



THE BRISSELE STRUTTER



Newsletter of the PFA Bristol Strut

June 2000

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THIS MONTH'S MEETING: June 8th 2000.

Planning for this summer's Strut activities.

We will be having an all-topics meeting for the June slot, primarily to discuss our involvement with activities at the PFA Rally at Cranfield that takes place at the end of this month, and to evaluate some ideas that have been suggested for our "non-meeting" months of July and August.

Once again, our Strut has a variety of responsibilities at the PFA Rally, the primary task being the running of the "Aircraft For Sale" park. In most recent years, John Shufflebottom has done an excellent job of co-ordinating all the efforts for this, and I am hoping that after last year when we were short of helping hands, this year we will have plenty of support from Strut members who are attending the Rally.

I'm not sure if we'll have the large tent that is usually available, so if anyone can help us out in this respect I'd be keen to hear from you. Transportation can be arranged for an available tent, even if it's owner isn't able to attend.

LAST MONTH'S MEETING: May 11th 2000

A visit to the Bristol Branch of the Rolls Royce Heritage Trust.

Eighteen strut members took up this opportunity to visit the treasure trove of engines, aircraft bits, and exhibits that make up this hidden museum.

Everyone who attended had a very enjoyable time, and came away with a greater appreciation of Bristol's unique history of aero-engine production.

STRUT CHART PURCHASE.

May I remind those Strut members who took advantage of the post-paid offer on 1/2 and 1/4 mil charts from John Gentleman at the CAA Chart Department (April's meeting), that I now have the charts and they are ready for collection. Chart cost worked out at £13 each.

If you've forgotten, here's who ordered:

Ian Leader (1x1/2mil), Geoff Church (1x1/2mil), John Nurse (1x1/2mil), Pete Hill (3x1/2mil), Barry Clifford (1x1/2mil, 1x 1/4mil), Graham Clark (1x1/2mil), John Shufflebottom (1x1/2mil).

I also have 1/4mil going spare, so if anyone is interested let me know.

OTHER NEWS....

Jon Johanson website.

Australian RV-4 builder is flying around the World at the moment for the third time. His latest flight will take him across the top of the North Pole, and on his way Jon is hoping to attend airshows in America, Norway, Sweden, Denmark, Ireland and England. You might get a chance to meet this remarkable man, as he'll be guest of honour at this year's PFA Rally.

A website has been launched to chart his progress at www.jonjohanson.on.net

LATEST NEWS OF HENSTRIDGE, from operator Joe Williams.

"You may be aware that the holding company which owned the airfield has been in receivership for some time now.

For a variety of reasons it was decided that this company would cease management of the airfield as at close of business last Tuesday, 2nd May. With invaluable support from an aviation-minded backer, I have taken over the management of the airfield, and am close to securing a short lease, which will permit us to continue using it throughout the summer, whilst, hopefully, securing the long-term future.

Watch the aviation press and monitor our website:

<http://www.henstridge.flyer.co.uk> for further information and tell your flying friends that we are still open.

Rumour control seems to think otherwise!"

CLUTTON HILL NEEDS YOUR SUPPORT!

Barry Clifford writes..."Please can you help with our airfield - Clutton Hill Airfield (7m E of Bristol EGGD) has been operational since 1973 providing an attractive grass airfield for GA. We are now faced with possible closure due to a couple of newcomers in the area; to be brief, we have had various planning applications and a public enquiry over the last two years and are now having a second final public enquiry to decide the airfield's future. We need as many letters of support from the aviation community as possible.

Please help stop the closure of another airfield before it's too late.

EVERY SINGLE LETTER OF SUPPORT DOES HELP - we need to show that pilots & owners do care about small airfields.

Please make sure you quote the ref: APP/F0114/A/00/1039948 on your letter, you can also request a copy of the final report.

Address to send: (letters to arrive by 17th JUNE 2000)

Clutton Hill Airfield ref: APP/F0114/A/00/1039948

Planning Inspectorate

Room 1015

Tollgate House

Houlton Street

Bristol

BS2 9DJ

by email: to cluttonappeal@rv6.co.uk

by fax: to 01761-472016

by post: to Clutton Appeal, c/o Avon Technical Services, Greyfield Road,
High Littleton, Somerset BS39 6XX tel: 01761-471675

Futher details are available at www.rv6.co.uk/clutton.htm

Once again many thanks for your support; it has been of great help.

SELF-FLY PILOT'S HOLIDAYS IN NEW ZEALAND.

If you're interested in some flying in a different country, then this might catch your imagination:

Self-Fly Pilot's Holidays in New Zealand.
New Zealand is truly one of the most beautiful places on the earth.

It is a wonderful place to explore by air.
 There is plenty of flying variety and excitement with mountains, lakes and back country airstrips.
 Fly the rugged west coast to the world famous Milford Sound. Land on a beach.
 As well you will find very friendly people and a wealth of attractions and great experiences.
 Enjoy the pristine environment.

Check out our great new website:(Lots of information)

<http://www.flyinn.co.nz>

then come and enjoy a great pilot's holiday in NZ ! (It is also not as expensive as you might think !!)

Flyinn Tours Ltd.
 Geordie Hill Station
 Private Bag
 Tarras
 Central Otago
 New Zealand
 Email matt@xtra.co.nz

Phone 64 3 445 2852

Fax 64 3 445 2856

From the AVWeb internet news pages comes the following-

GLASAIR KITPLANE COMPANY CLOSED FOR REORGANIZATION: Callers to Stoddard-Hamilton, home to Glasair and Glastar composite kitplanes since 1980, were greeted by this recorded message: "With heartfelt regret, we are temporarily closed for reorganization." The recording directs callers to the company Web site for updates:

<<http://www.stoddard-hamilton.com/index1.htm>>

Stoddard-Hamilton was one of a handful of companies that seemed to be able to capitalize on a combination of good design and good enough follow-through to see the completion of roughly 800 amateur-built aircraft. However, it is possible that the founding members of the company adopted the wrong lessons from the liability wars. It seems they may have pursued certain business structures that kept cash out of the company and ensured survival through the cash flow of current product sales alone -- in an effort to protect primary parties from liability should any action arise.

OTHER EVENTS:

10th June	Cream Tea fly-in Kemble	01285771177
11th June	West Midland Strut Fly-in Tatenhill	01926492026
11th June	1930's Fly-in Popham	01256397733
18th June	Van's RV Squadron Fly-in Compton Abbas	01747811767
23/25th June	PFA INTERNATIONAL AIR RALLY, CRANFIELD	01273461616

SHORT FINAL.

This happened in 1979. I was working the ground control position at Patrick AFB, Fla.

A flight of two A-4s was parked on the north ramp, preparing to return to Navy JAX. Lead checked in and requested his clearance be put on request.

I said, "Clearance on request and monitor ATIS 273.5 prior to taxi."

When the flight was ready to taxi he said, "We tried contacting ATIS but couldn't get a word in edgewise."

GROUP FLYING

Strut member Trevor Jackson writes...

WANTED To form or join a RANS S6 (SLA) syndicate in North Bristol or South Gloucestershire area. Please contact me on Tel 01934 - 838674 or try either of my e-mails:113725.37@compuserve.com or

TrevnKate@somerset80.freemove.co.uk.

(I'm moving very soon so if no luck contacting me then let Ian or Mary know you're interested and I'll contact them. Trevor)

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

Bye for now.

Ed.

The Dunker

Pete Turner gets wet...

It seemed a good idea at the time. The Helicopter Club of Great Britain (HCGB) arranged a day in 'The Dunker' at Southampton for any of its 200+ members to take advantage.

The Dunker is a mock helicopter fuselage mounted on a swivelling cradle that can be lowered into a deep pool and inverted complete with 'Dunkees' inside. The North Sea Oilies have to do it once every three years and helicopter aircrew every two. We were doing it voluntarily for various reasons mainly that most of us do fly over water in single engine aircraft/helicopters at some time.

On the appointed day Bill Allen and I jumped in the Hughes 500, flew down to Southampton and landed in a field close to the facility along with two other helios. It appeared that of the 200+ members only nine of us wanted to do it, one a woman!

Bill's reason for going was very sound later this year he is flying his home-build single-engine Rutan Long-Eze across the pond to the 'States definitely certifiable! I thought that the experience would be useful and at the same time fun!

On arrival at Southampton we were met by Andy Goddard - the boss of the school and were given a classroom briefing on what to expect. At this point the reality set in - the nervous laughs said it all! The only good news was that the pool temperature was 25 degrees C, a pleasant surprise. The reason for this is that you cannot cope or learn from the experience if you are cold. This would then negate the whole exercise.

We changed into cossies and T-shirts and donned dry-suits and life jackets. We were then split into groups of three - I ended up in the first group and so was deprived of the luxury of watching the others go first! We were sat three abreast in the rear seats well away from the main door (too easy!) and with one side window (mine!) sealed. A diver (with sharp knife!) gave us a further briefing emphasising the strict escape procedure as failure to follow the instructions can cause delay and panic. He also suggested we keep our eyes open under-water! He was to remain in the cabin throughout with two other divers in the pool.

On the order the cabin was lowered into the water and tilted through 45 degrees this was to simulate a collapse of the floatation bags on one side needless to say the only working exit was under water! We all escaped in good fashion and were de-briefed on our performance while the other groups took their turns.

The confidence-builder done we were now faced with complete inversion and submersion! We were to do two escapes from different seats. My first was to be from the seat next to the exit, nice one! A further briefing was carried

out with the salutary warning that brain failure and disorientation were not uncommon!

We were dropped into the pool and the cabin immediately rotated. I was on the top as it rolled with the exit on my left. As we reached 90 degrees the mental count starts. At six, I unlatch the exit and at seven push it out. The left hand is kept on the windowsill and the right on the harness release. It's now like being in a washing machine with bubbles turning the water milky and any sense of 'which way is up' fast diminishing. As soon as the movement stops I undo my harness, pull myself through the exit and swim away. Soon after two more heads appear and we are all out. Very interesting!

We are again debriefed on our performance and are all agreed that if procedures are not followed to the letter it would be very easy to get it wrong. The disorientation factor is very strong and even the most simple tasks like undoing the harness become very demanding as one or two discovered!

Now for the biggy! The same again but seated furthest from the exit! I look at the other two and politely ask them not to f-up! We are again briefed with emphasis on harness release all three are deliberately of different types with differing release procedures. The cabin drops, rolls inverted and the count starts. This time it's left hand on the guide rail and right on the release with eyes firmly glued on the exit. We come to rest inverted and number one pops out. Number two, however, is fumbling with his harness release and I'm having kittens and start wondering how to by-pass him! After a few attempts (probably all of three seconds) he succeeds and I release my harness and follow. Harnesses are kept fastened until the guy ahead has gone so that you don't tumble about inside. Apart from hitting other people it is a sure way to get disorientated.

Once clear we climb out of the pool and are de-briefed whilst watching the others do their thing. There is one more case of a fumbled harness and we're all done!

The session continues with life-belt inflation, how to keep in contact in the water and climbing into the life raft - very difficult! It was interesting to note that given a choice of either life-raft or dry suit the instructors would prefer the dry suit because you stay dry and warm which you don't in a raft. The luxury of both is of course the preferred option. We then change and are debriefed as a group whilst munching a buffet lunch, very civilised!

The day was really enjoyable despite the anxiety. I learned a lot, not least of all how essential teamwork is in these circumstances and how difficult very easy actions can become. The key is not to panic and follow the well-rehearsed procedures.

If you're considering flying over water in a single-engine aircraft/helicopter you should seriously consider doing this course. The contact is Andy Goddard at Andark on 01489-581755.

Peter Turner.

Thanks to Pete for the above article. If you have done anything interesting like this yourself and feel like writing a few lines to share the experience with others we will be glad to hear from you! Jot down your thoughts and e-mail to either Ed or Ian, and we will do the rest.

Happy landings!

BRISSELE STRUT LIBRARY

It has been apparent over the past year that the turnover of books has been insignificant compared to the popularity of

videos on loan and it hardly justifies carrying 2 heavy boxes to and from meetings.

We have decided, therefore, to bring along only the boxes of videos, but the books are still available on request. If you wish to borrow a specific book (or more) please contact us before the meeting and we will bring them along for you. Hope this doesn't cause any inconvenience.

If you have a book, or indeed a video, which you have now finished with, please don't forget to bring it back at the next opportunity for others to share. Thanks.

Ian & Mary

Last month's Newsletter

A new feature of this page gives you the opportunity to review the previous issue of 'Strutter'! Click [HERE](#) to open it.

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