



THE BRISSELE STRUTTER



Newsletter of the PFA Bristol Strut

December 1999

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This month's Meeting: 9th December 1999 **Christmas Quiz and American-style supper.**

You'll have to wait and see if I have made the questions any easier this year! Otherwise, it will be pretty similar to the previous year's tried and trusted formula. The American-style supper works by everyone attending bringing along some food. This always creates a good spread that you can munch through during the quiz.

As I mentioned at the last meeting, Pete Turner will be attending this meeting and has offered to complete the necessary paperwork for Strut member PPLs to provide you with a new certificate of experience. If you want to take advantage of this offer, then bring your licence (under the new rules, the certificate of experience has become a piece of paper to go in your licence) and logbook with you to the meeting.

Last Strut Meeting: 11th November 1999 **My photo flying year.**

From the post-meeting response it seemed that everyone enjoyed seeing lots of pictures of aeroplanes during sunnier weather! The meeting was well attended, and there were bits of RV on display thanks to RV-6A builder Barry Clifford, who brought some components from his project along for us to see. As this aspect generated a lot of interest, I'd be pleased if any other members want to bring easily transportable homebuilt components to the meeting.

Next month's meeting: 13th January 2000

Past, present and future of the International Helicopter Museum and Weston airfield.

Elfan ApRees, Local councillor, PPL(H) and founder of the International Helicopter Museum, will be visiting us to talk about the museum's development, and the future of its Weston airfield base. Both topics should be very interesting, so I am pleased that we get to learn about both in one meeting.

Future Meetings:

February 10th 2000. A chance to quiz Graham Newby, the new PFA Chief Executive.

All topics will be open for discussion. Graham is keen to get feedback and ideas from PFA members, and has found previous encounters with other Struts very productive. Let's not disappoint him, so start thinking now. Remember, if you find something in the PFA irksome, or you think things should be done differently, then this will be your best chance to do something about it.

In the unlikely event that all the PFA subjects are exhausted, then I'm sure I can encourage Graham to talk about the RV-6A he's nearly finished building!

Visit to Cameron Balloon factory Saturday 11th March 2000.

Thanks to Ian Bentley's efforts, we have been offered the opportunity to visit Cameron Balloon's HQ and manufacturing facility in Bristol. While a February visit had been anticipated, this proved difficult for them and they suggested dates in March or April instead. Figuring that many of you would have started going to Fly-ins by April, I opted for March. From Ian's description, this should be a very good event indeed, and I'll begin to compile a list of who would like to attend at our next meeting. In the meantime, Ian tells me that there is a virtual tour of Cameron's facility that those of you with on-line capability can access.

>>www.bized.ac.uk<<

Other news....

Dates and venue for the Y2000 Great Vintage Flying Weekend.

Next year's Great Vintage Flying Weekend will take place at Thruxton on the weekend of May the 13th and 14th. There's plenty of room and a cross runway if there is a crosswind. There had been some speculation as to it being held at Middle Wallop, however this was not correct.

From the AVWeb internet news pages come the following-

CIRRUS PRODUCTION TO ACCELERATE:

While they have begun delivering aircraft, Cirrus Design Corporation's SR20 intended production plans -- one plane every five days-- must have hit a nerve with some of the 420 confirmed customers who did the maths and realised that they might take delivery of their new plane in, oh, about seven or eight years. To reduce the wait, Cirrus says it expects to be rolling out one plane a day by next autumn -- still enough time for those prospective owners to spruce up the hangar for the new arrival.

AA CAPTAIN BUSTED FOR BUZZING WITH A BOEING:

American Airlines Captain Clifford Johnson is being hung out to dry for an alleged "buzzing" incident. Capt. Johnson was PiC on a brand-new Boeing 777 being delivered to Miami when he made a few low passes near his home at the Spruce

Creek Fly-in community. Although American initially backed up Johnson, the carrier has since changed its tune. Johnson, 59, and a pilot with American for 33 years, has an otherwise unblemished record.

DEAR SANTA, FOR CHRISTMAS I'D LIKE..... :

The Y2K edition of Abercrombie & Kent's annual Around-the-World By Private Jet tour will take you on a glorious and luxurious 27-day jaunt aboard a custom L-1011 to some of the most exotic locations on the planet, including Bali, Zanzibar, Rio, and the African bush -- for only \$52,000. It must be more interesting than going on a cruise.

OUCH, THAT GLIDER LESSON HURT!

The typo gremlins got their hands on one of Jeppesen's recent FAR updates. Part 61.129(f)(2)(i) on glider training called for "...at least three training 'fights' in a glider with an authorised instructor." Jeppesen has already issued a corrected version.

LONG FINAL...

Another gem from the Swift Association newsletter. No apologies for this one, I thought it sounded pretty accurate(!).

Why Aircraft are Better Than Women

Airplanes come with manuals.

Airplanes don't come with in-laws.

Airplanes don't whine unless something is really wrong.

Airplanes don't care about how many other airplanes you've flown.

Airplanes don't mind if you look at other airplanes or buy airplane magazines.

It's OK to use tie downs on your airplane.

You can fly an airplane any time of the month.

An airplane will kill you quickly - a woman takes her time.

Airplanes can be turned on by the flick of a switch.

An airplane does not get mad if you 'touch and go'.

An airplane does not object to a preflight inspection.

The newsletter editor's (airline pilot) wife is already at work on a reply titled "*Why Airplanes Are Better Than Men*". Stay tuned.

SHORT FINAL.

Comes courtesy of the BBC:

Israeli premier Ehud Barak escaped unhurt when a jet carrying him and his party

was in collision with a baggage truck on the tarmac at Manchester airport. The Israeli Air Force Boeing 707 was manoeuvring during a refuelling stop when the accident happened late on Thursday night.

Mr. Barak's senior policy adviser, Danny Yatom said: 'It is good that it happened on the ground and not in the air'(!)

- Don't forget that all newsletter contributions, great or small, are gratefully received.

Bye for now.

Ed.

With the onset of the forthcoming festive season, and general frivolities, Frank Bond sent us this sad story to maybe provoke a smile or two:

David received a parrot for Christmas. This parrot was fully grown with a bad attitude and worse vocabulary. Every other word was an expletive. Those that weren't expletives were, to say the least, rude. David tried hard to change the bird's attitude and was constantly saying polite words, playing soft music, anything that came to mind. Nothing worked. He yelled at the bird, the bird got worse. He shook the bird and the bird got madder and ruder.

Finally, in a moment of desperation, David put the parrot in the freezer. For a few moments he heard the bird squawking, kicking and screaming and then, suddenly, all was quiet. David was frightened that he might have actually hurt the bird and quickly opened the freezer door. The parrot calmly stepped out onto David's extended arm and said: "I'm sorry that I offended you with my language and actions. I ask for your forgiveness. I will try to check my behaviour"

David was astounded at the bird's change in attitude and was about to ask what changed him when the parrot continued, "May I ask what the turkey did?"

Wishing all our readers a very happy Christmas
and every success in the New Millenium
From the Editorial Team
Ian & Mary

Please Santa,
can I have an aeroplane for Christmas?

