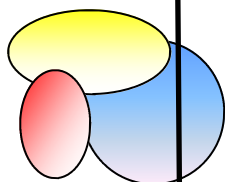




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Bristol Wings



Newsletter of the LAA Bristol Wing

January 2008

NEXT MEETING - GPS FOR GENERAL AVIATION



10th January 2008 - *GPS for General Aviation, it's use and abuse.*
Please note this meeting will be in Room 1 at BAWA, not our usual room.

The RIN are keen to solicit GA pilot views on GPS devices and how they make use of the facility to navigate when they fly. To that end the presentations will be followed by an open forum session so that both sides will learn something.

Presenters for the evening will be:

John Gentleman - Introduction and Chairman for discussions

Mark Batin - The Uses and Abuses of GPS (Theory and working of GPS)

David Cockburn - Using GPS in VFR navigation

All are ex RAF aircrew and PPL holders. John was head of CAA Maps and Charts, David many already know from his CAA safety evenings and Mark is also a microlight pilot.

There is no need to register for this meeting, admission is free and there is a bar. Should be a good evening!

LAST MONTH - THE STRUT QUIZ

Once again Spike came up with the goods, and more! There was a good turn-out for our Christmas "bash" and lots of good food to keep us going while decoding the questions.

The team "Squadron Smaragd" came out with the highest score, and then the question papers were recycled as paper aeroplanes and much fun was had and skill used aiming them at the aircraft carrier deck. Thanks to Spike for setting the quiz questions so well.

Later on Ian produced his lightweight radio controlled 'Robo-Copter' (which looked very like James Bond with his jet back pack) and flew it around the room. After that he demonstrated his new pre-Christmas present of a 'Twister' Medevac radio controlled Bell 47 and then serviettes and papers really flew everywhere! Grown men were as happy as young boys watching the helicopter flying around and it inspired a few ideas for last minute Christmas presents.

It was good to have some member's partners join us, and to welcome new member Ian Tadd who came along for the first time. The atmosphere was light-hearted and everyone enjoyed the evening immensely.



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Where to go in January

Free landing vouchers valid during January in:

Pilot Magazine: Andrewsfield, Old Buckenham, Panshangar, Shobdon, Weston (Ireland), and White Waltham.

Flyer Magazine: Bodmin, North Weald, Sherburn-in-Elmet and Sturgate.

Today's Pilot: Bagby, Lydd, Netherthorpe and Sandtoft.

12-13th - Sywell - Icicle Fly-in & Camp for Micro & Permit Aircraft - 01285-869806

19th - Turweston - VAC Snowball Fly-in (PPR) - 01280-705400

Feb

10th - Turweston - VAC Valentine Fly-in - (PPR) 01280-705400

March

23rd - Henstridge - LAA Wessex Strut Fly-in - 01963-32101/ 01963-364231

**A New Year's resolution
is something that goes in
one year and out the
other**

Anon

Looking ahead... Strut meetings

Friday 15th February - John Stennard talking about model aircraft (including helicopter display) in Room 4 BAWA

Wednesday 5th March - Talk by NATS about the new FIS service format, also Farnborough LARS - Room 1 BAWA

Thursday 13th March - Bill Morgan - presentation on Bristol Aero Collection and Bolingbroke.

Member's News

It is at this time of the year we review our flying experiences over the past twelve months, and Edwin has provided another write-up of his "new types" during 2007. Read it on page 4 in this issue.

Member's Wings

The more observant readers will have noticed a picture of our Smaragd on the newsletter banner. We would like to feature all our member's Wings over the next few months, so would welcome pictures of your aircraft to add to the collection, along with a bit of history if possible. Pictures can be e-mailed or posted to our address and scanned in.

This month we feature G-DENS, a CP301 Smaragd owned by Trevor Wilcock, Spike Parker and Ian Leader. This aircraft, with Binder serial number 121 and amateur constructor's number AB429, was built between 1961 and 1963 by members of the Aero Club of Kaufbeuren, led by Herr Hans Vorbach, from components provided by Schempp-Hirth. Preparation for flight (including painting) and certification were carried out by Binder Aviatik, with first flight on 14 May 1963 registered as D-ENSA. The powerplant is a Rolls Royce Continental C90-14F fitted with Hoffman fixed pitch propeller, and a fuel consumption of 21 litres/hour at 90 knots cruise gives over five hours duration.

It was first registered in this country in November 1985 as G-DENS, owned by Dennis Russell and later also Richard Pidcock, operating under a PFA Permit to Fly. This aircraft is one of only two Smaragds on the British register, the other being G-BSVE which is also resident in the Bristol area.

On the web... The Flyer website this week carries several interesting news items:

- ◇ The race to create the first viable manned electric aircraft continues with the news of the flight of a lithium battery-powered light aircraft in France, just before Christmas. The Electra F-WMDJ, an open-cockpit taildragger with a 25 hp engine, flew for 48 minutes in the circuit at Aspres sur Buech airfield (in the Hautes Alpes). It was piloted by test engineer Christian Vandamme. The flight covered some 50 km (just over 30 miles).
- ◇ IMC rating Europe update. First Posted: Mon 31 Dec 2007.
A series of meetings in Euroland before Christmas have brought some mixed news about the future of various licences, ratings and privileges for pilots around Europe. The main bone of contention for many existing UK pilots revolves around the IMC rating. The main news here appears on the surface to be bad. The IMC rating will cease to exist, and at the moment there is nothing to replace it.
- ◇ EASA updates its concept of GA's future. First Posted: Fri 14 Dec 2007.
EASA (the European Aviation Safety Agency) working group MDM 032 has released its latest working document called 'A Concept for Better Regulation in General Aviation' as it works towards its vision of how the Euro-future may look for GA. It's a pdf file which is structured as a series of bullet points rather than as the usual word-heavy consultation document, but it addresses a wide range of issues which affect light aviation.

Read the full stories and more on the Flyer website www.flyer.co.uk

Your starter for ten



The answer to last month's little poser is:

The aircraft is an example of the Blériot XXVII Racer, but its early history is somewhat clouded. It was thought for many years that this was raced in the Gordon Bennett Cup race, but that aircraft was older than this model. It was probably built by Louis Blériot and shown at the Paris Aero Show in 1911 where it was unofficially timed at 130kph (81mph).

This month's little problem:

Can you identify this engine? We are told it was mounted in a very famous aircraft.



All Change...

Here we are in 2008 with a new title for the Strut magazine, a new name for the Strut itself and of course a new start for the PFA under the LAA banner allowing it to cast its net wider into the GA community at large. The fact is PFA outgrew its name. It has been involved in areas way beyond its permit-only roots for years. Examples are the NPPL and its considerable lobbying effort in many areas common to all GA like Mode S and Part M maintenance. A number of our strut members also fly CofA aircraft either as owners or members of flying clubs. For that reason we have tried to arrange strut evenings that are relevant to everyone not only to permit holders.

January 2007 we welcomed PFA chairman Roger Hopkinson. Roger spoke with conviction about PFA and its future. We discussed regulation, what EASA brings to the table and how this may empower PFA for the future. We are lucky to have him leading the organisation. February was a "GPS evening" with some very useful demonstrations of kit and a light hearted contest to see who had the oldest model. Pete Turner won easily with something that looked like a phaser from Star Trek. March was an open evening in the big conference suite when we hosted Dave Cockburn and his CAA safety evening roadshow. As you will have noticed Dave is with us again this month as part of the R.I.N. evening this time talking about GPS.

In April we were very fortunate to grab Francis Donaldson (PFA's chief engineer) from his busy schedule who scared the willies out of us with tales of some of the aircraft he had tried to flight test. It's a miracle he was alive to talk to us, to be honest. Our May meeting saw Rob Midgley from Shell Aviation. Most informative and members sat spell-bound by his encyclopaedic knowledge of fuels and oils. Some sacred cows were slain and everything made a little more sense after his talk.

With the season in full swing we tried (mostly in vain) to get to as many fly-ins and events as we could but the weather was frankly awful most of the year. Some of us managed to get abroad a few times. Some of us even got back again! We don't think Ron and Ian suffered too much stuck in Holland but don't anyone ask Alan what he thinks of Le Touquet after 3 days in the terminal waiting for a weather window. The regional rallies were, with one exception, also badly affected. Dunkeswell laid on a super weekend only to be fogged in the whole time. Ian and Mary in in G-DENS crept in on the Friday briefly but that was it. Heck, we only just found it by car the next day! There were some blessed exceptions across the pond, St Omer went well and Quiberon saw a small delegation from Bristol spend the weekend too.

Our September Strut evening welcomed NATS Bristol back to give feedback on the Bristol airspace changes. We are very fortunate to count them amongst us as our friends. October was the strut AGM and the decision to change our name to the Bristol Wing of the LAA. This is now in place so the word "Strut" won't appear here any more. Alan gave us a talk on flying in France in November and we discovered what the French really think about Mode S. Answer is: they don't think about it at all! Spike's quiz in December was very well attended though we still don't know what two ladies from "Come Dancing" have to do with aviation. So that was last year, something of a curate's egg. For more detail of each of these sessions and events look back over the years "Strutter" magazines on our new-look Website.

With luck and help from the Almighty we hope for better weather this year. Now CAA have relented on mandatory fitment of MODE S transponders (in the UK anyway) we can relax for a while. With a fair wind 2008 should also see the introduction of the Europe wide version of the NPPL, the European private pilot's licence for those members who find the Class II medical a problem. The remaining CofA Jodels and the Auster fleet will transfer to permits this year, and about time too.

So for 2008 we say Bon Voyage LAA. It relies on us as volunteers to make it happen so let's all make sure it works. Finally please, Oh Mighty One, can we have some better weather this year (did we say that already?).

FLYING IN 2007

by Edwin Shackleton

My flying year started with my 80th birthday outing which was a flight with Peter March and my daughter Julie in the Cessna 172 G-ASSS from Filton. Making it a scenic trip, Peter routed to Kemble via Westonbirt and Highgrove House and homeward over the Fosse Way, the Severn Bridge and a circuit around Chepstow and its castle. Just ten days later, I flew again in the Cessna 172. This time, we flew from Filton to Popham and then to Old Sarum, all in good weather considering it was early February.

My first new type of 2007 was at the Microlight Trade Fair at Popham which was, quite amazingly, 7 months since my last new type. This flight was in an Urban Samba, two seat, all composite type of Czech design, Jabiru powered, still Czech registered but owned by an Irishman. I made contact thanks to an Essex niece who had noticed a newspaper report of a local farm strip fly in. Anne located the organiser who was able to provide the owner details!! The Vintage Aircraft Club and the Aeronca Club held a joint Fly In and barbecue at Badminton in June but it was severely hampered by the weather with only a handful of aircraft attending. However I was able to fly in an Aeronca Super Chief with Reg McCormish on a clear circuit over the Cotswolds and back over Badminton House.



The Urban Samba - composite Czech design

At the end of June, Peter March flew me in the Cessna 172 to Kemble. The Blenheim Palace event brought in the Air Atlantique DC-6 (which did a superb display practice), Battle of Britain Lancaster, Spitfire and Hurricane and the Royal Navy Sea Fury. Also present was the Aga Khan's AW 139. The annual MW Fly In at Warren Farm on Mendip brought in a gaggle of MW machines (but fewer in attendance) and a nice attendance of light types. Chris Wills flew me in his Reality Escapade to take some aerial photos; he had previously flown me in his Whittaker MW6s. The 2007 Bristol Balloon Fiesta was a major success with some 422 ascents in 4 days. I flew in a Cameron A 250 balloon (not a new type) operated by Bailey Balloons, flown by Phil Dunnington with 12 passengers on board. With a visibility of 40 miles, we flew near Bristol Docks area, heading east to Keynsham, finally landing on the Cadbury sports field after a 38 minute flight - and we were all given a small chocolate bar at reception!

Two weeks later, I was invited to a small field near Melton Mowbray where an Australian built paraplane, the Aerochute Dual (the only UK example of 300 built) was to be flown for noise tests by the CAA. I met Stephen Conte, Aerochute boss, who had come over from Australia and he immediately invited me to fly with him in the Dual. The mowed area was only 80 metres square but, with the rectangular wing billowing, we were airborne in 30 metres and cruising at 32 mph. That was my 5th paraplane (alias powered parachute) flight, three of which were at Sun 'n Fun in Florida. I had met the Aerochute predecessor, the Powerchute Kestrel, some 16 years before when I arranged for it to come to the Badminton Air Day. I tried since then to arrange a flight but, mainly due to the weather, this did not happen. Rod MacFadyen had been very helpful over the later period and was finally able to fly me in his Kestrel immediately after my 'Dual' flight - and all this happened before 8.45am!!



Aerochute Dual paraplane with Stephen Conte

Peter Campbell arranged a Vintage Aircraft Fly In at his local patch, Henstridge on 25th August. As an aside from the fixed wing machines, a Twin Squirrel helicopter, of Atlas Helicopters, Lee on Solent was offering flights at a reasonable price so I decided to get airborne at this familiar airfield. Some years ago, I had been promised a flight in a Wassmer Wa 41 Baladou, a French 4 seater based on the Jodel 112 that Wassmer had produced post WW2. I met Steve Roberts, the owner, at Kemble and my trip materialised at its home base of Oaksey. We had a delightful flight over the Cotswold area as far as Vic Norman's base. Only two WA 41's are flying in the UK. A spell of good weather in September benefited quite a few Fly Ins. Dave Stokes rang me to offer a flight in his Jodel 112, G-AWVZ, to Belle Vue. He picked me up at Garston Farm but low cloud around the Blackdown Hills necessitated a diversion to Dunkeswell. Some 100 minutes later, we set off for Belle Vue where we were told that the top of the local mast had been "in the cloud".

Next day, I visited Watchford Farm for their annual Fly In. There was a slow start but soon a steady flow of visiting aircraft built up to 86 visitors making it their best ever event. Host, Brian Anning, flew me in in his Champion Traveller. This was rather special as Brian flew me in the same aircraft in May, 1970 when it was a Tri-Traveller, this time from Dunkeswell. The following weekend, I flew with Peter March in the Cessna 172 to Popham and then, on the return flight to Lower Upham.

September ended in a rather different way with a drive to the Midland Gliding Club on Long Mynd above Church Stretton. Gerry Speich as Director of RotorSport had organised a Fly In of the MT-03 gyroplanes. I was able to



Brian Anning's Champion 7FC Traveller

enjoy a flight in the rear seat but was amazed when Gerry demonstrated zero forward speed which I did not know was possible in such a machine. Certainly the ASI registered zero. Actually we were in a slight descent. Soon there was a nice multi-coloured line up of 6 gyros, the furthest flying in from Carlisle. I flew with Gordon Salter from Weston Zoyland in the X'Air Hawk just after it was



Gordon Salter's X'Air Hawk

PFA cleared. The Hawk with its nose mounted Jabiru engine is more attractive than the original X'Air and access is really easy. Take off and climb was quite rapid and noise level was low as we settled into a scenic tour around the Burnham-on-Sea area. The Devon Strut newsletter of Sept. '07 covered the Treborough Fly In and reported, with a photo, the arrival of a US registered Bellanca Cruisemaster, a unique machine to Europe, now owned by Howard Cox. After a phone contact, I was fixed for a flight from Eggesford. This 1958 built 4 seater is powered by a 230 hp Continental engine and is low wing, 3 finned and has retractable gear. Howard took me on a wide circuit, cruising at 168mph before a low pass. This was extra special as my 850th type and I had just been included in the Guinness Book for the 10th time.

Early November, good weather held for a photo sortie from Eric Woods' airstrip in the Forest of Dean area. Graham Vaughan flew me in Andrew Lewis's Skyraider to photograph Eric's Eurostar and the Vaughan's Aeronca Chief. Then I flew with Eric in his Eurostar for photos of the Skyraider. The autumn colours around the River Wye formed a fine backing. Steve Churchill arrived in his SIPA 91 from Eastbach and he flew me to the field above the River Wye which brought back many happy memories of Tony Liddiard who flew me in 9 different aircraft types.

In mid November, I had a Spanish break, flying from Bristol Airport to Murcia-San Javier which is a joint Air Force base and civil airport. The EasyJet A 319 Airbus took just over 2 hours outbound and also the return flight and was a very efficient service.

The following weekend, I had a really superb flight with Peter Teichmann in his Curtiss TP-40M Kittyhawk from North Weald. Although it was built in 1943 as a single seat fighter powered by a 1360hp Allison engine, it was later converted to two seat configuration. We headed at a 240mph cruise on an easterly heading, did an aileron roll and then on to the Blackwater River, circling fairly low around Osea Island beyond Maldon then headed back to complete the 20 minute flight with a run and break to land. That goes nicely with my Spitfire and Mustang experiences at Badminton and Hadingen, Texas.

Despite a really poor year healthwise, I was really pleased to add 10 new types to my record list and look forward to getting airborne when the weather is warmer

Edwin



Eric Wood's Eurostar in formation with the Aeronca Chief



Wassmer WA 41 Baladon



Curtiss TP-40 Kittyhawk



Bellanca Cruisemaster

FACE TO FACE WITH A TYPHOON

Camera man in the back of a C130 on radio requesting:
"Come in a little closer for photo".



Pilot asking "Is this close enough?"