



# THE BRISSE STRUTTER



*Newsletter of the PFA Bristol Strut*

**February 2000**

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**This month's meeting: 10th February 2000.**

**A chance to quiz Graham Newby, PFA's Chief Executive officer.**

All topics relating to the Popular Flying Association's activities will be open for discussion, so please come prepared to ask questions. Graham is keen to get feedback and ideas from PFA members, and I know his previous encounters with other Struts have been very productive. Remember, if you think things should be done differently, then this will be your best chance to do something about it.

Graham is also finishing off an RV-6A (his second RV), so I'm sure there is some RV related discussion to be generated if all the PFA issues are covered.

**Last Strut 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, visited us and gave an enlightening presentation on the activities of the museum, and provoked lively discussion on the subject of Weston Airfield's future!

It was good to hear that, while the airfield seems to have no future prospect for fixed wing operations, the museum's activities seem able to safeguard at least a little aviation activity on the site.

The collection held at the end of the evening raised just short of £25, so thank you for your contributions.

**Next month's meeting. March 9th 2000.**

**Flying the Aircraft of the Shuttleworth Collection.  
A presentation by Chief Pilot, Andy Sephton.**

I have been to one of Andy's presentations before and it was excellent. Therefore, I am very pleased that Strut member's have the opportunity to meet Andy and hear his tales of flying the weird and wonderful types that make up the Shuttleworth fleet.

Andy waives any fee for his presentation in lieu of a donation to support the Shuttleworth activities, so I will be holding a collection.

### **Visit to Cameron Balloon factory.**

**Saturday 11th March 2000.**

Don't forget that we have been offered the opportunity to visit Cameron Balloon's HQ and manufacturing facility in Bristol.

Those that have signed up already are as follows.

**John and Matthew Shufflebottom +1, Brian and Alex Osley, Pete and James Turner, Pete and Fran Hill, Ian and Mary, Graham and Zoe, Ian Wakeling, Ron Perry +1, Spike Parker, Barry Clifford, Pat Stride +1, Trevor Wilcock +1.**

If you want to come, but aren't on the list please let me know. I will probably close the list after the next meeting, so that we can provide Cameron's with an estimate of numbers.

### **Other news....**

RV-6 PROGRESS UPDATE.

Having faxed the order to Van's in mid-January, Nigel and I have now been allocated RV-6 Quickbuild number 60435, which they estimate will be shipped on July 10th. So there's a bit of a wait, and factoring in the delay of shipping, means it will probably arrive in early August.

In the meantime we are sorting out the myriad of little bits that we will need in addition to the basic kit. For example, I am currently waiting for the fabric sample charts for the interior to arrive, so we can arrange the manufacture of our interior trim. The great thing about the RV series is that the sheer large volume in which they are being built, has encouraged many people (usually RV builders themselves) to offer manufacturing services for components not included in the kit to satisfy market demand. Hence, our interior will be made by Cleaveland Aircraft Tool, a company started by a husband and wife team who built an Oshkosh award winning RV-4. Their work is excellent, and costs very little more than if we did it ourselves. The big bonus is that when it's needed, we can just drop the interior into place, thus saving lots of time.

Compared to homebuilding ten years ago, things really have got a whole lot easier.

### ***From the AVWeb internet news pages comes the following-***

**AUSTRALIAN FUEL WOES -- THOUSANDS OF AIRCRAFT GROUNDED...**

The Civil Aviation Safety Authority (CASA) of Australia grounded thousands of piston-powered aircraft in eastern Australia indefinitely, until it finds a way to ensure that fuel systems are free of the effects of contaminated avgas. A batch of 100/130 avgas was somehow contaminated with ethylene diamine during production at a Mobil refinery in Victoria, and was distributed by Mobil and BP between November 21 and December 23 of last year. Any aircraft that used fuel from that batch is grounded until a procedure for cleansing and rehabilitating the fuel system is devised -- and nobody can say how long that will take. The avgas, which was also distributed in New Zealand, has affected an estimated 5,000 planes.

**... WHILE OUTLOOK FOR QUICK FIX WORSENS AND MOBIL SWEATS**

The outlook for a quick solution is pretty grim, since there is still no field test to check for contamination, and no approved procedure for restoring airworthiness. A Mobil spokeswoman said the company was doing all it could to rectify the problem. Meanwhile, flight-school operators and crop sprayers watch their businesses bleed away, and services such as air ambulances, firefighting and mail delivery are affected. AOPA- Australia says the

crisis will cost millions of dollars and threatens thousands of jobs. Bill Hamilton, president of AOPA-A, told the Sydney Morning Herald, "We're hoping Mobil will take the example of companies in the U.S. that have suffered similar contamination problems. Once they realised they were liable, they came up with more reasonable compensation offers." Sounds to us like Mobil better start saving its pennies.

#### RENTED CIRRUS SR-20 IN OFF-AIRPORT LANDING

The first of Cirrus's new SR-20 four-place singles to be available for rent at an FBO -- at Windy City Flyers at the Palwaukee Municipal Airport in Wheeling, Ill, was involved in a forced landing in a cornfield after what is being called a "catastrophic engine failure." The incident occurred near Round Lake, Ill., north of Chicago, during a local flight. Neither of the two on board was injured. Early indications are that the engine, a TCM IO-360-ES, apparently suffered an unspecified internal failure that prevented magneto rotation and disabled the ignition system. The pilot, Dean Ellis, said he considered the options and concluded "flying it to the ground was a better choice" than deploying the recovery chute.

#### LAWSUIT FILED IN AIRVENTURE WARBIRD CRASH...

A pilot involved in a highly-publicised warbird collision at EAA AirVenture '99 has filed suit, claiming another pilot's negligence caused the crash that nearly took his life. On July 29, 1999, thousands of spectators watched as Laird "Lad" Doctor's F4U-4 Corsair slammed into Howard Pardue's F8F-1 Bearcat while the Bearcat sat idling on Runway 18 at Oshkosh's Wittman Regional Airport. Doctor was seriously injured in the crash and has spent months in rehabilitation. Several days ago, Howard Pardue, the pilot of the Grumman Bearcat hit by Doctor's Corsair, was officially informed that he was being sued.

Pardue is unsure why the suit was filed. "I was just doing what I was supposed to do," he told AVweb. "Everyone is on the same page except for him (Doctor). I suppose somebody wants something for nothing."

**UNDERCOVER SUBMARINE OPS SUSPECTED IN AUSTRALIAN BEDROOM:** An Australian Air Force (AAIF) Lockheed P-3 Orion accidentally dropped a sonobuoy through a house roof near Adelaide, Australia, last week. The 40-pound projectile was found -- disturbingly -- beside the smashed bed of the house's owner when he returned home. Still, things could have been worse. The sonobuoy's package employs an explosive release mechanism that fortunately did not accompany the buoy in its plunge, otherwise the situation could have been impregnated with the makings for much more intrusive consequences. AAIF officials insist that this sort of thing had never happened to them before.

#### **LONG FINAL...**

*This gem came from the RV List, the e-mail forum for RV builders.*

*My wife refers to my RV6A project as my Metal Mistress. She has even named her Maggie! Thought perhaps there were others of you on the RV-list who share this "burden" and would enjoy the following. It is reprinted from the Mini-Max Club Newsletter, England John Hamer, Editor.*

*An artist, a lawyer, and an aircraft homebuilder were discussing the merits of a mistress.*

*The artist tells of the passion and the thrill which comes with the risk of being discovered.*

*The lawyer warns of the difficulties, the guilt, the divorce, bankruptcy - not worth it -- too many problems.*

*The aircraft homebuilder says "It's the best thing that's ever happened to me. My wife thinks I'm with my mistress. My mistress thinks I'm at home with my wife, and thus I can spend all night working on my plane!"*

#### **SHORT FINAL.**

From the "We have your request..." files ...

Airline captain to clearance delivery: "xxx1184 to BOS, and we're a DC9 today."

Clearance delivery: "Roger cleared to BOS via ... and we'll change the B737 to a DC9."

Unidentified pilot: "Clearance, while you're at it, could you change this PA28 to a Learjet?"

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

Bye for now.

**Ed.**

