



JUNE 2001

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This month's meeting: 14th June 2001.

More tales of flying Shuttleworth Collection aircraft.

Andy Sephton, chief pilot of the Shuttleworth Collection, will be visiting us again to talk about flying some of the other weird and wonderful aircraft in the collection. Many of you attended his last presentation when he described the finer points of flying the Edwardian-era airplanes. I'm sure the next group of aircraft will be no less fascinating.

Once again, Andy's presentation is free, but I will be making a collection for a donation to Shuttleworth as a thank you for his time.

Last month's meeting.

Flight-testing homebuilts.

Thanks to Pete Turner, we enjoyed a presentation on the in's and out's of test flying homebuilts. All those who trusted my predictions that we would have a speaker for the meeting, enjoyed hearing about how Pete likes RV's and dislikes Europa's. That was fine as there were no builders or owners of the latter type present!

Summer break.

July and August are the months when we take a break from indoor meetings and indulge in activities out in the fresh air. Of course, we usually have the PFA Rally to occupy our time in July, but this is obviously being mourned as one of the many foot and mouth related cancellations to this year's flying calendar.

I am currently planning a strut meeting at the Hicks/Hitchman RV building HQ, in late July or early August, that will allow anyone who is interested in what we have been doing to come along and view our progress. More details will follow.

Subject to discussion with the event organisers, the Strut will also be using the American Classics fly-in being held on August 4th at Kemble as an opportunity for a Strut members meeting and flying opportunity. I would encourage all members with access to aircraft to attend the fly-in (last year's event was superb), and provide opportunities for our usually ground-based members to go flying. If we get good weather, a great time will be had by all.

More than ever, I am finding it difficult to devote as much time as I would like to the job of being Strut Co-ordinator, and therefore while things are still going well and a seamless transition should be possible, I would like to find someone to take my place by AGM time in September.

It is not a difficult task, as the co-ordinator receives excellent support from a long-time treasurer and an excellent newsletter team. The Co-ordinator's job is simply to arrange the meetings and write the Strut newsletter. Occasionally there are some paperwork exercises to complete for PFA HQ, but these are simple and infrequent.

I will continue to support whoever would like to take on the task, and have at least two presentations to offer as meeting fillers.

So, if the job of Strut Co-ordinator interests you, then let me know.

Ed

A substitute for the PFA Rally...

A message from White Waltham.

If you are wondering what to do over the weekend of July 6th - 8th now that the PFA Rally is cancelled - why not fly in to wonderful White Waltham instead - all are welcome.

No landing or parking charges over the weekend provided you pre-register in advance - if you want to camp on the airfield, then there will be a nominal charge to cover facility costs.

The level of facilities provided will depend on the level of interest expressed in advance - the existing bar and restaurant facilities can rise to most challenges - but if large enough numbers are interested this capacity can be expanded!!

So, instead of mourning for the rally, come to NOTPFAR instead and join us for the odd pint or two.

To register - email aircraft reg, number of tents/caravans/people to notpfar@wlac.co.uk

Air Britain Fly-in news.

"Air-Britain, the UK 's leading aviation historians association, is pleased to announce that it's Annual Fly-In for 2001 will be held at North Weald on 25/26 August.

As many PFA'ers are regular attendees at our previous events I would be grateful if you could bring this year's event to the attention of your members.

Further details of the event are available on our website: www.air-britainflyin.co.uk "

RV-6 Update.

Great things have been happening in the workshop recently! The fuselage is now fitted with it's engine mount and undercarriage legs and stands on all three wheels. It's very tempting to open the doors and have a roll-out ceremony.... maybe we will save this for the forthcoming strut meeting!

The front end is now just waiting for the transportation of the engine from Nigel's house to the build HQ, so that we can initiate all the firewall forward work. In the meantime, we have brakes and leg fairings and spats to contemplate installing (the latter will mean more fibreglass work.... oh no!).

Inside the fuselage, all the instrument panel cutting is complete, and more and more bits of the various systems are being fitted. Both wings are now ready to close up, and will then just need a wingtip fitted to each.

As the weather improves and the temperature continues to rise, we will be re-fitting all the canopy structure in preparation for cutting the perspex bubble to fit.... a job that I am a little apprehensive about!

Forthcoming events:			
16th June	West London Strut Fly-In	Popham	0208 979 7559
16th June	Devon Strut Fly-in	Bodmin	01208 821419
	Shuttleworth Evening		

	Display		
17th June	Breckland Strut Fly-in	Priory Farm	01379 677334
17th June	Father's Day Fly-in	Kemble	07771 852462
17th June	West Midlands Strut Fly-in	Tatenhill	01902 333798
23-24th June	Fly in a DH Moth weekend	Old Warden	01442 862077
24th June	Midsummer Fly-in	Compton Abbas	01747 811767
24th June	Devon Strut Fly-in	Halwell	01548 857513
30th June	Devon Strut Fly-in	Sheepwash	01409 231619
30th June/14th July	Swindon Strut Young Eagles day	Kemble	(see details below)
6th-8th July	NOTPFAR	White Waltham	e-mail to register

As usual, always check before setting out.

From Avweb's news pages....

AROUND THE WORLD IN 124 DAYS IN A PIPER DAKOTA...

Polly Vacher, a 57-year-old British woman, last Thursday completed a 29,000-mile around-the-world flight in her Piper Dakota. Her successful record attempt took more than four months. When she touched down at Birmingham International airport, Vacher became the first woman to circumnavigate the globe in a small plane via a certain Pacific Ocean route. (See *Polly's Diary* below...)

ROCKET GUY PREPARES FOR LAUNCH:

A 44-year-old toy inventor in Oregon is hard at work on a project that, even if it doesn't work, could win him a place in Darwin Award history. What Brian Walker, known around his hometown of Bend, Ore. as "Rocket Guy," plans to do in May of 2002 is blast off in a homebuilt capsule dubbed "Earthstar 1." The ship will be fitted with rockets that will burn 90 percent pure hydrogen peroxide, which he hopes will propel him at Mach 4 to an altitude of 160,000 feet.

LOOK MA, NO LANDING GEAR!

A C-5 Galaxy carrying eight crewmembers and nine passengers made a gear-up landing on Rogers Dry Lake at Edwards AFB. The aircraft touched down with a T-39 escort, minimal damage to the aircraft and no human injuries. The crew chose the slightly more remote lakebed over runways stocked with safety equipment and personnel for a more forgiving surface that offered the giant airplane no directional constraints as it slid to a halt.

SHORT FINAL.

More from our "You don't get a say in what's for dinner" file...

It was mealtime during our trip on a small airliner flying over the northwest. "Would you like dinner?" the flight attendant asked the man seated in front of me.

"What are my choices?" he asked.

"Yes or no," she replied.

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

Bye for now.

Ed.



Swindon Strut Young Eagles Day at Kemble

The lads at Swindon are organising another Young Eagles day, and would be glad to include us. Any Bristol Strutters who can take their aeroplane along will be most welcome! Charles Milne is the organiser; he wrote to us as follows:

We have managed to secure the Kemble site for the 2001 Young Eagles event on the 30th June with a second date of 14th July if the weather is bad on the first date.

This year we will have around 35 youngsters from the local Swindon schools and 30 Young Carers. These youngsters are involved in looking after their parents. That gives us around 65 youngsters to fly which is a similar number to last year.

If you are able to help can you please let me know along with aircraft type and number of seats. To fly this number of people requires some planning and I need to know the number of aircraft but we can never have too many. If you know any other pilots they are welcome to come as well. All they need to have is 100 hours P1 and £500k along with all the other CAA requirements.

I can be contacted by [e-mail](#) or you can call me on 01793 706841. Hope to see you on the day.

Best Regards
Charles

Polly's Progress

The latest pages of Polly's Diary have been extracted from the [Worldwings Website](#) and are reproduced below.

Polly began her epic trip on 12 January, and has now completed 235 hours in the cockpit on her circumnavigation, having covered 22,000 miles. The flight is in aid of charity - the intention is to endow an annual flying scholarship for a disabled person.



For much more information on the whole trip, along with Polly's diary, see www.worldwings.org

Leg 47: 17 May ; Wick - Birmingham

Having had the repairs done to the nose wheel oleo at Leeds/Bradford, Polly flew into RAF Cottesmore on 16 May. Here she had a flight briefing with Sqn. Ldr Al Pinner in readiness for the flight into Birmingham, this time in the company of two Harriers, the second being flown by Flt Lt. Matt Jarvis.

To our great dismay, the 17th May dawned dark and stormy, British weather at its most challenging for the little Piper Dakota and our avid adventurer. The arrival time was set for 10.35 and with true military precision, Polly landed right on cue, and as she taxied off the runway towards the waiting crowds, the two Harriers made a low pass over the runway, the noise was both deafening and stirring too. A bank of press with cameras as well as TV crews were waiting on the apron as were Peter and two of their sons, Polly's mother and her Organising Committee. As she taxied towards us, the excitement and pride we all felt was almost tangible, mixed too with our relief at her safe return, but also a little sadness to realise these were the closing stages in a most incredible project. As Polly stepped out on to her wing, one of the Harriers hovered behind her and performed that famous Harrier bow, the RAF's salute to this courageous and skilled aviatrix.

The champagne was uncorked, sipped then sprayed in true Grand Prix fashion, cameras whirred and flashed. Hugs and kisses all round before 8 year old Tammy Scobell dressed in a little Red Arrows flying suit presented Polly with a bouquet and said in her

A press photo call was followed by a press conference which was relayed to waiting friends and sponsors so everyone was able to hear her first emotions on being back home and her feelings about the trip. Finally Polly was able to join us for the official welcome home and presentations, when she thanked each sponsor individually for their faith in her and their support.

Soon it was time for Polly to climb back into G-FRGN for the final leg to home, Enstone Airfield, Oxfordshire. A crowd of some 200 people braved the cold, rain, wind and hail and were eagerly waiting to see her safe home. Someone remarked that Enstone hadn't seen so many people since the end of World War Two celebrations! The skies further darkened, the wind picked up, and thunderstorm clouds loomed menacingly as we tuned into Brize Radar to listen out for her call. We were finally rewarded with "G-FRGN inbound to Enstone from Birmingham, request radar information" A cheer went up, she was only 7 miles away. Then a hush descended as we all strained to hear the engine note of the little Piper Dakota above the noise of gusting wind and rain. We heard and saw her almost at the same time, as she appeared out of the clouds and flew over the clubhouse, wagging her wings in greeting. Polly was back! A fleet of old Rolls Royce cars lining the taxiway tooted her in with their car horns and everyone was cheering and clapping. We all forgot how cold and wet we were, it didn't matter any more, our heroine was home.

own words "for being brave and flying around the world". Mr Bob Taylor, Chairman of the Trustees of RIAT Flying Scholarships for the Disabled was there to welcome her back on behalf of the Charity which this trip has done so much to highlight as well as raise funds. Italy, Greece, Indonesia and New Zealand are all keen to start similar schemes, whereas Australia and the USA already have schemes in their infancy, but Polly's flight had done much to publicise the scholarships in these countries too.

Polly's pyramid of faith, love and support together with her own skills and courage had carried her around the world. But I think the hand that guided and protected her over those 47,000kms had the last word "ok Polly, you have had an a incredible time, but the weather challenge you faced today just goes to prove - I'm still the boss!"

And as Polly herself noted in her diary...

...What a surprise awaited us as we arrived at Enstone, again shrouded in cloud and rain pouring down. A line of Rolls-Royces were lined up on the edge of the peritrack. As I landed all their horns started sounding. Then there were people everywhere, just lots and lots of people. There were friends I hadn't seen for years, old friends, new friends, strangers (not many) and schoolchildren with wonderful banners. Cameras, autographs, umbrellas - all was fun and jollity. The Enstone Flying Club - our club - had really gone to town and given us a wonderful homecoming. There were more flowers and wine, speeches and a wonderful presentation from the club for the flying for the disabled scholarship scheme - thank you Enstone.

Now, this story must not end without a private word to all of you. You have followed and supported me throughout this huge challenge. I have always known you have been there - I have truly felt it. Thank you for that. Thank you for your interest and your support for the RIAT flying Scholarships for the Disabled. I can't tell you how much I appreciate that - for this was my dream. A small dream, but a real dream to increase the awareness that disabled people, and indeed all of us CAN achieve our goals. Teaching disabled people to fly is just one small way to help them overcome some dreadful disabilities - it can be done, and the courage of those who have done it is so powerful. Please continue to support this very worthwhile cause in whatever way you can.

Polly

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Last month's Newsletter

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