Light Aircraft Association

www.bristolwing.flyer.co.uk

Bristol Wings

Newsletter of the LAA Bristol Wing

January 2010

NEXT MEETING - Thursday 14th January 2010

"The technical barriers and potential for electric powered aircraft"

Wing Member Ian Tadd will be our guest speaker and give us the above presentation as he has been looking at what would be required in terms of a power source for an imaginary 80hp electric system as a replacement for a 912 and its fuel system.

It will probably be along the lines of:

- A few examples of aircraft flown under electric power only
- The electric motor v the gas engine
- The technical specification of an 'imaginary power plant' to replace the 912 in a 2 seat PFA type.
- Batteries and fuel cells, what's been achieved so far and what lines of research are showing the most promise to achieve the power/weight ratio necessary
- Motor-prop-integration-rpm efficiency potential. i.e. we may not need to draw as much power as at first seems necessary.

The subjects may not be in that order, but there should be some basics with the hope it would get a discussion going on future viability.

We look forward to hearing this presentation and hope that as many members as possible will be able to come along to our first meeting of 2010 and have a lively discussion, enabling us to have a chance to get our minds back to working fitness after the laziness of the holiday season. All visitors will be most welcome to join us at 7.30pm, see our website www.bristolwing.flyer.co.uk for directions.

LAST MEETING - Quiz night

Trevor Wilcock really tested our knowledge, although some of the questions simply involved recalling information learned during the PPL syllabus and that recall proved a bit of a problem for some! Winning team was 'Fabric Flyers'. Well done Ron and his team members; also to Trevor for pitching the questions just right and giving us a very enjoyable evening.

The other event which took place at our last meeting of 2009 was the presentation of the Ian Leader Trophy. After those present had put their suggestions into Ian's much loved hat, together with a couple of posted entries, I am very embarrassed but honoured to say that my name received the most nominations and I offer my sincere thanks to everyone who voted for me. Once the plaque has been inscribed the trophy will look magnificent on our mantelpiece for the next year until it is passed on to the next recipient.

We had a new visitor in December and I hope we offered Mike a warm welcome, even if he was a bit surprised to be thrown into a team and had to contribute on his first visit. We look forward to seeing you again Mike.

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Where to go....

Free landing vouchers for January in:
Flyer Magazine: Fife, Le Touquet, Panshanger, Shoreham,
Pilot Magazine: Old Buckenham, Panshangar, Roserrow, Shobdon, Silgo and Stauning (Denmark),
Today's Pilot: Andrewsfield, Earls Colne, Fishburn, Newtownards, North Coates and Old Buckenham
Light Aviation (LAA Mag): Beverley, Old Sarum and Popham

Forthcoming Wing Meetings:

11th February - Air Southwest Presentation
11th March - CAA Safety Evening

If you're faced with a
forced landing,
fly the thing as far into the
crash as possible.

Bob Hoover

MEMBERS' NEWS

TC in a most unusual position!

Our members may know that Graham Clark's G-BHTC had a 'minor mishap' (nobody hurt) in June at Turweston under the nose of the LAA chief engineer Ken Craigie.

Tango Charlie is now back in action with a zero-timed Potez 4E20 with Hoffmann prop (119 kt at 2500 rpm!). The latest picture (below) shows TC with smart new smaller diameter spinner and spats.

TC now looking very smart indeed

WINTER FLYING

The following article has been blatantly copied from the excellent Devon Strut Newsletter and we are grateful to them for reminding us of the potential risks of Winter flying, but don't forget that there can also be some superb flying days to be enjoyed during these colder months.

Summary of Winter Flying Precautions

- Stay out of icing conditions for which the aircraft has NOT been cleared.
- Note freezing level in the aviation weather forecast. Don't go unless the aircraft is equipped for the conditions.
- Have warm clothing available for pre-flight and in case of heater failure or forced landing.
- Mud, snow and slush will lengthen take-off and landing runs. Work out your distances.
- Remove all frost, ice and snow from the aircraft (including spats) – there is no such thing as a little ice.
- Check carefully that all essential electrical services, especially pitot heat, are working properly.
- Check that the heater/demister are effective. Watch out for any signs of carbon monoxide poisoning.
- Be extra vigilant for carb ice.
- If ice does start to form, act promptly, get out of the conditions by descending (beware of high ground), climbing or diverting.
- If you encounter ice, tell ATC so that others can be warned.
- During the approach, if you suspect tailplane ice, or suffer a severe pitch down, *retract the flaps.*
- If you have to land with an iced up aeroplane, add at least 20% to the approach speed.
- Snow covered, icy or muddy runways will make the landing run much longer and crosswinds harder to handle.

Frost, ice and snow on aircraft - AIC 106/2004 (Pink 74) 11 November

http://www.nats-uk.ead-it.com/aip/current/aic/EG_Circ_2004_P_106_en.pdf

Graham Clark has sent us the following very appropriate photo:

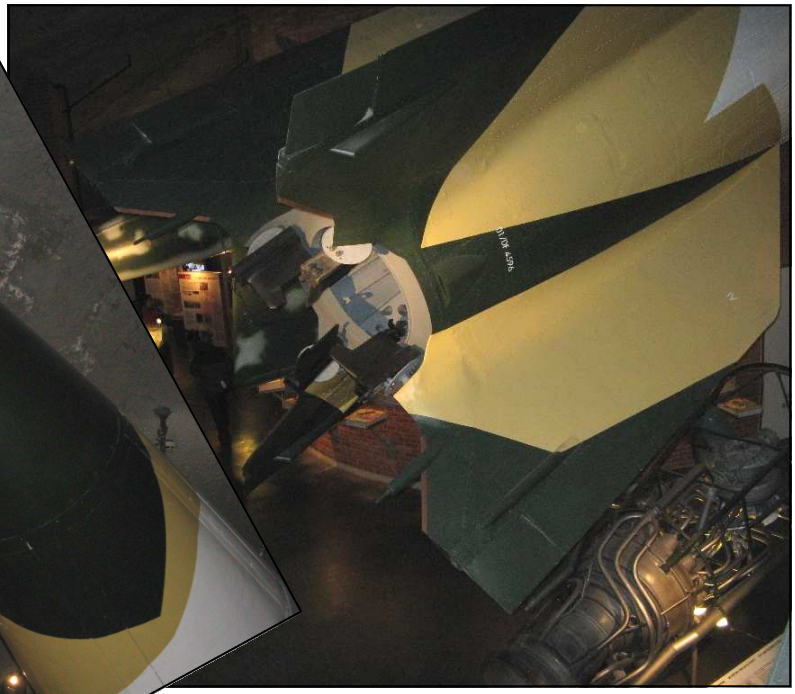
The snow scene was taken on 1 January 2010, and shows the Welsh Mountains just south of Talgarth.

The picture was taken at 5,000 ft, and shortly after we encountered a Talgarth glider/tug combination a couple of thousand feet below.

Graham has also offered the following picture and information:

Finally, congratulations to Mary Leader who edits our valued monthly newsletter. At our annual party and quiz, Mary was overwhelmingly voted best backseat member of the Bristol Wing. THANK YOU MARY!

Mary at St. Omer, pitching tent in September 2009.



Following on from Trevor's quiz last month, here's another question for you ....

What and where is it?

And for those of you who think about cheating - don't bother because Google won't help!

Happy New Year to all our readers and best wishes for a very good 2010.

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