

June 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

PBY Catalina or Canadian built Canso in action.



Chairmans Chat

Blue skies have arrived and I am happy to say that we have already launched into our Summer programme at Croft Farm (thanks to Clive and Michael Porter). May 12th had visiting pilots Jeremy Liber and Mike Hirsch flying in with a Jodel and Tiger Moth, a beautiful restoration. Blustery conditions made for an interesting arrival, but both pilots demonstrated their skills and had the landings under control, making it look easy.

As usual, the BBQ went well with +/- 20 guests enjoying the event, sunny and dry conditions helped us out!

Make a note in the diary for June 9th when we will have our next Strut event, always good to see you!! BBQ starts at 6pm. A vintage J3 Cub is scheduled to arrive, Jeremy Liber will talk us through the “how to” details.

An update on “Piet “ – On the undercarriage, wheels and hydraulic brakes installed, steerable tailwheel attached, so it is now ready to move out of the kitchen and hopefully into a hanger where I can attach wings etc. Running up the engine is the next milestone, my rebuilt Rolls Royce C90 / 14f has been patiently waiting to be installed again, this time ready to start up and run, keen to get airborne.

A reminder to sign up for the LAA 80 event June27th. A bargain to enjoy. Adults £5 and kids Free !!!

Enjoy the blue stuff

Mike

The last meeting



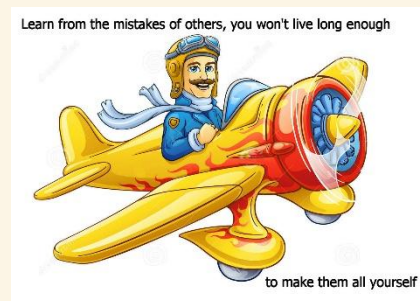
First BBQ of the season

We were blessed with fine weather, although out of the sheltered area, there was a cold wind blowing. We had a good turnout of just over 20 members. Mike was on duty as always, providing us with excellent burgers and sausages, plus strawberries and cream. Jeremy and a couple of friends arrived from Oaksey Park in their very nice aircraft; a Jodel, a Tiger Moth and an RV-6. All in all,

a very pleasant evening. Our sincere thanks to Michael and Clive Porter for once again allowing us use of their strip for our meeting. A big thank you to Mike for his excellent catering.

Quote(s) of the Month

A fool and his money are soon flying more aircraft than he can handle.



A Big Cat Hunt by Tim Badham

While visiting Vancouver Island some years ago, I heard a rumour that as a result of a forced landing during WWII, a fairly complete Catalina flying boat survived hidden within a forest in the general area. This sounded rather far-fetched, but as I have a passion for water-borne aircraft, I decided to find out if there was any evidence that it was true. This was before the days of being able to search Google Earth or to easily consult experts by using the internet. So, I started out by asking pilots at one of the local airfields. To my surprise they didn't think I was delusional and confirmed that the substantial hulk of a Canadian-built PBY Catalina (known in RCAF service as a Canso) could still be found near to Tofino.



By good fortune Tofino was one of the places where we planned to overnight during our trip and so I factored in a day to hunt down the Cat if I could manage it. We stayed in a lovely condo which overlooked the floatplane mooring where we were later to be able to fly in a DHC Beaver to do some sight-seeing. While there the locals revealed that Canso was some way into a heavily forested area on

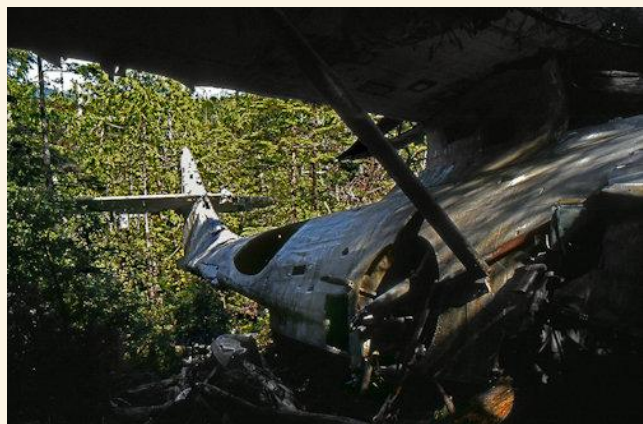
the southern slope of Radar Hill but could be accessed from a trail.

Thinking this would be a doddle, I drove to the where that walking trail began and my wife and our (then) small boy came along for the adventure. After a long slog through the ever narrowing “path” and increasingly difficult terrain it dawned on me that this wasn’t a suitable as a family trek. I had though noticed that every few hundred yards a tree was marked with a pink ribbon which led deep into the forest and into rising ground.

As there were no other evident reasons for these markers I guessed (rather hoped) that they would lead me to the hulk. So, we agreed that I would go ahead, hopefully find the Canso and use the markers to find my wife and son who would rest up in a clearing. This though was before the days when we had mobiles and was a tad risky – I didn’t realise how risky until later!

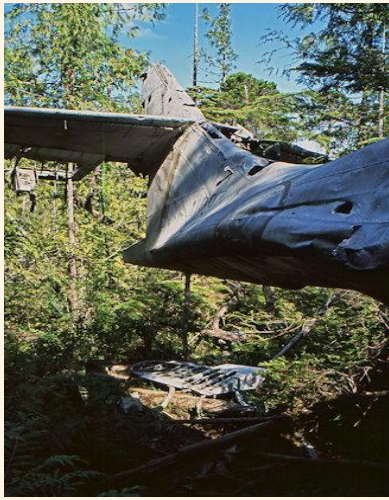
The ditches, undergrowth, roots and fallen branches got more and more difficult to get through, but those ribbon markers enticed me on. In typical fashion, I became obsessed with the prospect that it would be just ahead and lost sight of how long this was taking.

I came upon a large crater and then a little while further on, there loomed the ghostly shape of a complete PBV Catalina / Canso! It was really eerie as there were no sounds other than birds and no people around. It was as if this flying-boat had crashed just a few weeks before. Its RCAF markings were almost totally faded away but apart from the cockpit it was pretty much



intact. Someone had retrieved the engines during the war, but it was evident that it would have not be feasible to retrieve the airframe. The two rear-fuselage blister canopies were missing but I learnt later those had been carefully removed for use on another PBV restoration project in more recent years. The airframe had a few bits of graffiti scratched on it, but it hadn’t been vandalised. I guess its remoteness and not being on any official trail saved it from such ignominy up until then. It was very difficult to photograph the overall wreckage due to its size, the proximity of the trees and the limited light through the forest canopy. I gather though that in recent years it has been covered in spray-painted graffiti without any regard for the wreck’s historic significance.

I am not an aviation archaeologist so am not involved in digging up crashed aeroplanes, but this was something of a different nature. It was a time-capsule of an incident when luckily the crew all survived.



So, when and how did this flight end in such dramatic fashion? Just under 3,500 Catalinas were built in North America just over 700 in Canada (while a significant number were also constructed in the Soviet Union). The Canso on Radar Hill served with the RCAF with serial 11007. On the fateful flight during 8 February 1945, the crew took off on a training flight from Coal Harbour aiming to fly to Ucluelet on Vancouver Island. They couldn't land on the water near Ucluelet so turned for the base at Tofino. They departed there at 23:00 but shortly after take-off the port engine failed and so they turned right to return. Unfortunately, they clipped numerous treetops

and eventually stalled into the forest. One of the crew was thrown out but they all survived and sheltered until a rescue party arrived. I believe the crater I saw before the hulk was where some munitions were destroyed.

There were rumours that the hulk had been obtained by a museum and would be moved but I don't believe that has happened. So, if you're in Canada and fancy an interesting trek, it's still there for the finding.

Don't do what I did though and leave your family waiting – I learnt afterwards that bears can be found in the area – though not sure if that was just the locals winding us up! Thankfully I found my wife and son safe and well but understandably rather miffed that it had taken me so long!



Luckily a few years later I was able to enjoy a flight in a Catalina including some water landings ...but that's another story!

In the News

Did you get it?

The photograph was taken in 1933 during the first ever flight over Mount Everest. This was part-sponsored by 'The Times', who published exclusive related 'popular' articles. However, after the event, the two pilots (Clydesdale and McIntyre) wrote a more technical book aimed at pilots and others in aviation: *The Pilots's Book of Everest*, William Hodge & Co, 1936.

On the subject of the book, Mike Fortescue has a copy and tells me:

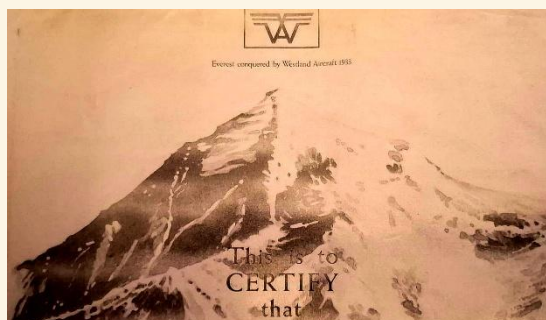
'I have a copy, which I'm happy to lend to Strut members.

(Ed: Having early notice of this offer, I requested and have received the book.)

The final chapter speculates about the challenges of high altitude, high speed flight with (of course) piston engines with propellers, and the prospects of better superchargers enabling these for transatlantic flight with a small number of passengers. Of course, the authors presumably knew nothing about Whittle's (and German) ideas and experiments.'



April 3, 1933: David McIntyre and Marquess of Clydesdale became the first to fly over the summit of Mount Everest (8,848.86 m).



Westland Aircraft, for many years, awarded certificates to apprentices which featured the flight. One such certificate is shown. Perhaps other Strut members have one? Please let us know, and perhaps a little of your Westland experience?

The camera from the Everest flight actually found its way to Walwin camera shop in Gloucester. Rex, the owner was a founder of the Cotswold Aero Club. Subsequently, the camera came to be displayed in the CAC display case for many years. Unfortunately there was a dispute over ownership of the camera and it went to legal people to resolve the dispute. Its whereabouts are unknown - unless of course, one of the Gloster Strut members knows?

In search of the Kent Mountains

Continuing my love of both flying and mountain/hill climbing, I turned my attention to the remaining Marilyn Hills of England and realised there was one begging to be done within easy cycling distance of Rochester airfield. I'd never been to Rochester so it would be double fun.



I grabbed my trusty copy of Sky Demon and set about planning a route. Left to its own devices, Sky Demon merrily planned a straight line route from Gloucester to Rochester. Unfortunately that went directly through the Brize CTR, Benson and even the Heathrow CTR! That wasn't going to work, so dragging the magenta line around I devised a route to take me North of Brize, turning South East at Bicester, down to Great Missenden where I needed to drop to 2,000' to avoid air space restrictions then Eastwards past Elstree with views down to London City.

Crossing the M25 I made contact with Rochester and was given the information I needed; runway in use (02), QFE (1023) and told to report when I had the airfield in sight. It was my first time there so a positive identification would need to wait, but I could see the M2 and knew the airfield was alongside it so fancied even from about 10 miles I could see it.

Five miles out and I was certain that it was where I thought it was. Told to report downwind, then final, I made a good landing onto the grass runway. I allowed the plane to coast to the end as the exit and taxiway couldn't be easily accessed any earlier, then began the slow and steady taxi to parking over the rather bumpy grass.

I unloaded my bike, had fun putting the cover on the plane as the wind had picked up - it's definitely a two man job! Finally done I headed over to 'C' and was told I could pay the landing fee later as I'd informed them I needed fuel.



Out of the airport and onto initially very busy roads I cycled off in the direction of Detling Hill, my destination for the day. Soon enough I left the main roads and enjoyed the Kent countryside on quiet lanes. I cycled pretty much to the top of the hill, locked my bike and enjoyed a woodland walk to the trig point, then off a short distance to the true summit which was located in the woodland.



That and a few photos later, I was heading back, retracing my steps and cycling back to the airport. There is no cafe there and I'd not passed one, so headed into the local ASDA for one of their meal deals which I enjoyed sat at the airfield watching the comings and goings before it was time for me to refuel, pay my bill and head off back to Gloucester.

As with the outbound journey I used Farnborough and Brize Radar services for a basic service, both of whom, looked after me well until with

about 10 miles to run, checked the Gloucester ATIS, then called up Approach for instructions.

It was a grand day out, the weather was perfect, the flying perfect, a new airfield and another hill ticked off. There is literally nothing not to love!

Dates for your diary

06/06/2026 Leicester Airport

1940s fly-in. PPR required.

12/06/2026 Sleaford Airport

BAeA Get into Aeros contest day. PPR required

13/06/2026 Old Warden

BRA World Record Attempt for Gyro gathering. PPR required.

13/06/2026 Swansea Airport

85th anniversary fly-in. PPR required.

14/06/26 RAF Cosford

RAF Cosford Airshow

13/06/2026 Old Buckenham airport

Vintage Piper Aircraft Club Fly-in PPR required.

19/06/2026 Tibenham

Festival of flight.

20/06/2026 Farway Common

Devon Strut in and BBQ. PPR required.

27/06/2026 Croft Farm

Gloster Strut 80th celebrations. Pre-booking required.



Notable Aviation Events from history

June 1, 1999: American Airlines Flight 1420 skidded off a runway in Little Rock, Arkansas, during a storm.

June 1 1942 (Overnight) – Royal Air Force Bomber Command mounts what is nominally its second “thousand-bomber raid” – 956 bombers actually participate – Targeting Essen, Germany. Industrial haze spoils the attack; the British bombers kill only 15 people in

Essen and destroy only 11 homes there, while widely scattered bombs strike Oberhausen, Duisburg, and at least eleven other cities and towns, which suffer more damage than Essen itself.

June 1 1948 First flight of Cessna 170. The Cessna 170 is a general aviation aircraft produced by the Cessna Aircraft Company between 1948 and 1956. Over 5,000 were built, and over 2,000 are still accounted for today. The Cessna 170 landing gear is a taildragger configuration. It was replaced by the Cessna 172 which became the most popular light plane in history.



June 1 1925 A car dealer covers himself in stamps worth \$718 in a bid to be sent airmail from San Francisco to New York; the U. S. Post Office refuses to accept him.

June 6, 1910: Robert Martinet won the first cross-country air race between Angers and Saumur, France.

June 25, 1928: First flight of the Boeing P-12, a significant U.S. Army fighter.

June 29, 2011: KLM became the first airline to operate flights using bio-fuels.

June 29, 2012: Crew and passengers on Tianjin Airlines Flight 7554 foiled a hijacking attempt in China.

One from the archives! Staverton Airport 1939



Sales and Wants

Check out the [Sales and Wants](#) page. There's a new advertisement for a Sonex Tri-gear project based near Croft Farm. Might be worth a look if you are thinking of buying a plane and have the abilities to complete one.

Website Updates

The Archive page can now be searched. If, for example you'd like to re-read Chris Harrison's excellent stories, there is no need to wade through all old newsletters or check every month, simply enter the words: Chris Harrison in the Search box and click the 'Go' button. Magic will happen and the Archive page will show the relevant newsletters. When you are done, click the 'Clear' button and it will revert to showing all newsletters. Hopefully you will find it useful!

Note also that all previous newsletters right up to the current month are there, so I have removed the section that normally lives at the end of each month's newsletter which allowed you to click on any newsletter from the current year. If you want an old copy, go to the 'Archive' page of the website.

Flying near Oxford Airport? Use the Oxford FMC

Strictly speaking, this should be in the CAA stuff section below, but it is quite important for GA so I thought it deserved its own section.

Planning to fly near Oxford Airport (EGTK)?

The Oxfordshire Local Airspace Infringement Team reminds pilots that they are recommended to make use of the Oxford Frequency Monitoring Code (FMC) rather than squawking 7000 or 2000 when not in receipt of an air traffic service:

Oxford Radar 125.090

FMC 4517

It's a simple step that enhances situational awareness and reduces the risk of airspace infringement. It can also help mitigate collision risk with high-performance traffic, including business jets and helicopters, operating to and from the airport.

An FMC card will be published soon on the Airspace & Safety Initiative website. In the meantime, note the frequency and code for flight planning.

Downloads from the CAA and others

March 2026 UKAB INSIGHT

March's edition of [AIRPROX INSIGHT](#) features an Airprox between an Explorer and a Cessna 172 near Newbury. The article looks at the event as a whole, and the performance of the recognised barriers to mid-air collision/loss of safe separation in relation to this event. It highlights the interaction between the barriers to demonstrate how decisions made at the planning stage, or in flight, can have an effect on multiple barriers, and shows that overreliance on one barrier can have a detrimental effect on the management of the threat.

April 2026 UKAB INSIGHT

[April's edition of AIRPROX INSIGHT](#) features an Airprox between a Cirrus SR22 and an Extra EA300 between Gransden Lodge and Cambridge.

The article looks at considerations for pilots conducting aerobatics in Class G airspace and also for those pilots that might be flying nearby. It highlights ways in which pilots can glean more information on other aircraft operating in a similar area and offers advice on how pilots can minimise the likelihood of finding themselves poorly placed when something unexpected occurs.

CAA Stuff

Responses to proposed ANO and Aircrew changes regarding PMD

Following completion of the Pilot Medical Declaration consultation on amending the Air Navigation Order 2016 and UK Regulation (EU) No 1178/2011 (the UK Aircrew Regulation), we have now published our formal Consultation Response Document (CRD).

The CRD summarises the responses we received to the consultation and the next steps.

Read [CAP3249: Pilot Medical Declaration](#) amendments to the ANO and Aircrew regulations Consultation Response Document.

REMINDER: LAPL(A) holders rating transition deadline

LAPL(A) holders must comply with FCL.740.A by the 1st October 2026. Pilots must have transitioned their rating to a fixed 24-month validity by this date and had their licence endorsed. Failure to do so would mean the pilot would need to meet the renewal requirements detailed in FCL.740.

Further information on how to transition can be found on the [LAPL page](#).

Ed: I hold an LAPL(A) license. To comply with this, I took it and my logbook to my friendly Flying Instructor (Phil Mathews) who signed it and completed the paperwork on my behalf. Less than 10 minutes from start to finish. Beware leaving it too late!

Updated Standards Document 19A Part-FCL PPL(A) Skill Test guidance

An updated version of the [Standards Document 19A](#) which gives guidance to applicants, training organisations and Flight Examiners on the Part-FCL PPL(A) Skill Test has been published.

Feedback requested on the North West Transit Corridor

The UK Civil Aviation Authority is undertaking a [Post Implementation Review](#) of the North West Transit Corridor, which replaced the Manchester Low Level Route in February 2025.

The review will assess whether the change has delivered its intended objectives, including improving safety, simplifying the airspace structure and maintaining access for General Aviation.

Pilots and other airspace users who operate in the area are invited to share their experience of the corridor through a short online survey.

The survey will close on 8 June 2026.

Publication of CAP1988

Following consultation and further development during Q1 2026, [CAP1988](#) – Safety Guidance for Air Rallies, Fly-ins, Air Races/Contests and Charity Events has now been published. We have provided feedback on the consultation on our dedicated consultation webpage.

The publication of this document does not introduce new legal requirements and forms non statutory safety guidance for the GA community.

CAA Environmental Sustainability Strategy

The refreshed [Environmental Sustainability Strategy](#) outlines the CAA's long-term approach to supporting Net Zero aviation by 2050, reducing noise and air quality impacts, and improving climate resilience across the UK aviation sector.

Airspace Modernisation – 2025 Progress Report

The CAA must report to the Secretary of State annually on the delivery of the Airspace Modernisation Strategy (AMS). [Our report](#) for 2025 provides our assessment of progress towards completion of each element. We provide a Co-sponsors update on actions taken in 2025, followed by strategic risks and mitigations. Please note this report refers to progress made under the refreshed AMS published in June 2024.

Gloucestershire airport

This might be news for anyone who has an aircraft (including Syndicates) at the airport.

In regards to syndicates signing up to the AAN (Airport Advice Notice) list, if they provide briefing with their email address, they should be able to register them on the AAN list. The email address for briefing is briefing@gloucestershireairport.co.uk.

In regards to filing SSE's (External Safety Report), the form is [here](#). Every SSE that is filed by operators is logged within our SMS (Safety Management System) and reviewed internally in our safety meetings. Please feel free to distribute this form in your club.

Visiting the Visual Control Room

Any person(s) intending to visit the VCR must request prior permission from the Senior Controller on Duty (SCOD) by contacting the VCR on EXT 229. This request must be made at least 15 minutes before the planned visit. The SCOD reserves the right to deny access at their discretion if deemed necessary. All electronic devices, including mobile phones, tablets, smartwatches, and similar items, must be set to silent prior to entering the VCR or left in a designated area e.g. mobile phone locker situated in the VCR stairwell.

If extended presence within the VCR is required, prior approval must be obtained through the MATS/DMATS in advance.

In cases where external personnel require entry, they must be always accompanied by a GAL staff member. It is the responsibility of the escorting GAL staff to ensure that the individual remains under supervision throughout the visit and complies fully with all applicable rules.

In the VCR, visitors and staff are expected to maintain a quiet and respectful demeanour to ensure least disruption to the staff on duty. No photographs or videos are to be taken, unless approved by the SCOD.

Visitors should never move to areas which is likely to restrict the view of operational staff.

The SCOD reserves the right to request visitors to leave immediately if deemed necessary.

Noise Abatement and General procedures

If you operate out of Gloucester Airport, please review the noise abatement procedures below:

Gloucestershire Airport - Staverton

Noise abatement procedures

This noise abatement procedure is designed to minimise exposure of residential areas to aircraft noise – while also ensuring the safety of flight operations. There are communities surrounding the airport that are noise sensitive. We want to minimise any impact on these communities as much as possible.

The procedures shown below are subject to air traffic control and pilot discretion for reasons of safety. Should you have any questions or would like to discuss these procedures in more detail, please contact us via the contact details below.

Legend:

- Dotted pink – residential areas to be avoided whenever possible
- Solid pink – specific areas to be avoided during departure procedures detailed below
- Runway 27 departures – Non-jet aircraft (including circuit aircraft) are not to execute rights turns until passing west of the golf course (0.5 DME (Z7)) and should not route over the village of Down Hatherley. Jet aircraft are to climb straight ahead through 1400 FT QNH before executing any turn. Engine Failure After Take Off (EFATO) training not permitted for Single Engine Pistons.
- Runway 09 departures – Jet aircraft to climb straight ahead through 1400 FT QNH before turning. EFATO training must only commence after passing the M5 motorway.
- Runway 22 departures – No left turns permitted until passing Chosen Hill (1.2 DME). EFATO training not permitted for Single Engine Pistons.
- Runway 04 departures – No left turns before Staverton Village (1.1 DME). EFATO training must only commence after passing the M5 motorway.
- ATZ – 2NM – represents airspace of defined dims established around an aerodrome for the protection of aerodrome traffic. As we have an ATC unit, all movements within the ATZ are subject to the permission of ATC. Aircraft will comply with instructions given by RTF and maintain a listening watch.

Contact:
E: briefing@gloucestershireairport.co.uk
T: 01452 857700
F: @GlosAirport
I: @glosairport
T: @GlosAirport
G: Gloucestershire Airport

Runway Renumbering

As you may be aware, the designators for both runways and all holding points will be updated to align with current magnetic variation requirements and the revised CAP168 regulations.

Week commencing 29th June 2026 the redesignation of the runways will commence. Runway 09/27 will be redesignated as Runway 08/26, and Runway 04/22 will become Runway 03/21.

A confirmed date for these works will be communicated once we receive confirmation of contractor availability. To minimise operational disruption, the runway redesignation works are still planned to be carried out overnight.

Fuel prices - some good news!

At the time of writing (end of May) the fuel prices at Gloucester airport have come down to £2.28 per litre. Obviously this is still much higher than the pre-Iran problem but better than its high of £2.52 per litre.

Tail piece

On the right, a photo of an SE5 replica visiting Croft Farm during 2025

The next meeting

The June Strut meeting will be a BBQ held on Tuesday 9th June at our summer pasture of Croft Farm.

Doors open and BBQ starts at 6pm. You **need** to book in advance. £6.50 secures food and drink. It would be great if you could pay directly to the bank account, marking your payment with surname and 'BBQ'. Also email [Mike Waldron](mailto:mike.waldron@croftfarm.co.uk) to let him know by 5th June that you are coming and how many so that he can plan the food.

There will be no speaker but Jeremy has promised to bring along a Piper J3 Cub for a full and detailed inspection by the assembled experts.

Account details are:

Account Name: THE GLOSTER STRUT

Sort code: 60-05-16

Account number: 1856 2477

