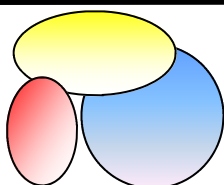




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Bristol Wings



Newsletter of the LAA Bristol Wing

April 2010

NEXT MEETING - 'What can you do with a Europa?'

David Joyce will be returning us with enlightening tales of his adventures in his very well travelled Europa G-XSDJ. David's first association with Bristol Strut was as a pilot for some of our Young Eagles then he spoke to us in September 2004 when he joined fellow Europa Club members and brought DJ along to BAWA for us to have a closer look.

This month his talk will cover initially high spots of some trips he has done, then a bit about the preparations for the trip he didn't do (to Australia), followed by the plans for his Dawn to Dusk trip this summer. This will be to photograph within the day, every island that is named on the 3 UK 1/2 mill CAA VFR charts, including Scillies, N. Ireland, St Kilda, Hebrides, Orkneys & Shetlands, a distance of a bit over 1700nm. and 13+ hrs flying. David will be completing this challenge with his son Patrick who was unfortunately diagnosed with Motor Neuron Disease a couple of years ago but has the non bulbar version and is on a time scale that is nearer 6 yrs than the average 34 months from first symptom.

MND is very close our hearts here in Bristol Wing and we will be sponsoring David and Patrick (as a Wing and individually) on their challenge, all the money raised will go to the Motor Neurone Disease Association.

We look forward to seeing David on **Thursday 8th April**.



LAST MEETING - CAA Safety Evening

David Cockburn spoke to a large audience on 11th March and it proved that the change of venue to the Concorde Room was worthwhile as there was plenty of room for the mix of pilots present: fixed wing, microlight, glider, helicopter, instructor and student. David's main theme was the (too) many fatal accidents from all categories of flying and he did bring home to those present the real possible dangers of our sport if we don't take the precautions which all pilots were taught at training.

An added bonus this time was a very interesting talk by W/C Colin Cunningham from RAF Air command about interception procedures. Part of it included a short film the RAF have made showing a Typhoon intercepting one of their Tucanos. The film is shot from the Tucano cockpit so showed exactly what we would see if it happened to us. One deviation from standard interception procedures nowadays is to deploy flares as a warning instead of firing a gun burst. (The Typhoon have no guns of course). The sequence showed the aircraft arriving above and forward of the port wing of the intercepted aircraft and waggles its wings. You waggle in response OR the next stage is he will deploy flares and open his weapons bay. Anyone daft enough to ignore that is soon likely to end up as a smoking hole in the ground!! Colin's message was simple. File a flight plan if you are going to or from foreign parts and if you are intercepted start talking to someone quickly. The fighter will be on 121.5.

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Where to go....

Free landing vouchers for April in:

Flyer Magazine: Ashcroft, Bellarena, Panshange and Wolverhampton Halfpenny Green,

Pilot Magazine: Bagby, Enstone, Full Sutton, Hucknall, Lashenden (Headcorn) and Sligo .

Today's Pilot: Ashcroft, Fishburn, Gigha Island, Longside, Panshanger and Popham.

Light Aviation (LAA Mag) Beverley and Popham

Sunday 11th April - Jodel Fly in Popham

Saturday 24th April - LAA Forum Fly-in to Dunkeswell

LOOKING AHEAD

1st May Devon Strut Fly in to Bodmin **Ladies in Aviation** PPR Contact Pete White 01752-406660 / 07805-805679

2nd May Devon Strut Fly-in to Bolt Head (NB Limited numbers) PPR Contact Chris Howell 01548-531923

8th/9th May - Great Vintage Flying Weekend – Kemble

Forthcoming Wing Meetings:

13th May - Talk on Gyros by David Organ plus a chance to see one up close.

30th May - Leicester Aero Club Classic Homebuilt Fly-in, re-creating the PFA Rally of 1980, Landing fee £6 for homebuilts

RAES Meeting

Date: *Thursday 22nd April* - 6pm AGM followed at 6.30 by:

Lecture: *The Westland Lysander from conception through development, its role with SOE (Special Operations Executive)*

Speaker: Paul Hurt, MEd, MIET

Venue: Room 1 BAWA, Southmead Road, Filton

*'The only time
you have too much fuel
is when you're on fire.'*

-Unknown Author

MEMBERS' NEWS

Geoff Roe We have heard that unfortunately Geoff is in hospital with a back infection, We wish him well.



Description

Kity 619 10" 1800w with an axminster 1.8m sliding table with table extension.

For another £50 I also have a dual rail lockable fence system that with a little ingenuity could be fitted.

If you are interested please contact the editor who will pass on your details to Ian

Ian Tadd: has sent the following:

I've just upgraded my saw bench and I have my previous saw for sale. It's been modified specifically to work in a standard 3m x 6m garage while still leaving room for a long bench and max free work space.

I have it for sale for £350 but to a wing member and therefore a good home £250.



SNIPPETS

We here at Bristol Wings are very eco-friendly because we send out 90% of our newsletter by e-mail but there is one aviation magazine which is 100% carbon free. That is **AV8magazine**, the only on-line aviation magazine which is free subscription and a good read. You can view it at: www.av8magazine.com and this month there is an article from our neck of the woods so do 'drop-in' to see what it's like. Incidentally, the editor is keen to receive any articles from British Homebuilders so if you have a few words to send then do contact Simon Hazeldine Editor (UK) Tel/Fax: 01353 777519

Compton Abbas

We have heard from Graham Clark that there is a public footpath right over the runway at Compton Abbas. Here's a couple of pictures warning the public of our existence. Take care when landing and taxiing around the airfield and be aware that members of the public may be wandering around the area.



ANZAC Day and Remembrance Day 25th April

Anzac Day in Australia is the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War. In the clear skies over the Western Front in France and in the Middle East, young men fought in flimsy machines of wood, canvas, and wire. In the Australian War Memorial in Canberra there is an exhibition which brings history to life with a range of extraordinary and original aircraft and an exciting visual depiction of military flight. Five aircraft are featured: three Allied types (SE5a fighter, Airco DH9 bomber, Avro 504K trainer) and two rare German fighter planes (Albatros D.Va. and Pfalz D.XII, both originally brought to Australia in 1919).

To find out more visit <http://www.awm.gov.au/visit/visit-mustsee-overthefront.asp> where you can see many photos and much more detail about this thought provoking exhibition.



A view of the 'Over the front': the great war in the air exhibition in Anzac Hall. On the floor on the left is the Avro 504K trainer. The SE5a fighter is in the middle. On the right, closest to the camera, is the Albatros D.Va. Photo taken by Steve Burton PAIU2008_133_09

OFCOM VHF charging consultation

The LAA Consultation and Regulation team have now produced a draft response to the OFCOM consultation on VHF frequency charging. The OFCOM proposal threatens to have an impact on safety, particularly in imposing huge increases in the costs of VHF station licences, where the major effect will be felt by the small airfield/airstrip operator. The LAA response exposes how the OFCOM proposals are a revenue-raising device, something which they are specifically excluded from doing. It is vitally important that action is not just left to the LAA and similar bodies but that we all respond, in our own words, to raise our concerns. The information you need for this is at http://www.lightaircraftassociation.co.uk/2010/Consultation/ofcom_1.html and the deadline is **22 April**, so please think about it now.

Trevor Jackson has sent the following interesting article from a fellow BMAA pilot

A TRIP WITH A DIFFERENCE

One Saturday a couple of weeks ago the sun was shining so it was an ideal day for a bit of a jolly somewhere.

My pal, Budge Wilcox, said he needed some 2 stroke oil for his Rans so we agreed to fly from our strip in Wickwar Gloucestershire to Graham Slater's place at Clench Common, so I fuelled up the Xair, did my checks, phoned ahead to let them know we would be there within the hour and set off. We planned to head south following the A46, through the Bath gap between Bath and Colerne then turn left at South Wraxall and head due east to Clench. However, at 1500 ft the visibility was a bit murky and we lost our bearings so we decided to head back towards Bath and pick up another VRP.



View from Box Hill with Colerne Water Tower visible on the horizon

So there we were bumbling along enjoying ourselves when Budge said "Can you smell burning?" "Yes" says I and with that smoke appeared about my feet from beneath the instrument panel. Now having been well trained by Graham and his crew we didn't panic and we selected a suitable field to put down, unfortunately the field we wanted to use had a big white van trundling across the middle of it so the adjacent field was used as our emergency airfield, the downside was it had been recently tilled so the old Xair touched down gently and stopped in about 20 ft. By this time the culprit, a switch, had burnt itself out, problem over.

Two guys appeared through a gap in the hedge and said "Are you alright? We thought you were a bit low" It transpires that these chaps were a

couple of electricians dragging huge cables around the field with their van, it seems we had dropped in on a film set, a period drama for the BBC entitled Larkrise to Candleford (or something like that, not my cup of tea). Any way, having scrounged some insulation tape from the sparks to tidy up the electrics, the next task was to get my little bird onto hard ground, because with me and Budge onboard we would never get enough ground speed to lift off due to the drag on the wheels from the soft ground. I satisfied myself that there was no damage to the undercarriage, jumped in and managed to get it to taxi in a large circle to the bottom of the field then full throttle. After what seemed an eternity, terra firma finally released it's grip on my tyres and I was up and away.

I did a circuit at about 200ft and landed in the stubble field where the van had been and waited for Budge and the other two to drive over, on their arrival, one of the sparks suggested we stay for a bite to eat on account of the fact that filming had stopped for lunch, well, it would be rude to refuse wouldn't it! Off they went whilst we had a wander around the film set, absolutely amazing, Budge whipped out his phone and started taking pictures of the buildings, I on the other hand had walked into one of the houses to be met by scaffolding and stuff, this wasn't a house at all it was just a film set, for all the world it looked real. It also occurred to us that we should ring Clench to let them know of our change of itinerary.

After about 10 minutes back came sparks with two plates wrapped in tinfoil, underneath were two plates of honey roast ham (gurt thick bits) new potatoes, broccoli and mange tout, so here we were sitting on a film set with two new pals tucking into a veritable feast, alas no pudding or cup of tea, oh well! After lunch we thought we should get going so we bade farewell, climbed aboard and took off and decided to head for home on account of a full belly and no improvement in the visibility, Budge's last word on the subject was "They ain't gonna believe this down the pub tonight."

We never did get my mate's oil. The next day he went off with another pal to Clench and my eldest son and I flew down to Wing Farm for the afternoon. Quite an interesting weekend all in all.

Pat Berry

Another Picture Quiz

Trevor Wilcock has sent us this picture to think about. Hope it's not too easy he says

Question: What aircraft is it and where was this picture taken?



Another contribution from Trevor Jackson.....

Maltese Meanderings

With the approach of the festive season, or should I say the overeating, sitting around bored season, my family and I decided to spend the New Year in Malta. The rationale being that anywhere south of the UK was going to be at least warmer than here! We stayed at a place called Mileaha, which is on the north end of the main island of Malta. I had made contact with the Maltese Microlight fraternity, by e mail, some months before and I phoned a contact on arrival in Malta. His name is Alex and we were promptly invited to join them and their families at a New Year luncheon on the neighbouring island of Gozo. Our new Maltese friends certainly lived up to their reputation for hospitality and we were further invited to visit the Maintenance Facility on Luqa International Airport and the Army Search and Rescue Squadron.

During the meal I was introduced to a chap called David, who invited me to look over a Hurricane restoration project, currently under way in the Malta Aviation Museum. This aircraft had been shot down in 1942 and recovered from the sea bed during the 1980s'. I gather the restoration has been going on for eight years now and is expected to be in taxi-ing condition by the end of the following year, with a running Merlin engine, built from the spares of four un-airworthy Merlin engines. As an engineer myself, I was able to appreciate the quality of the workmanship which has gone into this restoration. While it is a testament to the skills and patience of the restoration team, it's a great pity that it will never leave the ground.

The following day we got access to one of the main maintenance hangars at Luqa Airport. We were hosted by another Microlight Club member called Larry who was an ex RAF Apprentice, so we had a lot in common. We were shown around a wide range of aircraft, from Cessna 152 to Learjet. By this time, my wife was reaching the full mark with looking around aircraft (I don't have a full mark), so she and our son left us men-folk to gossip about aviation things.

Before long, Alex arrived to take me over to the Search & Rescue Squadron. He showed me around their operating fleet on Alouette Helicopters, Britten Norman Islanders, ex RAF Bulldogs and even a Bell 47 helicopter 'MASH' helicopter to those of you who don't recognise the official designation. From there we went to the Microlight hangar. This is not a conventional

hangar, as hangar space is at a premium, so in typical Maltese fashion, 'if it isn't available – make one'. They measured, designed and had manufactured a cable braced framework made out of (essentially) scaffolding poles and a plastic material cover, which was so heavy that three cars had to be hitched up to it and pulled up and over the roof! Proving the point that 'necessity is indeed the mother of invention'.



Hurricane under restoration

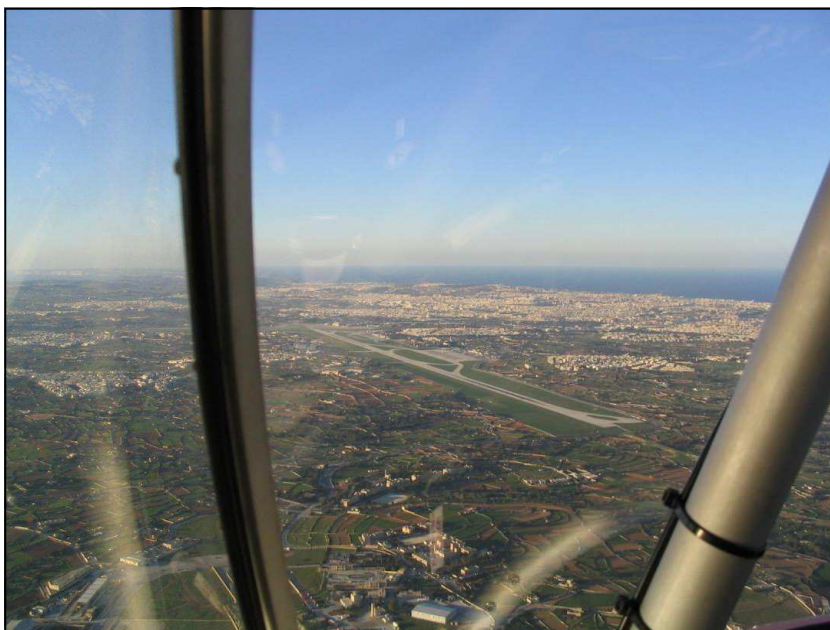


Just the outer wings to complete

Before long and with a gap in the flow of commercial traffic, we declared ready for rejoin and were cleared onto left base for Runway 32. With over eleven and a half thousand feet on runway, there was no rush to get down, so I pegged the speed at 55 knots and we lazily coasted down the centreline until we touched down just past the half way point. Of course the downside of having such a long runway is the enormous distance to taxi, once safely on the ground. Eventually we arrived back at the Microlight hangar and shut down.

With the Thruster safely tucked up back in the hangar, we drove down to our previously arranged rendezvous to meet my wife and son. This just happened to be a McDonalds, so I invited Alex in for a coffee and an opportunity to settle my flying bill. Despite repeated attempts to do so, they all failed and I was met with the philosophical phrase, 'I may have spent a little money but I've gained a friend'.

How can you argue with that ?



With one of the clubs' Thruster Sprints pulled out, we were soon ready to start the engine for a local flight. When we were ready to go, Alex handed over control to me for departure and 'did the radio'. Flying anywhere around Malta is controlled from Luqa Air Traffic Control. For those of you who have not flown from a major international airport, the radio procedures can be awesome and it was reassuring to have someone familiar with local procedures on board. We departed Runway 24 out of Luqa and proceeded to the designated training area where we did some general handling and area familiarisation. Decent sized fields for emergency landings are few and far between on Malta as most 'fields' are about 50 metres square and surrounded by dry stone walls! These would seriously spoil your day so, with this in mind, we cautiously 'hopped' from potential landing area to potential landing area, down the coast to Hal Far. It is just possible to discern the outline of what used to be RAF Hal Far airfield, which like so many of our own WW II airfields has been converted to an Industrial Estate ! Argh !



So, for those of you who are looking for a holiday destination, you would be hard pushed to find a more friendly location than Malta. The Microlight Club members are particularly welcoming and serve as a role model for the International Microlight Community, providing hospitality and friendship for visitors to their beautiful Island of Malta.

Trev Jackson

For further information visit their website at

www.islandmicrolightclub.com

*Alex and me
'Thruster'*

Many thanks to Phil at Cotswold Aeroclub for submitting this very useful information

LICENCE REVALIDATION

Revalidation of CAA or JAA PPL with Single Engine Piston Class rating

- ➔ Class rating valid for 24 months from date of test or revalidation
- ➔ For revalidation 12 hours flying is required during the second year of the rating period. Of the 12 hours, 6 must be pilot in command and 1 hour must be dual with a flying instructor.*
- ➔ Additionally 12 take offs and landings must be completed
- ➔ The dual training requirement may be met by completing the hour as one flight or being successful when undertaking any flight test during the second year of the rating period
- ➔ Where revalidation is sought at any time after the due date a flight test will be required.

Alternatively the rating may be revalidated by undertaking a Proficiency Check in the 3 months prior to the expiry of the rating.

Revalidation of a NPPL

- ➔ Each class rating valid for 24 months from date of test or revalidation
- ➔ For revalidation 12 hours flying is required during the rating period. Of the 12 hours, 6 must be flown in the 12 months prior to the expiry date of the rating, 8 hours must be pilot in command and 1 hour must be dual with a flying instructor.*
- ➔ Additionally 12 take offs and landings must be completed
- ➔ The dual training requirement may be met by combining 2 or more flights to give at least 1 hour total. The flights do not need to be with the same instructor.*
- ➔ Where revalidation is sought at any time after the due date a flight test will be required.
- ➔ Holders of NPPL with multiple class ratings may use flight time from all rating groups to meet the overall flight time totals and must additionally ensure that 1 hour as pilot in command is completed in an aircraft from each rating group held. The rating groups are Simple Single Engine Aircraft (SSEA), Microlight, Self Launching Motor Glider (SLMG).
- ➔ Where all requirements except the dual flying have been completed a rating may be signed but endorsed **Single Seat Aircraft Only**. **This does not mean solo in a two seat aircraft**. A shortfall in any of the other requirements listed above will require the holder to undertake a flight test for revalidation
- ➔ Removal of the **Single Seat Aircraft Only** endorsement will require the completion of the dual training requirement.

Differences Training

When converting to a different type of aeroplane the legislation requires that in some cases differences training is undertaken with a flying instructor* qualified to instruct on the aeroplane on which the training is being given. These differences include:

- a. Nose wheel to tail wheel
- b. Tail wheel to nose wheel
- c. Supercharger or turbo-charger
- d. Variable pitch propeller
- e. Pressurisation
- f. Maximum continuous cruising speed in excess of 140 kt IAS.
- g. Float plane. Also requires a seamanship written examination.

It is also recommended that differences training is undertaken to cover the use of diesel engines and glass cockpits.

Once completed, the training must be recorded in the holder's personal log book and endorsed and signed by the instructor* conducting the training.

**or "Class Rating Instructor" - all PFA coaches / assistant coaches are Class Rating Instructors. They are also all "R" examiners and can therefore sign up the 2 year FCL150 renewal slip.*

Revalidation of a Microlight Class rating

CAA PPL

- ➔ Class rating valid for 13 months from date of test or revalidation
- ➔ 5 hours flying of which 3 must be Pilot in Command required within the validity period of the rating
- ➔ Provided the flying experience has been gained in the rating period a revalidation signature may be obtained up to 13 months after the expiry of the rating.
- ➔ Once a rating has expired by more than 13 months a flight test will be required to reactivate it
- ➔ The rating is either a stamp or sticker applied to the holders log book.

NPPL

- ➔ Class rating valid for 24 months from date of test or revalidation
- ➔ For revalidation 12 hours flying is required during the rating period. Of the 12 hours, 6 must be flown in the 12 months prior to the expiry date of the rating, 8 hours must be pilot in command and 1 hour must be dual with a flying instructor.*
- ➔ Additionally 12 take offs and landings must be completed
- ➔ The dual training requirement may be met by combining 2 or more flights to give at least 1 hour total. The flights do not need to be with the same instructor.*
- ➔ Holders of NPPL with multiple class ratings may use flight time from all rating groups to meet the overall flight time totals and must additionally ensure that 1 hour as pilot in command is completed in an aircraft from each rating group held
- ➔ Where all requirements except the dual flying have been completed a rating may be signed but endorsed **Single Seat Aircraft Only**. **This does not mean solo in a two seat aircraft.** A shortfall in any of the other requirements listed above will require the holder to undertake a flight test for revalidation
- ➔ Removal of the **Single Seat Aircraft Only** endorsement will require the completion of the dual training requirement.
- ➔ Where revalidation is sought at any time after the due date a flight test will be required.
- ➔ The rating information is included on a page which forms part of the licence.

Differences Training

When converting to a different type of microlight the legislation requires that in some cases differences training is undertaken with a flying instructor* qualified to instruct on the microlight on which the training is being given. These differences include:

- a. Three axis to weight shift
- b. Weight shift to three axis
- c. More than one engine
- d. Float plane operations. Also requires a seamanship written examination.
- e. Nose wheel to tail wheel.

Once completed, the training must be recorded in the holder's personal log book and endorsed and signed by the instructor conducting the training.

**or "Class Rating Instructor" - all PFA coaches / assistant coaches are Class Rating Instructors. They are also all "R" examiners and can therefore sign up the 2 year FCL 150 renewal slip.*