

November 2000

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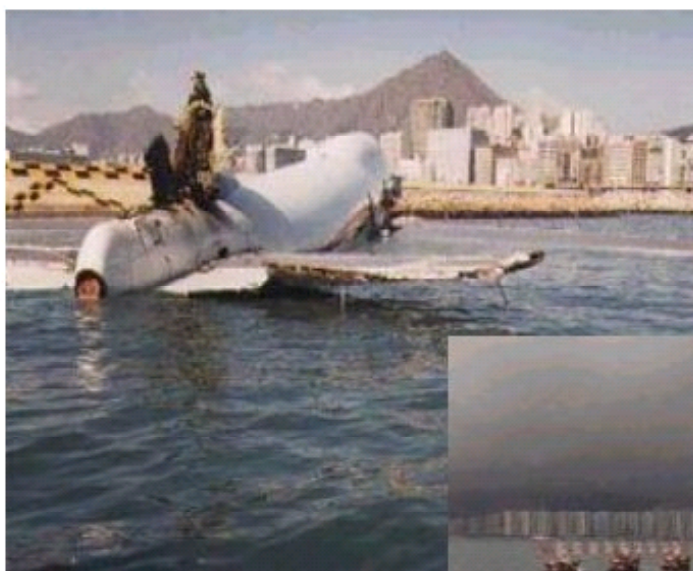
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**This month's meeting: 9th November 2000.**  
**Retrieving a Jumbo from Kai Tak bay.**

No, this isn't about retrieving an errant elephant from the water, but one of Boeing's products.

Many of you will likely have seen these pictures of a nearly intact 747-400 sat in the bay just off the end of Kai Tak airport's main runway. Like me, you will no doubt have wondered how they moved it out of the way. Thanks to Spike Parker a friend of his, who was in charge of removing the Boeing, will be coming along to tell us how it was done.



### Last month's meeting.

#### Flying into space with Bristol Spaceplanes.

This was a somewhat different topic from we have been used to in the past, but none the less made for an excellent evening's entertainment.

Besides covering the company's plans, David Ashford, their director, gave us a good presentation on the history of space vehicles, which reminded us that what he is trying to achieve is very similar to what the Americans have already accomplished with the X-15 rocket plane, and included such gems as a winged and piloted version of the German V-2 rocket.....

I certainly hope they succeed with their plans, which might see a rocket powered technology demonstrator built under PFA's auspices. That will be something to capture the attention of PFA Engineering dept!

For more info, direct your web browser at: [www.bristolospaceplanes.com](http://www.bristolospaceplanes.com)

### Next month's meeting.

This will likely be our tried and trusted Christmas Quiz and American style supper. Start revising now just in case.....!

### Other news....

#### *Get well soon...*

Our best wishes go to Geoff Church who is recovering from a recent heart attack. Fortunately, Geoff acted quickly and got himself urgent medical assistance, and after a spell in hospital, is back home recovering. Geoff, if you're reading this, you're not allowed to use your electrical skills to make any homebuilt pacemakers...

#### *RV-6 Update.*

Since the last newsletter, we have fitted all the upper skins to the fuselage of our RV, making the basic monocoque structure complete. Recently the fin and tailplane were jiggged, drilled, and then bolted into position, which makes the structure look unmistakably like an aeroplane.

In the last week or two, our efforts have seen the fitting of the instrument panel, which is complete, minus the holes required for the instruments!

Nigel very cleverly got us an "RV"-themed in-sequence registration without the need to spend hundreds of pounds going down the expensive out-of sequence route. Timing things just right, the registration Golf Bravo Zulu Romeo Victor was secured.

Looking ahead, thanks to a spare part loan from Barry Clifford (we cut something a 1/2" too short!), we should be able to proceed with the beginnings of the windscreen and sliding canopy installation fairly soon. Plus there are plans afoot to start the work on the wings, which should be a fairly minor affair compared to the fuselage work.

Ian and Mary visited the project at the end of October, and took away with them some of our build pictures, hopefully to scan and put in the "[Member's Projects](#)" section of the Strut website, so you will soon be able to see them there once the page is updated.



### HELP REQUIRED...

*I received the following request for help recently. Perhaps someone knows something of the people or the aeroplane.*

I am current restoring Luton Minor G-AXGR. According to its log book it was at one time in the ownership of J. M. Kellett and A. J. E. Tiley at a Bristol address. I am trying to trace a bit of the aircraft's history and wonder if either of these two people are members of your strut or whether any of your members have any memories or pictures of the aircraft as it was then. I think the date would have been around 1988.

Perhaps you would be kind enough to enquire for me. My telephone number is 01778 570417 should anyone be able to help but not able to respond by e-mail to: [b.schlussler@totalise.co.uk](mailto:b.schlussler@totalise.co.uk).

Thanking you in anticipation,  
Barbara Schlussler

## HELP NEEDED AT KEMBLE ... Forwarded to us by Peter Hill

Terry Knight at Kemble is looking for volunteers to help with runway line painting at Kemble on Sat 11th November. "O" Level art is not essential, just overalls and old boots. All other equipment will be provided, as will beverages and bacon butties. The more help the merrier. Contact Terry at Kemble Tower or just turn up.

## AIRCRAFT FOR SALE

Hot off the e-mail, we received this note from Chris Turner and Steve Kent who have decided the time has come to sell their lovely Jodel 1050:



JODEL DR1050M1 Sicile Record. TTAF 3,240, TTE 630. CofA June 2002. Nav/Com, superb panel. Hangared and well maintained. One of the nicest examples with outstanding load carrying/performance/economy. Offers £24,500. Call (0117) 9071975 or e-mail: [christurner@blueyonder.co.uk](mailto:christurner@blueyonder.co.uk)

## SHORT FINAL.

From the "the simplest solution is often the best" file...

Cessna XXXX: "Tower, every time I turn crosswind, I have trouble receiving you. No matter which runway I'm on I get the same thing. Have you any idea or suggestion what I might do to improve the situation?"

Tower: "I'll check with the tower chief." (Delay)

Tower: "Cessna XXXX, the tower chief suggests you not turn crosswind."

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

Bye for now.

# Ed.

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## Future headquarters for the PFA

*There has been much discussion in the PF lately about possible sites, and the way forward in general. A long discussion has been developing in the bulletin board on the PFA website, which includes contributions from committee members like Brian Hope and Steve Arnold. If you haven't yet visited it, a couple of extracts are reproduced below to keep you up to speed:*

From Steve Arnold - 6/10/00

Several years ago the PFA were invited to move to Long Marston and I believe that they made the right decision to reject it, because of the problems there were with planning on the site. Those problems no longer exist at Long Marston and at the moment it is the only site which is offering us a freehold land on an active air field which is also capable of holding our International Rally. As before we are being offered 1/2 an acre freehold for £1. In addition we can buy a further 2 acres, the purchase price of which is based on a formula that is very favourable to the PFA. We have £320,000 in our HQ building fund, more than enough to build a very good HQ and a hanger which would hold engineering workshops training areas, and from which we could draw a rent from aircraft based there. Having done the sums I know a case can be made just to move the HQ there.

However, in addition we are being offered a 20 year renewable contract to hold the rally there. Just by having a hanger which would double as a main marquee would shave £9000 off the rally budget. By being able to put in permanent infrastructure we will be able to save a further 20 to 40k from the rally budget. Brian is quite right to point out that that we do not make enough from the rally, that is because we spend too much on it. If we carry on as we are renting airfields, farmers fields for car parks and toilet and shower blocks we will continue to waste members money. I have gone about the investigation of new sites with several points in mind, the need to reduce our cost overall while increasing the services offered to members, to find a freehold site which matched the criteria of the EC and Rally Team and in addition a site that in the long term we can attract other aviation bodies to. Long Marston fits all those criteria and will result in reduced rally cost and a return to profitability. It does not however remain the only site that is still being investigated, we are actively making enquiries and have not totally closed the door on several others. Yes, there is a good chance we could move everything to Long Marston but don't take it as read, while as of yesterday I have established the basis of an agreement with LM's owners, which involves them investing the best part of £100k in the site, nothing will be decided until this has been ratified by the EC, planning permissions obtained and contracts drawn up. And only then if a business case is made out. I am available on 02476 468449 to discuss this with anyone.

From Steve Arnold - 28/10/00

Dear All,

Now for some good news! Despite what we had previously been told there is in fact a possibility we could gain lottery funding. I have obtained information and application packs from the Heritage Fund for a possible museum, and the Sports Fund for the H.Q. project. For schemes of up to £100k the fund will pay 90% if an application is successful, and 75% if over £100k. I have also spoken to the funding officer at Stratford Council who was very positive over the prospect and suggested there may also be some funds available from the council. There will have to be two applications, one to the Sport and another to the Heritage if we decide to go for a Museum as well.  
In that vein does anyone know of any historic home-builts available for such a museum? (See new topic on Museum).

Also from Steve - 28/10/00, specifically concerning the proposed museum:

Most of you will know that I have been looking at various sites for a new home for our HQ and Rally. Long Marston is the favorite but nothing is decided as yet. Having contacted the Lottery Heritage Fund it is possible they will fund up to 90% of the cost of a museum.

So, does anyone have or know of the whereabouts of any historic homebuilts which could be displayed. Ask around for me to see what you can find. The homebuilt movement has been an important part of our aviation heritage and we could have the opportunity to tie it in with our educational and Young Eagles initiatives at very little cost to the association.

Please put replies on this Topic section or ring me on 02476 468449.

*It is important to ensure that all members get a chance to add to the arguments if they wish. If you have any comments or views to express with reference to the above extracts, why not go and browse the bulletin board on [www.pfa.org.uk](http://www.pfa.org.uk) and review the other points raised there?*

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Last month's Newsletter

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

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