

*The original publication of this newsletter included pictures and nice formatting. As time allows, this will hopefully be re-created, but until this can be done, we have reproduced the text content here. This month we include an excellent article by Mike Wells.*

## THE BRISSELE STRUTTER

### Newsletter of the PFA Bristol Strut October 1999

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Strut Young Eagles event 1999.  
Saturday the 25th of September.

Thanks to a lucky break in the weather, the Young Eagles day at Filton airfield finally went ahead on Saturday the 25th of September, having been postponed from the 18th September.

Once again, the event went exceptionally well, a big part of which is due to the pre-event planning and the efforts on the day of Mary and Ian Leader, who are always far too modest about their accomplishment.

We finished the day having flown 30 Young Eagles, comprising all the invited Eagles plus a number of brothers and sisters. Also, a total of eight Older Eagles (mums, dads and helpers) got rides, and special certificates created by Chris Leader.

We are indebted to all the Filton staff for helping to make it all possible, especially the chaps in ATC and Gavin in Flight Operations. Our thanks go to them all for the use of their wonderful airfield!

Aircraft which took part in the Bristol Young Eagle event were:

AIRCRAFT	REGISTRATION	PILOTS
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CP301 Smaragd G	– BSVE	Ron Perry
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Hughes 500 G – DADS Peter Turner  
PA38 Tomahawk G – BWNH Peter Hill  
Jodel DR1050 G – AYYT Chris Turner / Steve Kent  
Mudry Cap 10 G – CZCZ Paul Moorhead / Ed Hicks  
Stinson 108-2 G – BPTA Martin Ryan  
PA22 Tri-Pacer G – TJAY Dave Saint  
Robin HR 200/100 G – BCCY Graham Blower / Simon Vowles  
PA28 Warrior G – BCDJ John Shufflebottom

Strut members who I spotted making a big contribution to the ground activities included:

Ian Wakeling, Alex Osley, Matthew Shufflebottom, Karl Perry, Tom Kinsley, Pat Stride and Malcolm Carlisle. I'd like to say to all who helped, even if you haven't been named, thank you very much.

Next Strut Meeting: 14th October.  
AGM and other things.

It's time for the AGM, which should not be looked as a bad thing, but as a chance to make plans for the new Strut year. If you have any ideas or grand plans to discuss, this will be a good opportunity to do so.

I would appreciate ideas that can be followed up as subjects for future meetings, and while we won't be looking for a new co-ordinator (unless anyone really wants my job!), it would be good to find a new volunteer to look after the Strut library.

November's Meeting: 11th Nov 1999.  
My photo flying year.

While the evening's presentation will revolve primarily around my recent trip to the States, to cover the Van's Aircraft Homecoming event, I'll also be including a variety of pics from my other photographic flying activities this year, such as the PFA Rally.

A new local Strut.

Dudley Pattison, a PFA member and Swindon pilot with an appropriately registered Robin G-DUDZ, is currently working to set up the Swindon Strut. He has had a response from 30+ potential members so far, and if any Bristol Strut members are interested in joining (while of course maintaining their "Brissle" status!) let me know and I'll provide some contact details.

Other news....

The following gem came from a recent edition of the Globe Swift e-mail newsletter. For those who haven't seen one (there are two in the UK), Swifts are beautiful two-seat s-b-s, all metal, low wing, retractable, tailwheel aircraft.

## RULES FOR COLLECTING/RESTORING SWIFTS...

An apology to the ladies: The following was written with the full knowledge that many of you participate in Swift activities. This is written with the premise that collecting Swifts is a "guy" thing. That may not exactly be true, but after reading this I'm sure you'll agree, it makes a better story that way.

Rule 1: Collect only one style of Swift, polished or painted. If you have painted Swifts, they should all be white, or all be red or whatever. When all your Swifts are the same general appearance, it's hard if not impossible for anyone to figure out how many you actually have.

Rule 2: Never line up your Swifts or keep them in the same hangar. Nothing distresses a spouse more than seeing five Swifts lined up, looking all the world like a pile of burning hundred dollar bills. Scatter the Swifts around, one in the garage, one on the hangar, one in a friend's hangar, maybe a couple out of state, so that it's impossible for anyone to see more than one. This is very important from a tax standpoint.

Rule 3: For pretty much the same reason strip the "N" numbers from any non-flying Swifts. Then give them names. You'll be surprised how much less trouble you will have if you refer to "Billy" rather than 80539. (Obviously, avoid names like Trixie or Bubbles)

Rule 4: Early in collecting, buy a Swift you don't want. Then sell it immediately. Don't worry about making money on the deal. The thing is to buy the Swift and get rid of it. Then you can say, "Yes, my dear, I do have a Swift in the garage while your car is out in the weather. That doesn't mean I will always have a Swift in the garage. Remember the one I got rid of? I'm thinking of selling another one any day now, so we can have your car in the garage." If you have a friend who collects Swifts, make arrangements to store one of his in your hangar now and then. Then, if anyone asks, you can say you bought it. Then have him haul it off again and say you sold it. With this system you establish your reputation as a sharp buyer and seller.

Rule 5: Pay for your Swifts with cash only. This leaves far less evidence than cheques drawn on the family account. If you do have to write a cheque, eat the stubs or carbons immediately.

Rule 6: Now and then buy a wreck for parts. If you ever find a good Swift that is non-flyable for any reason and needs to be trailered, buy a real wreck at the same time. This is called "liability averaging". If your significant other says something about not having enough money to buy yet another Swift, point to the wreck and say "Snookums, I got this one for only five grand and the other one is worth at least twenty five grand." (Don't mention that you paid that much for it.) You want to sound like an investment wizard.

Rule 7: When things get critical consider buying a Swift without an engine. If there's a complaint you say, Swift? What Swift? That's not a Swift! That's just

some parts. Then start scouring Trade-A-Plane for an engine. However, don't try this more than once every couple years.

Rule 8: If you have a friend who is a dealer have him call when you're not home and tell your spouse, "Bob told me to check out the Swift going at the auction Saturday but it sold for \$25,000, and I know there's no way a financially cautious and responsible guy like Bob would pay that much. So I didn't even bid on it for him." Not only will it make you look good, but the next time you buy a Swift you can say something like, "Lovi-dear, this baby only cost \$20,000, which means we are \$5,000. ahead of where we'd have been if I'd gotten one before. If I keep saving money like this, we'll be able to afford that Caribbean cruise next winter." If you say it fast enough it just might work.

Rule 9: If your mate questions your collection, laugh a lighthearted laugh, making it clear that Swifts are NOT to you like shoes to Imelda Marcos.

Rule 10: If your situation worsens to the point where your spouse asks, "Who do you love more, me or your Swifts?" Whatever you do, don't pause to think it over.

#### GPS ROLLOVER AFFECTS UNIT OWNERS:

The GPS End-Of-Week (EOW) rollover came (late August) and went with few problems, except, it seems, for the owners of some Garmin models. If you're having problems, it may be easier to access Garmin's Web site <<http://www.garmin.com/faqs/1.html>> than to get through the jammed phone lines.

#### SIBLING RIVALRY REACHES NEW HEIGHTS IN USAF DOGFIGHT EXERCISE:

"Mom always liked you best!" "Yeah? Well, take this big brother!" That may not have been exactly the radio chatter, but Air Force pilots Ken and Katie Ekman faced off last month in what is believed to be the first mock dogfight involving brother and sister fighter pilots. Katie flew an F-15 while older brother Ken piloted an F-16 during exercises off the Korean coast. Neither side is saying who won.

And finally.....

#### SHORT FINAL...

The scene: A rare quiet time at the Prescott, Ariz., airport. A nicely waxed Cessna 150 with its original factory paint job is taxiing out for takeoff behind a beautifully painted Kitfox.

Ground Control: "Kitfox 1234, Prescott Ground. Nice stripes on your left wing."

Kitfox: "Prescott Ground, Kitfox 1234. Thanks, it was my wife's idea."

Cessna 150: "Uh, Prescott Ground, Cessna 5678. Any kind words about my 30-year-old paint job? I'm feeling just a little neglected down here."

Ground Control: "Cessna 5678, Prescott Ground. That sure is a nice 30-year-old paint job, sir."

Cessna 150: "Prescott Ground, Cessna 5678. Thanks, it was my wife's idea."

SHORT(er) FINAL...

From our "now that you mention it" file...

I took my nine-year-old to the airport to see my flight instructor's Waco. Being the sharp future aviator that he is, my son examined the classic open-cockpit biplane from spinner to tailwheel, and then asked, "Dad, is the Waco IFR-rated?"

"Sure, son," I replied, "you can fly a Waco IFR."

He digested that for a few moments with a puzzled expression, then followed up with this stumper: "Well, when you fly it IFR, how do you keep the clouds out of your mouth?"

· Don't forget that all newsletter contributions, no matter how large or small, are gratefully received.

Bye for now.

Ed.

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Thanks to Mike for sending in the following excellent article for us to smile at. If anyone else has had a similar adventure abroad (or just local!) why not put pen-to-paper and share it with us?

### R.S.A. Rally A narrative by Mike Wells.

When our cat sleeps in my favourite armchair it is a good sign that the weather will be good for flying. Not for me TAFs and METARs in some strange language, not even Michael Fish's promises will do. I go by the cat. As the cat was in my favourite armchair, rather than argue with it I decided to go flying. Epinal, our destination in the Alsace Lorraine region, is also, by coincidence, the site of the French equivalent of our Cranfield Rally and I know that it is stretching credulity that it was being held the same weekend as our arrival {well done planners}. The plan was to meet at Farthing Corner, a farm strip near Rochester, on Thursday afternoon then on to Abbeville to camp on their airfield, Epinay for a fuel stop, and Epinal by Friday afternoon.

After spending Thursday morning a-cleaning and a-polishing whilst whistling the Dambusters theme tune {sad} I set off for Farthing Corner. Apart from a dogleg around Yeovilton it is possible to go direct to Farthing Corner without the use of radio which is what I did; with a helpful tailwind I was there in 1 hour 45 minutes having set off from Watchford Farm. Farthing Corner is a nasty little strip 380 metres long with more bumps than a blind man's bald head, with woods to the South and East, power pylons to the North which run

parallel to the strip (which of the planners chose this as a meeting point sure had a sense of humour). Safely, if not elegantly down, within minutes my travelling companions arrived; Mike Holden in his Acro Sport having to go around {ha ha} then Richard in his Rans Coyote with a 912 Rotax making it look all so simple. Brian is based at the strip and has a Jodel 117 (I hope I got the number right - you know what Jodel people are). Using Brian's van to get fuel as there is none on site {who does plan these things???) which is probably more exiting than flying his Jodel, we fuelled and set off for Abbeville. When crossing the channel it is probably better not to dwell too much on engine design and forces, all those pistons thrashing around, and concentrate on looking for a small sailing ship to aim for should the worst happen. Preparation is all in the flying lark so when the inconvenienced sailor fishes me out I have my first words prepared "I say old chap which way is Calais"?

Abbeville is a good place to clear customs as it has a hard and grass runway plus a short crosswind strip. It has a good restaurant, an easy going atmosphere, and fuel - all for a £3 landing fee {well done planner}, as for radio-communication it's all fairly plain sailing {pun intentional}. Manston è Lille è Le Touquet {if you route down the coast} then Abbeville, which has a club frequency so do not expect an answer. It was Richard's first crossing so over our meal in the restaurant he thanked us for showing him the ropes {another pun?} in response to which I mustered my most nonchalant pose and dismissed it as a trifle {I can be such a plonker}. An excellent meal, a bottle of wine, then to bed. Up bright and early the next morning not because it was planned but due to the fact that most of Northern France is having motorways built. Abbeville which is in the middle of nowhere is in the process of being linked to channel ports {sack the planner}. However it did mean that we got away quite early with a high overcast to Epinay for a halfway fuel stop. The countryside over this part of France is quite a contrast to Southern England with far fewer towns and villages. I have never understood why France is so thinly populated when her countrymen have such good reputations as lovers. Epinay is a grass club airfield with 3 runways; I once landed here in pouring rain and was assisted by 4 Frenchmen into a hanger, blimey, Lindberg would have been jealous of the welcome. Again there is only a club frequency so unless you can speak French probably better to keep mouth shut and eyes wide open.

Epinay to Epinal is fairly straightforward. It does have a big military zone along the track, however the controller spoke good English and allowed us all through, he must have been on duty May/June 1940. Epinal is the French version of our Cranfield, with some subtle, and in my opinion, welcome differences, i.e. around 1200 arrivals not quite as many as Cranfield but with the vast majority being homebuilt, vintage or rare aeroplanes. It is not the total but the content which is important. Also the number of foreign visitors is more numerous with lots of English, German, Dutch, Swiss, and Scandinavians. I accept that without a sea crossing they have an advantage, but PFA please note... all foreign visitors were treated to a meal that included free wine - now, that's what I call a welcome. It would be interesting to find out what their rally costs, how it is financed, what sponsorship etc. Does anyone know if there are any links between the PFA & RSA?

We altered our route home to enable us to sample some French cuisine, the first stop being Vittel where the water comes from. By now our group had grown, Dave Stokes with his Jodel 112 and the Maypole mob joined us for dinner at the airfield hotel.

A fuel stop at Vitry Le Francois that included free coffee, and like all the airfields mentioned {except Abbeville}, no landing fee. We headed for St Quentin and Sunday lunch. The waitress was not put out by our large number and late arrival, she informed us that she could not offer us a menu but would throw something together. Well, if Pam {wife} could throw a meal together like the one we had at St Quentin, I would even consider doing the washing up. St Quentin is a grass field with two runways and like so many airfields on the continent happily shares with gliders. Why is it that we all lead such separate lives in England? With so many people against us, surely PFA, BMAA, and the gliding fraternity could be more concordant {sermon over}.

A short trip to Abbeville to clear customs and file flight plans then saw us ready to cross the channel again. I always don my life jacket but to be honest, should you have to ditch in the drink, it would only prolong the agony; though perhaps dying of hypothermia instead of drowning might be preferable.

However don't let me put you off crossing the channel, for those of you who have yet to take the plunge {worst pun yet} by all means feel free to contact me. If I cannot answer your questions I know a man who can. I stayed with a friend {yes, I do have ONE} on Sunday night and was away early on Monday. However, I only got as far as Henstridge when the weather stopped me getting any further, I should have phoned to find out what the cat was doing. Anyway, if you do have to divert due to bad weather you could do a lot worse than end up at Henstridge. They lent me a car and did not charge me for 5 days parking. Many thanks Joe.

Well, after reading this, Pam plans to keep me at home a bit more by cooking the cat to a French recipe.

Happy and safe flying – Mike

For those of you that want to know the inside of a ducks etc, here are the statistics:

Hours.Minutes

Watchford FarmèFarthing Corner = 1. 45

Farthing CornerèAbbeville = 1. 15

AbbevilleèEpinay = 1. 40

EpinayèEpinal = 1. 20

EpinalèVittel = 0. 10

VittelèVitry Le Francois = 1. 05

Vitry Le FrancoisèSt Quentin = 1. 15

St QuentinèAbbeville = 0. 45

AbbevilleèFarthing Corner = 1. 20

Farthing CornerèHenstridge = 1. 45

HenstridgeèWatchford Farm = 0. 25

Total = 12. 45

Aircraft = Woody Pusher @ 75 kts cruise, 19 ltrs per hour.

Ø I'll leave you to work out the cost - it's too painful for me...