

March 2001

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This month's meeting: 8th March 2001.
Special Branch - Flying light aircraft overseas.

In light of recent changes to the rules when flying light aircraft overseas, our local department of Special Branch has been in touch with us to arrange a visit to bring us up to speed with the new regulations.

I get baffled by rules at the best of times, so having someone who knows their stuff come along to talk to us should be a real help.

Last month's meeting.
Curio evening.

Put forward as an idea at our last AGM by Spike Parker, this proved to be very successful evening with lots of members bringing along all sorts of interesting artefacts.

Photos, documents and items included sections of rotor blades, an Avro Avian wing rib, a piston from a Merlin, TSR-2 pilot's notes, a photo (and entertaining tale) of a Russian aircraft carrier, and a compass marked in Arabic for a wartime aircraft.

Thanks to everyone who attended, I hope you all enjoyed it as much as I did.



Other news....

- Brooklands fly-in.
Just a quick reminder about the West London PFA Fly-In at Brooklands on the 19th May 2001. Anyone who wants to attend this fly-in please contact Terry.Spruce@airclaims.co.uk or phone 0208 979 7759.
 - Presentation on the Farnborough F-1 project.
Wednesday 4th April 2001.
The Bristol Aero Club is hosting a presentation on the F-1 aircraft by a team from the Farnborough Aircraft Company on Wednesday the 4th April at the BAWA complex. I had hoped to book them for one of our meetings, but they pointed out that as they were already scheduled to visit Bristol, we could support the Aero Club event by attending and swelling their audience.
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Think before you fly... the foot and mouth outbreak. With the recent outbreak of foot and mouth disease making all the headlines, just remember that flying to or from a farm strip where cattle, pigs or sheep are housed or located nearby could potentially spread the virus. We have all read that this virus rests in grassland just waiting to be picked up on tyres of vehicles and the feet of pedestrians. The fact that many locations that thought they were virus free have now been identified as infected, means that you can't be too sure that your future farmstrip destination is safe.

Apply some common sense to your strip flying in the next month or two. You don't want to be the pilot who unknowingly transports foot and mouth between farms do you?

As an example, even though there are currently no animals on the land (though sheep were there recently), my home strip at Marshfield currently has a "no visitors from strips" rule, and the based aircraft owners have been asked not to visit strips until the problem ends. A minor imposition when you consider that identified locations are quarantined, and if that happens on or near your strip, that means you aren't going to get anywhere near your aircraft, which is a rather bigger imposition.

- **RV-6 Update.**

The RV continues to assemble at a steady pace. Recent work has been focussed on the wings, one of which is nearly complete, and the other has just gone into the frame ready for work to commence. Wing work involves fitting the ailerons and flaps, building the aileron control system, and fitting the top outer wing skin to close the structure. A fibreglass wingtip is the last part to be fitted to each panel. The cockpit area was completely stripped out for painting recently, and with that complete we have now been able to permanently install a number of systems, panels and controls in the cabin.

A big change-around now has the fuselage placed across the width of the workshop, with the plan being to fit both wings to enable us to set their incidence and sweep, and then drill a very critical rear spar bolt hole. There isn't quite enough space in the workshop to have both wings on at the same time, so one of them will have to stick out through the front doors during the measuring and drilling process! Once this is complete, we can then finish a number of tasks in both wing root areas, most of which are plumbing tasks.

So there's quite a lot of different things going on in the project. Once Nigel returns from Sun 'n Fun we should have all the remaining instrumentation to begin fitting out the instrument panel, and it won't be too long before we'll be ready to begin the engine installation. As for cutting the canopy.....I say it's still not warm enough yet!

I'm off to Florida and Texas during late March and early April to do some RV photography, and I'm hoping to pick up lots of building tips from a visit to an RV builders assistance centre. Fear not, I'll be back in time for our next meeting, and yes, I'll be leaving a list of jobs for Nigel and Dad!

Forthcoming events: <i>Always call before setting out!</i>			
April 4th	Farnborough F-1 project talk	BAWA	Bristol Aero Club
April 8th	Jodel fly-in	Popham	01256 397733

April 8-14th	Sun'n Fun EAA fly-in	Lakeland, Florida	001 941 644 2431
April 14th	Aeronca Club fly-in	Branscombe	01297 680259
April 16th	Andover Strut fly-in	Middle Wallop	PPR 01980 674421
April 22nd	VAC Daffodil fly-in	Turweston	01280 705400
April 22nd	Wessex Strut fly-in	Henstridge	01963 364231
April 22nd	Airmanship Awareness Day	Sywell	01604 890512

SHORT FINAL

One day a few years ago, a very busy Fort Worth Center controller kept calling a particular aircraft repeatedly, only to end his transmission with, "...Cessna 123, disregard." Some of his instructions were quite complicated, but he still ended with the same directive.

After minutes of busy, almost frantic transmissions between the controller and his charges, a lull in the action finally occurred.

After a moment, the controller finally said, "Cessna 123, what are you doing right now?"

The obvious reply came right back: "Cessna 123 is disregarding."

The not-so-obvious response? "Roger, Cessna 123. Continue."

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

Bye for now

Ed

From Aweb's news pages....

STODDARD-HAMILTON SOLD IN COURTROOM AUCTION

After months of wheeling and dealing, with offers and counteroffers coming and going and falling apart, it appears that Stoddard-Hamilton Aircraft Inc. (SHAI) officially has new owners. The EAA reported this week that in bidding at bankruptcy court on Monday, a top offer of \$593,000 was accepted for all of SHAI's assets plus the design rights to the GlaStar line. The new owners -- John White, Dace Kirk (owner of Phoenix Composites, a builder-assistance company) and Marcus Wilson -- said they intend to concentrate on the Glasair and Aurora products and find a buyer for the GlaStar. All three are kitbuilders and pilots.

FIREFLY TROUBLES DRAW MULTIMILLION-DOLLAR LAWSUIT

The parents of a U.S. Air Force cadet killed in a T-3A Firefly have taken the British manufacturer of the aircraft, Slingsby Aviation, to court, and won \$4 million. Pace Weber, a 20-year-old Air Force Academy cadet, was killed during a June 1997 training flight in a T-3A Slingsby Firefly. Weber and his instructor lost control of the plane at 700 feet and crashed. British manufacturer Slingsby Aviation Ltd. says an Air Force investigation blamed pilot error, but a Miami jury found the company liable and ordered it to pay damages.

Another lawsuit, filed by the parents of another Air Force cadet killed in a T-3A crash, went to trial on Feb. 26, and they have filed for \$8 million in damages. Both cadet's families claim that Slingsby knew the Fireflies had fuel-system problems that made them prone to engine failure and inherently unsafe. Slingsby argues that the Air Force instructors were not properly trained to perform maneuvers in the airplanes. The Air Force ditched the Firefly as a trainer last year after several crashes took the lives of three instructors and their students. The 113 planes were grounded for good last year and now the Air Force is considering selling the aircraft (\$35 million worth) for scrap.

Foot and Mouth update

The following extracts from the FLYER website have a direct impact on any of us who fly in and around the Bristol area. These details were current at the time of writing, but due to the volatile nature of the crisis more areas may well have been identified by the time you read this. Note particularly item 4 (Bromham), not far from Melksham, and items 2 & 3 (Hatherleigh and Highampton) in the vicinity of Eggesford. Also too close for comfort are 11 & 12 (Holsworthy and Monmouth). The message is, don't consider flying unless you have checked the NOTAMs first!

Latest NOTAMed restrictions (as on 28/2/01)

As a result of the foot and mouth outbreak in the UK, 17 temporary restricted areas (TRAs) have now been defined by the authorities, with flights banned below 1500 feet in these areas. We can't guarantee that these are the only areas which are or will be affected - check www.ais.org.uk before flying. It might also be worth checking with an ATC agencies you're talking to to make sure that they haven't got any more notifications.

It would also seem to be common sense to check the national news for other confirmed/suspected cases, and avoid those areas.

The areas in question are named in the following NOTAMs, reprinted from www.ais.org.uk

TRA ufn H24 see text

Temporary restricted areas owing to airborne contamination

- 1) HEDDON ON THE WALL: 550020N 0014624W rad 2nm 1500ft amsl Newcastle ATC 0191 286 0966 ext 3244 (H683/01)
- 2) HATHERLEIGH: 504754N 0040500W rad 2nm 1500ft amsl LATCC 01895 426153 (H687/01)
- 3) HIGHAMPTON: 504830N 0040942W rad 2nm 1500ft amsl LATCC 01895 426153 (H686/01)
- 4) BROMHAM: 512324N 0020330W rad 2nm 1500ft amsl Raf Lyneham 01249 890381 ext 6522 or 6536 (H689/01)
- 5) GAERWEN: 531312N 0041648W rad 2nm 1500ft amsl LATCC 01895 426153 (H688/01)
- 6) UPMINSTER: 513405N 0001826E rad 2nm 1500ft amsl LATCC 01895 426153 (H681/01)
- 7) ASHINGDON: 513632N 0004229E rad 2nm 1500ft amsl Southend ATC 01702 608120 (H682/01)
- 8) PONTELLAND NORTH: 550242N 0014300W rad 2nm 1500ft amsl Newcastle ATC 0191 286 0966 ext 3244 (H685/01)
- 9) PONTELLAND SOUTH: 550144N 0014459W rad 2nm 1500ft amsl Newcastle ATC 0191 286 0966 ext 3244 (H684/01)
- 10) CALLERTON: 550048N 0014414W rad 2nm 1500ft amsl LATCC 01895 426153 (H671/01)
- 11) HOLSWORTHY: 504854N 0041737W rad 2nm 1500ft amsl LATCC 01895 426153 (H669/01)
- 12) MONMOUTH: 515241N 0024422W rad 2nm 1500ft amsl LATCC 01895 426153 (H670/01)
- 13) WALSLINGHAM: 544349N 0015212W rad 2nm 1500ft amsl. LATCC 01895 426153 (H690/01)
- 14) WTHNELL: 534231N 0023454W rad 2nm 1500ft amsl. LATCC 01895 426153 (H691/01)
- 15) NORTHAMPTON: 521147N 0005240W rad 2nm 1500ft amsl. LATCC 01895 426153 (H695/01)
- 16) WITTON LE WEIR: 5440N 00145W rad 2nm 1500ft amsl. LATCC 01895 426153 (H698/01)
- 17) HATHERLEIGH SOUTH: 504919N 0040433W rad 2nm 1500ft amsl. LATCC 01895 426153

Restriction of Flying Regulations have been made under Article 85 of the Air Navigation Order 2000 Pilots are forbidden to fly within the designated area without permission of MAFF (delegated telephone numbers above) ATC units close to the incident areas are requested to advise acft on their frequencies of the contents of these NOTAMs.

PFA advice on Farm Strip Flying

The Popular Flying Association has issued the following advice to pilots:
"Foot & Mouth Disease Containment Problems.
Due to the current 'foot & mouth' disease situation in the UK we ask you not to fly from 'farm strip' locations until such time as the present situation is resolved.
If your flight is unavoidable do not visit other 'farm strips'. Be aware that the virus can be airborne at approximately 1500 feet and in a 2 mile radius of infected areas (see NOTAMs above).

The Popular Flying Association thank you for your co-operation in this matter".

British Gliding Association advises against cross country flying

As we reported on Monday, the British Gliding Association has also issued this advice on their website:
"In order to prevent the spread of the current outbreak, the BGA recommends strongly that all clubs ban cross country flights from their sites with immediate effect.
Please take responsible action until the situation is under control.
Further advice will follow in due course."

Last month's Newsletter

Click **HERE** to open the February "Strutter".

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