July 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

Tiger Moth at the May BBQ

Chairmans Chat

Looking back to our June 9th Strut evening, I can't remember the weather being so bad, blowing a gale and pouring rain, grey skies to see in every direction. The visiting aircraft and pilot had called in to say that he would not be getting airborne (good decision !).

The evening was not lost by virtue of the fact that some 14 of our members turned up in any case, we lit up the BBQ and opened up the cool boxes. Huddled in the hanger we were soon all chatting and telling stories of flights gone by, laughter, we had not been dampened in spirit, so I would say it was a successful gathering from that point of view, catching up with your friends usually turns out well, and that's what it all about!

Jumping forward to the 27TH June the Strut delivered our celebration of 80 years **PFA/LAA** association, and we were blessed with the perfect day of sunshine and light breezes. Some fifty people joined in on the day, we were encouraged to see the invited kids enjoying the aircraft photo opportunities, model flying and of course, the FREE BBQ. These days don't run without a huge amount of our members pulling together, helping to put up the tent, mark out the parking areas, setting up food and drinks tables, it all takes a lot of effort from a lot of people!! I thank you all in making it a resounding success. I wonder what it will look like in another 80 years.

Thank you one and all, Mike

The last (monthly) meeting

Fifteen Strut members braved the showers to enjoy another of Mike Waldron's excellent BBQs; they were rewarded by a brilliant rainbow display and a first class meal. Unfortunately, the weather prevented Jeremy Liber from flying in but he will try again next month.

Those who were there crowded into Mike's hangar while he dodged the showers as he cooked our burgers. This time we also enjoyed some delicious fruit flans to complete the feast.

Many thanks Mike. Thanks too, to Claire and Barrie Towers for their help beforehand with the setting up, and afterwards in the clearing up. Their work was much appreciated.

The Struts LAA 80th Birthday Celebrations

With members, guests, visitors and youngsters, we had close to 60 souls at the Strut's LAA 80th year celebration and Family Day. Most had booked but enough extras appeared that, despite Mike Waldron's generous over-catering, no food went to waste. The weather was brilliant, so much so that all shady spots were occupied. We had 2 visiting aircraft, one of which, an Auster J2 Arrow, had come from Ely, and the Macaskills flew their Jabiru in from Monmouth. Other aircraft in the line-up were Barrie Towers's Starlet and Mike Waldron's scale SE5A each providing much needed extra shade.

Mike Waldron and Tim Lawrence were wearing the chefs' hats for the occasion, with Bruce Morris as chef de partie. Other Helpers included Barrie and Claire Towers, Gerry Nash and Giles Herbert (my apologies for anyone I've missed). We had asked Bruce for advice on the contents of a first-aid kit and he not only produced one but generously donated it to the Strut for this and future events. Many thanks Bruce – much appreciated. Giles, whose BBQ machine we've been using, came up trumps by loaning us a capacious gazebo to create a kitchen. Well done and thank you Giles.

Wearing my Membership Secretary hat, I had the pleasure of signing up Carl Wallbank as our newest member. Carl holds several records for hang-gliding and is now flying powered light aircraft, having seen the light! A warm welcome to the Strut Carl.

Our thanks, too, to Clive and Michael Porter for mowing the grass and once again allowing us use of the airfield.

A great time was had by all, although it was 7 pm before all was put away and a happy but exhausted Chairman was able to lock his hangar and depart.

The Auster Arrow, a brief history.

The Auster Arrow was built at Rearsby in December 1946 as one of 30 aircraft destined for export from a total production run of 45.

The design of the arrow owes much to C Gilbert Taylor who designed the Piper Cub and went on to produce the Taylorcraft range which were license produced in the UK in the late 1930s.

Only 2 examples of the J2 are known to be flying in the UK, with a further aircraft under protracted restoration in Lincolnshire. The Arrow is powered by a Continental C75, (as originally equipped) uprated to 85 HP.

Construction No: 2366 was originally registered in Belgium as 00-ABS. She was later transferred to the French register as F-BFVV and eventually bore the registration F-BFUV. She last flew on the French register at le Mans in 1972. Purchased by the late Bill Horler in 1975, G-BEAH as she became known, returned to England for a 9 year restoration which was completed at Heathrow airport. Her forst post-restoration flight was from Heathrow to Wycombe Air Park 2317/84.

A forced landing at Ashenden in June 1987 resulted in significant damage and G-BEAH was not to fly again until 13/06/95 following a further rebuild by ex-Auster engineer and owner, 'Bodger' Bill Horler.

By this time she was operating at Haverford West where she remained until purchased by the present owners, The Bedwell Hey Flying Group. AH was flown to her new home at Witchford Airfield near Ely on 28/08/99.

Sadly, Bill passed away in 2001 but the aircraft he restored continues to win awards all over the UK.

Quote of the Month

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Dates for your diary

03/07/2026 Duxford Events

Summer Air show at Duxford. 3-5th July. PPR required for fly in. Check out their website www.iwm.org.uk/visits/iwm-duxford for more details

04/07/2026 Open Weekend

Cotswold Airport Open Weekend. 4-5th July. PPR required.

05/07/2026 Lundy Island

Lundy Island Fly in. PPR required.

10/07/2026 Manston Fly In

Also, 11th and 12th.

Manston, Kent Strut fly in. PPR Required.

10/07/2026 Sleapkosh

SleapKosh Fly-In and Airshow is back on the 10th to the 12th July 2026 at Sleap Airfield, bigger and better than ever! Join us at Sleap Airfield for a weekend of fun, flying, beer and good vibes. With the fly-in spaces filling up fast don't miss out and PPR now via the website: shropshireaeroclub.com/ .

14/07/2026 Gloster Strut Meeting

Monthly meeting at Croft Farm for a BBQ. Doors open 6:00pm. Bring a chair! Speaker this month is TBD

18/07/2026 Middlezoy Fly In

18-19th July.

Vintage and Classic Fly In.

PPR Phone 0790 182 6351

mzaero.co.uk

25/07/2026 Aeronca Club Fly in

Goodwood airfield. PPR required

25/07/2026 Europa Fly in

Carlisle Airport. PPR required. Europa Club fly in - all welcome

Notable Aviation Events from history

1 July 1872 (France) — Louis Blériot, the pioneer aviator who made the world's first airplane flight across the English Channel, is born in Cambrai, France. After experimenting first with gliders, he designed and built his own monoplane with a 25-hp engine, which took him across the channel.

1 July 1926 (Sweden) — The Royal Swedish Air Force is formed.

2 July 1900 (USA) — The first trial of the first Zeppelin airship, the LZ-1, takes place over Lake Constance, Germany. The first of the rigid, monster airships, it is 420 feet long and contains 16 separate gas-bags with a total capacity of 338,410 cubic feet. It is tentatively successful, and attains a speed of 8½ mph. It is housed in a floating hangar, the first in history.

4 July 1927 (USA) — The first flight of the Lockheed “Vega,” an influence in the design of later, larger transport of the 1930's, takes place.

5 July 1927 (UK) — Lady Bailey establishes a new light airplane altitude record of 17,283 feet, in a de Havilland D.H. 60 “Moth,” at the company's airfield in Edgeware, Middlesex.

6 July 1919 (USA) — The first person to arrive in the United States by air from Europe is Englishman Flt. Lt. J. E. M. Pritchard. He arrived with the airship R.34, which has entered American skies after leaving Scotland on July 2 to cross the North Atlantic. As the landing party had no experience of handling large rigid airships, Major E. M. Pritchard jumped by parachute and so became the first person to reach American soil by air from Europe.

10 July 1938 (USA) — Howard Hughes, with crewmembers Harry Connor, Tom Thurlow, Richard Stoddart and Ed Lund, begin a record-breaking round-the-world flight in a specially modified Lockheed “Super Electra.” They cut in half the time set by Wiley Post in 1933. Their flying time is 71 hours, 11 minutes, 10 seconds.

13 July 1909 – If brief hops by Alliott Verdon Roe on June 8, 1908 are discounted, the first flight made by an Englishman in an English airplane takes place when Roe flies his Roe I triplane for the first time at Lea Marsches in Essex. He flies only 100 ft., but on July 23 he extends the distance to some 900 ft. off the ground.

14 July 1905 – Orville Wright has a serious crash with Wright Flyer III, upon which the Wright Brothers radically alter the aircraft. The front rudder is mainly the culprit for the Flyer’s insistent pitching.

17 July 1949 – First flight of the Vickers Varsity, a British twin-engine crew trainer.

20 July 1969 – Neil Armstrong is the first man to walk on the moon.

25 July, 1909 (First Channel Crossing): French aviator Louis Blériot accomplished the first airplane flight across the English Channel. Flying his self-designed 25-hp Blériot XI monoplane, he made the crossing from Calais, France, to Northfall Meadow near Dover, UK.

Bleaklow - B29 Crash Site

As avid readers of the Gloster Strut Newsletters, you cannot help but notice that your editor, in addition to his flying exploits, is also a keen mountain bagger and has been known to combine the two passions.

A couple of years ago, I was still bagging mountains - the definition of a mountain being that the summit must be at least 2,000 feet high and have a prominence of 15 metres (yes, mixed units are alive and well in the mountain world as well) and one such was 'Higher Shelf Stones' on the Bleaklow moorland in the Peak District. I was fairly sure I'd done it as a lad, but with no actual proof decided on a day out to climb and bag it once and for all. Sadly, there are no nearby airfields, in fact the nearest airfield of any size is probably Retford/Gamston, although Coal Aston or Netherthorpe would suffice for those aircraft capable of landing in around 500m and even so, are too far away to be useful, so I had no alternative but to use my car.

To make the walk interesting I parked in the pleasant town of Glossop and headed out, picking up the Pennine Way path which I followed for a while to Bleaklow Head, itself a named mountain. We then parted company and I headed over to Higher Shelf Stones which is where I came upon the crash site of the B29.

The wreckage is from a Boeing RB-29A 44-61999 which was part of the 16th Photographic Reconnaissance Squadron, 91st Reconnaissance Group, 311th Air Division in the Strategic Air Command of USAF. The aircraft bore the name 'Over Exposed' after it was flown in July 1946 by the 509th Composite Group during Operation Crossroads to photograph nuclear testing at Bikini Atoll, including the dropping of an atomic bomb by B-29 Superfortress Dave's Dream. The aircraft had also taken part in the Berlin airlift during 1948.

Mission and crash incident

The aircraft crashed at Higher Shelf Stones on the Bleaklow moorland plateau on 3 November 1948. The aircraft was on a routine daytime flight with two other aircraft, leaving RAF Scampton near Lincoln at about 10:15 and heading to the US Air Force base at Burtonwood near Warrington. The pilot Captain Landon Tanner and co-pilot Captain Harry Stroud were flying by instruments as the area was covered in low cloud. Based on the flight time, the crew believed it had passed the hills and began to descend. At about 11:00 the aircraft hit the ground at 610m above sea level, 300m north east of the summit of Higher Shelf Stones, and it was engulfed in flames. All 11 crew and 2 military passengers perished in the crash. When the aircraft failed to arrive at the Burtonwood airbase, the nearby RAF Mountain Rescue Service was called to search for the missing aircraft. Already on a training exercise upon the Kinder Scout moors, the RAF Harpur Hill rescue team headed to Bleaklow and located the crash site at about 16:30, by which time the light was fading. The debris of the aircraft was scattered with only the tail section intact. The recovery of the occupants took place the following morning and their bodies were taken to Burtonwood. The aircraft was carrying the $7,400 wages for the Burtonwood airbase. The money survived the fire and was recovered at the crash site by the American Military Police.

Crash site

In 1988, a memorial was erected at the site by servicemen from RAF Finningley, with a plaque in memory of those who died in the crash.

Very little of the wreckage remains as you can see from the photos, many parts no doubt having been taken as souvenirs over the years. One of the gun turrets is on display at the air museum in Newark-on-Trent, Nottinghamshire. In the 1970s a local man found a ring at the crash site, which was identified as Captain Tanner's wedding ring and was returned to his daughter.

It is a sad sight but by no means, the only crash site on the Bleaklow moorland. There is quite a list:

Date	Aircraft
30 January 1939	Bristol Blenheim Mk.I L1476
29 August 1941	Boulton Paul Defiant Mk.I N3378
10 December 1941	Blackburn Botha Mk.I W5103
30 January 1943	Vickers Wellington Mk.IC R1011
18 May 1945	Avro Lancaster Mk.X KB993
24 July 1945	Douglas C-47A Dakota 42-108982
5 December 1956	De Havilland Canada L-20A Beaver 52-6145

Having paid my respects, I continued to the summit and sat a while in the silence and solitude, reflecting on what I had seen.

Soon enough, it was time to leave and I made my way in the direction of the Snake Pass, to then return to Glossop via the very pleasant 'Doctors Gate' route and back to my car. An enjoyable if sombre day out in the hills with the walk covering 11 miles, or more impressively, just over 17km. The walk I did was quite a tough one, but it is possible and much shorter to ascend and descend from a

small car park on the A57 Snake Pass road where the Pennine Way crosses it and walk from there although that is still 3km each way with 100m of height gain.

Another from the archives! Elmdon Airport 1951

Flying a Harvard by Mick Peakman

I'd always wanted to fly in an old warbird. It had been on my bucket list for many years.

The opportunity came up when Jeremy Lieber happened to mention that he flew a Harvard and could take passengers for a Battle of Britain flight. I signed up straightaway!

Initially set for Easter, it was postponed due to bad weather, and reset to the middle of June.

As the day got closer, it was clear that it was going to be a perfect flying day!

The flights were based out of Oaksey Park, a mere fifteen minutes flying from Gloucester. Oaksey Park is like a billiard table, the grass is so smooth and I enjoyed coming in direct on final, landing easily on the long runway.

I parked up and headed over to the Harvard where Jeremy was chatting to the other passenger of the day. We had a full briefing, both of us having booked for the full Battle experience.

My flight was the second one of the day so I sat and relaxed, watching the mighty plane fire up and head out to the end of the runway, turning, then it was off! The sound was amazing as it

came past the clubhouse, then lifted into the skies, turn and head out to the West looking for Jerry!

What seemed like an age, we heard the engine noise and sure enough, incoming.

A nice landing and taxi back to the parking area, Ian, the passenger climbed out, huge grin, clearly he'd enjoyed himself. It was my turn.

Climbing in was easy enough, if anything, easier than my Europa so I was soon comfortably sat down, safety straps on tight. Jeremy took the front seat and after a few minutes, fired up the engine. What a sound!

Due to the wind shifting a bit, we elected to take off on 04 and were soon clear of the airfield.

Jeremy took us out to the West to remain clear of Brize, Fairford, and Kemble airfields and the fun began. Firstly we did a couple of 'breaks', avoiding the enemy fire. Jubilant with our success we did a celebratory barrel roll, followed by a loop the loop. Watching the ground appear above my head was awesome. Jeremy righted the plane and immediately into another roll!

I was concerned my stomach would complain, but so far so good.

I was then given the honour of flying the plane for a while, but had to get used to using my right hand rather than my normal left hand. That was because, on the Europa, the throttle is on the pilots right whereas on the Harvard it is left side.

Doing my best to maintain level flight, I was invited to do a few turns so first to the right, then to the left. Control was a lot easier than I'd expected for such a big aircraft.

Jeremy took over again which was the cue for more aerobatics and off we went again with rolls and loops. The 'G' feeling made my stomach sink. Afterwards I learned we had pulled around 4G which was a first for me.

Again I was given control and I have to admit to spending some time trying to figure out where we were! Finally I realised the M5 was on my right, as was the River Severn. Okay, we're heading South. Just as I'd figured this out, Jeremy told me to do a 180 turn. We started back towards the airport and I managed to spot Cerney lakes so headed for them. Once again, Jeremy took over and we came in for a very smooth landing on 22 and taxi to the far end for parking.

It had been a superb flight, everything I'd hoped it would be. We climbed out and walked back to the clubhouse. My grin was a least as wide as Ians' had been.

I was presented with a memory stick containing a video of the flight which is a great memory of a great day out.

Jeremy told me that, as I'd flown the plane, it counted as a lesson, so has now been added into my logbook. It might be the only entry for a Harvard but there again, I might need to fly in one again one day.

If you've never done it, I'd recommend the experience, if you have, you know what I'm talking about. There is at least one other Strut member with well over 150 hours on that aircraft. My paltry 30 minutes pales into insignificance, but you know who you are and I'm catching you up, but what a job that must have been!

In the News

The Macaskills Arctic Adventure

Those intrepid aeronautical adventurers, Fiona and Angus Macaskill, recently took a trip to the land of the midnight sun – i.e. The Norwegian Arctic. I'm delighted and relieved to report their safe return and look forward to hearing a full account in due course. Meanwhile, I'm sure you'll agree that warm congratulations are called for: Very well done to both of you.

You won't be surprised to hear that they are already about to set off on another, albeit tamer, trip to La Belle France; we wish them Happy Landings and bon chance.

Gloucestershire Airport new runway designators

Due to the worlds magnetic field shifting, there are new runway designators in place at Gloucestershire Airport!

As of the 23rd June 2026 the runways became: Rwy 08-26 and Rwy 03-21

New physical markings and signage are in place to reflect these changes.

Hold Markings have also been updated in line with regulatory changes.

Old Sarum Airfield reopens as historic hangar rebuild begins

NEWS Old Sarum Airfield will reopen for visiting aircraft in July, according to an exclusive interview FLYER had with the airfield's management. The iconic grass airfield on the outskirts of Salisbury closed for general flying in 2019 with a skydiving company the only regular operator, amid a long-running planning row which has now been resolved in favour of the airfield. Read more.

Restoring the Iolar - the first aircraft owned by Aer Lingus

Watch this fascinating short video here.

Microlight over the Llyn Peninsula

Some fantastic scenery flying around the Llyn Peninsula. Watch this short video for a taste of microlighting!

Downloads from the CAA and others

CHIRP General Aviation FEEDBACK Edition 108

This edition of FEEDBACK for the General Aviation community highlights articles on planes, skydiving, and passenger familiarisation flying. It also introduces CHIRP's new Director Aviation, Rich Harrison, who joined in April 2026. Readers can learn more about his aviation background through his biography, which is included in this edition and available on the CHIRP website alongside other team members.

LAA Stuff

Dear LAA Member

We are pleased to announce that Rally Entrance Tickets are now available to purchase online via the LAA Shop.

Whether you're planning to attend for a single day or the full event, securing your tickets in advance is quick and easy.

Look out for our Special Offer for non members!

Please visit our LAA website for more information on our 80th Rally!!.

Landing slots will be available to book in July via Eventbrite (we listened to your feedback and have removed the booking fee).

We look forward to welcoming you to this special LAA 80th anniversary Rally.

LAA Rally Team

CAA Stuff

Coventry Airport: Safe local operations

The Midlands Local Airspace Infringement Team is asking pilots to remember Birmingham Controlled Airspace – in particular Control Area 2 with a base of 1,500 feet AMSL – when visiting Coventry Airport.

he Airspace and Safety Initiative's Coventry Airport: Safe local operations guide covers details of the Birmingham CTA, Coventry ATZ and joins and approaches to Coventry. Select 'Birmingham' from the options.

It also includes practical tips to reduce the risk of an airspace infringement, including local advice to level off at 1200ft QNH when climbing out of Coventry to allow an extra margin below the base of Birmingham's controlled airspace.

White Waltham: Preventing infringements of the London CTR

The latest infringement hot-spot narrative has been written by the CAA Airspace Infringement Team and members of the London Local Airspace Infringement Team to help pilots flying in and out of White Waltham Aerodrome reduce the risk of an infringement of the London CTR

With the local traffic operating in close proximity to Heathrow arrival and departure routes any airspace infringement has the potential to create an immediate safety impact affecting controller workload and carrying a high risk of causing disruption.

Updated Safety Sense Leaflet No.28 on Fuel Handling and Storage

Ensuring fuel is appropriate with respect to grade, quantity and quality is essential for safe aircraft operations. This safety sense leaflet is intended to give practical guidance for General Aviation pilots on the dispensing, handling and storage of fuel for light aircraft. It also addresses fuel sampling during preflight checks. Professional fuel installation managers may also find this guidance relevant, although facility specification and construction are not covered in detail.

Read the updated Safety Sense Leaflet 28: Fuel Handling and Storage.

Flying the North West Transit Corridor

Pilots flying in the North West Transit Corridor (NWTC) are reminded of the safety benefits of following Take 2 guidance to help avoid wake turbulence and prevent triggering TCAS alerts on commercial traffic.

'Take 2' advises pilots to stay at least 200 ft below Controlled Airspace – increasing this margin for turbulence or thermic conditions, as well as planning to maintain 2NM from the lateral boundaries of controlled airspace.

In the NWTC these safety margins will reduce the risk of wake turbulence from larger commercial aircraft operating into Liverpool which maintain 2,000 ft AMSL overhead the corridor.

Operating at a maximum altitude of 1,300 ft AMSL (200 ft below the NWTC's 1,500 ft upper limit) will also avoid triggering TCAS alerts with aircraft inside Controlled Airspace.

Remember Take 2. Think Wake Turbulence. Think TCAS.

Cardiovascular risk assessment for pilots and air traffic controllers

Ed: It's a tough read this one but it might be worth it!

Following earlier notification (SW2026/121), the updated guidance for assessing cardiovascular risk in pilots and air traffic controllers has now been published. The guidance includes a new flow chart for cardiovascular risk assessment, which can be found in the cardiovascular system guidance material.

The aim is to ensure that risk is managed consistently and proportionately across different medical conditions and medical certificate classes, and is intended to support safe and informed certification decisions based on individual risk. Aeromedical examiners are familiar with the updates and will be able to help with any questions as the revised guidance is put into practice.

Updated CAP632 - Operation of 'Permit-to-Fly' ex-military aircraft on the UK register – Now Published Following Consultation

On the 3rd April 2026 the UK Civil Aviation Authority (CAA) published a Consultation on the update to CAP 632; Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register.

As a result of that consultation our response has been published along with CAP632 Edition 9.

General Aviation Airworthiness Visit to Popham Airfield – 24 July 2026

The CAA's General Aviation Airworthiness team are holding a drop-in session for pilots at Popham Airfield from 09:00 – 17:00 on Friday 24 July 2026.

The session is a chance to meet CAA surveyors, understand airworthiness requirements, ask any questions and get guidance. The team look forward to meeting pilots on the day.

Popham Airfield, Coxford Down, Winchester, SO21 3BD

AGCS: Popham Radio 129.805 MHz (8.33kHz)

Airspace Infringements: Causal Factors 2025

This report sets out the causes and contributing factors of airspace infringements to improve knowledge and awareness.

It has been written by the CAA's Airspace infringement Team using data from Mandatory Occurrence Reports and Alleged Breach of Air Navigation Legislation Reports, and over 1,000 pilot submissions covering 1,136 reported airspace infringements in 2025. This open and honest reporting by pilots helps share lessons, highlight issues and advance safety for all.

Like previous reports it available on the Airspace and Safety Initiative (ASI) website – a joint CAA, NATS and MoD initiative to tackle major safety risks in UK airspace.

Gloucestershire airport

From Chris Brian, Manager of ATC

Good afternoon,

I'd like to update you on current trends and totals in Airport movements and to clarify actions that will be taken against individuals or operators who wantonly refuse to follow the slot booking system. Brief Synopsis of Airport Movements.

For the first 5 months of 2026 total airport movements were 29,922.

For the first 5 months of 2025 total airport movements were 25,168.

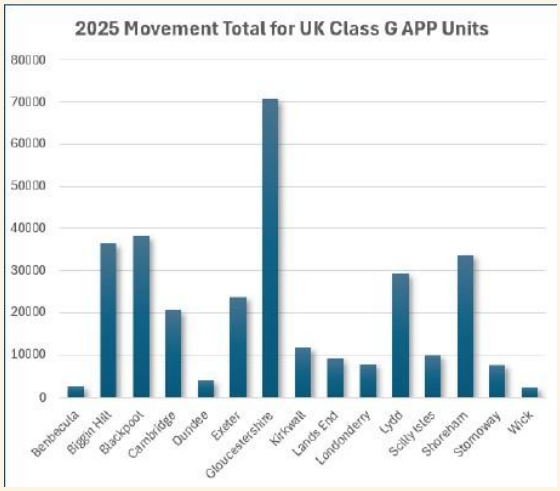
This represents an almost 19% increase in movements year on year.

We had our busiest day of the year on Friday the 29th of May with a total of 442 movements. On that day between 9am and 6pm local we saw 418 movements which is an average of 46 movements per hour with a peak of 63 movements between 2pm and 3pm local.

Without surveillance equipment or any sort of electronic conspicuity these are high numbers and makes the jobs of the ATCOs and ATSAs very challenging.

Gloucestershire ATC Comparison Against Other Similar Type ATCUs.

The graph below shows 2025 movements totals for ATC Units in Class G airspace who also offer an Approach Procedural (not Radar) Service:



It is clear from the graph that Gloucestershire is by far the busiest ATC Unit of its type in the UK. Again, this indicates the unique challenge placed on our ATCOs and ATSAs to provide a safe service.

The Slot System & Unacceptable Behaviour

I have explained to operators on many occasions the need for the slot system to help maintain a safe flow of traffic and I do think that the majority understand the reasoning. We are forecast to return to total annual movements approaching those seen historically. It must be remembered that when there were higher annual numbers, we were a Radar

Unit and so an Approach Surveillance Service was provided, and the Tower ATCOs had the use of an Aerodrome Traffic Monitor (a feed from the radar) to make traffic integration more straightforward. We no longer have those tools.

Unfortunately, some operators are ignoring what Briefing and ATC are telling them is available and departing knowing that they will then be requesting to rejoin well outside of their booked slot. I realise that there are commercial pressures on operators, but safety must come first. When we are averaging 46 movements an hour and peaking at over 60 it is clear that we are doing everything we can to accommodate as much traffic as is possible. Because of that I can no longer allow this behaviour to continue.

If individuals/operators do not follow the advice given to them by Briefing/ATC regarding available slots, then they will be reported to the CAA Flight Ops Department.

In addition, if any individuals/operators are rude or aggressive to any airport staff then further action will be taken.

I am genuinely sorry that I must send what should be a great news story regarding rising traffic numbers with a negative message about actions that may be taken but the situation is untenable.

On a positive note, ATC is currently undertaking a raft of visits to various operators to help improve communications and offer a better mutual understanding of the jobs we do and the challenges we face.

I do wish you all happy and safe flying!!

Tail piece

On the right, the view from my hotel room in Krakow one fine May morning!

The next meeting

The July Strut meeting and BBQ will be held on Tuesday 14th July at Croft Farm, Defford. Usual rules apply regarding informing our master chef (Mike Waldron: info@carouselgolfing.com).