



# THE BRISSE STRUTTER



Newsletter of the PFA Bristol Strut

March 2000

---

Strut Co-ordinator:	Ed Hicks	( 01454 613620 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 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: March 9th 2000.**  
**Flying the Aircraft of the Shuttleworth Collection.**  
**A presentation by Chief Pilot, Andy Sephton.**

Ever wondered what it's like to fly an Avro Triplane, Bleriot monoplane, or a Westland Lysander? If you have, then you'll want to attend this month's meeting and listen to Andy Sephton's presentation. I've heard Andy give this presentation before and can thoroughly recommend it.

Andy waives any fee for his presentation in lieu of a donation to support the Shuttleworth activities, so I will be holding a collection.

**Last Strut Meeting: A chance to quiz Graham Newby,**  
**PFA's Chief Executive officer.**

This was a very well attended meeting that generated lots of active discussion about the past, present and future of PFA.

To recap on some of the most interesting points:

- The PFA Rally will be at Cranfield in 2001. After that, a move to a new site, several of which are currently under evaluation, will occur.
- The Shoreham offices really are too small for PFA, and potential expansion in the future will mean a move for the the headquarters. Locations are being examined in anticipation of this. The good news is, that all the key PFA staff would be happy to relocate if it becomes necessary.
- A headquarters move would increase the potential for a merge of PFA/BMAA activity.
- Discussions with the CAA have revealed the potential exists for PFA to take on responsibility for the administration for all GA non-commercial aircraft.
- Research is being carried out to assess the viability of a specialist PFA insurance

program. Temptingly, it was suggested that insurance rates may be halved for PFA members.

- Permission for existing PFA coaches to carry out biennial flight reviews has been granted. Work is still underway to increase the number of coaches who will be involved with this scheme.
- There will be an active program of PFA Roadshows around the country, allowing the association to attract GA pilots who are currently unaware of the world of PFA. A "tester" event was held last year at Compton Abbas, and despite poor weather and advertising, new members were attracted.

Listening to Graham, it was clear that PFA faces a changing world, where the potential exists for strong PFA growth. He is keen for Struts to do more in terms of promoting the PFA, especially in attracting new members. In this respect, the Young Eagles scheme offers us the chance to pursue this, especially at the younger end of the age spectrum.

I thoroughly enjoyed the evening, and I know Graham was very pleased with the feedback he received.

**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.

Those that have signed up already are as follows.

*John and Matthew Shufflebottom +1, Brian and Alex Osley, Pete and James Turner, Pete and Fran Hill, Ian and Mary, Graham and Zoe, Ian Wakeling, Ron Perry +1, Spike Parker, Edwin Shackleton, Barry Clifford, Pat Stride +1, Trevor Wilcock +1, Barry Goodyer +1, Pete Metherill +1, Roger Holman.*

I would like to encourage those who have signed up for the visit to car share if possible. Parking will be at a premium in the area surrounding Cameron's premises, so the fewer cars there are to park, the better. Ian and Mary have offered to be a central contact point for this scheme, so if you'd like to lift share, give them a ring and they will do their best to put people in touch with each other.

All those attending should assemble at Cameron's entrance at 1030hrs.

**Kid's fun day fly in at Popham.**

Spike Parker sent me a note about this summer fly-in.

"On Thursday 17th. August Popham are again hosting a Kids Fun Day for the Starlight Foundation."

"The Starlight Foundation was set up to help seriously ill children, and on the fun day we take as many of them, their parents and helpers, for a flight that we can. Last year I managed eight. As we all know, lots of practice and your landings must improve. No comments thank you!"

"Participating aircraft must have appropriate third-party passenger insurance."

**Other news....**

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

EAA'S YOUTH SPOKESMAN BECOMES FIRST STUDENT TO SOLO THE SR20:

Jamail Larkins, of Augusta, Ga., who was recently named national youth spokesman for EAA's

Vision of Eagles program, has another honour to add to his flying resume: On Monday, the day after he turned 16, Larkins became the first student pilot to solo in a Cirrus SR20. Larkins was first inspired to fly by a Young Eagles flight when he was 12 years old. He already has more than 260 hours of flight time, and had already soloed in Canada, where the minimum age is 14.

#### **BALLPLAYER LANDS LANCAIR ON FREEWAY.**

Cleveland Indians farm club catcher Matt Nokes landed on a freeway perfectly after his Lancair IV started to lose oil pressure near Rancho Bernardo in southern California. Nokes, 36, brought the single-engine experimental down on the southbound lanes of Interstate 15 Friday afternoon and taxied it off the freeway with no damage to the aircraft or any cars.

#### **CAN YOU SAY "HARD LANDING"?**

We've all made landings we weren't pleased with ... generally when a lot of people were watching. However, very few pilots can claim to land so hard that they leave a trail of parts strewn down the runway behind them. An EgyptAir 767 pilot added to the carrier's misery after he slammed onto the runway at the Harare, Zimbabwe, airport last week during a "terrific windstorm crosswind." The 767 hit with such force that an engine dropped off a wing and the nose gear collapsed. Despite the yard sale of parts and debris, the pilot was able to bring the big Boeing to a safe stop. Eight passengers were slightly injured, but the 767 will require somewhat more recuperative time.

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

A few newsletters back, I reprinted a short dissertation entitled "Why Airplanes Are Better Than Women", that appeared in the Swift Owners newsletter. Unsurprisingly, the female Swift owners promised a reply, and that appears here.

"Why Airplanes Are Better Than Men"...

- An airplane doesn't resist being improved upon.
- An airplane will take on any attitude you want it to.
- You will never need Viagra to get an airplane "up".
- An airplane won't stop flying before you're fully satisfied.
- Airplanes don't sulk if they're not "taken care of" every single day.
- Airplanes don't come with ex-wives.
- Airplanes don't insist that nothing is wrong when something actually IS.
- Airplanes will never brag about how many other pilots they've had.
- The only lipstick or perfume I'll ever find on my airplane are my own.
- Every airplane knows that it's more fun when the tiedowns come off.

#### **AND FURTHERMORE...**

- Airplanes don't sit around hogging the remote and watching football.
- It's easy to find a sensitive airplane.
- Nobody ridicules an airplane for being guided primarily by its "stick"!!

#### **SHORT FINAL.**

From the Bonanza-envy file...

A Bonanza landed at my home airport some years ago with the leading edge of the left wing

bashed in from hitting a goose in flight.

A remark from a Cessna driver was overheard: "If he'd been flying a high-wing airplane, he'd have missed it."

· *Don't forget that all newsletter contributions, great or small, are gratefully received.*

Bye for now.

**Ed.**

### Website update ([www.pfabristol.flyer.co.uk](http://www.pfabristol.flyer.co.uk))

Don't forget the Brissle website is up and running! If you haven't yet visited us, assuming you have the necessary computer equipment of course, then do so at once! Remember, this is YOUR website; please feel free to volunteer ideas on what to publish, submit articles of interest to aviation enthusiasts, or even send us your favourite photos. We thought it would be nice to display pictures of the aeroplanes owned and operated by Strut members, so if you would like yours included in the photo gallery bring your snaps to the next meeting. Also, all you home-builders, please do jot down a few words about your project (including photo) and we can show the world what's happening around Bristol.

There are many ways of getting stuff to us; post it to our address on the front page header, copy to disc if you have it word-processed, or simply e-mail to: [ian@ianleader.flyer.co.uk](mailto:ian@ianleader.flyer.co.uk) There is also an e-mail link to us on the website itself, just a click away.

Did you know the PFA website has now been updated and is under new management? There is a lot of good reading there, take time to visit them regularly on: [www.pfa.org.uk](http://www.pfa.org.uk).

### Young Eagles 2000

The suggestion has been made that instead of looking towards local schools this year, we might target the uniformed organisations for potential Eagles. Groups like the Scouts, Venture Scouts, or Air Training Corps may provide a slightly older range of candidates, who maybe are on the threshold of a flying career. What do you think? Discussions will be invited at Strut Meeting next Thursday.

Ian