



May 2004

Strut Coordinator:	Alan George	(0117 373 9945 e-mail: george.alan@virgin.net
Treasurer/Membership Sec:	Gordon Pritt	(01934 511908 e-mail: gordon.pritt@virgin.net
Newsletter distribution:	Ian & Mary Leader	(01275 541572 e-mail: ian@pfabristol.flyer.co.uk

This month's meeting – 13th May

The Western Counties Police Air Operation Unit.

Don't go to BAWA for this meeting!

Alan has made special arrangements for the Strut to visit the Air Support Unit and the Police helicopter on 13 May. We will meet in the car park opposite the works entrance in Golf Course Lane from 7:00 and convoy through at 7:30 once everyone has arrived.

High profile, high performance, high in the sky – that's the Western Counties Air Operation Unit!

Avon and Somerset share the helicopter with Gloucestershire Constabulary, operating as a consortium. The current helicopter, a Eurocopter EC135, is based at Filton and replaced the old Aerospatiale AS355 twin squirrel machine in July 2002. Costing £2.7 million, it is the most advanced police helicopter in the world and makes a vital contribution to the success of policing in the two forces.

The visit will comprise a look around the aircraft followed by a presentation of about 45 mins including some video footage in their lecture theatre. Alan will require names of all members wishing to go on this visit so that entry via Golf Course Lane can be arranged. If you haven't already done so, please let him know immediately if you're joining us; contact details above.



Last month – Alan and the A380

Thanks to Alan for becoming our guest speaker last month to tell us all about Airbus UK and their latest developments. With the help of their Media Department he was able to show us a series of transparencies illustrating various stages of the A380 production, and interspersed these with several video sequences on the laptop computer. The Bristol section of Airbus is responsible for manufacturing wing ribs for the A380, as well as the assembly of fixed trailing edges. The A380 ribs are also anodised and painted at Filton. To support Filton's A380 workshare, Airbus has invested in a new manufacturing centre and in a new landing gear test rig, the largest of its type in the world.

Alan himself is kept busy in the software development section, writing the computer programs that will ultimately control the fuel systems on board the mighty A380. It was fascinating to learn about the project 'from the inside' as it were, and to discover the contribution our local workforce is making. We recommend the **Airbus 4 U** online magazine: www.airbus.com/airbus4u/index.asp for readers who wish to follow the A380 story, and to discover more about the company, look up the Airbus website on www.airbus.com/dynamic/about/index_h.asp.

Next month's meeting – 10th June

Advance notice of another Aviation Curio evening! To finish off the first half of the year prior to our summer break, we are repeating this popular event at the June meeting. Last time we did this, several members brought along some fascinating items for general discussion, and many interesting tales were told. Have a rummage through the workshop, garage or den for anything aeronautical which has a story attached to it. The more items the better, so start looking now!

Where to go in May.

Free landings in Pilot Magazine: at Bagby, Cromer, Gigha Island, Lands End, Roserow and Wolverhampton.

Free landings in Flyer Magazine: at Sandtoft, Sheffield, Shobdon and Swansea.

Aviation Lectures 2004 at Kemble

Link - [AV8 Bistro & Restaurant](#)

Every second Wednesday of the month, Guest Speakers, starting at 8.00pm.

12th May 2004

John Beattie: *"Royal Naval Historic Flight"*

Come and listen with a glass of wine or enjoy dinner at the same time. Doors open at 7.00pm

Admission £6.00 (payable on the door)

Refreshments available, booking essential **Tel: 01285 77 11 88**

G-VFWE at Abingdon. *Weekend 14th-16th May.* We've booked a place for DENS, see you there!

Isle of Wight flying club - Inaugural fly-in - *Sunday 16th May 2004*

To welcome the new owner and tempt you to visit the island - PPR by telephone 01983 405125

5nm SE of Newport N5039.17 W00110.92 Elevation 55ft - 2mb (Sandown Airfield)

Grass runway - 884m x 40m - Circuits 05LH/23RH - 1000ft QFE;

Air/Ground - **New frequency 119.275** wef 1st March 2004.

Cafe facilities - AVGAS 100LL available - Come and Celebrate!

For Sale Jodel D112

Total renovation, July 2003:

Engine – PFA approved overhaul

Airframe – Dave Silsbury

Wassmer factory-built 1960, new
Evra Propeller, new Tail Feathers



Re-covered Ceconite, always hangared, based Wiltshire. 85-90 kts at 4 gallons / hour.

Current permit. Asking £15,000 or sensible near offer

Contact: Paul Dowell - Tel: 01249 782794 - Mobile: 07751 167959

e-mail: pandjdowell@aol.com

For Sale

The 2 seat PFA aeroplane I wish to sell is a Nord 854S with a 65 hp Continental engine, it was originally built in

1950. The construction is all metal with fabric covering. It is registered as G-BGEW, until recently it was hand start but a PFA approved MDL electrical system has been fitted which provides electric starting and an alternator charger. A 760 Channel VHF (which includes intercom) has recently been fitted. It is a short take-off and landing aircraft good for operating off grass strips.

Price reduced! Now asking only £16,250 ono.

Phone Rod Ashforth on **01242 680706** or e-mail him at rod.ashforth@virgin.net

Announcement:-

At Filton, on St George's Day, after a lengthy and expensive labour, an uneventful first solo flight for Dave Hall. No flowers please but donations can be sent to Dave, c/o Cloud 9.

Every so often we hear news that another student in our membership has achieved that magical first step towards becoming a licenced pilot. Those of us who have been flying for many years will still remember the day they first "did it", and will probably cherish the memory even more than the final hurdle – passing the GFT. There can only ever be one First Solo, once it's achieved every other solo flight is somehow just part of the training. It's funny how the experience often triggers an un-suppressible urge to share it with the world, and pilots reading such reports are transported back in time to enjoy their First Time again. Non-pilots, too, are often enthused by the narrative, and will sometimes be encouraged by it to take their first steps towards the Flying School.

Dave wrote to us after his great event; this is how he did it...

"It was the best of days, with a blue sky, wind 250/ 6kts, and a beautiful Airbus 340-600 doing engine running tests on the runway. They wisely moved the Airbus, and on the 4th circuit Debra announced she would be getting out. "Not now, I hope - better wait till we're on the ground again!" I think the joke was lost on Debra as the enormity of her decision began to strike home. The 4th landing was - well, safe. In allowing the "force to be with me", I often seem to be left 25' up in the air, as if on a Jumbo flight-deck. Thanks, Dad.

Debra left and took up a listening watch in the control tower while I taxied to Bravo. Take-off was far more rapid than normal - I've never before seen so much of the runway still ahead on the climb-out, or 100 kts when still climbing, so I steepened the climb a bit for 80 kts. A climbing turn crosswind, then we (Delta-Juliet and I) were at 1500', attitude-power-trim, 30degree turn downwind, radio call, downwind checks. Then "Golf-Delta-Juliet, one orbit to the right for separation from landing traffic." No sweat - we'd done one on an earlier circuit. It was a chance to enjoy the flying that much more. I didn't believe it before but it really is different without an instructor. I held altitude all the time - must have got the trim and power settings right this time. Reported back and turned base. (No) carb heat, power, two stages of flap, trim, turn for finals, radio call and confirmation, third stage of flaps.

After the rapid sequence of operations, the approach seemed to take forever, playing the controls; Too high? Too slow? Runway, ASI, runway... Flare, power to idle, feel the sink, nose up... The instructions still came, but from the memory this time. Then a gentle touchdown - the lightest one all day, even if a longer landing run than normal, but definitely safe. A greaser, I maintain.

No champagne, no showering with flowers, not even a dandelion bouquet, no press. Who cares, I KNOW I've done it at last, and while practising have experienced some awkward cross-winds, the odd rain shower, a couple of change-of-runways while in the circuit, and almost all the reasons there are for not being able to get airborne. Above all flying is a personal thing, and the best reward is doing it yourself. Bring on the rest of the course!

Thanks to all my friends at the Bristol Strut, Bristol Aero Club and BCT at Kemble for their help and encouragement, and no thanks to the weather which seems to have done its best to delay the great day."

Dave.





Photo: Andrew Appleton

And on the same subject...

Sam Edwards is currently over in the 'States enjoying his four-week flying course in the Florida sunshine. As we go to print, he has just completed his solo cross-country qualification, and has just one more exam to take before getting up steam for the final hurdle! When he returns in a couple of weeks we will hear all about it, and hopefully get him down from Cloud 9 long enough to write an account of his exploits.

We wish Sam every success in his adventure, and, perhaps, wish we were there too!

Notes from the National Committee meeting – 20th March

By Nigel Hitchman

Here are my notes from the last NC meeting:

Pilot Coaching scheme.

PFA are disappointed in the uptake of this scheme and surprised to still hear of people spending lots of money on BFRs at the local flying club, instead of doing the BFR in their own aircraft with a PFA coach.

In order to get a better idea of which PFA members are pilots, a form will be sent with the next magazine, which we would like all owners/pilots to fill out and return. It should also be available on the web site.

Negotiations are going on with several insurance companies to get discounts for people who have been on the Pilot Coaching Scheme, so far things look positive.

PFA coaches are available to visit struts and go to strut meetings - contact John Morris, email: glide313@aol.com

John is also looking for inputs on how to improve the coaching scheme and get more people on them.

Chairman's Report

The AGM will be on Sat 4th Sept, probably at Turweston.

The new President has been appointed and he will be at the Rally on Sunday.

Cliff Mort is looking at the Marketing of the PFA to see how it can be improved.

The old "Regulatory Sub Committee" is being re-formed to review and create policy for matters that we want to progress with the CAA.

Rally Report

The PFA Rally will definitely go ahead – Kemble 9, 10, 11 July.

Exhibitors are now coming on board and we now have two major sponsors, Exxon and Pilot Magazine.

The EC have said that the Rally MUST make money this year, after losing a considerable amount last year. Rally Chairman Steve Petter has found some cost savings and is looking for other ways to save money. In general most things will be the same as last year, but the bus service from the north side to south side will be improved!

CEO Report

The official planning Application for the new HQ building has been sent to the local council mid March.

There will be PFA "Open houses" on 4 Friday afternoons during the summer. These will include a presentation by a guest speaker and availability of PFA staff including engineering.

The Program will be

1-4pm PFA Engineering "Open House"

4-5pm Barbecue

5-6:30pm Lecture from Guest Speaker

6:30pm onwards, aircraft departures.

Attendance fee £5 including barbecue and free camping if you want to stay overnight.

Dates/Speakers

May 14th John Farley, ETPS Graduate and Chief Test Pilot of the Harrier program.

June 25th David Scouller, RAF Fighter Pilot and test pilot for Harrier and Tornado.

Aug 20th TBC from AAIB

Sept 24th TBC

Insurance

The PFA/Strut insurance scheme is continuing. This provides primary cover for non flying events and the ground aspects of flying events, and contingency "top up" insurance for Flying events. This means that if there is an aircraft accident, then the aircraft owner's insurance is the first insurance used and the PFA insurance will only come into force if the owner's insurance

does not cover the full amount. Although the PFA insurance will cover uninsured aircraft, PFA policy is that Struts organising flying events must require £500,000 liability insurance on all aircraft attending.

The Vintage Aircraft Club have requested that PFA provide Primary insurance for all strut flying events. This has been investigated by PFA and a quote of £3750 extra per year to cover all events has been received. PFA consider that the contingency cover is sufficient and are not willing to pay for this. Thus if Struts want this insurance, then we will have to pay for it. Obviously the more struts that want the insurance the cheaper it will be per strut. Some people think that we need this insurance, but to me it seems that what we already have is sufficient. We must remember that the people who make the most money in aviation are the insurance companies and if you ask them, they will tell you that your cover is insufficient and that you need lots more.
What does Bristol Strut want??

In order to have the strut insurance, the annual strut return has to be filed (which we have done) and a strut safety officer must be appointed for any flying events.

Engineering

Andrew Moore the new Head of Engineering introduced himself to us and gave an overview of the latest happenings in Engineering.

There are 10 new types which they hope to approve for flight before the Rally, including Jabiru J400, Mission M212, Vans RV-9 and Harmon Rocket.

The Permit rules in CAA publication CAP733 are being published, following review by PFA and other interested parties. There are no changes to the ANO, so the actual rules have not changed. This document clarifies what is allowed and covers all Permits including PFA, BMAA and CAA historic aircraft permits.

BCAR Section S is being updated following proposals from the PFA and BMAA.

EASA is progressing and PFA are working hard to ensure that all PFA Vintage aircraft are included in "Annex 2" which basically covers aircraft that will be exempt from EASA regulations and continue to be covered by National regulations. All PFA homebuilts / kitbuilts are already covered. PFA are also looking into the benefits of becoming a design-approved organisation - this may be very beneficial, particularly as this will enable coverage of older non-supported factory built types, including modification approval. An application has already been lodged with the CAA, prior to an EASA deadline.

Inspector Audits started early March. Work has been continuing on simplifying the modification system and charging for mods. The main reason for this is to reduce the amount of time spent by engineering working on mods, which currently takes up a lot of their time. Mods which are currently approved and available with usable paperwork, will be made available free to other builders. The problem with a lot of modifications received though has been the quality of the information available. It is intended that list of approved mods for each type will be made available to builders and on the web site. For some aircraft, such as the Europa, where the Europa club have documented all the available mods including drawings, this will be easy. For other aircraft many of the current mods don't have the appropriate drawings/paperwork available.

A repair and concessions procedure is also evolving. Two definitions of Major and Minor repairs have been made. Major repairs must be approved by PFA engineering. Minor repairs and standard concessions can be approved by a PFA inspector.

All modifications for safety reasons, or mandatory modifications will be free of Charge.

Charges for 4-Seaters have been agreed. There will be a one-off charge of £1000 for the first of type, which is to be paid by the manufacturer or importer, plus a charge of £50 per kit payable by the manufacturer together with an additional £40 on top of the annual permit fee to be paid by the builder/owner.

It looks like a Unicom frequency for use at strips if required etc will be approved shortly.

Magazine

The next Popular Flying goes to press at Easter, so should be available late April. From the issue after that, production returns to IMAX publishing due to a much better quote from them when the contracts came up for renewal.

Next meeting is June 19th

Please let me know if you have any comments or wish me to raise any points. Contact nhitchman@aol.com

Best regards

Nigel

In case you didn't receive, with your magazine, the Pilot questionnaire mentioned above, it is available on the PFA website. Click this [link](#) to get it. John Morris would be grateful if all pilots could send him the completed form by the end of May 2004.
