



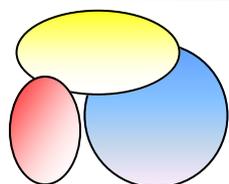
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Brissle Strutter

Newsletter of the LAA Bristol Strut

March 2019



Next Meeting — Zeppelins and Civil Air Patrol

Our next meeting will be held at 7.45 pm on **Tuesday 5th March** in **Room 7**.

This month we have a double bill: following on from his talk and video on rockets two years ago, Frank Bond is now going to address Zeppelins. Then Capt Mike Laundry, Chief Pilot Southwest England Area UK Civil Air Patrol, will talk to us about the CAP and how it helps local authorities with aerial support.



CAP took photos of the floods in 2015 to assist the authorities



We start to gather at 7.30 and the meeting starts at 7.45.

Directions to BAWA are available on our website www.bristol-wing.co.uk

HALF MIL CHARTS AT REDUCED PRICE

In the past Dave Hall has made good use of the Flight Store discount offer (this year 15%) on pre-ordering the Half Mil Charts which will bring the cost to £13.50. He is planning to do so again this year so if you're interested please let Dave: dave@hallvw.clara.co.uk (or the editor) know and he'll get them ordered and, as they are due to be published on 28th March, he will bring them along to the April Meeting. They'll be free post to him. You'll need to bring cash to reimburse Dave in April.

Last Month's Speaker

Steve Slade described his "Flying Adventures". After a Douglas Bader flying scholarship, he started flying flexwing microlights and has owned Rans Coyote G-MIKI for 21 years. His exploits include rally wins in the UK and abroad, member of the UK Microlight team for several years, including for the first World Air Games, Guinness Book of Records entry for the most circuits in an hour (102!), charity flights of Land's End to John o' Groats in a day and 114 airfields in a day. Steve is also interested in providing aerial photos of changes to the local landscape through housing development, etc. Certainly a full life of "Flying Adventures"!

Inside this issue:

Next Meeting Double bill	1
Half Mil Charts	1
Where to Go?	2
Picture Quiz	2
Tri Pacer for Sale	2
Gliding article	3/4
Bodmin Airfield Events 2019	5
Up and Away at last!	6

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Picture Quiz

Last month's picture quiz: A rather difficult one from Trevor - however Mary has flown in it, but it may well not have been on Edwin Shackleton's Guinness Records list of 879 types.

The answer: **Piel CP-605B Super Diamant**. Once again not suggestions, right or wrong, were received by the editor. Surely you all had a think about the aircraft—so next time how about submitting a suggestion. You won't be named and shamed if you get it wrong.



This month's picture quiz:

"An easy one - to start with, but it's in 2 parts.

1. This unconventionally-configured British twin jet aircraft was preceded by a glider version. What is it and what was the designation of the glider?
2. The first sentence of 1 above could apply equally to another design. What is it?"

Where to go...

Free Landings for March 2019 in:

Flyer – Andrewsfield, Brighton, Fenland, Ince, Oaksey Park, Sackville

Light Aviation—Bourn, Crosland Moor (Huddersfield) Haverfordwest (reduced to £5.00 with 40 litres of fuel) and Lydd free with 30 litres fuel pickup

Advance Notice—Wessex Strut Fly in 28th April A great day out and an opportunity to "MEET THE LAA"

TriPacer Share For Sale

After nearly a decade flying this lovely 4-seater Piper PA22 Tri-Pacer from Oaksey Park (EGTW), near Kemble, Glos, it's time to restore the old VWs!

There are currently 6 active members in this long-established, friendly group, with good availability of the aircraft, and an online booking system.

The fuselage has been structurally overhauled, re-covered and painted, and is in superb all-round condition. It was featured and test-flown in the Spring 2013 Flyer Magazine, and is a much-admired aircraft.

Built in 1953, G-BUVA is powered by a Lycoming O-320-B2B engine rated at 160hp, providing excellent short-field performance. We have recently fitted a Pilot Aware unit, and there is also a newly overhauled prop ready to be fitted later this season.

Oaksey Park (EGTW) is a well-run grass strip with on-site fuel, engineering and a pleasant timber clubhouse and picnic area.

The Share price is £1,500 ono, and charges are £100 monthly, £80 ph wet.

See the group website at <http://www.gbuva.co.uk> for pictures and further information, or ask Dave Hall, dave@hallvw.clara.co.uk (phone 07890652911).



Five Steps to (Soaring) Heaven^{by Graham Clark}

"Hoo-ray, and Up She Rises!" The variometer needle was pointing up, and off the clock! My German instructor Christoph Schneider in the back of the D-registered DG 1000T may not have been familiar with sounds of the old English sea shanty emanating lustily from the front. But he undoubtedly shared the sentiment as the snowy peaks of the southern Swiss Alps shrank almost silently and visibly beneath us, while we looked from the cockpit at 15,000 ft northwards towards Germany over a blanket of cloud. At regular intervals, he checked that my oxygen supply was still functioning properly. Now this, really was flying! A rare treat for a Jodel jockey: just the slightly varying whistle of the wind, sunshine, unlimited visibility, absence of vibration, and all the senses alive with the true magic of flight.

Just south of the Swiss-Italian border the river Adda Valley runs from East to West into beautiful Lake Como, carrying white water canoeists through the town of Sondrio followed two miles later by the village of Caiolo. Here is a small airfield that is



also home to the regional air ambulance helicopter and local flying club, whose members take the mountain scenery very much for granted. However, to call this mountain region spectacular is a gross understatement; 'breath-taking' is slightly nearer the mark. Given that Caiolo serves Lombardy's Valtelina ski area, the chopper is not short of clients.

Any pilot with even a basic PPL-level knowledge of 'met' will be well aware that mountain flying is an activity demanding huge caution, and not for the faint-hearted or unwary. It is best approached with the aid of an instructor who knows the region and its quirks better than the back of his hand.

It was with this in mind that your scribe signed up for a couple of weeks in April with the Segelflugschule Oerlinghausen, a training organisation run by Germany's National Aero Club (DAeC). Each year, the school runs mountain flying courses; in the spring the course is held at Sondrio in Italy, while in the autumn it is in the French Maritime Alps. Although the courses are intended primarily for soaring pilots, quite obviously it is also a fabulous experience for the powered pilot both in terms of what one can learn about the mountains and weather, but also the thrill of experiencing mountain flying at its best and in safe company. Opportunities like this are rare.

Location, Location, Location

The Oerlinghausen School has been running courses at Sondrio for more than 20 years and operates using the airfield facilities loaned by the Caiolo Flying Club. There are of course some special local rules, one of which is that the instant the rescue chopper crew starts their engines, everything else stops on the ground to ensure the emergency response is not hindered for even one second.

Otherwise, from Monday to Friday the Oerlinghausen trainees or participants – consisting of a mixture of student and licensed pilots of various skill levels, some bringing their own aircraft – have the place more or less to themselves. The course

members and instructors all pull together on the ground to get the maximum out of the flying opportunities for all.

Each day begins with a weather briefing and a reminder of the safety essentials, both on the ground and in the air. Some of these concepts are new to a powered pilot, while others are a reminder to the experienced soaring pilot. What changes with the years and the seasons are the emergency landing fields, which are few and far between. The main River Adda Valley has side-arms into the east-west mountain ranges north and south. It is quite possible to explore these side arms in a sailplane, provided that it has sufficient height in reserve to make it back through the side arm valley to the main River Adda Valley, and thence to Caiolo.

The Oerlinghausen School uses its own Pawnee tug – previously registered in both the UK and Sweden but now on the D-register – and a Rotax-powered SF25 Falke motor glider. The Falke also has a tow hook, so can add to the launch rate and is available for hire when not tugging. Since nobody flies circuits – it is quite usual for a glider to be up for three hours and then pull the airbrakes so the next one on the list has his chance – the two tugs spend most of their time on the ground. The School also brings the necessary soaring hardware; modern glass sailplanes whose low drag coefficient would shame many a 'modern' light aircraft designer.

Getting through the briefing is the first step to aviation heaven. Step two is about to begin: an aero-tow behind the Pawnee. Today with a strong north-westerly at altitude, there was a chance of wave so before climbing in Christoph urged me to don several layers of warm clothing; just as well I had my poser Nomex flying suit handy. But the footwear.... Ah, a bit of a problem here because although my comfortable all-terrain walking shoes are great for yomping around an airfield and local footpaths, they were unlikely to cut the mustard at altitude. Well, needs must. So out of the rucksack came two supermarket plastic shopping bags and a reel of parcel tape; one bag for each foot, and parcel tape for the ankles. Job done, chute on, sunglasses, anti UV-hat and some sun lotion and we are ready to climb in, harness on and do the pre-launch checks: Controls, ballast, straps, instrument, trim, canopy locked and airbrakes in. Oxygen bottle charged and breathing cannula at the ready. Since this is a DG1000T, flaps up, gear down and locked.

Pilot X again

Earlier in the day, a single-seater behind the Pawnee had not got 100 yards when there was an expensive scraping sound as the glass belly scraped along the tarmac.... Oh dear. Pilot X at work again.

Spared that embarrassment, the DG trundles along the runway behind the accelerating tug and the duo leave the runway. Now begins a period of intense concentration for me to visually nail the tug tailplane in-line with the rear view picture of the tug's tailplane and wings. We are in a narrow valley and surrounded on all sides by mountains, so there is no terrestrial horizon reference, but I am aided by the Pawnee's red-yellow colour scheme, which gives an immediate indication should I start to drift above or below the optimum position. If the tug hits lift or sink, I see the difference at once and make a correction. The Adda Valley is fairly narrow at its base and the tug pilot's task is now to tow us if possible through ascending air.

At this time of the day, the sun's main radiation is on the south-west-facing slopes of the north side of the valley, and there is anabatic slope lift. But the ascending air is in a narrow band extending only about 100 metres from the slope. The tug pilot and Christoph are fully paid-up members of the tree-hugging brigade, but if you have been brought up on the UK CAA diet of 'no closer than 500 ft...', at the end of a 50 metre tow rope and 50 feet from the nearest trees, you just grit your teeth and focus on the red and yellow stripes of the tug directly ahead and hope that he knows what he is doing. Because I don't.

Reaching the end of the south-west slope just north of Caiolo, we run out of slope lift and are back into Avgas mode, with the Pawnee now commencing a gentle curve towards the southern side of the valley, before returning to the southwest slope. Christoph asks if I want to risk the expense of some more height in the hope that we may contact wave later in the flight. "You bet".



Having taken all that the slope will give us, the tug proceeds towards a ridge rising a little further east and we cast off. The tug dives away to the right and we nudge left a little. Clunk: gear up. There is another glider in that

vicinity which looks as if it may have found the third step: a weak thermal moving up a 45 degree rising ridge between west- and south-facing slopes. By the time we arrive at the ridge the pattern is established: approach the slope at a shallow angle; follow the slope for 800 metres east, then turn away from the slope, right through 180 degrees to return to the mountainside at a shallow angle, keeping an eye on the other fellow. On arrival at the rising ridge, we are to turn right around the corner in the expectation that the air is rising there also, before turning left and back around the corner. "Careful to keep enough space between your wingtip and the trees", says Christoph, mindful that your scribe is new to this game. Back around the corner, another glider is coming towards us nearly head-on, and the FLARM bleeps a warning and we move right in plenty of time to give him room.

Following this figure of eight pattern up the ridge, we eventually reach a domed snowy plateau at about 4,000 ft, and see that a Cumulus cloud is forming not far away but somewhat out towards the valley, blown there by the north-westerly wind. It is still out of reach, so we persist with the plateau for a few more minutes, still gaining height. Having reached the top of the plateau, Christoph then suggests we backtrack towards the cloud we had seen forming over the valley, and sure enough we make contact with a thermal for stage four of the adventure. "Hoo-ray and up she rises!"

Here we go!

We were soon joined by another sailplane from Sondrio that had been loitering in our vicinity. Our FLARMS (Flight Alarm; essential for Alpine flying in a sailplane, light aircraft or helicopter) did their job, aiding our choice of lookout and separation. This progress was spotted by a large eagle, which decided that

our thermal was stronger than his. He joined us, located the thermal core in seconds and was soon out of sight.

Having reached cloud base, Christoph suggested we head back north over the plateau and a peak at 6000 ft under a cloud that was still building. Now at 10,000 ft, Christoph told me to insert the oxygen cannula in my nostrils and check the oxygen flow. Equipped with more than ample altitude to return to Sondrio if things did not work out, we headed north over a deep side-valley and under the cloud from where we continued upwind. "A few degrees left!", said Christoph. And then it happened: Step five. Wave.

We flew upwind from the cloud, slightly to the right of the northwest wind surface direction, looking for lift. Then suddenly, there is a slight buffet, followed by absolutely smooth air. The vario needle goes from slight sink to climb, and then moves inexorably: + 3,4, 5, 6, 7 metres per second and then it is against the upper stop on the dial. Rate of climb? Ask the Angel Gabriel. So instead, we must watch the altimeter, since there is controlled airspace above for the jet traffic heading towards Milan about 50 miles away to the South West.

The unlimited view over the snow-covered Alps and cloud blanket into Switzerland towards Germany is incredible; below us, all is clear.



Soon, we have maxed out on height and at 15,000 ft may go no further. Also, the clock is ticking and another pilot is no doubt keen to ascend the five steps. However, there is sufficient time to do some local sightseeing and we begin to cruise along the peaks marking the Italian-Swiss border, exploring the corners where Christoph knows from experience that we may still find lift. We glide over and alongside a fissured glacier, cross the valley to explore another rocky face, and wend our way back to the Adda Valley where the slope lift is still working. However, after three hours we really must pull the plug. It is time to land and thaw out, so we get ready for the landing by positioning the glider at about 1,000 ft AGL opposite the touchdown point and lower the gear. During the flight, my upper torso, arms and hands were all exposed to sunshine under the canopy and are still comfortable. But the lower half was out of the direct sunlight and towards the end of the flight I began to feel the cold. The plastic bags had retained much warmth around my feet and ankles, but on landing I was surprised to see that the inside of the bags were covered with condensation, and my walking shoes and socks were quite wet: off with the tape and bags, and into the sunshine and soon, everything was dry.

Soaring is addictive, but the experiences outlined above are not standard fare for the average British flyer, whether he is a regular glider pilot or not. If you should ever get the chance to take these five steps to soaring heaven, don't hesitate. For me, as an experience it rates alongside my first solo, a long time ago.



BODMIN AIRFIELD EVENTS 2019

www.bodminairfield.com

May 4th (Sat). LADIES DAY FLY-IN. When we encourage ladies to fly-in, drive in, cycle in, walk in or what ever mode of transport suits you and enjoy the ambience of our little airfield nestled on the side of Bodmin Moor.

May 18th (Sat) RIN TOP NAV Competition---Come and join us at this prestigious navigation event which is open to pilots of all ages. Loads of fun using just the basic skills we were all taught when in training. 2018 saw 10 crews taking part so come along and grow that number!

June 29th (Sat) Theatre Night! To celebrate the 100 year anniversary of the 1st non-stop Atlantic crossing by Alcock and Brown in June 1919. We have invited The Foundry Group, a superb national touring company, with their comedy play '*The Magnificent Men...*' to Bodmin Airfield for just the one night so book your seat soon! Food and a Bar will be available.

July 2nd, 3rd, 4th, 9th, 10th & 11th Wing Walking at Bodmin. After the very successful wing walking events in 2017 and 2018 we are back to give you the chance of a lifetime to soar above Cornwall on the wing of a Boeing Stearman Biplane. This is becoming very popular, especially for charities, and we already have over 75 people booked so please use the contact details below if you want to join us and have a go...

July 20th (Sat) Action Stations. For our annual Action Stations event at the airfield we have invited military aircraft, military vehicles and re-enactors to join us to celebrate the 75th anniversary of D-Day and the Normandy landings. Plus our special guests are **Help4Heroes**.

August 4th (Sun) LUNDY ISLAND FLY-OUT The annual '*Lundy Sunday*' event is well supported by our local flyers as well as pilots from around the UK, Ireland and the Channel Islands.

PPR is essential from Pete White 01752 406660 or 07805 805679.

September 7th (Sat) The 2019 Cornwall Strut Fly-in. The first Cornwall Strut fly-in, in 2018, was a great success and we once again invite all to join us including classic and vintage vehicles.

TMT Nostalgic Flight Tiger Moths will be in action in 2019 and the dates will be released as soon as they available.

All are welcome and remember we have the **Diner 31** cafe available for food and beverages.

Pete White — Events Director, AERoclub & Events Organiser 01752 406660 -- 07805 805679 --pete@aeronca.co.uk

UP AND AWAY AT LAST!

Following on from Chris Wright's talk to us a short while ago we were delighted to hear that his Luciole G-LVCY has had a very successful first flight. Eddie Clapham did the test flight and declared it very airworthy.



From this.....

.... to this!!



Eddie fits the aircraft very well....



... but does Chris really fit?
He says "Yes"

This photo shows just how small the aeroplane is!

