



January 2005

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Last month - The Christmas Quiz

Many thanks are due to Spike Parker who devised the very stimulating Annual Quiz which kept about 15 brains working hard for an hour or so on 16th December. A variety of food was passed around the table throughout the evening as most teams tried hard to discuss questions covertly, whilst other teams tried to eavesdrop! Once 'time' was called by Spike there were a few noisy moments, when debatable answers were contested, and then the winning team, DENCity Altitude, was declared. As all scores were within a very close range it was agreed that Spike had pitched the questions just right.

This month's meeting - 13th January

At the time of going to press we have no speaker confirmed, (though one or two possibilities exist), therefore for now we will declare it a 'members evening' – a chance to catch up on what everyone has been doing and welcome any new faces who wish to join us.

Magazines looking for a home

We have received the following very kind offer from Edwin Shackleton:

Copies of the Inter-services Aircraft Recognition Journal
in loose binder from April '47 to Aug '51 – for free!

Phone Edwin on 0117 9697579

Where to go in January

Flyer's Free Landings: Bodmin, Enstone, Newtownards and Tatenhill.

Pilot's Free Landings: Beccles, Huddersfield, Standtoft, Seething, Tatenhill and Weston (Ireland)

Sunday, **16th Jan** - Flyin at Kemble

Wednesday **26th Jan** - RAeS Bristol Branch Lecture at BAWA, Filton: Fighter Aircraft Flight Test - the View from an Ejection Seat.

NC report for the Dec meeting from our NC Rep Nigel Hitchman

Chairman's report

As reported in the magazine, meetings with BMAA are proving beneficial.

Single European Sky Charging - we seem to continue winning exemptions for aircraft under 2000kg, but this still depends on the politicians!

"Professionally" built home-builts - there seems to have been some occurrences of simple kit aircraft being completely built by the factory before delivery and being passed off as home-builts and maybe some home-builts built to contract by a professional organisation on a semi production line. While these might be to a very good standard, they go against the Permit rules and if found out would be refused permits by the CAA.

Flying for Fun (Rally) report

Plans are progressing well with lots of new ideas such as paragliding, more forums, simulators, vintage cars, craft tent, helicopter joy rides, airshow etc. Also a lot more exhibitors and cheaper exhibition space, particularly for the low budget exhibitors. And still room for more aircraft than seen anywhere except Oshkosh or Sun+Fun!

Entry prices are very low and very good value for money -

Members by Air : £5, by road : £10 Non-members by Air : £12, by road: £20

Prices are for all 3 days!! Kids under 16 free.

New web site: www.flyingforfun.net

CEO Report

A survey of lapsed members was done; a significant number of those not renewing said a reason for not renewing was unfriendly experience at Strut meetings. I am sure this is not the case at Bristol strut, but perhaps remember if you see someone new at the next meeting, have a chat with them, instead of your usual friends and make them feel welcome. In some struts they apparently have someone whose task it is to greet all new members and introduce them to people and make them feel welcome. A good idea when the co-ordinator is unable to attend or busy with distractions and sorting out the speaker etc.

EASA licensing - there seems to be a possibility of a pan European NPPL style licence with self certified medical

EASA Certification, more aircraft are being put into ANEX II which removes them from EASA C of A regulations. Now nearly all of the PFA vintage fleet is covered, with Aeroncas and Luscombes the latest to benefit. The biggest question mark is still against Jodels, whose type certificate is still held by the DGAC. (French CAA).

All of the aircraft currently on C of As where their type certificate is held by the UK CAA (6 types, ARVs, Austers, Condors and a few I can't remember!) will probably end up on an EASA Permit, administered by the PFA. But no one yet knows what the EASA Permit will mean; it will hopefully have more privileges than a current PFA permit to fly.

Mandatory Insurance - The PFA and BMAA have made presentations to 4 underwriters to try to get some good deals, but the underwriters are still not making their decisions. The latest excuses are that the FSA regulations are changing in January so the insurance underwriters are working on this, also the DfT are still carrying out consultation on how mandatory insurance will be "policed".

PFA web site - an in-house re-design is being carried out, with some help from a local IT firm, it is hoped the new look user friendly web site will be up and running in the spring.

Turweston airfield is currently appealing against the planning restrictions and their case looks good. Even better news is that the major complainer and person who is controlling the planning committee through one of the members has put his house up for sale!

Treasurer's report

2004 is showing an operating surplus, but still some expense from the relocation meaning the PFA may only just break even for 2004.

2005 budget has been approved, but it only shows a £10,000 surplus and the EC is unhappy that it is too small.

Senior discount membership is now for Over 75s only.

The Pricing committee has met 4 times and is progressing a review of PFA charges and what might be changed.

Magazine

Monthly Magazine now up and running. Brian is keen to hear strut members' views as well as see their contributions, whether articles or just small bits of news.

In order to get more exposure for PFA there are going to be some cases of "swapped articles" where something will be written about PFA for other magazines and in return they can write something about their thing in Popular Flying. The first two will be with Kit Car Magazine and Farmers Weekly.

Education Strut

There have been two successful aviation camps, the plan for next year is to run *ten*.

Build-a-plane Rans S6 is planned to fly early next year, volunteers are required to go to exhibitions with the aircraft.

A lot is being done to promote PFA education within the Scouts.

Engineering

With the first Jabiru J400 cleared to fly, soon another 5 were flying.

The Lambert Mission is continuing its successful test flying program.

RV-10 builders will be cleared to start building after Xmas.

Zenair CH601XL is now fully approved.

Impulse approved for building, Xair Hawk being progressed.

The first Super Marine Mk26 Spitfire should fly early in the New Year as will the first UK Silence Twister and Pat Barker's Charade.

The inspector audit is progressing well and is now said to be better run in conjunction with the new CAA office looking after the PFA, following the move out of the Gatwick office's area.

The backlog of mods is improving and with all of the PFA's records now on electronic storage, this is helping. The new mods system is settling in and should see long term benefits as the number of Standard approved mods become available for everyone else.

The list of Props is on the web site now - but you still need approval to actually change the prop.

With the new US sport-plane rules now agreed and a number of companies building aircraft to comply with them, PFA are investigating with the CAA, at being able to use the FAA approval without having to do any further investigations themselves.

PFA aircraft and engine log books are selling well.

Next meeting: Saturday 19 March at Turweston, please let Dave Hall have any inputs as I will be on holiday!

Nigel

National Young Eagles Day

We have just received this from Penny Sharpe at PFA HQ and thought we'd air the subject with members via this newsletter, so that we can discuss it at the meeting on Thursday.

Attn: All Strut Coordinators

The Youth & Education Strut is considering a proposal to run a 'flagship' Young Eagles day/weekend some time mid-season at a (large) airfield with plenty of ground amenities (date & venue yet to be decided). If we work with the Scouts, ATC, local schools, sponsors and the news media, and involve several Struts (any that are interested in sending volunteers!), not only should we be able to fly a record number of kids in one day, there's also lots of opportunity to lay on a lot of things to keep mums, dads and kids amused on the ground (not necessarily aviation-related!). If some Struts can regularly manage in the region of 140 YE flights in a day with a dozen or so planes, a combined, flagship event ought to attract 40 or more planes and we should be able to break the 200, or even the 250 mark!

In addition, it has been suggested that Struts all over the country might like to run their own YE events at the same time to turn it into a NATIONAL event. Everybody and his mother, son, wife, daughter, auntie, cousin, including Uncle Tom Cobley get to go flying during the same weekend!

It's a bold concept, but is it a good idea? It should attract significant media interest, which is good for the aviation cause. However, before we can even start to think about making this a reality, we need to canvass the opinion of the membership, particularly those Struts who traditionally run a YE event during the season. We'll need experienced organizers and ground crew volunteers as well as pilots, and there will have to be some camping facilities etc., etc...

We would like you to take this proposal to your members and get their views. Is it workable? Can you see any problems? Where might we hold it? What dates are best? Should we just hold the flagship event? Are there particular ground activities you would like to see? Sponsors? Can you offer help, specifically or in general?

We need you to report back to us after your next Strut meeting so planning can start on whatever size and nature of event seems to be the favourite. Please route your comments through the office in the first instance.

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been and there you will always long to return" - Leonardo da Vinci