



September 2000

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At last! I hear you cry. A newsletter has finally arrived! Apologies all round for the lack of Strutter in August, but with holidays and other distractions there was really not a lot to report anyway. Since then, Ed has been preparing for what is becoming his annual visit to the 'States, so the reigns have been taken up by Yours Truly for this month...

Previous Meeting: Strut Flying day - Kemble Airfield.

This was held at Kemble on 15th July to coincide with their BBQ fly-in, (and also, as it happened, the Swindon Strut Young Eagle event). The intention was to satisfy the needs of all our members who are not fortunate enough to fly themselves, by giving rides from those who are. It became apparent, however, that our Strut is not quite as needy as expected, because only a few turned up on the day...

Ian Wakeling arrived with his Cherokee 180 to do the honours, but with no passengers in the queue at the time he offered his services to Dudley Pattison for an Eagle Flight or two. Pete Hill had arranged use of the resident Tomahawk and generously did the same; both aircraft were greatly appreciated by the YE organisers. It was good to see John Shufflebottom and Matthew who had flown the PA28 in from Filton and shortly afterwards Spike Parker arrived in the Lovely Luscombe. During the afternoon, Spike and Ian gave a couple of rides to those Strut members who had now joined the party.

A photo to illustrate the occasion was taken by Ian with his trusty digital, and this is currently on the Bristol website for all to see:



Next Meeting - AGM - 14 September

It's that time again, yes, this meeting will be the Strut AGM! Don't let that put you off, please, because it's very important to get as many members as possible to attend, in order to air their views on how the Strut should be run. As far as we know at present, all 'officers' are prepared to stand again so voting should be a painless event. Having said that, however, it is rumoured that Ed now has a new toy, recently arrived from Vans Aircraft, so he would probably appreciate being allowed to stand down if anyone else could take on co-ordinator duties! We need lots of input from the membership with ideas for speakers and Strut activities in the coming months.

After 'formalities' we should have lots of time to catch up on the gossip, and generally put the aviation world to rights. We will have the Video library on site as usual, so have a good look for that outstanding loan NOW (the one you forgot all about...) and bring it with you on Thursday. Thanks.

Young Eagles - 16th September

Preparations are well in hand for our annual Young Eagle day on Saturday 16th at Filton. As in previous years, we have invited candidates from three local schools, Filton College and the Bristol Children's Hospital. We expect to register around 40 names initially, so we are looking for at least a dozen aeroplanes to take part (more would be fabulous). Also, of course, we really need the support of lots of Strut members to assist in marshalling and generally running the event. Would any pilot/owner who wishes to take part, *please* call myself or Mary a.s.a.p. to confirm attendance (we need to provide Filton Ops with a list of regs prior to the 16th so they can waive landing fees!). Fuel will have to be bought at the normal rates, but will be available on request.

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Gliding day @ Halesland

As we all know, the original plan fell through when it became apparent that there was a conflict of dates, and alternative arrangements would have to be made. Unfortunately, evenings are now starting to draw in and flying time is greatly limited, so Pete has suggested we abandon the idea for this year and try again next summer. We will no doubt discuss the options more fully at Strut meeting, so come along if you're interested in gliding!

Events Calendar			
Sept 2 nd	G-VFWE	Henstridge	01747 838165 or 01963 364231
Sept 3 rd	Solent Strut fly-in	Old Sarum	01489 783036 or 01722 322525
Sept 3 rd	Wessex Strut Young Eagles day	Henstridge	01458 252119
Sept 9 th /10 th	PFA roadshow	Compton Abbas	01273 461616
Sept 10 th	Devon Strut fly-in	Watchford Farm	07970 251386 or 01823 601268
Sept 16 th	Bristol Strut Young Eagles day	Filton	01275 541572 or ian@pfabristol.flyer.co.uk
Sept 17 th	PA-28 fly-in	Henstridge	01963 364231

Don't forget – Always check before setting out!

Other news...

We have been sent details of the Guernsey International Air Rally which is to take place this year on the weekend 15th – 17th September. The Channel Islands are not difficult to get to from Bristol; we have made the trip ourselves several times to Jersey direct from the Farm. Normally a transponder is mandatory in the CI zone, but during the Rally special arrangements have been granted to encourage simpler PFA types to attend without having to squawk. All the info you could ever want is available now on the Club website **www.guernseyaeroclub.com** which includes links to the necessary Notams, etc.

RV-6 Update.

The kit of parts for project no. 3808 finally arrived in Bristol on the 15th August at the brand new Hicks workshop. With much activity and muscle power provided by several members of Bristol Strut, three huge crates were off-loaded, and the contents eagerly scrutinised for damage and missing bits. Eventually it was reported that all was well, and the green light was given for work to commence. A series of photos were taken at the time, and have now been posted on Barry Clifford's RV website, one of which we borrowed for the [Brissle Photo Gallery](#).

Ed is shortly off to the 'States on business (that's what he calls it!) so proceedings will be a little delayed. However, as work progresses we will keep you posted – watch these pages and the Home-builder's section of our website.

Starlight Foundation

Last month we asked for support of the Starlight Foundation on their 'Fund Day' at Popham. This was a great success, said Spike Parker; his report follows below.

Bye for now,



Popham's Starlight Foundation Fund Day.

Thursday 17th. August was a lovely day. Sunny, some cloud, and the wind from the west. I left Franklyn's field in my Luscombe at 10.30 to make my way to Popham for the Starlight Foundation - Children's Fund Day.

Heading East over Trowbridge 2300 feet, I like odd heights, I gave Lyneham a call, mainly to see if anything was going on at Keevil. As usual they said there was and would I please keep clear. So I edged South towards the railway line, which would lead me to Pewsey, my turning point for Popham. Abeam Keevil I could see nothing happening, as usual. Not a C130 in sight. At Pewsey I turned right a bit for Popham. Andover was easily spotted, and Bourne Park was having a Gymkhana, what a way to treat an airfield. I crossed the A34 at Whitchurch and looking right a "gnats whatsit" could see Popham.

Listening on the radio I could hear quite a few aircraft coming in from all directions. Runway 26 was in use, which is an offset approach.

On the downwind leg I was overtaken on the outside by a low wing aircraft with a wheel at the front. So from being number 3 in the circuit I became number 4. No matter, a Luscombe will only go at its own speed, slow. Once on the ground the couple from it came over and greatly admired the Luscombe, so who could complain.

By midday there must have been 30 aircraft, ranging from an AN2 to my Luscombe and

everything in between, including a helicopter. However no RV's.

Flying started, and the challenge was to fit the right number of children to the aircraft with the right number of seats. Most wanted to fly with their brothers and sisters, so those with two or more seats were in great demand. It began to resemble the floor of the Stock Exchange. Pilots would shout out their bids (numbers of seats available), and the children and helpers would respond.

Pophams' original plan had been to use one runway to take off and another one to land on. This would have speeded everything up. Unfortunately the wind would not allow us.

Soon aircraft were coming and going in a constant flow, all the children, their parents, pilots and helpers had a great time. I know some children flew three or four times. Chris Thompson on ATC duties did a wonderful job of keeping everyone moving, and I only heard two aircraft carrying out a go-around.

The flight started by taking off on runway 26 and was a very wide circuit going round Whitchurch, and Overton at 1500 feet. An airborne time of around 10 minutes.

Dick Richardson must have worked for months on the organisation. Not only were there flights, but also 10 large and powerful motorbikes with large and powerful owners offering rides, a police car with siren, a police motorbike with a very loud siren, an Army Air Corps helicopter, radio controlled model aircraft, and a lady making animals out of balloons. There was a display by a Pitts Special, and two Sky Diving Spectaculars. I could not begin to estimate how many children were there, 10 always seem like 400, but certainly a lot.

When it came time to go home there was a queue at the pumps so I thought I would collect some fuel at Old Sarum. However approaching the Alderbury VRP I could see that the airfield was rained out. A call to Compton Abbas to find out their weather, to be told it was nice and sunny and come on over. So I carried out a weather diversion, and in the spirit of the Diversion Aerodrome system they refused to charge me a landing fee. Well done Compton. What a nice way to round off the day!

Spike

Last month's Newsletter

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

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