



---

|                           |                   |  |
|---------------------------|-------------------|--|
| Strut Co-ordinator:       | Ed Hicks          | ( 01454 613620<br>e-mail: <a href="mailto:EdHicks@compuserve.com">EdHicks@compuserve.com</a>       |
| Treasurer/Membership Sec: | Gordon Pritt      | ( 01934 511908   |
| New sletter distribution: | Ian & Mary Leader | ( 01275 541572<br>e-mail: <a href="mailto:ian@ianleader.flyer.co.uk">ian@ianleader.flyer.co.uk</a> |

---

**Ian & Mary:** 7 Cantell Grove, Stockwood  
Bristol, BS14 8TP

**Ed:** The Cherries, Hempton Lane  
Almondsbury, BS32 4AN

---

**This 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 it's Weston airfield base. Both topics should be very interesting, so I am pleased that we get to learn about both in one meeting.

**Last Strut Meeting: 9th December 1999.**  
**Christmas Quiz and American supper.**

The questions must have been easier this year as the scores were pretty good across the teams, and only a few points separated first, second and third place.

The American-style supper worked very well once again. There was a plentiful spread that was munched through during the evening. Thanks to all of you who attended and made it an excellent evening's fun.

Pete Turner signed off a number of Certificates of Experience for Strut members. I'm sure all those who benefited from this would again like to express their thanks to Pete for taking time out to do this.

**Next month's meeting. 10th February 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. Lets 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 has nearly finished building

**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. I'll be compiling a list of who would like to attend at our next meeting.

**PFA National Council Report.**  
**Nigel Hitchman went to the December meeting:**

**PFA Roadshow events:**

***There was a positive reaction from the event held at Compton Abbas in October, even though the weather was awful. The idea of this event is to attract flying club people to the PFA, and show them what we do and what is available in terms of homebuilt aircraft. Seven kitplanes***

were available to take people flying, and they would have been busy had the weather cleared!! It is intended to have 6 to 8 of these events next year around the country. If anyone wants one near them the criteria is- friendly PFA oriented airfield, good restaurant facilities and a good supply of B+B/Guest houses in the area (I would have thought that Kemble would be ideal for one of these).

#### **PFA Rally:**

Main changes for 2000 are that there will be a small flying program of PFA types (not a display) on Sunday afternoon. This should not disrupt arrivals too much as everyone will have arrived by then and will be timed to start late enough (14.00) that anyone going a long way can get away before it starts. The airfield will re-open again at 15.30, still leaving a good 6 hours flying time to get home before it gets dark!

Everything else will be much the same, except the booking in/departure briefing tent will move back out to the middle of the airfield. So, remember that when you go to book in. PFA will run booking in from Thursday morning, so it looks like it will be free landings all day Thursday (only the small registration charge for all weekend to be paid- presumably still £6 but this was not discussed)

More volunteers are needed as usual. The main problem is lack of people to help dismantle the site on Monday morning.

Advertising and promotion of the Rally and PFA in general is to be greatly improved, particularly targeting aviation enthusiasts as well as current or potential pilots.

#### **JAR/VLA and the future of PFA permits:**

PFA are getting their act together for forthcoming JAA discussions on future aircraft certification rules, and how the PFA permit system will fit in with this. It is intended to be at the forefront of these discussions and not just have to accept what we are given. It is likely that current PFA permit aircraft will be transferred onto some sort of restricted C of A, still administered by the PFA as at present. One advantage of this is that now the C of A will be an internationally recognised document, so no more problems with flying abroad on a permit. It is possible that many more vintage aircraft might be included in this certification, getting away from the current requirement for full C of As (except the lucky few who got on a permit in the 80s/early 90s). The new restricted C of As might be issued in two categories, with one allowing similar privileges to the current permit system and another being more stringent but giving more privileges for homebuilt aircraft such as night or IFR flight. All of this is speculation at the moment, but we must ensure we get in at the beginning with our ideas so as not to be dictated to.

#### **Strut insurance:**

PFA have taken out a new insurance cover, which will include cover for strut events, such as Young Eagles days, fly-ins etc. Details of the cover, what it entails and how to invoke it will be provided from the PFA office early in the new year.

#### **Flying Foreign in Permit aircraft:**

Further to what you will have read in the last magazine, most countries have reacted positively confirming they will allow visits of permit aircraft. More details will appear in the Jan/Feb 2000 issue of Popular Flying. The main exception has been France, initially they wouldn't allow any permit aircraft to visit, but have now said that as long as PFA supply them with some general details, then all homebuilts will be permitted to visit, with no further action i.e. no need to individually ask them. PFA are in the process of providing this information. However, the French are still saying that no factory built aircraft on a permit may visit France, thus banning many Cubs, Luscombes, Jodels etc. PFA are working on that one too! Now the French also have many factory built aircraft on permits, but they call them something different, usually after the rebuilder's name, then the French authorities think it is something different, so all problems are solved!! Pity Cliff Lovell didn't register all those Luscombe's he has imported or rebuilt as Lovell Luscombes!!

CAA have now not withdrawn Airworthiness Notice 52 which allows foreign permitted aircraft to fly in the UK, following high level intervention by PFA. A revised AN 52 is with PFA for comment, which will continue to allow foreign permitted aircraft to visit, for a maximum period of 28 days, with no public transport and no flight over built up area- similar to our own rules. All aircraft owners need to inform the CAA if they are coming, but they don't need to wait for permission.

This mess is all thanks to some importers trying to continue to run their aircraft on foreign permits indefinitely in the UK

#### **Small Light Aircraft:**

This is the new category of aircraft which can be flown on a microlight licence. The RANS S6ES and Jabiru UL have been cleared in this category, as have a new version of the Murphy Maverick with clipped wings. Others being tested are the Zenair CH701, Zenair CH601 (modified with split flaps) Avid Flyer (long wing), Kitfox Mk1 and Mk2 and Renegade Spirit.

#### **Unleaded Mogas:**

CAA have now issued Airworthiness Notice 98C which allows the use of unleaded Mogas in single engined group A aircraft, this is subject to the engine/airframe combinations being

approved by the PFA or CAA. Details of how to get your aircraft cleared will be contained in the December issue of Popular Flying. Aircraft with Rotax engines and most non fuel injected small Lycomings and Continentals should not have a problem as long as their airframe installation is satisfactory. The main things under scrutiny are fuel pipes, seals and tanks. These all need to be compatible with unleaded fuel and the chemicals it contains. Composite tanks are a particular problem, due to resins used in their construction. The CAA are requiring that some sort of record is kept of the unleaded fuel bought and used, presumably in case of any problems at the start of operations.

**You must not use Lead Replacement Petrol (LRP) in your aircraft. This is illegal, but more importantly, the chemicals it contains may well cause engine damage.**

#### **Fuel in Cans:**

An investigation has also been done into the legality of purchasing fuel in cans and then putting this in your aircraft. As long as approved containers are used, there seems no problem from a safety point of view. Standard "Jerry" cans are suitable, but they must be labelled. Also suitable are commercially available plastic fuel containers up to 5 litres. The only problems seem to be from a Customs and Excise point, as Avgas has much less duty than Mogas. If you are going to buy your Avgas from another airfield in a can and transport it to your aircraft, the seller must be satisfied that this fuel is sold for aircraft use only, so you need to convince him of that and perhaps be able to provide evidence if Customs decided to investigate. It may well be that a form is produced to cover such Avgas sales, which will probably become much more common with the loss of 4-Star.

#### **Pilot Coaching Scheme/Biennial Flight reviews:**

65 shortlisted examiners are currently being approved by PFA who will be able to conduct the new flight reviews on PFA aircraft to comply with the JAA licensing rules.

If you got your Certificate of Experience issued before the end of December, based on the old rules, you have two years before you need the Biennial Flight Review. Once your C of E runs out you will need to have done either a GFT within the last 3 months, or have flown 12 hours in the last year (second year of the two year period of validity). Of these 12 a minimum of 6 must be solo and one must be with an instructor.

The CAA have issued AIC 127 which covers the manoeuvres that the instructor should include in your hour of instructional flight. This seems quite excessive and is nearly a GFT without the cross-country part. PFA and AOPA are objecting to this, and hoping to make it much simpler.

.

#### **Another RV in the Bristol Strut:**

.

Well it was inevitable, but by the time you read this, the order will have been placed that will see an RV-6 kit arrive at the Hicks home, hopefully by June.

As I revealed to those members who were at the Christmas Quiz, Nigel Hitchman and I will be collaborating on the building of an RV-6. It started as a casual conversation between the two of us while we were travelling to Cranfield for a Rally meeting. We decided that we both wanted an RV-6, and that between us we had the necessary space, time, skills and money to make the project a sensible proposition.

We have decided to go with the Quickbuild version of the kit. Which, while it is more expensive than the normal "flat pack", it does mean that most of the basic airframe arrives in a near complete state. The fuselage comes out of the box as an identifiable structure, as do the wings and most of the empennage. The builder has to construct the rudder from the kit materials, finish off all the major components (by installing final skinning) and install the finishing kit. It doesn't sound much, but the finishing kit alone includes the canopy, cowls and firewall forward. Our current plans are for it to have a 160hp Lycoming, fixed pitch metal prop, sport-VFR panel fit and lightweight interior. I'm not committing to a finish date, but I think sometime within two years from when it arrives might be realistic.

If my hopes of delivery are realistic for June time, (Quickbuilds take time to build, and are popular, so there's a waiting list) then maybe I will arrange a Summer-time Strut meeting at the workshop.

See, I knew I'd find something to attach that Van's data plate to, when I bought it during my States visit!

.

#### **I don't think he'll be getting bored....!**

.

Following on from the above news, I can report that my father, Pete, retired from Rolls Royce on December 22nd, having spent his whole 46 year working life at Filton, beginning with the Bristol Aeroplane Company (Engine Division). As anyone who has encountered Dad's workmanship will tell you, he continues to put into practice the principles of high quality that he learnt during his time on various engines, beginning with large radial engines such as the

## **Bristol Hercules and Centaurus.**

**It is no co-incidence that Dad will be heavily involved in fitting the Lycoming into our RV-6. I just hope he has time for that, besides all the other things that he has got planned, which include a certain company's blue Spitfire!**

**Congratulations Dad!**

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

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

##### **SNAGGED PILOT NOW TANGLED UP IN COURT...**

Did you ever see the pictures of the C-150 pilot who ran into power lines during a go-around at Boeing Field in April 1998, and hung upside-down by one wheel for four hours? He thought himself lucky at the time, after he and his plane were lowered more or less safely to the ground. He has come to feel differently since the City of Seattle sued him for \$14,810 earlier this year, to recoup the damage done.

##### **...AND COMES OUT SWINGING**

Not one to leave any loose ends dangling, Warren this week filed a countersuit against the city, seeking reimbursement for medical expenses, lost income from flying lessons he couldn't give, damage to his plane and \$634 in cleanup costs, plus \$4.5 million in damages.

Warren alleges the city was negligent in locating the power lines in the arrival and departure route for Boeing Field, and that the lines weren't properly marked.

##### **LOOK, IN THE SKY! IT'S A BIRD ... IT'S A PLANE ... IT'S A CESS-PER!**

The pilots of two trainers in Florida had a lucky escape when they walked away from a midair collision that occurred while both planes were on final for touch-and-goes. In what has to be one of the most unique landings ever accomplished, after colliding at an altitude of about 200 feet, the two planes became interlocked, but landed safely at the Plant City Municipal Airport. The new design over-and-under multi-engine biplane comprised a Piper PA-28 Cadet wedged on top of a Cessna 152.

##### **...COMING IN ON TWO WINGS AND A PRAYER**

"It was truly amazing," said Marilyn Gauthier of the Hillsborough County Aviation Authority, which operates the uncontrolled field at Plant City, between Tampa and Lakeland, Fla. The low-wing Cadet, flown by Jay Perrin, 19, of Melbourne, was descending above the high-wing Cessna 152. The Cadet's nose gear shattered the Cessna's windshield, and the two planes became locked together. Instructor Alan Vangee, 65, of Brandon, assumed control of the Cessna from student pilot Barbara Yeninas, 56, of Valrico, and landed the piggybacked airplane safely on the grass north of the airport's single runway.

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

From the Avweb, "tell it like it is" file...

I'm a corporate pilot with a large interest in warbirds and antiques. On a recent flight into Wharton, Texas, I asked the senior gentleman at the FBO if there were any antiques or warbirds on the field.

He smiled and quickly replied ... "Just me!"

### **SHORT FINAL.**

*From the Globe Swift Internet Newsletter comes the following:*

##### **"HIGH FLIGHT" IN CANADA...**

A Canadian company was considering producing a poster of the famous John Gillespie Magee poem 'High Flight'. However, given the lyrical content and the possible effect on impressionable Canadian aviators, they have been forced to look at some of the safety aspects raised. On the advice of their lawyers the poster will thus be sold with a few added notes of advice, as outlined below:

#### **High Flight -by John Gillespie Magee**

**Oh, I have slipped the surly bonds of earth, <sup>(1)</sup>  
And danced the skies <sup>(2)</sup> on laughter-silvered wings;  
Sunward I've climbed <sup>(3)</sup> and joined the tumbling mirth <sup>(4)</sup>  
Of sun-split clouds <sup>(5)</sup> - and done a hundred things <sup>(6)</sup>  
You have not dreamed of; wheeled and soared and swung <sup>(7)</sup>  
High in the sun-lit silence <sup>(8)</sup>. Hovering there <sup>(9)</sup>  
I've chased the shouting wind <sup>(10)</sup> along, and flung  
My eager craft through footless halls of air; <sup>(11)</sup>  
Up, up the long, delirious <sup>(12)</sup>, burning blue  
I've topped the wind-swept heights <sup>(13)</sup> with easy grace,  
Where never lark, nor even eagle <sup>(14)</sup> flew;**

**And while, with silent lifting mind I've trod  
The high untrespassed sanctity of space, (15)  
Put out my hand (16), and touched the face of God.**

**NOTES:**

1. Pilots must ensure that all surly bonds have been slipped entirely before attempting flight. ANO article 35, Pre-flight actions by commander of aircraft, refers.
2. During sky dancing, crew and passengers must keep seat belts fastened. Crew should wear shoulder belts if provided, or full safety harness if aircraft weight exceeds 2730kg, MTWA, unless otherwise authorized.
3. Sunward climbs must not exceed the absolute ceiling as stated in the Pilots Operating Handbook/Flight Manual.
4. Under proposed CARS, aircraft with more than two seats will be prohibited from joining the tumbling mirth.
5. Pilots flying through sun-split clouds under VFR must comply with the applicable VMC minima.
6. Do not perform these hundred things in front of Civil Aviation Authority staff.
7. Wheeling, soaring and swinging must not be attempted except in accordance with the POH/FM and within utility category weight and balance limits.
8. Sunlit silence will signify that a major engine malfunction has occurred.
9. "Hovering there" may constitute a highly reliable symptom of an imminent stall.
10. Forecasts of shouting winds are available in SIGMET, messages. Unexpected encounters with shouting winds should be reported in accordance with the Rules of the Air, rule 4.
11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.
12. Should any crew member or passenger experience delirium while in the burning blue, suspect hypoxia and descend as soon as possible.
13. Windswept heights must be topped by a minimum of 1,000 feet if flying IFR.
14. Airframe impact with, or engine ingestion of, larks or eagles should be reported using form CAI 282 (see AIC Pink 75, 20/1993).
15. Aircraft operating in the high untrespassed sanctity of space must carry a transponder.
16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in a loss of cabin pressure.

*Don't forget that all newsletter contributions, great or small, are gratefully received.  
Post or e-mail to Ian and Mary (addresses above on newsletter header).*

Bye for now.

**Ed.**

Aviation Cartoons

Do you own a pretty aeroplane? Why not have a drawing made of it, to hang on your wall?



Nicolas Pug is a French artist with a passion for aviation, and he is also a friend of Graham Clark, after meeting at the world gliding champs in '99 at Bayreuth. That's why Graham's Jodel is featured in the example above.

If you want Nicolas to work a masterpiece on your pride and joy, just find a suitable photo of it and send to Graham with your details.

All drawings are unique and original, and will often be embellished with sketches of other aircraft ensuing from the artist's imagination!

Contact Graham on 01454 618216 for more info, or e-mail him on:  
100525.3076@compuserve.com