on a single area which is deemed to be crucial to resolving the crisis. This narrow focus will be to the exclusion of all other things (like instrument scans) which need conscious input and analysis.

3. Although every conventional plane will spin, some are more prone than others. Planes with light elevator control surfaces are more prone to spin. For instance the stall spin accident rate of the Cessna 150 is many times higher than that of the 152, correlating with the higher and more progressive elevator control forces of the latter. Also wing design matters. The PA 28 with tapered wing has a stall/spin accident rate dramatically lower than its constant chord wing predecessor. Lightweight, low inertia planes are also at greater risk. The Europa has ideally graduated longitudinal stick forces, as one might expect in a plane whose aerodynamics were designed by Don Dykin, so is resistant to unintentional stalling, but there is relatively little natural warning of an impending stall and once stalled and out of balance a spin develops rapidly.

4. It is my own experience observing my own and other people's driving behaviour, that when they are heavily distracted they will maintain good road position but tend to slow down markedly.

5. This all fits with the conclusion that in highly stressed situations pilots will tend to slow the plane because of a subconscious desire to slow things down whilst resolving the immediate problem of 'Where the Hell can I land?'. This is likely to be aggravated by increased muscular tension, which inevitably accompanies severe stress, tending to increase back pressure on the controls, and also probably by the plane still being trimmed to a nose up attitude.

6. The UK gliding movement has managed to virtually eliminate stall spin deaths by insisting that all pilots, however experienced, do practice stalls, spins and cable breaks (effectively an EFATO) with an instructor every year. The average glider pilot has probably done more than 50 practice cable brakes and experienced several real ones in his gliding career – the equivalent of switching off the engine and throwing the key out of the window. Naturally they (the survivors!) get to be quite good at it!

The large majority of stall spin accidents happen in the vicinity of an airfield and at or below circuit height, from which there is no escape. A few happen as the result of unwise low level beat up manoeuvres or aerobatics gone wrong, but the large majority relate to an engine or propeller problem or some other major distraction. Some happen away from airfields, perhaps stretching a glide to get back, or in mountain flying or in relation to a water crossing – indeed half of the last 22 year's UK ditching deaths could be classed as stall spin accidents. My working model for how the bulk of these events occur is as follows:

Major distraction >>> Major Stress >>> Narrow focus on landing possibilities >>> Neglected speed control + subconscious desire to slow down events + tension in arm muscles >>> Speed decay >>> Stall >>> use of rudder or out of trim >>> Spin

Despite every pilot knowing that with an EFATO one should always land ahead, a recent study of the last 20 years AAIB reports of UK EFATO incidents show that in over half of all cases the pilot turned back and of the fatal cases 87% turned back. That is to say that in real life engine failure situations pilots will very often feel it is too dangerous to land ahead, even though they know full well that their instructors told them they should. *(Ed: watch the film 'Sully' for an in depth study of that)*

My thesis is that there are three main ways in which you can equip yourself to avoid following this fatal sequence:

a. Fit your plane with a really effective low speed warning system which you simply cannot ignore.

b. Know precisely how your plane performs in an emergency.

c. Do meaningful practice of dealing with all forms of emergency situations.

Low speed warning system

Like most GA pilots I have a stall warner, in fact the Europa standard one, which squeaks in the head rest behind me. There are a number of problems with this:

1. It doesn't make much noise and is rather non-specific, and whilst I have been growing somewhat deafer with age, my head sets have become more sophisticated and much more efficient at shutting out external noise!

2. It sounds for a significant portion of the take-off and landing runs, so I am used to ignoring it.

3. I do not have the figures but it is a reasonable assumption that the majority of the GA fatalities also had a stall warner which they ignored.

The major studies of stall/spin accidents have found that ATPLs have much lower risks than PPLs or CPLs, (equalled only by solo students). It is not reasonable to ascribe this to their superior piloting skills as they have very little hands on flying compared with CPLs. It seems much more likely that it is the built in low speed/high AOA warning systems such as stick shakers and loud spoken warnings through their headsets, (aided perhaps by the superior skills of George), that keeps ATPLs safe – the Air France Airbus being a very rare exception.

How does your plane behave in an emergency?

You may wonder how this is relevant, but I promise you it is. In my experience very few pilots (including a number of instructors) know what is the most efficient way of turning round with the minimum loss of height, and few have a precise idea of their glide angle with the engine idling or stopped, and cannot confidently work out whether they can glide back to their airfield from any given height and distance. Very few again have a clear idea of at what height they could sensibly consider turning back after an EFATO. Not knowing these things in an emergency inevitably leads to indecision, increased stress and very probably to making the wrong decision. Let us take two examples: Firstly imagine you have just taken off from one of the South Coast airfields to do a direct crossing straight out to France. At 6 miles out and 3,000ft the engine goes quiet. Hopefully you will have the presence of mind to do a U turn, whilst sorting out your options and before.

Your speed decays too much and whilst checking restart procedures! I know (because I have measured it accurately) that my Europa glides at 70 kts at a 1 in 12 angle, so from 3,000 ft I have a range of 36,000 ft which is as near as makes no difference 6 nm. In nil wind the best I can hope to do is touch down on the shoreline, and even with a brisk tail wind the best I can hope to achieve is to cross the coast at a few hundred feet. Either scenario is a recipe for disaster. There is an overwhelming temptation to ease the nose up to stretch the glide, and any attempt to turn (because the airfield isn't quite where you thought it was or the straight ahead patch is all built up) will supply that final nail. Much, much safer to make your SOS, tell them precisely where you are and do a nice well controlled ditching – mortality risk possibly 1% whereas crossing the coastline at 200ft could carry a mortality of 50% or more. So the message here is:

Be certain of your best glide angle and convert this into an easy formula – for instance 1 in 12 is the equivalent of 2 miles per thousand feet.

You can very rapidly work out how much height you will have by the time you get to where you want to go and if this doesn't leave you a good margin for manoeuvring, then land somewhere else, even if that is in the water. If you don't know your glide angle, then do some accurate tests next time you go flying on a quiet day. And in passing, the concept of 'Within gliding distance of shore' is a potentially dangerous one. Next time you are flying along a shore think what sort of shape you would be in if you passed over the shoreline at say 200ft. Along the Channel coast of the UK around half is built up and large swathes have high cliffs or woods. The concept would be better phrased as:

'Within gliding distance of crossing the shoreline at a minimum of 1000ft.'

Incidentally US studies have shown over 90% survival for those landing in trees – likely much better than in a housing estate.

Happy Landings, David Joyce

Next month we will hear more about stalling and aircraft performance.

Dates for your diary

01/11/2025

Bonfire Night fly in at Sleap Airfield. PPR Required

09/11/2025

Remembrance Sunday fly in at Sleap Airfield. PPR Required

09/11/2025

Remembrance Sunday fly in at Breighton Airfield. PPR Required

11/11/2025

Gloster Strut monthly meeting

Gloucester Airport Christmas Opening Times

The following details the operating hours of the airfield over Xmas and New Year 2025/2026. All times local:

Wednesday 24/12/25 08.30 – 14.00hrs

Thursday 25/12/25 Closed

Friday 26/12/25 Closed

Saturday 27/12/25 09.00 – 18.00hrs

Sunday 28/12/25 09.00 – 18.00hrs

Monday 29/12/25 08.30 – 19.30hrs

Tuesday 30/12/25 08.30 – 19.30hrs

Wednesday 31/12/25 08.30 – 14.00hrs

Thursday 01/01/26 Closed

13/01/2026

An early warning that the Gloster Strut AGM will be held on Tuesday 13th January prior to the evenings main entertainment. All committee posts are available should anyone wish to become more involved in the running of the club. Our current chairman Mike, and Treasurer Bruce have indicated that they wish to stand down at the end of 2025. These are two vital roles within the Strut, and in fact, any organisation, so we would welcome nominations or offers to take on either of those roles. We would also welcome committee members as distinct from the posts (Chair, Treasurer, Secretary etc). Please let Harry or any of the current committee know of your interest - we can all be contacted via the Contact Us page on the website.

Lundy Sunday

Looking a long way ahead…5th July 2026

I already have several aircraft booked in including the 'star of the show' Auster 5 G-AJXC flown by Robin Helliar–Symons from White Waltham. This aircraft operated from Lundy post war with an Auster Autocrat and supplied the island with goods and people until the Autocrat ditched in the sea with no loss of life but the Ministry of Aviation stopped the service. The Auster 5 G-AJXC has been trying to return to the island for a Lundy Sunday event, it's first visit since the 1950's, but various obstacles have prevented it so fingers crossed for 2026.

Remember you are most welcome to join us on Lundy Sunday 2026 but please can I have the following details:

Name, Aircraft Registration, Aircraft type, Email, Base, Mobile number, Camping Y or N and POB. to complete all the booking in details.

If you have never flown into a Lundy Sunday event before I have to give you a verbal brief to satisfy the island's criteria (details below). After this I will email a written 2026 brief when it is available…this ticks all the boxes.

Many thanks

Pete White (07805 805679, pete@aeronica.co.uk)

Downloads from the CAA and others

Insight

September UKAB INSIGHT newsletter now available

(https://www.airproxboard.org.uk/media/xawdq43j/september-2025.pdf)

The September edition of AIRPROX INSIGHT features an Airprox between a Hawk and a PA28 over the North Pennines. The article highlights an area where military low flying training takes place and discusses possible options for GA pilots (and others) flying in these areas to increase their awareness of military activity. It emphasises the use of the Low Level Common frequency in areas where there is a lack of LARS provision and where the choice of alternative Air Traffic Service provision is limited.

CAA Stuff

Attend webinars on new volcanic ash forecast services

The London Volcanic Ash Advisory Centre (VAAC)

(https://www.metoffice.gov.uk/services/transport/aviation/regulated/international-aviation/vaac/index) operated by the Met Office is an International Civil Aviation Organization (ICAO) designated centre, responsible for issuing advisories for volcanic eruptions originating in Iceland and the north-eastern corner of the North Atlantic.

The Met Office is pleased to announce that, in accordance with Amendment 82 to ICAO Annex 3 Meteorological Service for International Air Navigation and the first edition of Doc 10157 (PANS-MET) a new Quantitative Volcanic Ash (QVA) forecast service:

(https://www.metoffice.gov.uk/services/transport/aviation/regulated/international-aviation/vaac/qva/index) will become available for the first time on 27 November 2025. The new QVA service will provide higher resolution ash location information compared to traditional Volcanic Ash Advisory (VAA) products. Further details are available in an AIC issued on 21 August 2025(https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/aip-supplements/EG_Circ_2025_P_157_en.pdf).

The Met Office is running two webinars where you can learn more about QVA forecasts and how to obtain these through a new QVA API.

To sign up, click on one of the date/times below:

- 3 November, 15:30-17:00 UTC (https://events.teams.microsoft.com/event/20d98167-19d5-4e91-93a6-0a6dad6268fd@17f18161-20d7-4746-87fd-50fe3e3b6619)
- 11 November, 09:00-10:30 UTC (https://events.teams.microsoft.com/event/391cce07-067c-4e7d-9139-9843a3f7b2a1@17f18161-20d7-4746-87fd-50fe3e3b6619)

A recording of one of the webinars will be posted on the Quantitative Volcanic Ash (QVA) Forecasts - Met Office webpage

(https://www.metoffice.gov.uk/services/transport/aviation/regulated/international-aviation/vaac/qva/index) for those who those unable to attend.

National Private Pilot Licence (Aeroplane) Interim Document now published

The purpose of CAP3181 NPPL Interim Document is to set out the requirements and syllabus for student pilots, pilots, instructors, examiners and training organisations to follow for the issue of a NPPL(A). A more detailed CAP will be released by the end of 2025.

(https://www.caa.co.uk/our-work/publications/documents/content/cap3181/)

UK CAA's General Aviation Strategy

We have published our new General Aviation strategy, which sets out our vision for a safe, innovative, and sustainable general aviation sector that thrives within a proportionate and supportive regulatory environment.

Our GA Strategic Focus Areas:

Effective and proportionate safety standards

Reduce regulation where appropriate, increase delegation and improve proportionality

Supporting innovation, sustainability, and enabling new technology

Stakeholder engagement and delivering service excellence

Read more on our website

https://www.caa.co.uk/general-aviation/the-ga-unit/our-general-aviation-strategy/

Halon Fire Extinguisher Decommissioning

General Aviation pilots and aircraft owners are reminded that halon-based handheld fire extinguishers must be removed from aircraft cabins and crew compartments by 31 December 2025, in line with UK environmental regulations.

The CAA is not responsible for enforcing these rules or issuing exemptions.

Guidance on replacement options and regulatory responsibilities is available on our website.

https://www.caa.co.uk/general-aviation/aircraft-ownership-and-maintenance/decommissioning-of-halon-1211-and-halon-2402-in-handheld-fire-extinguishers/

Gloucestershire Airport

ILS Repairs and Re-Commissioning

ILS Repair

Please note we have received the delivery of replacement parts for the ILS. Consequently, repair work at the ILS Localiser has commenced.

Whilst there will be no planned impact to flying, it is possible that some short notice restrictions on flying activities may need to be applied if required.

Flight Check

The re-commissioning Flight Check is planned to be undertaken on the 17th October 2025. This will be a flight check for both the ILS and DME. Please note flight restrictions including no IR and circuits will be in force during this period. Further details including exact timings will be issued in a separate AAN.

Air Traffic Control (ATC) – Equipment Upgrade – Airfield Closure - Indemnity Procedures.

As most will be aware the airport has been working on a major upgrade project within ATC. We are now approaching the point of the final installation and commissioning phase. The project includes the following upgrades:

- Voice Switch.
- Flight Data Management System (FDMS)
- Recorders
- Met Equipment
- ATC Desk
- General VCR Refurbishment.

Installation and Commissioning

Installation and Commissioning of the equipment will take place over the following dates:

03/11/25 to 06/11/25 inclusive.

The airfield will be NOTAM'd as closed for this complete period.

Limited Indemnity

Limited Indemnity flights will be allowed during the following periods only and subject to the restrictions detailed below.

03/11/25 - Indemnity Available (excluding 08.00 to 08.30 hrs. – local times)

04/11/25 – Indemnity Available - (excluding 08.00 to 08.30 hrs. – local times)

05/11/25 - No Indemnity (08.00 – 16.00hrs)

06/11/25 – No Indemnity (08.00 – 16.00hrs)

Note:

Non - Indemnity dates (05/11/25 & 06/11/25). During these periods ad hoc blind radio transmissions and testing of ATC and airfield equipment and aids (including vehicular movements) will take place. Consequently, the airport will be fully closed on both dates between the times quoted.

Indemnity Procedures

Timings

Dates: As detailed above

08.00 – 08.30 (Local) - Airfield Inspection – no flying.

Other dates as per standard Indemnity process and approvals.

Volume of Traffic Procedures

The present Volume of Traffic Procedures will not apply during the above periods and will be replaced by the following restrictions.

Indemnity Restrictions – 03/11/25 & 04/11/25

The following restrictions will be applied:

(a) Departures and arrivals will be subject to a slot booking system. This will apply to all departures and arrivals. The number of slots will be limited to 5 per 30 minutes and will be bookable via Landside Ops / Briefing. Slot times will only be allowed to be booked on the day unless specifically approved by the Head of Operations. Bookings will be on a first come first served basis. No block booking will be allowed.

A slot booking will be required for both departures and arrivals.

The one exception to the above requirement is the Air Ambulance that may depart or arrive without a slot time but must follow the main requirements of the Indemnity Procedure.

(b) The following types of flights are strictly prohibited:

- Visiting Aircraft.
- Circuits (Touch and Go's etc.).
- Simulated engine failures.
- Glide approaches land.
- No dual runway operations – Rwy 27/09 only to be used.
- Instrument approach procedures or instrument approaches.

- No solo student flights.
- Flights outside of the UK except with UKBF approval.

(c) Any aircraft operating on indemnity must have completed an Indemnity Application Form and comply with the details as specified within AOP04 copy attached.

No completed application form on file then no slot time will be allocated.

(d) Only those aircraft listed on the application form and pilots with the allocated permission may operate under indemnity. The Indemnity Process is for based operators only.

(e) No visiting aircraft will be allowed to land or depart during these periods.

(f) Blind R/T transmissions are to be made on frequency 128.555 MHz, stating the pilots intentions as applicable to each phase of the movement. This will include, but is not limited to: taxiing, runway entry, departure and arrival, joining information, which runway or helipad is being used, position reports in the circuit and on the ground.

(g) Standard Circuit Patterns for arrivals shall be completed to the north of the airfield using the prevailing wind direction runway. Only runways 09 (left-hand circuit) and 27 (right-hand circuit) may be used. No dual runway options are permitted. All approaching fixed wing aircraft are to join the circuit via a standard overhead join or in the case of a jet straight in approach.

(h) In the case of rotary aircraft, all standard departures, and approaches, will be made using Heli-North or Heli-South. This is completed via the standard helicopter arrival (as per the AIP), remaining clear of the take-off and approach paths to runways 09 and 27 and not crossing runways 09 or 27 to make an approach.

(i) All approaching fixed wing aircraft are to join the circuit via a standard overhead join. Larger jets may join straight in ensuring their intentions are made clear (via blind calls) to other aircraft on frequency.

(j) Exit the runway at the first available point.

(k) It is the captain of the aircraft's responsibility to inform Landside Ops / ATC of their exact take-off / landing times. This must be completed no later than cease work the following day.

Emergency Cover Whilst RFFS are manned during the above periods, there will be no formal alerting service in place. Any aircraft emergency response will be limited to a major accident on the airfield only. Consequently, operators need to consider no emergency response will be available if deciding to operate under Indemnity – as per AOP04.

It is the operator's responsibility to ensure that indemnity movements are approved within their organization's procedures prior to contacting Gloucestershire Airport and making an indemnity request.

ATIS

The ATIS will not be available.

Airfield Inspection

One single airfield Inspection will be undertaken during the period 08.00 – 08.30 hrs. (Local) during this period no flying is to take place.

Fuel Availability

Aviation fuel will be tested and available. Provision of Jet A1 will only be available from Apron Alpha or Tower Apron.

General

Allowing the use of the Indemnity procedure relies on everyone following the procedures and not attempting to circumnavigate the requirements. Actions during these periods will be monitored and anyone not following the procedures may have the Indemnity option to operate permanently removed.

It is requested Operators consider in advance how they intend to manage their operations during this period and flights limited to essential flights only.

Whilst this will cause disruption for these few days your cooperation is greatly appreciated. The end goal being to complete this major £500k upgrade leading to modern and robust ATC equipment moving forward.

Traffic Management Post ATC Equipment Upgrade

In order to ensure safe operations following the ATC Equipment Upgrade (3rd November to 6th November) further traffic management shall be put in place from Friday 7th November until Thursday 13th November (inclusive).

Traffic will be restricted as follows:

- No Instrument Approach training
- Only one VFR fixed wing circuit at a time
- Only one VFR helicopter circuit at a time
- Only one VFR runway departure per 15 minutes
- Only one VFR runway arrival per 15 minutes
- Only one VFR helicopter departure per 15 minutes

- Only one VFR helicopter arrival per 15 minutes

Please do note that these traffic restrictions may be lifted or altered tactically on any given day so please monitor the spreadsheet for slots being released. Please do not contact ATC to establish if changes are being made.

I am sure that this may seem frustrating, but I have been involved in significant ATC equipment changes before and the safety impact on ATC operations can be very significant. Obviously, we have undertaken appropriate training on the new equipment but we need to ensure absolute safety for live traffic situations and so these relatively stringent measures are required.

What's new on the Website?

The Newsletter archive page now includes a brief summary of what is in each newsletter. It doesn't cover regular features nor time-critical information (diary dates, CAA reports etc) but does include the main articles, so, for example, if you want to re-read Noel Bakers Chicken story, you'll see it started in August 2025.

Sales and Wants

A few new items have appeared on the website Sales page (http://www.glosterstrut.co.uk/sales.php). Tim Houlihan is selling some instruments and David Hunter is selling a variety of equipment. Why not take a look, it might just be worth your while.

The next meeting

The November Strut meeting will be held on Tuesday 11th November at the Victory Club in Cheltenham. Steve Smith will be talking to us about his trip to the Oldtimer-Fliegertreffen at Hahnweide, the BIG show in Germany, the largest vintage aircraft fly-in and show outside the US. The presentation will give a little of the events history, organisation, general vibe, and some pictures of aircraft. Maybe a Strut trip next year?