



January 2001

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This month's meeting:
11th January 2001. Ed's activities in 2000.

This will be a presentation of some of my pictures taken on my travels during the year 2000. Covering lots of light aeroplanes, the PFA Rally and my visit to the States, hopefully it will prove as entertaining as last year's event.

Last month's meeting.
The 6th Annual Christmas Quiz and American Supper.

My thanks to everyone who attended the Quiz. Despite a worryingly low initial turnout, in the end there were more than enough people to enjoy the food and fun that the quiz is renowned for.

Winning team were the "Wingnuts" (Spike Parker, Ron Perry, Darryl Mansbridge and Pete Hicks), but only by a slim margin. Congratulations to all who participated.

Next month's meeting.
As I write this, there are a number of options that I'm waiting to hear from, so I haven't got a definite subject to tell you about. What I can tell you is that our Feb-Jun schedule will hopefully include a visit from Special Branch, a visit to the Police Helicopter Unit at Filton, and more from Andy Sephton on flying Shuttleworth aeroplanes.

Forthcoming events:			
14th Jan	New Year's Fly-in	North Weald	01992 524510
20th Jan	Vintage Aircraft Club - Snowball Rally	Turweston	01280 705400
23rd Jan	CAA Safety Evening	Kemble	01285 770077

National Council meeting.
Nigel Hitchman reports:

National PPL

Making good progress with the CAA. Syllabus is likely to be 32 hours, it will be a licence for day VFR and less than 2000kg aircraft in the UK only. Medical will be a HGV type self certified with a signature from your GP (same as for microlights

and gliders I believe). The medical may be available within 3 months (not sure if this is valid for a normal PPL as well). National PPL licence by end 2001 hopefully.

PFA new site - Long Marston

This is also making good progress, both the negotiations with the owners and with the local authority. PFA owned HQ building will be on freehold land owned by PFA. The rest of the airfield site will be leased to the PFA on a long term lease, so PFA have full control of all activities. Part of the contract will include that the site has to be cleared up, new runway laid and various other infrastructure issues. PFA will not sign the contract until these things are done.

Planning side with local authority is progressing well. Also there are possibilities of local grants. Lottery funding is also being applied for. PFA are launching a "Buy A Brick" campaign to raise funds for the new HQ, as well as £300,000 to spend from PFA HQ reserves (leaving a healthy bank balance for any future activities).

Business case has been put forward to the EC and is very good. Additional savings will come in the Rally costs as the large amount of equipment hired every year will be able to be replaced by cheaper permanent fixtures.

It is hoped that the 2002 rally will be at Long Marston.

(Please note the news item below if you are considering a visit to the site).

Struts

Guidelines for struts paper was presented by Chris Parker, outlining a number of things that struts should be thinking about in their organisation (Ed has a copy). Strut co-ordinators may be asked to take on a roll as area representative, such that any member from the area wanting to know something about the PFA can contact them.

Treasurer's report

Currently exceeding projected income for 2000 Membership - quite a few new members, but still too many renewals are being lost, action is being taken on this to find out why people aren't renewing. Remember the strut can get £5 for every new member recruited.

Rally

Steve Petter will stay on as Rally Chairman for another 2 years at least (he managed to get his bosses at work to recruit some more people, so he now has more time to devote to PFA!). 2000 Rally expenditure was kept below the budget, but unfortunately so was the income - probably due to the weather - the rally made about a £5000 loss (but of course that doesn't include all the membership who wouldn't be members if there wasn't a rally!)

Rally 2001 will again most likely be sponsored by Jeppesen, so PFA members piloting an aircraft will get in free again. CIACA (European airports body) are holding a meeting in conjunction with the PFA rally. It is expected this will involve a lot more foreign aircraft visitors and there may be some flying competitions organised. The flying display on Sunday is extended to 2 hours and will be part paid for and organised by the Royal Aero Club to celebrate their centenary.

Pilot Coaching scheme

The CAA has approved 45 Assistant coaches so far to carry out Bi-annual flight reviews; this number will be increased to 70 in the near future. This is in addition to the 60 full coaches. *(Bristol Strut member Ron Perry is a signed-up Assistant Coach, and will be pleased to help you if required: tel. 01275 544597).*

PFA Handbook

There was apparently an old information book called the PFA handbook, which detailed all you wanted to know about aircraft construction and how to choose your project. This was last updated in the 70s. Harry Hopkins of the Gloucester strut has volunteered to organise updating it again and needs help. Contact Harry if you can help. (e-mail: jd.hopkins@virgin.net).

OTHER NEWS....

Free landings at Kemble.

Over the weekend of January the 13th and 14th, Kemble airfield are offering all visiting aircraft free landings while their FISO officers take their revalidation tests. So if the weather is good, try and help keep them busy.

RV-6 Update.

Work slowed down a little due to Christmas activities, but recent efforts included lots of effort on the brake system installation, in particular the parking brake, the setup of which is entirely the builder's responsibility. It won't be long before we start work on the wings, and the empennage area is complete now with the exception of some clips and some fibreglass work, the latter of which Roger Holman has been educating me about. Put it this way, I'm glad I'm not building a whole aircraft from the stuff!

Our thoughts have also turned to painting the main cabin area, so that we can proceed with permanent fitting of components that we want to avoid getting overspray on. We've settled on a modern grey colour, in a hard wearing epoxy finish. If I've done my homework correctly, then hopefully it should match the grey in the upholstery quite well.

The panel should also receive its first holes soon, and I know Nigel is having wiring dreams already!

SHORT FINAL

More from our "The easiest solutions are often the best" file...

A light twin had just landed on Runway 29. Missing the last turnoff onto Taxiway Delta, its pilot started to turn left onto Golf when the controller spoke up:

Tower: "N1234, that taxiway is approved for single-engine use only."

N1234: "That's okay, I'll just shut down one engine."

Don't forget that all newsletter contributions (big or small) are gratefully received.

Bye for now

Ed

From Avweb's news pages....

WORLD FLIGHT 2000 FLYERS RETURN SAFELY HOME:

Pilots Dan Dominguez and Chris Wall, both 22, returned to Rochester, N.Y., in late December after a three-month round-the-world odyssey aboard a 1957 Aero Commander 560E they named "Dreamcatcher." The pair may be the youngest flight crew to complete the trip, but setting a record was never their goal. As they explained at EAA AirVenture 2000, where the two displayed their airplane and promoted their project, the trip was an educational endeavour, aiming to inspire young people by showing them that with planning and hard work, their dreams can become reality. On their flight, the two pilots brought along millions of schoolchildren who followed their adventures via the Internet, learning about foreign cultures, history and geography along the way.

THUNDER MUSTANG KIT MANUFACTURER CLOSES ITS DOORS:

Papa 51 Ltd., which formed in 1995 to produce a carbon-fibre 3/4-scale version of the P-51D Mustang, announced Tuesday that it has closed its doors. The company handed over its assets to the Thunder Builder Group, of Richmond, Texas, a group of 24 builders that formed last year in an effort to support Papa 51 so it could continue to build kit parts. The group is still building airplanes and hopes to find investors to keep the design in production.

THE WIDTH AND LENGTH WERE IN PROPORTION:

We can smile about it now, but imagine their surprise last Friday when a DC-8 crew discovered they had touched down on a 4,800-by-75-foot runway instead of the 11,800-by-300-foot runway they were expecting. The cargo plane stopped safely with a few hundred feet to spare at Iosco County Airport in East Tawas, Mich., but it was aiming for the former Wurtsmith Air Force Base nine miles to the north, where it was being ferried for maintenance. The DC-8 was towed back onto the runway, and made a successful takeoff with a 10-knot headwind.

News from the PFA website, posted recently by Steve Arnold:

Now the news is out about Long Marston, people are starting to go to the site for a look.

PLEASE NOTE LONG MARSTON IS AN ACTIVE MICROLIGHT SITE AND PPR IS REQUIRED ON 01789-299229.

IT IS ESPECIALLY BUSY AT WEEKENDS OR IF THE WEATHER IS GOOD. THERE IS NO RADIO SO VISITORS SHOULD OBSERVE THE DIRECTION THAT TRAFFIC IS USING AND FOLLOW THAT DIRECTION.

HOWEVER MICROLIGHT CIRCUITS ARE AT 600FT WHEREAS GROUP "A" IS 1000.

THE RUNWAY IS GENERALLY 04/22 KEEPING CLEAR OF LOCAL VILLAGES AND HOUSES. SO PLEASE GET PPR AND FLY SAFELY!

What you will see is a 400 acre site which is pretty much greenfield but with some runways and buildings which will be moved from 16/34. The usual runway is 04/22 which doubles as a drag strip. Again this will be changed if we move there. Little can be gained by visiting, other than an overall impression of size and current layout. However, if we move past the stage of contracts and planning I will arrange for visits to the site, so it is probably better to wait until that stage before visiting the site for a look.

And an additional comment from Mike Wylde:

Please note LM is not only active for microlights. There are also based there 4 Jodels, a Dimona, a Falke, a Jet Provost and possibly some others I've overlooked, so watch out for aircraft on bigger circuits too.

For those strutters who drive Cessnas, the following will be of interest: Published recently on the [Flyer](#) website:

Cessna yoke AD

It may be, as they say, no yoke.

The FAA (the US's Federal Aviation Administration, the equivalent of our CAA) has issued a proposed Airworthiness Directive (AD) which would, if it were sanctioned, require owners of certain Cessna 150, 172, 175, 180, 182, 185, 206, 210, and 336 series aircraft to have the yokes repetitively checked for cracks.

The proposed AD would affect those aeroplanes equipped with 0513166 series plastic control wheels. It would appear

that temperature variations in the moulding process during manufacture of these control wheels and deterioration with age and temperature extremes has on occasions caused the unit to crack - and the possible consequences, especially during take-off or landing, are clearly very serious.

Although it's currently only a proposal, and the FAA's ADs only apply to N-registered aircraft, it seems likely that the CAA would sit up and take notice if such an AD came into force. By the FAA's estimates, the costs of such an AD would involve an hour's testing by an engineer, plus around £400 (that's a very rough estimate) for a new part should it be required.

You can read the full proposal on-line at the FAA website:

<http://av-info.faa.gov/ad/NPRM/98ce57.htm>

And finally...

Ken Wallis flies again!

Ken Wallis, well known and much loved gyroplane pioneer, has taken advantage of recent changes in the gyroplane licensing arrangements to revalidate his ticket. He lost his British medical in 1993, but since the CAA has now basically reclassified autogyros as microlights, he has been able to pass the less stringent exam. But don't think he would be rusty after a seven-year lay-off, and at the age 84 - he's been flying on a US license in the meantime.

Wallis, who is generally best known for his 'Little Nellie' autogyro which appeared alongside James Bond, has also managed to get a number of his autogyros recertified, so he should once again become an active personality at air displays and exhibitions.

Well done, Ken.

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Last month's Newsletter

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