

December 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@pfabristol.flyer.co.uk

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

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



This month's meeting: 14th December 2000.

The 6th Annual Christmas Quiz and American Supper.

You know the format. Bring food, answer aviation questions, and have fun!
Be warned, revision is futile.....!

Last month's meeting.

Retrieving a Jumbo Jet from Kai-Tak bay.



Many thanks to Spike Parker for arranging this excellent presentation. A friend of Spike's, Brian Stannard, was in charge of removing the Boeing from it's resting place just off the end of the runway.

Among the things we learnt, are that explosives are the quickest way to remove an obtrusive tail-fin, and that the baggage holds can be surprisingly water-tight - A Mercedes was retrieved un-damaged from the forward hold and delivered (late!) to it's owner in America.

Thanks to everyone who attended - the room was very full indeed; I hope you all enjoyed it as much as I did.

The January meeting.

This will likely be a presentation of some of my pictures taken on my travels during the year 2000. Covering lots of light airplanes, the PFA Rally and my visit to the States, hopefully it will prove as enjoyable as last year's efforts.

Other news....

RV-6 Update.

The rudder was finished and fitted recently, and work is currently focused on the elevator trim. Once that item is done, we will be close to completing the structural work on the back-end. The push-rods for the elevators have just been completed, marking a big step

in the project when we were able to move the sticks and get a corresponding movement at the back end! Instrument panel design is just one of the topics being tackled at the moment. Quite often I have thought to myself, "it would be nice to fit so-and-so there", only to find there is a piece of immovable structure behind the panel! But hey, that's half the fun!

Canopy work is currently on hold, pending a chance to look at some completed examples. But we have reached the point of being able to slide the frame back and forth.

Help required....

Jesper Jensen has acquired a Quickie Q2 to rebuild. He is looking for assistance with work on it's Revmaster 2100DQ, and for general project advice.
His e-mail is jenson@parkerclinic.co.uk

G-VFWE 2001

News just released is an advance notice from Cirrus Associates about the 2001 meeting to be held at Wroughton. Although not all our members have true vintage aeroplanes, the welcome is extended to all:

THE FIFTH GREAT VINTAGE FLYING WEEKEND WROUGHTON, WILTS, 12TH & 13TH MAY 2001

For this, our fifth staging, we are pleased to announce that the 2001 Great Vintage Flying Weekend will be held on the 12th & 13th May 2001 at Wroughton Airfield, Wiltshire. Although this annual Fly-in is held primarily for the owners and operators of *British-built* classic and vintage aircraft, anyone flying any type of aircraft of any size is invited to attend and will be very welcome. The intention is to re-create once again the informal "garden party" atmosphere of some fifty years ago.

If pilots and owners pre-register their intention to attend with Cirrus Associates as early as possible, it not only helps the organisers greatly in the planning of the event, it also benefits those attending, as *all those who pre-register will pay no landing fee*. Otherwise visiting aircraft not pre-registered will pay £8 for singles and £12 for twins.

Visitors by road will be very welcome and free overnight camping & caravanning facilities will be available. The entrance fee (which includes car parking) will be as follows: adults £6 each, or car with all occupants £15; this will cover admission *on both days* as well as allowing free access to the museum's aircraft collection. A reduced-price weekend pass (for car and all occupants) will cost just £10 and will be available *in advance only* from the Operations Office (address below); cheques should be made payable to "Vintage Flying Weekend".

For more info see www.zolid.com/cirrus

ALL event administration enquiries:

TERRY A. BOOKER, G-VFWE OPERATIONS OFFICE,
15 Glenair Avenue, Poole, Dorset BH14 8AD UK
Tel: 01202 730169

Pre-registration & aircraft-related enquiries ONLY:

PETER CAMPBELL, CIRRUS ASSOCIATES (S.W.),
Little Hintock, Kington Magna, Gillingham, Dorset SP8 5EW UK
Tel/Fax: 01747 838165
E-mail: cirrus.sw@virgin.net

A couple of other news items were posted on the FLYER website recently. For the benefit of those without computers, we have reproduced them here:

Luton LARS closes...

You may be aware that the Luton Lower Airspace Radar Service (LARS) ceased operating earlier this week (anybody else notice the spooky coincidence that it closed down at the same time that the NATS bill was passed? A sign of things to come?).

This further restricts the radar coverage available across the British Isles. Pilots are also being reminded that Thames Radar does not provide a LARS service. Thames Radar is there primarily for traffic into and out of London City and Biggin Hill, and can generally provide only a flight information service to aircraft outside controlled airspace.

New glider endurance record

A German glider pilot is claiming a new world record for the longest distance flown in a glider - a whacking 2459km. Klaus Ohlmann completed his flight on 26 November in Argentina, taking about 14 hours at an average speed of 178kph. His mount was a Stemme motor glider (the world record rules require that the motor was switched off for the glide portion of the flight).

The record now awaits ratification from the FAI, the world governing body for aviation records. Visit their site for more information at www.fai.org.

The tiredness computer

Tiredness and fatigue can be dangerous things for pilots, and new research suggests that they could be identified by computers up to 20 minutes before the subjects themselves notice them setting in.

The research has been conducted by Kakuichi Shiomi, chief researcher at the Electronic Navigation Research Institute near Tokyo in Japan. He has identified that voice patterns can carry signs of fatigue at an early stage in the tiring process, thus giving some warning of this apparently everyday, but nevertheless potentially fatal, condition.

The system uses chaos mathematics to translate the speech patterns of a tiring pilot into graphic format, and then compares these patterns to those of his more awake self, and spot changes in the patterns that could signal fatigue. The system has so far been tested on subject in 'laboratory' conditions, reading and commenting on complex subject matter. Next step will be to try it out on pilots and air traffic controllers in the field.

Read more on the New Scientist site at www.newscientist.com.

SHORT FINAL.

This gem came from the Swift Association's newsletter....

Recently, the pilot of a Swift was told by the tower to hold short of the runway while a UPS DC-8 landed.

The DC-8 landed, rolled out, turned off the active, and taxied past the Swift. One of the UPS crew in the DC-8 quipped on the frequency, "What a cute little plane. Did you make it yourself?"

Our quick-witted hero in the Swift retorted, "I made it out of DC-8 parts. Another landing like that and I'll have enough for a couple more."

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

Bye for now.

Ed.



Occasionally we come across snippets on the web which are almost worth sharing with others. Here is a collection that vaguely fall into that category:

Rules of Aviation:

- It's better to be down here wishing you were up there, than up there wishing you were down here.
- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- If you push the stick forward, the houses get bigger; if you pull the stick back they get smaller. (Unless you keep pulling the stick back - then they get bigger again.)
- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man. Landing is the first!
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- IFR: I Follow Roads. (Railways, Rivers?)
- You know you've landed with the wheels up when it takes full power to taxi.
- Things which do you no good in aviation: Altitude above you. Runways behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.
- Flying is not dangerous; crashing is dangerous.
- Good judgment comes from experience and experience comes from bad judgment.
- The nicer an airplane looks, the better it flies.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.
- It's a good landing if you can still get the doors open.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- Try to keep the number of your landings equal to the number of your takeoffs.
- Takeoffs are optional. Landings are mandatory.

MEWVY





CRIZMAHS!



Last month's Newsletter

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

[Top...](#)