

August 2026 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

Auster J2 Arrow



Chairmans Chat

I can't believe that our last Strut meeting on August 11th has come around so fast, but what a Summer season we have enjoyed to date, a variety of activities for us to participate in and people to meet, welcoming a few new members along the way.

We welcome our latest member Carl Wallbank. Carl is a world class hang glider pilot, holder of numerous world records in a variety of countries. His latest aircraft, the German designed Swift flying wing I understand has taken him to some quite staggering flights recently, 13.5 hours over two flights soaring from Croft Farm!! Hopefully we can persuade him to give us a winter programme talk, let us all know what it's like to fly like a bird!

Another major achievement has been from Mick Peakman, who has gained his LAA SILVER AWARD in his Europa, well done Mick, nice to notch that one up!! ***(Ed: A full report will be in the September Newsletter)***

Our LAA 80th Anniversary celebration had over fifty members and friends arrive at Croft for the garden party, so nice to look back to the beginnings of the PFA when it all started, a great day had by all with kids coming along to get up close to the aircraft, maybe a few pilots in the future.

Next month (August 11th) we will be joined by the Bristol Strut, flying in with some of their member's aircraft, it will be nice to meet up and see how they do their thing, should be a great evening. BBQ on the go of course.

Good news on my old Pietenpol, it can now move out of my kitchen in the near future and head up to Croft (the fuselage in any case), fuel flows, engine runs, brake checks and all

the usual checks to run, nothing like seeing the engine run for the first time. ONWARDS and UPWARDS!!

Fly safe

Mike.

The last meeting

Only Twelve members braved the heat to attend our July meeting but those 12 were rewarded with an excellent BBQ, with delicious desserts. Renowned Strut pilot and all round good fellow good sport, Jeremy Liber, flew a very smart 1941 Piper Cub in for our entertainment and education. As the USA didn't join in to WWII until the year it was manufactured, this particular Cub doesn't count as a warbird and was not flying under false colours, being a pleasing shade of blue.

As with all Cubs, it can only be flown solo from the rear seat which means that its pilot is unable to change the altimeter subscale in flight. The brighter ones can do the mental arithmetic to correct for this so that they can join "not below 2000feet" and fly at the correct height downwind. Could you?

Power for this aircraft and most Cubs is a Continental of 65 hp started by hand propping which adds interest to solo flying unless the pilot can find someone reliable to swing the prop for him. If he has to do it himself his left foot becomes a temporary chock!



Many thanks to Jeremy for the 'show-and-tell' and to our Chairman for another great BBQ.

Quote of the Month

When the weight of the paper equals the weight of the airplane, only then you can go flying.

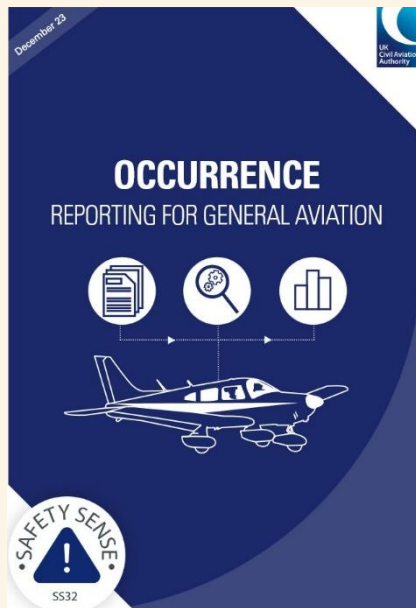
Attributed to Donald Douglas who was an American aviation pioneer and founded the Douglas Aircraft Company in 1921.



The dreaded MOR by Mick Peakman

So what is an MOR? The acronym stands for Mandatory Occurrence Report which, to my mind is very badly named. Is it a report of a Mandatory Occurrence? No, it is a Mandatory requirement to submit a Report should an Occurrence take place! What is an Occurrence? In CAA speak, an Occurrence is an Incident. It would be far better to be named as a Mandatory Report of an Incident in my opinion.

Why am I writing about this? Good question. The answer is that recently I was involved in an Occurrence (Incident) which was reported to the CAA by the airfield and of course, they followed it up.



After refuelling at Sandown, recalling the old adage of 'You never have too much fuel unless the plane is on fire'. I fired up the engine, called Sandown Radio and asked for departure information, requesting to use the Northern taxiway. They commanded me to use the concrete taxi way to my right, then across the grass, cross the runway to E4 and off. This I did.

Very shortly after moving, I got a call informing me that my propeller had contacted one of their cardboard/plastic ground signs – I'd had no idea. I stopped the engine, climbed out and went to inspect the propeller. There were some yellow paint marks but nothing else. As I was doing this, the ground crew came over with a somewhat mashed 'C' sign. Apparently that

was what I'd hit. Also, one of the guys from CAC came over and we agreed that there had been no damage to the aircraft or propeller and that it would be safe to continue which I did, giving the matter no further thought.

A week later I received an email from the CAA notifying me that an MOR had been submitted by Sandown Airfield and that I needed to complete a 'Pilot Response Form'.

Somewhat surprised as I'd put the 'incident' out of my mind, I opened the form. It requested a report on the occurrence from my point of view, the root cause of the incident and 'Measures taken to mitigate identified risks in the short term'. I completed it to the best of my ability and returned it.

Clearly I underestimated the incident, so contacted the UK specialist for the engine (it's an Australian Jabiru) who gave me a list of things that needed to be done which included replacing the flywheel bolts, replacing the Propeller flange bolts and checking the propeller. Oh and by the way, no flying until it's done.

I returned the form to the CAA only to receive another form, this time from the AAIB (Air Accident Investigation Branch) which made the CAA one look trivial!

They wanted everything! Full details of the aircraft including airframe hours, last check type and date, who performed the maintenance, all my personal details, the insurance company, aircraft Weight and Balance details and rather amusingly, the Weather Forecast at the time and the Actual weather at the time – I don't save that information so 'Cannot recall' was my response.

After that, Pilot License details, Pilot Medical, Pilot experience including 'all types', 'all types PIC', 'on type', 'All types last 90 days' and 'all types last 28 days'. Luckily I have a spreadsheet that contains this information so it was quickly completed.

It's obviously a generic form as it then goes on to ask about which emergency services were called & how I got out of the plane and finally, a page to add a personal report of the incident.

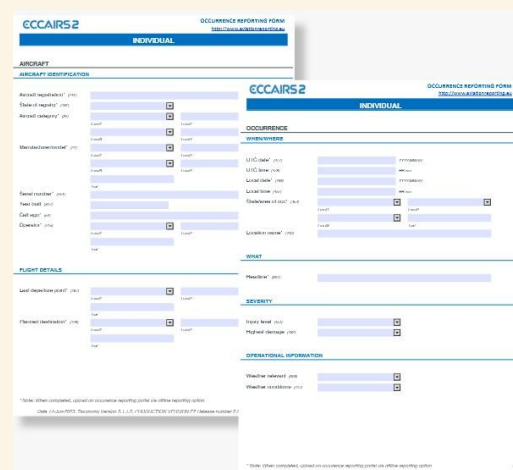
Duly completed and returned I awaited the outcome with some trepidation. I need not have worried. A few days later, the CAA contacted me telling me there would be no further action, and recommended a number of documents to read, one of which was their 'Safety Sense' document. A few weeks went by and finally the AAIB also contacted me with the same outcome; no further action.

The 'Safety Sense' document details the requirements of the pilot(s) and others. I'd read it some time ago so decided a refresher wouldn't hurt. I read through the requirements for submission of an MOR. The most relevant one read:

A collision on the ground or in the air, with another aircraft, terrain or obstacle.

At the time, I'd considered it a trivial incident, but having spoken to those wiser than myself, there is no such thing as a trivial incident and every occurrence, no matter how small, should, as a minimum, have the aircraft checked by an expert and in any case, reported to the CAA who may take further action, in my case, perhaps recommend that Sandown move the 'C' sign to avoid a future incident.

It was a learning experience, no damage done to the aircraft or any personnel thankfully, although I received a bill for work done to replace the bolts and was unable to fly for several weeks whilst it was sorted out. Sandown will need a new 'C' sign of course.



A close shave by Chris Harrison

A VOR, or VHF Omni Range, to give it its correct title, is navigational equipment situated at a place on the ground that is clearly marked on charts. Aircraft can tune it in and see a compass rose of 0 to 360 degrees and select a magnetic bearing either to it or from it.

Once the bearing is selected, a needle will move left or right to show whether the aircraft is marginally left or right of the selected bearing and be able to make necessary corrections. The schedule was to depart from Lagos and fly to Accra in Ghana, which was about a one-hour flight west. Air traffic control cleared us after take-off to fly on a track of 240 degrees (southwest) outbound from the VOR until passing 18,000 feet, then turn west on course for Accra, climbing to our cruising altitude. As we were passing about 9,000 feet, I could see a bright light in the sky directly ahead of us. I asked the first officer what he thought that could be: maybe a star, Venus, or Jupiter.

At that moment, we heard on the radio, "Air France 225, good evening, you are cleared inbound on a track of 060 degrees to the VOR, descending to 6,000 feet."

Immediately, it became clear that air traffic control had orchestrated what could be a monumental disaster of a collision between two converging aircraft. The light we could see ahead of us belonged to an Air France Boeing 747. Fortunately, the night was clear, and the outline of the aircraft was just visible against the dark sky, giving us at least some sense of where he was. However, as a massive 747, the pilot would have had no visibility directly beneath the nose of his plane, meaning our position was entirely hidden from him. Additionally, he would not have received our departure clearance over the radio and would have had no awareness of the potential danger we posed by being so close. Quickly, I transmitted to the Air France aircraft and quickly made him aware of the situation and who we were, and suggested we both make a right turn. This would turn us both away from each other. Instantaneously, the reply came from the Air France aircraft that he was turning right, and thanks for warning them. We both agreed that we would file a formal report with our respective authorities once we had landed, though, unsurprisingly, I never heard another word about it.

Dates for your diary

01/08/2026 Haverford West

Haverfordwest Summer Fly In. PPR required

08/08/2026 Oaksey Park

Bristol Strut Fly In

11/08/2026 Gloster Strut Meeting

Final BBQ of the season at Croft Farm.
Let Mike know if you are coming!
Bring a chair.

15/08/2026 Brighton

15-16th. G for George Weekender. PPR required.



15/08/2026 Sleaf

15-16th 1940s Weekender

15/08/2026 Sturgate

Fly in and BBQ. PPR required

15/08/2026 Shobdon

Music and Camp Fly In. PPR required

15/08/2026 Old Warden

Shuttleworth Flying Proms Air Show. PPR required

20/08/2026 Popham

Evening BBQ Fly In. PPR required,

22/08/2026 Old Warden

Vintage Aircraft Club Fly In. PPR required

30/08/2026 Fenland

Wings and Wheels Fly In. PPR required

Another from the archives! Gatwick Airport 1945

Notable Aviation Events from history

August 1st 1966 – First flight of the McDonnell Douglas DC-9-30

August 2nd 1947 – Star Dust (registration G-AGWH) was a British South American Airways (BSAA) Avro Lancastrian airliner which disappeared in mysterious circumstances on 2 August 1947 during a flight from Buenos



Aires, Argentina to Santiago, Chile. A comprehensive search of a wide area (including what is now known to have been the crash site) discovered no wreckage, and the true fate of the aircraft and its passengers and crew remained a mystery for over fifty years. Speculation about the cause and nature of the disappearance of Star Dust included theories of international intrigue, intercorporate sabotage, or abduction by aliens.

See the March 2025 Newsletter for a full report by Mick Peakman.

August 8th 1934 - James Ayling and Leonard Reid make the first non-stop flight from Canada to England, in a de Havilland DH.84, taking 30 hours 50 min for the flight.

August 8th 1908 – Wilbur Wright makes his first flights at the Hunaudières racetrack at Le Mans, France. The flight lasts 1 min and 45 seconds. The Wright Flyer used for this and later flights had been shipped to Le Havre by Orville the previous year. It had been seriously damaged by custom officials when it arrived in France and uncrated. Wilbur spent the whole summer of 1908 rebuilding the machine and getting it into flying condition. Wilbur's flights in this machine will have a profound effect on European aviation during the following months.

August 9th 1967 – The world's first radar-equipped anti-submarine helicopter enters service, a Royal Navy Fleet Air Arm Westland Wessex HAS.3 with No. 814 Squadron.

August 10th 1947 – A new world airspeed record of 640 mph (1,031 km/h) is set in the Douglas Skystreak during a flight on 20 August 1947.

August 10th 1922 – The Schneider Trophy race is flown at Naples, Italy. It is won by the only non-Italian competitor, H. C. Biard in a British Supermarine Sea Lion II, with a winning speed of 234.5 km/h (145.7 mph).

August 11th 1986 – A modified Westland Lynx sets a new helicopter world speed record of 249 mph (401 km/h)

August 15th 1949 – A de Havilland Tiger Moth makes the first service flight by an aircraft of the Democratic Republic of Vietnam.

August 19th 1921 – Gene Roddenberry, B-17 combat pilot and winner of the Distinguished Flying Cross for his actions in the U. S. Army Air Corps in the Pacific Theatre of World War

Il, was born in El Paso, Texas. Roddenberry was also a producer, screenwriter and creator of Star Trek. He became one of the first people to be buried in space upon his death 1991.

August 22nd, 1922: The Vickers Victoria, a prominent RAF military transport, took its maiden flight from Brooklands, Surrey.

August 27th 1913 (USSR) — Lieutenant Petr Nesterov of the Russian Army in Kiev performs the first loop-the-loop. The complete circle and other intentional acrobatic stunts prove to be valuable experience for the wartime manoeuvres needed during aerial battles.

Safety Corner – An occasional series

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If you have a safety tip that you'd like to pass on to the other Strut members, please send it to the [Editor](#) and we'll publish it.

Here's one from our longest serving Strut member, Harry:

PROPELLORS CAN BITE

At our last meeting I was reminded of a safety precaution which I thought worth repeating as a reminder to you all.

Some years ago, one of our members went to clean his aircraft in its hangar. To move it to a more favourable position he needed to turn the propellor and on doing so the engine immediately started but fortunately only for a short burst – enough to startle him and remind him of the old adage '**always treat a propellor as live**'. In this instance someone had left a magneto switch in the ON position **BUT** even if it had been left switched OFF, a magneto is live unless its field winding has been earthed. Hence, a switch failure or a break in the path to earth can leave the magneto live.



Several years ago (*Ed: As we get older, 'the other day' can refer to any period up to a year, 'several years ago' can be anything up to 50 years*), when I was still flying, I was given a useful tip by Ralph Vincent of RGV. Like others, I was in the habit of switching off each mag in turn as I taxied in, to prove that each was still working, but I wasn't checking that each mag switch was working and/or there were no breaks in the path to earth when each was switched Off. To do so, it's only necessary to momentarily switch **BOTH** to Off. The engine should start to die, showing that both magnetos have been successfully temporarily earthed.

Remember the old adage when you next have occasion to pull your prop through. One or two aviators were badly injured to bring it into existence.

In the News

Regarding the LAA Rally in September, we have received a plea for assistance from the organisers.

As Strut Chair/Co-ordinator I am reaching out to you with a request for Strut support at the forthcoming LAA Rally at Leicester Aerodrome on 4-6th September.

The 80th Anniversary is a significant milestone in the history of the Association. From the earliest days grass roots networking, socialising and flying gatherings have been an integral part of the Association's activities. This was perhaps formalised in late 1969 when David Faulkner-Bryan, subsequently Chairman and President, inaugurated the first Strut. From that time Struts and strut members have played a significant role in delivering our annual rally. In recent years, particularly during COVID and the hiatus following our enforced departure from Sywell that support has declined; perhaps a reflection on the age of many of our members but also the challenge of encouraging volunteering.



Without Strut and strut member support we are challenged to continue to deliver our annual rally. So this is a personal appeal to ask for your support for this year's rally. As individual Struts there is scope to take on specific duties over the course of either Rally set up or the event itself. There is considerable volunteer work to be done in setting out the exhibition site and during the event itself in stewarding across the site. This year we will have a dedicated 80th Anniversary Aircraft and Type Club display site for which additional support is required. Duties are not onerous and we will marry up volunteers either as struts or individuals to balance workload.

In addition to helping in delivering the Rally there is a great opportunity to promote your Strut and its local activities whether they be evening talks, fly-in/outs or other social gatherings as part of the Strut & Club area at the rally. In the past Struts have provided pull-ups, bi/trifold Strut literature which we would be delighted to promote with your support. Fellow Board director and Devon Strut Chair, David Millen co-ordinates this activity and would welcome support across the three days for the Rally to host the area, greet fellow LAAers as well as explaining what Struts & Clubs do.

So if you value the Rally and its future success can I ask you to consider how your Strut might assist and please share the call for support with fellow strut members.

I look forward to your support and hope that you are able to attend this years 80th Anniversary rally.

Yours sincerely,

Eryl Smith (LAA Chairman) and David Millin (LAA Director)

If you feel you can help, please email [Harry](#) in the first instance, but also [David Millin](#) to let him know you are available and perhaps a short summary of what you feel capable of doing. Thursday will be the (leisurely) set up day and Sunday evening and Monday will be packing up days. All of the heavy lifting and shifting will be done by contractors so there will be no onerous tasks handed out. As a reward for helping, 'Exhibitor' wrist bands will be handed out giving you free entry to the rally and free camping should you wish.

No time will be too soon for this, so please don't hesitate to volunteer!

Solar Farm threatens Over Farm

General Aviation campaigners are rallying to save another long-established UK airfield after plans were submitted for a major solar farm development that could bring flying at Over Farm Airfield in Gloucestershire to an end.

The British Microlight Aircraft Association (BMAA) is urging pilots to object to proposals for a ground-mounted solar photovoltaic farm and battery energy storage system on land surrounding the popular microlight airfield, warning that the development threatens one of the south west's best-known grass strips.

Over Farm, north-west of Gloucester, has been a fixture of the UK's microlight scene for more than 40 years. It is home to the Severn Valley Microlight Club, supports flight training and regularly attracts visiting pilots from across the country.

Read the full report [here](#).

Downloads from the CAA and others

Insight

May 2026 UKAB INSIGHT newsletter now available

May's edition of [AIRPROX INSIGHT](#) features an Airprox between a Cessna 152 and a Cessna 150 in the visual circuit at North Weald. The article considers the application of SERA within the circuit environment, and how multiple rules apply depending on whether aircraft are joining or established in the circuit. The article also notes that assumption

often plays a key role in Airprox events, and reminds pilots that a call on the radio can often quickly clarify the situation and intentions of other pilots in the circuit.

CAA Stuff

Consultation on proposed Electronic Conspicuity mandate

The UK Civil Aviation Authority has launched a public consultation on its proposed approach to an Electronic Conspicuity (EC) mandate for all civil aircraft operating below Flight Level 100 (approximately 10,000 feet) in UK airspace.

The Department for Transport has concluded that a national EC mandate is needed, and the CAA is consulting on its proposed approach to how it should be designed and introduced.

The consultation closes on 22 September.

Read the consultation and respond [here](#).

AA Medical System Performance and User Satisfaction Survey

The UK Civil Aviation Authority is reviewing the systems and processes that support its Aeromedical Service and would like your feedback.

Tell us about your experience of applying for and managing your medical certification, including finding information, completing applications, submitting supporting documents, and receiving certification. The survey takes approximately 10-15 minutes to complete.

All responses are anonymised and will be used solely for internal analysis to help improve the service and reduce administrative burden.

We invite stakeholders to give us their [views](#).



Gloucestershire Airport

Safety Significant Events

Good afternoon,

We have recently experienced several Safety Significant Events resulting from aircraft broadcasting on the incorrect frequency during indemnity operations. Please could I remind all operators of the importance of ensuring the correct frequency is selected and that blind R/T transmissions on indemnity are to be made on frequency 128.555 MHz,

stating the pilot's 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 heli pad is being used, position reports in the circuit and on the ground etc.

Kind Regards

Manpreet Shergil

Slightly late...



Wing Suits

If you only watch one video for the rest of your life, watch [this one](#), it is utter madness! Where do I sign up?

Tail piece

The aircraft on the right (R-4759) is a historic 1940 De Havilland DH-82A Tiger Moth II. It was restored by Aero Antiques in Durley. It is registered in the US as N4759 but wears its authentic RAF trainer camouflage and serial number (R4759).



The next meeting

The August Strut meeting and BBQ will be held on Tuesday 11th August at Croft Farm, Defford. Usual rules apply regarding informing our master chef (Mike Waldron: info@carouselgolfing.com).

Previous 2026 Newsletters

For all previous Newsletters dating back to November 2023, go to the [Archive Page](#)