



January 2004

Strut Coordinator:	Alan George	(0117 373 9945 e-mail: george.alan@virgin.net
Treasurer/Membership Sec:	Gordon Pritt	(01934 511908 e-mail: gordon.pritt@virgin.net
Newsletter distribution:	Ian & Mary Leader	(01275 541572 e-mail: ian@pfabristol.flyer.co.uk

Last month – The Quiz!

This year, Spike Parker arranged our traditional Christmas event, and in some style! There were enough present to make up four teams of three, and a splendid spread of snacks to keep the brain cells active. We had a wide variety of questions to answer, including a virtual cross-country navex to decode and the usual selection of aircraft photos to identify. Once all the scores were counted and various disputes settled, team "Smaragd" were just pipped by one point by "Leading – from – the – Rear" with the others not far behind. The fun-evening concluded with the customary paper aeroplane competition which Sam won by landing his model on the Carrier Deck, and our thanks were extended to Spike for providing the entertainment.

Next Month – 8th January 2004

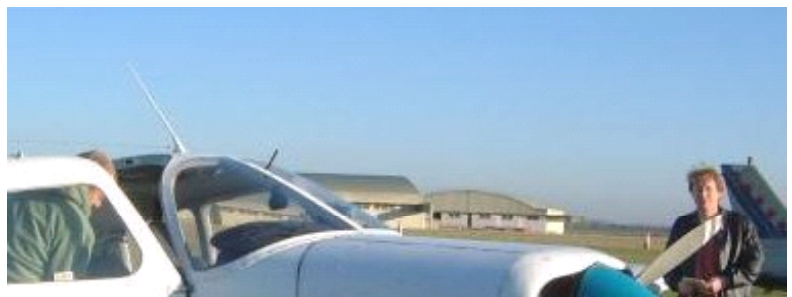
In January we will welcome David Willmott to our meeting, to give an illustrated talk titled "A Life in Aviation". He was a competitive aeromodeller in his teens and entered the RAF as a cadet pilot for his National Service. In the following 45 years he flew for more than 25 airlines and companies flying 53 different types of aircraft. These varied from Avro Tudors to glass cockpit MD-83. He lived in various parts of Africa for a total of 7 years and his adventures included being hijacked. He retired in 1999 with a logbook total of close to 26,000 hours, as Chief Pilot of a UK airline, a CAA Type and Instrument Rating examiner and is still flying privately as he approaches his 70th year.

David does this talk on behalf of the Royal British Legion so there will be a charitable collection for them. As the talk is of general aviation interest, Alan intends to invite the Bristol Aero Club from Filton along as well.

Centenary fly-out

The December 17th activities were many and varied, and members of Bristol Strut did their bit by flying out to Kemble for the day. As discussed at our recent meetings, it was decided that as many as possible would fly there, and give rides to any ground-based members who could make it by road.

Brian Osley was among those who arranged a ride into Kemble; he flew from Filton in the PA28 flown by Alan George, and reported counting at least a dozen Strutters at the meeting. Alan did a sterling job of arranging flights, making countless phone calls, matching 'Buzzards' to pilots so that everyone participating had a flight. After flying Ken Thom locally he returned to Filton with Sam Edwards on board. Well done Alan! John was also



inspired, and arrived in his MW7 beneath many layers of warm clothing, but unfortunately couldn't offer a ride because his plane only had one seat!

We have not yet been able to establish from AOPA just how many aircraft flew that day, but they estimated by Tuesday evening over 1000 tons of light aircraft had been registered, and 3000 pilots and passengers expected to fly.

Only a hundred years ago, just one pilot flew a flying machine, which weighed 750 lb.



Dave Hall took a few pictures of the event at Kemble, see below for his assessment of the day out.

Strut celebration event – Kemble.

December 17th 2003, and beautiful weather at Kemble, unlike the other side of the Atlantic at Kittyhawk.

In case it wasn't obvious from the frost still lying on the ground, John Shufflebottom confirmed the air was also cold, and showed off his multiple layers of clothing. His MW-7 G-BPHK is a trifle exposed, and he was so wrapped up with scarves etc that he couldn't get the tower to understand his transmissions, then his loosened scarf covered one eye just to add to the problems.

Others arrived in more comfort, and soon there was Alan's PA28-140 G-BCGJ from Filton, Tri-Pacer G-BUVA from Oaksey, Trevor with Smaragd G-DENS from Garston Farm and Ian Wakeling with his PA28-180 G-BSEF.



The AV8 restaurant and bar kept us warm and watered while waiting for a flight, while the Hunters and a Jet Provost from Delta Jets added variety and noise.



The light wind and still atmosphere guaranteed a smooth flight, and every Buzzard who turned up got a ride, so that must have added up to a pretty good total at 180 lbs each to add to the plane and pilot. A great day for us all, and all thanks to the pilots, and Alan for organising us into planes. He looked very relieved when the last Old Buzzard was placed successfully.

So why can't the weather be this good for my flying lessons?

Dave Hall

Airleague members visit Cranebank

In the October newsletter, we reported that one of our younger members had been selected by the Airleague to be one of a party of twelve visiting the BA training facility at Cranebank, Heathrow. Andrew Ferrington is currently writing up his visit, which included a lengthy session on the 767-300 simulator, an experience that has reinforced his resolve to become an airline pilot. Read his report in the February newsletter.

Edwin continues to break records.

Strut members reading this newsletter by internal circulation can enjoy the final episode from Edwin Shackleton relating his flying exploits during 2003. He has now achieved 790 different types in his logbook, and has travelled near and far to get them. Well done Edwin!

(Note - by his request, Edwin's article is not available in the public domain).

The Concorde story continues...

Since the decision to scrap all the Concorde was taken, a campaign has been steadily building strength having the objective of bringing pressure upon the various aerospace companies, the CAA and even the Government, to collaborate and preserve a Concorde in flying condition for major flying displays and public events. If you can, look up their website www.save-concorde.co.uk for all the information. The Campaign is looking for new members, and is collecting signatures on a petition, already having over 5000 names!

For more information about all the retired Concorde, and various memorabilia that is becoming available, look at www.concordesst.com/latestnews.html the 'definitive' Concorde website.

NC Report from Nigel

I went to the NC meeting on 13 Dec, which was held at the new PFA HQ at Turweston. The staff have settled in well to their new offices, which they report to be much improved on Shoreham (not bad for £10,000 PA less rent at Turweston). This is of course the temporary rented accommodation, on a 3 year agreement (with 4 months notice) while the PFA HQ are built next door. A copy of provisional plans for the new HQ was shown. It is anticipated that a planning application for the new building will be submitted in January. The Buy-a-Brick campaign is to be re-launched in the next magazine due out mid Feb.

There will be a membership campaign to promote the PFA particularly to people involved in all aspects of recreational aviation and also the "older" age groups seen to have more disposable income, looking for a new challenge. This is in addition to current efforts to get the youth interested in PFA type aviation.

EASA is still taking a lot of Engineering's time, delaying other projects particularly modifications and approval of new types. Permit renewals are still happening very quickly.

The new "Head Of Engineering" will start Jan 5 and will take a lot of the EASA and external relations work, leaving John and Francis more time to concentrate on the day to day engineering approvals. With a CAA Audit in January the engineers will still be very busy, but by February should have more time to deal with member's questions and be more available on the phone.

The Head of Engineering is Andrew Moore. He has recently been working at GKN on their aviation

The EC have demanded that this year the Rally makes a profit and thus as a consequence the admission fees and exhibitor fees have increased.

The proposed entry fees are:
PFA Member by Air £5
PFA Member by Road £10
Non Member one day entry £25
Non member 3 day entry £40
Camping £20

I have continued to say that the EC must take into account the fact that a lot of members are mainly members for the rally, thus part of their membership fee should go towards paying for the rally. With the above charges, it will now be much more financially beneficial to be a member if you are going to the rally for 3 days, thus we will probably pick up quite a few new memberships at the Rally. But next year they will all be members paying £10... thus the revenue will go down again unless we include some of this membership!

While the prices are quite an increase from last year, they are still very competitive when compared to other events. Just look at what it costs for a 90min football match, or the £100 plus that people pay to go to the British Grand Prix to sit behind a fence and see blurs whizzing by.

The PFA web site has been fairly inactive lately after the company updating it went out of business. The proposal now is to bring it all in house. The bulletin board may also see changes. Currently it is open to all, which in some ways is a good thing. But every so often there are contentious issues where people all like to have

products, leading a team of engineers. His previous experience includes working on the Eagle project in Australia where he saw it through FAA certification and also the setting up of production in Malaysia. He is a licensed engineer and owns an Auster.

Planning for the 2004 PFA Rally is well advanced. No major changes, except the bus service will be improved! There was a list of 100 or so problems from the 2003 Rally, which are being addressed.

from non members all based on half truths. Thus it may well become a members-only area and with a requirement to use your real names.

Next Years NC meetings are 20 March, 19 June, 18 Sept, and 11 Dec.

If you have any questions you would like to ask to the EC, or if anyone else would like to go to the meetings, please let me know by email (nhitchman@aol.com). I hope to be able to attend all of the meetings, work and fly-in schedules permitting. The June one is the least likely to be attended!

Nigel

A happy new year to all our Readers
from Mary & Ian