



THE BRISSE STRUTTER



Newsletter of the PFA Bristol Strut

May 2000

Strut Co-ordinator:	Ed Hicks	(01454 613620 e-mail: EdHicks@compuserve.com
Treasurer/Membership Sec:	Gordon Pritt	(01934 511908
New sletter distribution:	Ian & Mary Leader	(01275 541572 e-mail: ian@ianleader.flyer.co.uk

Ian & Mary: 7 Cantell Grove,
Stockwood
Bristol, BS14 8TP

Ed: The Cherries,
Hempton Lane
Almondsbury, BS32 4AN

This month's meeting: May 11th 2000.

A visit to the Bristol Branch of the Rolls Royce Heritage Trust.

It has been a few years since we last had an opportunity to visit the treasure trove of engines, aircraft bits, and exhibits that make up this superb facility, and we have certainly never before been able to visit on an evening, so this ties in well with our lack of meeting place for the May meeting.

The Trust's Bristol Branch is located in two restored Proteus turbo prop test bed buildings within the Rolls Royce Patchway site. As there are many security issues that arise from a group visit to this military engine manufacturing site, I have been asked to provide a list of those who would like to be on this visit. I anticipate an assembly time of around 1900 hrs, at one of the Rolls Royce site's main gates. I will know more about such details when I provide the Trust's visit administrator with a list of visitors, and I will contact every strutter who wants to come with the appropriate details when they are known.

So, if you want to come along, please let me know as soon as possible, either by phone or by e-mail

Last month's meeting: April 13th 2000.

Mapping for the new Millenium.

We were visited by John Gentleman, the manager of the Aeronautical Charts and Data Section at the CAA, who gave us a very entertaining and informative presentation on the work done to produce the 1/2 mil and 1/4 mil charts that we use for our flying.

We learnt that from the feedback the CAA received over the most recent chart changes, pilots were asking for as much information as possible to be included on the charts. Like most things, a balance had to be struck that favoured chart legibility. John hoped that the new charts would be well received, and that certainly seemed to be the case from those who saw the samples he brought along with him on the night.

Future plans of the Charts and Data section include an update service affiliated to the CAA website, which will allow you to check on changes to airspace and topography that might

affect your charts until newer editions are produced.

Other news....

RV-6 Update.

Not much to report on the airframe side this month. Nigel and I have completed our shopping lists for 99% of the accessory parts, and the orders should go to Van's soon for inclusion with the kit.

We have made major progress on the workshop though, and this is now insulated and boarded out. As many homebuilders have told us, the workshop needs to be a comfortable, appealing place to be, even in winter, otherwise you start making excuses to not go out there!

Other Events:

13/14th May	Great Vintage Flying weekend	Thrupton	01747 838165
20/21st May	Air Britain Fly-in	Coventry	01543 677254
20/21st May	Kemble Fly-in	Kemble	01285 771177
21st May	RV Squadron Fly-in	Shobdon	01438 861682
11th June	West Midland Strut Fly-in	Tatenhill	01926 492026
23/25th June	PFA International Air Rally	Cranfield	01273 461616

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

Bye for now.

Ed.

Edwin flies in his 700th type!

Thanks to Edwin Shackleton, who wrote a few words on his recent milestone of having just flown in his 700th aircraft type ...

"I flew in my 700th aircraft type in early April - only 57 years since my first flight !! The 'type' was a Yorkshire Sailplanes YS-53, all-metal glider, owned by a syndicate, and based at the airfield of Chipping, 20 miles east of Blackpool.

The YS-53 was developed from the Slingsby T-53 which was designed for the ATC, but a dreadful fire at the factory in 1968 stopped further development work.

I had made contact via the editor of the Vintage Glider Club magazine (ex BAe Filton), via another gliding man (ex BAe Warton and Filton), to one of the T-53's pilots, Paul Myers. Arranging to visit for my flight on the return journey from a birdwatching holiday in Scotland proved to be a good choice, as excellent gliding conditions prevailed on the chosen day.

Despite a winch launch to only just over 1000ft, we joined some other gliders by a nearside hill and entered a racetrack pattern with four others. Conditions were so good that we were airborne for 46 minutes, which was my longest glider flight of 29 different machines. Only time commitment meant a return to Chipping.

Paul was delighted that the flight was, by coincidence, my 700th type - and quite naturally I was pleased that I had reached another milestone in a fascinating hobby."

Edwin.

For those readers who also have Internet access, following are details of a new site recently set up by an American called Budd Davisson. This is his introduction:-

AIRBUM.COM IS LAUNCHED!!

www.AirBum.com is both an archive and a living magazine that speaks on the subject of sport and recreational aviation as well as miscellaneous neat stuff. It archives 30 years of writings and photos by Budd Davisson and features new articles on a wide variety of subjects, some of which may surprise you.

The site is broken up into the following sections:

PILOT REPORTS- A bunch of pilot reports that will grow to over 100 by years end.

GRASSROOTS/EDITORIALS- Dozens of sometimes serious, sometimes off-the-wall columns.

PHOTOS- hundreds of aircraft photos.

FICTION-Budd's novels are introduced along with a way to purchase them.

NEAT SH-T- Neat stuff like a photographic visit to a real ghost town, and a 1/4 scale OX-5. This is the most fun and unpredictable area in the site.

PITTS CORNER-All sorts of Pitts Specials articles and pictures.

CHAT ROOM- won't be running until next month but a place to pick each other's brain.

We'll be adding at least 5-10 articles, photos and pilot reports a month. In addition, we'll be presenting articles that won't appear anywhere else.

From the AVWeb internet news pages comes the following-

QANTAS JUMBO SQUATS DOWN IN ROME: We're accustomed to stories of landing gear collapsing after hard landings or runway excursions, but a Qantas Boeing 747-300 had a gear failure Saturday while performing a 180-degree turn to line up for takeoff. Qantas Flight QF16 was preparing to depart the Rome Airport for Melbourne, Australia, via Bangkok when its right outboard main landing gear collapsed in the turn. The airplane came to rest on its No. 3 engine, and passengers were evacuated by mobile airstairs. Qantas blamed the collapse on mechanical failure, while the Aussie media wrung its hands at the thought that Qantas may be less than perfect, after all.

SHORT FINAL.

From our "Where do you want to be today?" file...

As I was taxiing at Penticton airport in British Columbia I overheard the following:

"C-Gxxx: "Request taxi clearance to Kelowna."

"Ground: "Cessna Gxxx, we would prefer if you flew there."

"C-Gxxx: "Then we would request taxi clearance to the active."

BRISSELE STRUT LIBRARY

It has been apparent over the past year that the turnover of books has been insignificant compared to the popularity of videos on loan and it hardly justifies carrying 2 heavy boxes to and from meetings.

We have decided, therefore, to bring along only the boxes of videos, but the books are still available on request. If you wish to borrow a specific book (or more) please contact us before the meeting and we will bring them along for you. Hope this doesn't cause any inconvenience.

If you have a book, or indeed a video, which you have now finished with, please don't forget to bring it back at the next opportunity for others to share. Thanks.

Ian & Mary

A new feature of this page gives you the opportunity to review the previous issue of 'Strutter'! Click [HERE](#) to open it.

[Top...](#)