



May 2001

---

|                           |                   |  |
|---------------------------|-------------------|--|
| Strut Co-ordinator:       | Ed Hicks          | ( 01454 613620<br>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<br>e-mail: <a href="mailto:ian@pfabristol.flyer.co.uk">ian@pfabristol.flyer.co.uk</a> |

---

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

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

---

**2001 PFA RALLY IS CANCELLED.**

Most of you should be aware of this by now, but due to the continuing problems of the Foot and Mouth crisis, the decision has been taken to cancel this year's PFA Rally. A statement as to the finer points of the decisions involved accompanies the latest issue of Popular Flying magazine.

**This month's meeting: 10th May 2001.**

?????????

On rare occasions, organising a speaker can be a bit of a challenge! This happens to be one of those times. Fear not, I will do my best to sort something out, so please attend as usual.

**Last month's meeting. A visit from Special Branch.**

Well, it was worth the wait, as the visit from our local Special Branch representative, WPC Jackie Evans, proved to be very informative (and more than a little humourous at times!).

Basically, it all boiled down to the main requirement of giving your local Special Branch office at least 12 hours notice by Fax of your intended flight to Ireland/the Isle of Man/Channel Islands. She gave the impression of being pretty short staffed, so frequent checks of our activities seemed unlikely (though maybe they like us to think that!).

Ian Leader is planning to post information for flying abroad on the Bristol Strut website. This should include the Fax form which Special Branch and Customs require. Details will follow when that is up and running.

**June's meeting. More tales of flying Shuttleworth Collection aircraft.**

Subject to some schedule checking, the chief pilot of the Shuttleworth Collection, Andy Sephton, will hopefully be visiting us to talk about flying some of the 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 aeroplanes, I'm sure the next group of aircraft will be no less fascinating.

**Other News....**

G-VFWE Great Vintage Flying weekend, Wroughton, 12th and 13th May 2001.

Information: Just received this e-mail from Peter Campbell, the event organiser. It is still going ahead, so please support it, either by air or road.

Dear Ed,

I was just looking at the Bristol Strut Newsletter on line, so I found your e-mail address! Are you (and or colleagues) likely to want to fly into Wroughton, or are you restricted by FMD? If you are intending to come I would recommend pre-registering with me to save money! You can do it on line if you prefer.

Peter Campbell, Cirrus Associates (SW)

[cirrus.sw@virgin.net](mailto:cirrus.sw@virgin.net)      [www.zolid.com/cirrus](http://www.zolid.com/cirrus)

#### RV-6 Update.

Having overdosed on RV's during my recent Stateside trip (you'll be able to see what I got up to in a future strut talk!), it has been back to the workshop to continue on G-BZRV.

Much of the right-hand wing root work has been finalised now; the last major task was fitting the wing root fairing, which required two pairs of hands to wrestle it into submission!

Having removed the right wing, the fuselage has been moved around inside the workshop to facilitate fitting the left wing, which will receive the same package of work.

Inside the fuselage, Nigel has been busy with pipes and fittings, so very gradually, the systems network is taking shape. People have asked if we are on schedule. I think we are, though as I have said all along, we not doing this to be the fastest builders to finish an RV, we are just enjoying each step as it comes. The wing work has happened ahead of the plan, and equally, the firewall forward bit has slipped back a little. In the end, every little piece counts towards the end result.

Bye for now.

Ed.

| Forthcoming events: |               |                                 |                                       |
|---------------------|---------------|---------------------------------|---------------------------------------|
| 12/13 May           | Compton Abbas | PFA Roadshow                    | 01273 461616                          |
| 12/13 May           | Wroughton     | G-VFWE                          | 01747 838165 Pre-register (see above) |
| 12/13 May           | Haverfordwest | First Big fly-in                | 01437 760822                          |
| 13 May              | Old Warden    | Shuttleworth Spring Display     | 01767 627442                          |
| 13 May              | Kemble        | Jet Fly-in and Open Day         | 01285 771144                          |
| 13 May              | Popham        | Canine Fly-in (bring your dog!) | 01256 397733                          |
| 26 May              | Branscombe    | Devon Strut Fly-in              | 01297 680259                          |
| 27 May              | Goodwood      | Southern Strut Fly-in           | 01483 200436                          |

**As usual, always check before setting out.**

Wessex Strut are planning a fly-out event to Haverfordwest over the weekend May 12 /13th. If any of our readers are interested in joining the fun, please call Anthea Beck on 01747 860474.

---

*We are grateful to Frank Bond for sending us the following poem. If you have anything similar we would be glad to hear from you. All contributions for the Newsletter are gratefully received!*

ON THIS DAY May 28th, 1940

This poem by Margaret Armour might seem to have been written in tribute to the Few in the Battle of Britain, but that event lay a month and more ahead.

#### THE AIRMEN

Have you heard those birds of the morning  
That rise with the lark's first flight?  
Have you seen those birds of shadow  
That pounce with the owl at night?  
They swoop where hell is flaming,  
They soar in Heaven apart.

They fly with the swallow's swiftness,  
And fight with the eagle's heart.

Have you seen their glinting feathers? They are off to the Fields of Fate,  
Where the flowers all wear scarlet, And the rivers red are in spate.  
To prick new names of glory On valour's ancient chart  
They fly with the swallow's swiftness,  
And fight with the eagle's heart.

Have you heard their thrumming music? It drones to the cannon's boom  
And the wailing whizz of the shrapnel Like an undersong of doom.  
Wherever in loudest chorus The deafening thunders start  
They fly with the swallow's swiftness,  
And fight with the eagle's heart.

And though some of the first and the fleetest Have flown away to the west.  
And sunk on the seas of twilight With a wound in the shining breast.  
The others know that, homing, In the end all birds depart,  
And they fly with the swallow's swiftness.  
And fight with the eagle's heart.

Have you seen those birds of the morning That rout the carrion crow?  
Have you seen those birds of shadow That pounce on the stoat below?  
Till Hell recalls its legions, And Death lays down his dart,  
They'll fly with the swallow's swiftness,  
And fight with the eagle's heart.

Margaret Armour

---



#### Polly's Progress

You may be interested to know that Polly Vacher has made it across the Pacific from Australia to the USA!

#### POLLY REVISES HER RETURN DATE TO THURSDAY 17 MAY

To allow more time for possible adverse weather conditions over the North Atlantic, Polly expects to return to the UK on Thursday 17 May. After a brief touchdown at Birmingham International Airport she will be pleased to greet friends at Enstone Airfield, Church Enstone, Oxfordshire where she will fly in at 3.30 pm, weather permitting.

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

Leg 38: 27 April: - Denver - St. Louis Another early start for Polly, 0730 found her already at the airport and having easily obtained the weather (this service is free in the US!) she found that her ferry tank had been overfilled and fuel had spilled out over the inside of G-FRGN. There has no option but to empty the tank to an acceptable level with the fuel strainer and open all doors to help evaporation. Fuel strainers only hold about half a cup of liquid so this was an frustrating exercise and wasted precious time. Finally after more photos and then farewells, our adventurer was airborne once again, leaving the mountains of Colorado behind as the scenery changed to endless miles of prairie, but at least a smooth flight. Air traffic requested she flew at 10,000ft so it was back on with the oxygen. The prairies are vast, the scenery only broken by the occasional river or highway. Routing around Kansas City, Polly was able to descend to 5,000ft and then spied her first glimpse of the mighty Mississippi River and was soon on an approach to Cahokia Airport, St. Louis to be greeted by the now customary press and friends. A tour of the city including the famous arch and a meeting with the local 99s had been planned for the next day.

Leg 37: 26 April: - Colorado Springs - Denver This 99km leg was Polly's shortest on her route. On arrival at the airport, she was greeted by the sight of a gleaming Piper Datoka, her hangar host, Craig, had cleaned the little aircraft as a surprise! Although only a short distance, Polly filed an IFR flight plan as the airspace around Denver is very busy and this way she was vectored straight to the airfield.

As mentioned in the last update, Denver is Jeppesens' headquarters and they had arranged the press coverage of Polly's arrival, followed by a tour of their new facilities. Here Polly was fascinated to learn that a small element of titanium is added to the paper used for printing the Jeppesen approach plates, and it is this which gives the thin paper its unusual strength.

After lunch it was off to Jeppesens original factory nearby which still houses the computers responsible for designing the approach plates and charts, working out all the co-ordinates and checking all aspects to keep them current throughout the world. Its altogether a massive operation and a far cry from the days when Captain Jeppesen used to sketch up little charts in his notebook and sell them on to his fellow pilots for \$10.00 each!

Wed. 25 April: Polly started her day with a special breakfast organised by the local 99's, the American equivalent of our British Women Pilots' Association. She was glad she hadn't arrived at breakfast in her bright orange flight suit when she learned that the uniform for prisoners in that State is bright orange overalls!!

#### From Avweb's news pages....

CIRRUS GOES DIESEL, TURBO-DIESEL Thursday, Cirrus Design Corp. and SMA, manufacturer of the SR-305 turbo-diesel engine, announced plans to develop a new aircraft currently known as the SR21tdi. The aircraft should keep pace with the Cirrus SR22 at 170 kts. and 12,000 feet, but burn less fuel (Jet-A, at that) and is being developed exclusively for Cirrus' European customers. Ouch! Cirrus Design is largely responsible for bringing ballistic parachute recovery systems to general aviation and delivering more than 150 brand-new, certified, composite four-seaters, with 650 more in line behind them. Now they're pushing diesel? No complaints, here.

#### SHORT FINAL.

More from our "Who's minding the store?" file:

As part of a private pilot ground-school curriculum, I take my students on a tour of the Deer Valley (Ariz.) Control Tower. During one recent tour, the two controllers on duty happened to be women. As one began her introduction, she said, "The first thing we want you to notice is that this is an unmanned facility!"

#### PFA Rally Footnote

Since the announcement that the 2001 Rally has been cancelled, much discussion has taken place on the [PFA Website Bulletin Board](#). There is a strong underground movement developing in favour of a good old fashioned "PFA Fly-In" to be held over that weekend. The feeling is that since many PFA members have already arranged holidays and time off over that weekend, should the Foot and Mouth situation allow it when the time comes, those interested could get together anyway at an appropriate venue (probably not Cranfield). We are aware that some readers of this newsletter don't have access to the Website so may not be aware of these discussions. If you wish to air your views come along on Thursday to BAWA or contact us direct.

Ian & Mary

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

© PFA Bristol Strut May 2001

---

Last month's Newsletter

Click [HERE](#) to open the April "Strutter".

---

[Top...](#)