



December 2004

Happy Christmas



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Last month

Steve Slade gave us all a very interesting evening with tales of his many long flights and competitions both in this county and overseas in the various microlights he has owned over the past 20 years. His talk was well illustrated with plenty of slides depicting places visited and aircraft flown. Steve's disability has not in any way hampered his capability to fly those expeditions and he has designed and had approved by the PFA, many ingenious adaptations to make it possible.

This month's Meeting - The Annual Quiz

Spike Parker has again offered to organise the quiz for us this Christmas and would like to know approximately how many people are likely to be taking part so that he can prepare enough copies of the questions. Please let Ian or Mary have your name as soon as possible (e-mail or phone above) and we'll let him know. Don't forget to bring along some goodies to share around to keep the brain cells well stimulated.

For Sale – Shares in Fournier RF5

Based at Wellington, Somerset on a Private 900m strip! Private hangar
Operating costs are only £20 per hour wet!



- o 8 Shares at £4,000 each
- o Low running costs £20 per hour Wet!
- o Insurance £1,600 split 8 ways
- o 1972 Aircraft
- o 45 full Days a year each!
- o Take it away on your days around UK or Europe
- o Tandem 2 seater
- o 2½ gallons per hour at 115 MPH
- o 65 HP Limbach
- o Electric start, 120 MPH cruise, 500 mile range
- o Folding wings
- o Semi-aerobatic, Glide angle 1: 18
- o Retractable gear
- o Low aircraft Hours, 1,500 Airframe & 168 Engine
- o New Instrument panel & Garmin 296 colour GPS
- o New ATR 720 Radio / VOR

If interested please call Bill Hosie: Home 01823 277911 or Mobile: 07788 425443

Every second Wednesday of the month, Guest Speakers , starting at 8.00 pm

Weds 8th Dec - Graham Pitchfork " The Buccaneer"

Come and listen with a glass of wine or enjoy dinner at the same time.

Doors open at 7.00pm Admission £6.00 (payable on the door)
Refreshments available, booking essential **Tel: 01285 77 11 88**

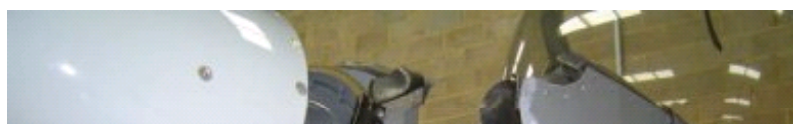
Still Chasing the Morning Sun

We received this report from Steve Neale recently:

Alan and I bumped into Manuel Jardim de Queiroz at Glos on Saturday. Members will remember Manuel's talk about his plans to break the around the world record in his RV-6 (Feb 2004 strutter). Manuel is planning to commence his attempt in the spring.

He has completely rebuilt the panel of G-GDRV to add a Skyforce GPS, HF radio and two axis autopilot. The HF radio fits in the big hole on the right of the panel. To make room he had to replace most analogue gauges with electronic engine monitoring. His long rang tank fits next to him replacing the right seat. His pristine engine installation is a 160hp O-320 turning a Sensenich prop.

Manuel has promised to let us know when he leaves so we can see him off. Manuel's website is www.chasingthemorningsun.com.





Penny Sharpe at PFA HQ has forwarded us the following 2 messages:

Please find included below the latest press release from the Civil Aviation Authority, regarding a review of the safety criteria applied at 'light aviation' aerodromes.

Best regards, David Sanders, CAA Press Officer.

CIVIL AVIATION AUTHORITY LAUNCHES AERODROME REGULATION REVIEW

The UK Civil Aviation Authority (CAA) has launched a review of the safety criteria applied at 'light aviation' aerodromes. As part of this process, the CAA wants to hear from larger general aviation and airport organisations who are prepared to participate in a study group to consider changes to the current arrangements and regulations.

A light aviation aerodrome is a site where few, if any, commercial air transport movements are carried out, air traffic service and rescue and fire fighting facilities are often at lower levels, and which is concerned mainly with flight training and private flying activities.

The study group will be chaired by Geoff Caton, Head of Aerodrome Standards at the CAA. Geoff said: "This is a real opportunity for the operators and users of light aviation aerodromes to influence the regulation that is applied to their area. The CAA has a responsibility to ensure that sound safety standards are maintained. I am confident that the work of the study group will enable us to continue to apply cost-effective and appropriate regulation to keep light aviation flying safely."

Organisations who wish to participate in the work of the group are asked to forward details of their nominee, before 30 November, to:
Head of Aerodrome Standards Department,
Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport, South West Sussex
RH6 0YR

PFA CAN-do

You may or may not have noticed the "CAN-do Corner" column (text below) in the last Popular Flying. The aim is to form a network of campaigners to target EASA, Eurocontrol, MPs, local councils etc. on key issues in a coordinated fashion. We're now calling for volunteers as loudly as possible. Please sign up by emailing can@pfa.org.uk as described in the article below!

Thanks and regards, Jeremy Davey CAN-do Corner

"Are you bothered with bureaucrats from Brussels blowing your flying budget with their demands for ever more costly compliances?"

"Are you angry about airspace access issues?"

"Or livid about councils constantly attacking strips and airfields around the country?"

The PFA has been at the forefront of campaigning on issues like Mode S, enlarged controlled airspace, threatened local airfields, and the ever-increasing costs of recreational flying. It is clear that the threats to our hobby are coming ever thicker and faster, and that a co-ordinated network of campaigners who can be called upon to help fight these issues is required. Take, for example, the recent consultation by Eurocontrol on charging for VFR flight in uncontrolled airspace. Not only were the vast majority of private pilots left off the circulation of the proposal, but the deadline for responses was extremely short. We need to be able to react very quickly to these threats, we need to be able to do so in large numbers, we need to make clear, concise, pointed arguments, and we need to target the right people: MPs and MEPs, local authorities, Eurocontrol, EASA...

Modern technology has given us the perfect tool for calling on a network of campaigners quickly and easily; email, so we are forming the PFA Campaigning Aviators Network, or PFA CAN, and are looking for volunteers (don't stop reading now you've

seen the 'V word - this affects you!).

Whenever a new campaign is required, we will email you asking for your help. We'll give you details of the issue, who to write to or send an email to, and a list of points you might want to select from when writing your response. All you have to do is write. This will not take a lot of your time, but it will save you a great deal of hassle in the future.

To join the PFA CAN, please just email can@pfa.org.uk with your name and preferred email address and we'll add you to our list. Needless to say, your details will be treated in the strictest confidence and will only be used for the campaigns. Volunteering will not expose you to spam, viruses, worms or Trojan horses. On the other hand, not volunteering...

Jeremy Davey, Europa Monowheel 537M G-EZZA,
Europa Club Vice-Chairman, Webmaster, PFA NC Representative, PFA EC Member.

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