

# May 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](mailto:editor@glosterstrut.co.uk) directly.

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## Photo of the Month

Air Camper doing its thing!



## Chairmans Chat

This month's chat is going to be a bit of a mixed bag , many topics to talk about and news to deliver I'm happy to say.

With the celebration of the LAA's 80<sup>th</sup> birthday celebration arriving on June 27<sup>th</sup>, our committee met up at Croft Farm to lay down some plans to get an idea as to the requirements on the big day , aircraft parking / car parking / catering for food and drinks, it all has to be thought through in advance to make it run smoothly, when it all looks easy the hard work has paid off!! The most important piece of information we need is how many will we be catering for?, SO PLEASE BOOK IN ADVANCE !!! The Strut will be covering a lot of the costs, the bargain event of the year at £5 per adult with kids having a FREE BBQ and a chocolate bomb to demolish!, a healthy fruit bowl as an alternative of course!

Balsa models to be made and flown , a bit of a step up from the paper variety, build the Pietenpol, a nuts and bolts model for the kids to disassemble and re assemble "right to tight" with the spanners my boy! A few prizes will be awarded.

It's about time I gave you an update on the Pietenpol as it has been some months since the last info edition - it is now standing on its undercarriage, wheels and hydraulic brake lines fitted, so I feel that has reached another milestone! Engine mount and engine fitted for the first time with all the plumbing installed, such as fuel / oil T's and P's / hot air / mixture / throttle etc. I say it has been fitted for the first time, as it all has to come off again when time comes to move it to the new hanger space ( when I find it ). Next big day coming up, re hang the engine and fire it up.

May 12<sup>th</sup> will be the start of the Strut's summer programme at Croft Farm / 6pm BBQ start and a visiting aircraft to learn about.

Always a very enjoyable evening, all that fresh air and run around space, just to best time to meet up with your friends, drinks at the bar, hope to see you there.

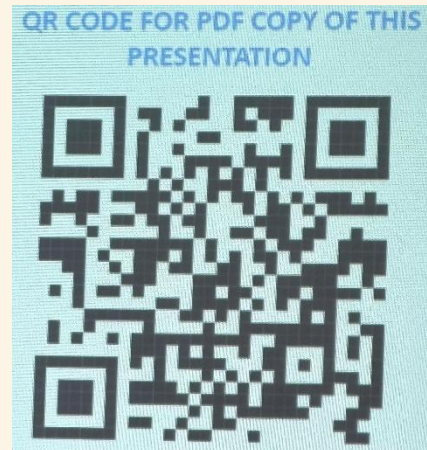
Blue skies - Mike

## The last meeting

This is probably the shortest write-up for the longest presentation, but to try and summarize it would not do it justice. Fear not, help is at hand with links to the full slide set that was presented.

For anyone contemplating flying their aircraft outside of the UK this year, Dave White presented a very comprehensive lecture on how to do that. Two things that were clear were that it requires the correct paperwork to be sent to the various interested bodies and secondly preparation is vital, turning up and hoping for the best will certainly fail and potentially be very costly. Preparing and sending the paperwork is not an onerous task as each body requires more or less the same information and there are tools to help with this.

For those that did not attend, and maybe those that did, the complete slideshow is available [here](#) or by clicking on the QR code above.



## Quote(s) of the Month

**The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.**

Ahead of Chris's story...

**The odds against there being a bomb on a plane are a million to one, and against two bombs a million times a million to one. Next time you fly, cut the odds and take a bomb.**

**Benny Hill**



## Gloster Strut Celebrations for the LAA 80<sup>th</sup> Birthday



On Saturday 27th June starting at 2:00pm we are having a BBQ at Croft Farm to celebrate the 80th year of the LAA.

More details to follow but reserve the date now!

We would appreciate it if you could register your interest with any of the [Committee](#) as soon as possible. Select 'LAA 80' as the Reason. Ticket fee will be £5 to help cover costs but for that, you will get BBQ food, salad, dessert and drinks.

We are planning to have an LAA registered aircraft to represent each decade since the LAA was formed so there will be some interesting flying machines in attendance.

## A real GA story your members might enjoy - England to Australia flight (36 years later)

Hi,

I hope you don't mind me getting in touch out of the blue.

I thought this might be something your members would enjoy — it's the story of a light aircraft flight from England to Australia back in 1990, told exactly as it happened at the time.

No GPS, no moving maps — just VORs, paper charts, and a fair bit of guesswork along the way.

What started as a straightforward idea turned into something far more unpredictable. There were long days, questionable decisions, the odd bureaucratic standoff, and a few moments where things didn't feel quite as under control as they probably should have been.

After 36 years, I've finally put the full story together.

There's a short video [here](#)

And the book is available [here](#)



There's absolutely no obligation at all — I just thought it might be something that would resonate with pilots who enjoy proper GA flying stories.

Terry Davis (07771 523 911)

## **British Gliding Association**

The British Gliding Association and its clubs are engaged with most local and national airspace safety initiatives with the aim of contributing to safe shared airspace.

We're currently running an initiative that includes engagement with GA and mil airfields and operators in known class G 'hotspots' with the aim of better informing the gliding community about how our powered flying colleagues operate, particularly when operating procedurally in class G when lookout can become less effective.

As part of that work, GA and mil operators have advised us that it would be helpful to know more about gliding activity, and as a result better inform themselves. So we've put together a self-briefing titled 'Gliding activity - aeroplane and helicopter pilot guide'. We would be grateful if you would share this with your fellow pilots and student pilots.

Gliding activity - [aeroplane and helicopter pilot guide](#) - Pilot & Club Info

Thank you in anticipation.

Pete Stratten, Chief Executive Officer

## **The Bomb. 1975 - by Chris Harrison**

### **Part 2**

Okay, Chris, said John suddenly. "Let's do it and start on down but keep our fingers crossed. Here goes nothing." He eased the control column gently forward, initiating a steep descent. I wondered what it would be like to explode in the air. Would it all be over in a blinding flash, or would the plane break up with us pulling back in futility on the control column to halt the screaming descent as the end rushed up faster and faster to meet us? We continued our approach and as the pressurisation in the aircraft began to equalise with the outside air, we were still in one piece – so far so good. We both became preoccupied with the landing procedure: undercarriage down, flaps extended, checklist, radio calls, etc. The captain executed an excellent landing and guided the aircraft onto the next fast exit, merging smoothly onto a parallel taxiway. Once we were cleared, we proceeded to the remote stand, positioned at the far end of a long pier, well away from the main terminal. As soon as the doors were opened, the passengers were instructed to disembark immediately, urged to move quickly, and informed that the aircraft needed to be relocated to another gate without delay. Every movement was measured and purposeful, the sense of urgency palpable, as though even a single moment's hesitation could have serious consequences.

The captain stretched and stood up and said, "I'll leave you to shut everything down. I'll go and talk to the company on the phone inside the departure gate and tell them about what has just happened." He walked off the plane, followed by the cabin staff, leaving me alone in the cockpit, where it was now deathly quiet. I had a moment to reflect on what had just happened and that I was still here in one piece, but what if a device was still somewhere hidden on the aircraft? Maybe the plane should be moved to a place away from the pier where there were passengers and ground staff.

I switched on the radio and contacted ground frequency. "Ground, Midland 850, if you are aware of our potential situation, may I request that we be moved to a remote position." "Midland 850 ground, affirmative. We are aware of your situation, so would you taxi to your right via taxiway Zulu and X-ray to the remote parking area? You are clear to start engines and taxi at your discretion."

I jumped out of the cockpit and went to the front door. I shouted down to the captain, who was still nearby and told him what we should do. "You don't need me; you can taxi there on your own," he said.

He was right, of course, even though it felt unnerving being there on my own. The steps had been removed, so I closed the door. "Come on, Chris, get on with it," I told myself.

I started both the inboard engines and commenced taxiing to the designated spot I had been given. I needed to get off this plane as quickly as humanly possible, so I taxied faster than I had ever dared before, feeling every vibration of the aircraft beneath me. Screeching to a halt in the middle of the desolate, empty remote stand, I shut down the engines and watched the propellers begin their slow, hypnotic deceleration. Without hesitation, I sprang from my seat and rushed to the front door, yanking it wide open, fully expecting a set of steps to be brought up so that I could get down to the tarmac. Nothing! No steps, but I could see them a good fifty yards away. I started yelling at the top of my lungs and gesticulating to the people standing near them. "Bring the steps over here!" I could make out a shake of their heads as the ghoulis onlookers stood rooted to the spot.

I turned on a radio and called ground frequency and asked them why no one would bring over the steps. "Midland 850, no one is prepared to approach your aircraft, I'm sorry."

I couldn't believe it. No one was going to approach the aircraft in case the device exploded. 'Goddamned stinkers,' I thought. It was too far to jump down without breaking a leg, but there was another way out of this mess. In the cockpit roof there were ropes stowed in compartments above the sliding side windows just for this eventuality. I pulled open the door of the compartment and pulled out the rope that was attached to the cockpit roof, and lowered it through the window to the ground. How I managed to extricate myself through that tiny side window and lower myself to the ground, completely unaware of the rope burns searing my hands, I'll never know, but it's astonishing what adrenaline can make the body achieve in moments of extreme urgency. As my feet hit the cold tarmac, I cast a glance back toward where the onlookers had been, only to be greeted, as a final insult, by the sight of their Land Rovers disappearing down the pier, leaving behind a swirling cloud of grey exhaust fumes. There I was, alone, fuming

with indignation yet simultaneously flooded with relief, forced to trudge the quarter-mile back to the gate at the far end of the pier, every step a reminder of the tension and absurdity of the ordeal I had just survived. There was no explosion and there was no bomb on board – it was a hoax, although no one knew that at the time. All we could think about then was the near certainty that we could die at any moment. I did learn something from that experience, about how people react, both individually and collectively, to potentially life-threatening situations. The old atavistic instinct to fight or flee was very apparent. For me, trapped in the aircraft, there was nowhere to flee, so I had to confront the situation head-on. Those on the ground, however, instinctively scattered some fifty yards away, which I could understand, though it left me entirely to sort things out on my own.

**Editor: What an amazing story! I hope you all enjoyed it as much as I did.**

## Dates for your diary

### **02-03/05/26 Popham**

Microlight Trade Fair

### **09/05/26 Goodwood**

Vintage Piper aircraft Fly In - PPR required

### **09/05/26 Duxford**

Chipmunk 80th and VE Flying Day - PPR required

### **10/05/26 Old Warden**

Season Premiere

### **16/05/26 Caernarfon**

50th Anniversary of Caernarfon airport - PPR required

### **16/05/26 Bodmin**

VAC Fly In - PPR required

### **16/05/26 Shobdon**

VANS RV Fly In - PPR required

### **16-17/05/26 Halfpenny Green**

RRRA Air Race Season Opener

### **22-24/05/26 Halfpenny Green**

Chipmunk 80th - PPR required

### **24/05/26 Popham**



Cessna Fly In - PPR required

### **30/05/26 Goodwood**

Wings and Wheels Air Show - PPR required

### **29-31/05/26 Glenforsa**

54th Mull Annual Fly in - PPR required

## **Airmens Monument**

On one of my many walks recently, this time on Eglwyseg (pronounced Egg Gul Wee Seg) Mountain North of Llangollen in mid-Wales, I came across a couple of walkers and, like you do, passed the time of day and other pleasantries. One of them asked whether I was local (with my accent!) and whether I'd been on the mountain before. 'No' was the answer to both of those questions and so he proceeded to tell me about an Airmans Monument not too far away. My interest piqued I headed over to where he had directed me, and in about twenty minutes, came to the stone cross that was built in memory of RAF flight crew that were killed when their aircraft (A Blenheim I believe) crashed into the hillside killing all on board.



The cross is about 3m x 2m made of local stones and probably visible from the air - I promised myself I would check it out next time I fly in that direction - Welshpool airfield is quite close to the area.

After paying my respects, I continued on my walk and was back at the car in around 15-20 minutes. If anyone is interested, the grid reference is: SJ 243 476 or Lat, Long: 53.02058, -3.12917 if you prefer. Parking is available on the minor road to the North West.

## **Notable Aviation Events from history**

May 1, 1963: Jacqueline Cochran set a 100-km closed-circuit speed record of 1,203.7 mph for women in a Lockheed F-104 Starfighter.

May 5, 1961: Alan Shepard becomes the first American in space aboard Freedom 7.

May 14/15, 2005: French pilot Didier Delsalle set the world record for the highest helicopter landing on the summit of Mount Everest.

May 21, 1976: British Airways operates the first commercial flight of the Concorde supersonic airliner.

May 25, 1961: President John F. Kennedy announces the goal of landing a man on the Moon.

May 25, 2008: The Airbus A380 makes its first commercial flight with Singapore Airlines

## In the News

Well, it was in 1933, but who can tell me what the story actually was? Full picture and more details next month.



## Downloads from the CAA and others

### CAA Stuff

#### **AIRPROX and Mandatory Occurrence Reporting**

Mandatory Occurrence Reporting requirements are detailed in UK Regulation (EU) 376/2014 and associated UK Regulation (EU) 2015/1018. Whilst most UK ANSPs/Aerodrome fully understand their reporting responsibilities there are still occasions, specifically when an AIRPROX has occurred, when the correct reporting action is not being carried out.

Clarification on the actions required by an ANSP/Aerodrome, when in receipt of a request from the UK Airprox Board (UKAB) for information relating to an AIRPROX, is available on the CAA website: [Airprox Investigation and the Occurrence Reporting Regulations](#).

#### **CAP 413 – Radiotelephony Manual**

Edition 24 of [CAP 413 – Radiotelephony Manual](#) is now available and will be effective from 1 July 2026.

#### **ICAO Landmark Study on Women in Global Aviation**

The International Civil Aviation Organization (ICAO) has launched a Landmark Study on Women in Global Aviation and is inviting women across the aviation sector to take part in a short online survey.

The study aims to better understand women’s professional experiences in aviation, including across government, industry, international organisations and academia. The findings will inform evidence based recommendations and establish a baseline to track progress over time, with a final report to be published by ICAO in 2026.

The survey is open to all women aged 18 and over who work in aviation, takes around 10–15 minutes to complete, and all responses will be anonymised.

The survey closes on 1 May 2026.

Access the survey here: [ICAO Landmark Study on Women in Global Aviation](#)

### **UK Main National Aviation Safety Plan**

The UK Main National Aviation [Safety Plan](#) (NASP) 2026-2029 is directly linked to the Global Aviation Safety Plan (GASP) and Regional Aviation Safety Plan (EUR RASP) published by the International Civil Aviation Organisation (ICAO) and complements the UK State Safety Programme.

It contains Operational Key Risk Areas as well as Organisational Challenges and related Safety Enhancement Initiatives that we will implement over the next 3 years to continuously improve aviation safety management.

### **New GA podcast on fuel sampling and trim safety**

Are you sampling your fuel correctly before every flight?

Fuel contamination may not prevent engine start, but it can cause a loss of power during take-off or climb.

In our latest General Aviation podcast, you'll hear how to sample fuel correctly, how to spot contamination and what different fuel types should look like.

The episode also provides practical guidance on managing trim runaways.

You can listen now [here](#).

### **CAA publishes VTOL consultation reply**

The CAA published a consultation on 7th November 2025 on the policies needed to accommodate the safe use of new types of VTOL (Vertical Take-Off and Landing) aircraft.

The consultation closed on 29th January 2026 and received 28 responses. This [consultation reply document](#) provides a summary of comments received and the CAA's response.

### **Safety Notice - Autopilots and Trim Runaways in General Aviation Aircraft**

[SN-2026/005: Autopilots and Trim Runaways in General Aviation Aircraft | UK Civil Aviation Authority](#)

This Safety Notice reminds general aviation pilots to ensure autopilot and electric trim systems are functioning correctly. It outlines immediate actions for trim runaway events, highlights common failure signs, reinforces best practices, and emphasises proper training and reporting requirements.

## Gloucestershire airport

Good morning,

I wanted to take the opportunity to provide you with a brief update:

### **1. Airport**

Since the failure of the airport sale process the airport has been working on an Outline Business Plan for the airport which was presented to the Shareholders on the 17th of April 2026. The next phase is developing this into a full and detailed Business Plan over the next few weeks. I can confirm a further Town Hall meeting will be notified very shortly to provide a more detailed update to everyone and an opportunity to ask questions. For clarity and as I have been aware of rumours to changes circulating - nothing as yet has been confirmed or agreed. Whilst we are reviewing all areas / options what I can say is the process is detailed and will be data driven. Notifications will be advised at the earliest opportunity.

### **2. Aviation Fuel**

The present situation in the Middle East and well documented media coverage has detailed potential supply issues in regards aviation fuels and in particular Jet A1. The situation is being monitored with our supplier and I can confirm there is no immediate issues in regard supply albeit we are in constant contact with them as this could change moving forward.

As a precaution, we have decided to consider the actions and priorities if supply does become an issue. Consequently, I have elected to introduce a phased notification scheme to enable us as the airport to keep everyone up to date and fully aware of the situation. Likewise in the worst-case, restrictions that will or could be taken in the event of a change of situation. Currently there are no restrictions.

I will look to update this at least weekly or in the event of a change of circumstances.

Many thanks

Brian Rawlings

## Tail piece

On the right, a final photo from the Hahnweide Airshow: A rebuilt version of a Messerschmitt Me 262 on a fly past

## The next meeting

The May Strut meeting will be held on Tuesday 12th May at our summer pasture of Croft Farm. The first BBQ of the season!

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](#) to let him know by 5th May that you are coming and how many so that he can plan the food.

### Account details are:

Account Name: THE GLOSTER STRUT

Sort code: 60-05-16

Account number: 1856 2477

There is no speaker planned, but we have the promise of one or two interesting aircraft flying in. Come along, enjoy the sun, the food, the good company and nice aeroplanes. What's not to like?

