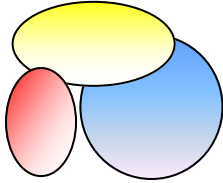




www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

January 2013

NEXT MEETING— Flying in 2012

Our first meeting in 2013 will take place very early in the year, on **Wednesday the 2nd January** in fact, starting to gather together from 7.30 pm.

For the meeting we would like to hear about any interesting flights you have made in 2012 - interesting because of the flight or the destination (eg first flight in a new aircraft, first flight to a new field, fly-in, trip abroad). We're not looking for a full lecture, say up to 5 minutes from anyone willing to talk. Please let our Co-ordinator Trevor know if you would like to provide a contribution. Perhaps we can pick up some good ideas in case we get better weather in 2013!

Mary will be there with the laptop so bring any photos along on a data stick.



A line of Piel aircraft at the fly-in held at the airfield above the wine making town of Joigny, France

LAST MEETING— Annual Quiz

Once again Trevor taxed our brains with his varied questions, some of which kept those members present quite puzzled.

The aircraft identification, by tail plane only, was a bit of a poser for some while working out which Airfield he wanted us to locate by giving only the published airfield information really exercised 'the little grey cells'.

As usual there was a sumptuous selection of goodies to nibble on throughout the evening and it was just a pity that there wasn't the expected number of participants there to enjoy the very festive occasion. We had heard that some members were under the weather and we wish them well and hope to see them fit and well at our January meeting.

Well done Trevor, thanks for all your hard work. This was his last year as Quizmaster and Alan George has offered to take over the baton next year.

Inside this issue:

Next Meeting: Flying in 2012	1
Where to go? Free Landings	2
Picture Quiz	2
CAA news and Save Sandown	3
Edwin's Eccentricity—Part 2	4/5/6

Contact Information

Wing Co-ordinator:

Trevor Wilcock

01275 858337

E-mail:

twbristol@talktalk.net

Treasurer/Membership Sec:

Gordon Pritt

01934 622795

e-mail:

gordon.pritt@talktalk.net

Newsletter distribution:

Mary Leader

01275 541572

e-mail: mary@bristol-wing.co.uk

Editorial address:

7 Cantell Grove

Stockwood, BRISTOL

BS14 8TP

Where to go...

Free landing vouchers for January 2013

Flyer: , Andrewsfield, Damyns Hall, Full Sutton, Panshanger, Perranporth

Pilot: .Boston, Brighton, Panshanger, Skegness

Looking ahead to 2013 here are the Aeronca Club dates with contact details:

May 11th	Bodmin, (70 years since Dambuster's Raid)	01208 821419
May 25th	Sywell, (USC) Hosts, Vintage Piper Club	01752 406660
June 15th	Goodwood, (USC) Hosts, E. Luscombes	01752 406660
June 22nd & 23rd	North Weald (Air Britain Fly-in)	01992 524510
July 20th & 21st	Dunkeswell (70 year Anniversary)	01404 891643
July 27th	Old Warden (USC) Hosts, Aeronca Club	01767 627927

2013 is the 70th anniversary of Henstridge Airfield (EGHS)

HMS Dipper was commissioned as a Royal Naval Air Station on 1st April 1943. It was one of a small number of RNAS to have a fully operational Aerodrome Dummy Deck system, complete with arrester gear and underground machinery, in order to train pilots for carrier landings.

Wessex Strut will be running a number of events to celebrate the first 70 years of Henstridge Airfield, including:

1st April 2013 (Easter Monday): The Wessex Strut Annual Fly In and Henstridge 70th Anniversary Celebration.

28th-30th June 2013: Official 70th Birthday Party Weekend.

24th August 2013: Vintage and Classic Fly In.

Also on certain dates they plan to run a Carrier Deck Landing competition, but without the arrester gear.

**The world is a book
and those
who do not travel
read only a page.**

St Augustine

Bristol Wing Members' details

Our membership Secretary, Gordon Pritt, would be very grateful if you could remember to update him whenever your details change ie Address, Home or Mobile Phone Number, e-mail address, LAA membership etc so that he can keep the Wing membership details up to date. Thank you.

Picture Quiz

Last month's Picture Quiz was sent in by Trevor.

Phil Mathews is the only person to offer a suggestion for this picture Quiz and Trevor say that his answer, the Bullfinch, is right. It is a retractable version of the Bulldog. Only one built, but still in existence.

Well done Phil. (and also congratulations for being on the winning team at the Quiz last month)



This Month's picture is here,
Any suggestions?

Trevor says that, as a hint:
*Graham should be particularly
keen on it*

CAA News

The CAA frequently issues documents affecting us. Below are links to some which may be relevant to some of our members/readers:

The final **GASIL** has been issued and can be read [here](#) and the occurrences can be read [here](#).

IN-2012/202: Continued Use of CAP 766 and CAP 767 Light Aircraft Maintenance Programme (LAMP)

<http://www.caa.co.uk/docs/33/InformationNotice2012202.pdf>

IN-2012/206: Important Information regarding licence applications

http://www.caa.co.uk/docs/33/srg_lts_Important%20Info%20regarding%20licence%20applicationsv1_20%20Dec12.pdf

CAP 747: Mandatory Requirements for Airworthiness

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=1331>

Pilot information online only from March 2013

From the start of the 2013 flying season, **Frequency Reference Cards will be available to pilots exclusively as a digital download.**

The downloadable cards will replace the traditional hard copy versions which are being withdrawn. It is hoped the move will ensure pilots always have access to the latest and most accurate information.

Frequency Reference Cards supplement the radio frequency information included on VFR charts, but that information tends to change over the course of the year. Usually this requires pilots to be aware of any updates and to manually annotate the card.

The introduction of a regularly updated and downloadable version in March 2013 will remove that requirement, while also allowing pilots to access the information from a mobile device or tablet computer.

Jo Suter, VFR Chart Editor from NATS AIS, said, "We're making this change to help make sure the general aviation community always has access to the best available information. In practice the hard copy Frequency Reference Cards are out of date soon after they are published, so making them available for pilots to download, view and print on demand is a much more flexible option. It will also allow us to update the cards more regularly so pilots can have the peace of mind that the information is the most current."

While users will need to register, the downloadable cards will be offered free of charge from the Aeronautical Information Services (AIS) website – alongside VFR chart updates and newsfeeds.

For further information, visit the AIS website at www.ais.org.uk

Save Sandown Isle of Wight Airport

The GAAC have sent the following notice :

HELP THE ISLE OF WIGHT FLYING CLUB TO SAVE SANDOWN ISLE OF WIGHT AIRPORT

As many of you have heard Sandown Airfield on the Isle of Wight is in receivership and is up for sale, Many of you have flown here over the years (and those who have not why not) appreciate it is like going abroad without having to cross many miles of sea with the beauty of flying along the Solent and over the New Forest or coming along the coast or over the Sussex Downs.

The Isle of Wight Flying club is currently setting up a Charitable Trust, Isle of Wight Airport Trust, with the sole aim to try and purchase the airfield and to maintain this as an airfield for future flying generations and to save it from the developers, whose sole aim is to put houses on it. Both local and national pilots who have flown to Sandown would not wish for this beautiful airfield to be lost forever.

We would be grateful to hear from anyone who would be willing to help in our quest to raise the necessary monies whether it be a donation or pledge or even if you wish to make a loan to the trust (we would obviously prefer the loan to be low or no interest).

Any contributions would be gratefully received along with any ideas or contacts as to how we can keep our airfield as an airfield as it should be.

Please contact:

Laurie Gavaghan on 07815 830546 or Email: laurie@gavaghan.net Chairman I.O.W. Flying Club.

Mike Cromati on 07770-773669 or Email: mcromati@hotmail.com

As Peter White (of the Aeronca Club) says:

Houses can be built in many places but not on significant historical aeronautical sites which happen to be still in use as working airfields.

Come on let's all help save Sandown (Isle of Wight) Airport continue to thrive in the way that it was intended.

Ex Young Eagle and ex RAF Flt. Lieutenant Tom Kinsley

Tom has accepted a job offer as a fast jet pilot with the Royal Australian Air-force. He is finalising his paperwork and will take up his post early in the new year. Pete.

EDWIN'S ECCENTRICITY Part 2

Following on from last month's who are we Edwin Shackleton takes us from 19th November '83

In a contrasting spell from late 1983 I flew in a Pitts S-2A special, Ted Smith Aerostar, Shorts 330, Piper Tri-pacer, Gulfstream I, Shorts 360, Jodel DR250 and my first flexwing micro-light with Steve Slate. Then I was privileged to fly in a formation of eleven Westland Wasp helicopters from RNAS Portlaoise to celebrate 21 years service with the RNAS. In absolute contrast I flew in a Britannia Airways Boeing 767 from Luton to Las Palmas in Mid 1984 (just 4 hours) for a magazine article to celebrate being the first European operator of the type. Five new types all from Badminton airfield were Volmer VJ22, Quickie Q2, Percival Proctor and Sea Prince at their Air Day in July 1984. Shortly after I was privileged to fly with the late Ben Cooper in his "just restored" Klemm L25 from Hungerford.

An absolute contrast—I flew in a Fairford based Boeing KC-135A tanker on an F-111 refuelling mission over the North Sea to meet up with, in turn, four F-111 aircraft from Lakenheath. Peter March and I lay prone on opposite sides of the boom operator and watched as individual machines connected to the lowered boom, then broke contact **sideways** for the next F-111 linkage—not to be forgotten!



Shortly after, Paul McConnell flew his Finnish built Valtion Viihde and Waco UKC-S from White Waltham for air to air photos—and I was aboard for each session!

An Alpha Mike tours advertised trip—Ilyushin IL62 (Heathrow to Prague), Ilyushin IL18 (Prague to Berlin) and Tupolev TU134 (Berlin to Heathrow) as part of an enthusiasts 4 day adventure took my total to 194 types. My connection with the Badminton Air Days opened the door to a short flight in the Duke of Beaufort's Turbo Commander 690. Then I enjoyed a return flight Staverton-Kidlington-Staverton in the rare Scottish Aviation Twin Pioneer. A really rare type was the high wing 2 seat Hindustan Pushpak (33 minutes) from Sleaford (June 1985) that Andy Rimington had restored.

At a company families day from Filton, I had the unusual chance with my son, Michael, to have a 50 minute flight in a Pan Am A310 Airbus (June '85) then shortly after added my 199th type—Cessna 207 Skywagon at Cranfield.

As a member of the Badminton Air Day committee I made contact with Nick Grace to bring his newly restored Spitfire 2 seater to our event (and to fix a flight for myself). All went well and I was strapped in the rear seat with a good view of the pilot's instrument panel. I had asked Nick if we could 'do' 300 mph and on the first run this was not achieved so, on a wider

circuit the ASI showed 300 mph—and I have photographic proof! It must have been my best ever aviation achievement!



I had been a regular visitor to the Bristol Balloon Fiesta and was surprised to learn that the 1985 event was to include 11 **gas** balloons—a unique event. Kate Partridge, event chairman, fixed me a ride. I flew with Nini Boesman and Pamela Fisscher in their Dutch registered Ballonfabrik K630 hydrogen balloon, take off being achieved by reducing the sand ballast. Pamela had 90 flights (in 4 years) to her credit but Nini had 650 flight since 1938. The silent flight took us up to 3,000 ft with a brief landing at Bath racecourse and a final smooth landing at Marshfield after 4 hrs 23 mins airborne—my only gas balloon flight but Oh so wonderful (No 202). Next highlight was in a Thruxton Jackaroo from Wroughton and then in a Piper Super Cub seaplane with David Seaplane from Scotney Court beach/sea near to Rye. AB charter Travel organised several charter flights for enthusiasts, the first of which was in the first SAAB 340 in the UK (from Birmingham) then one month later in Boeing 757 (Air Europe owned) from Gatwick. Yet another trip was farewell flight of the Trident 3 of BA from Heathrow but not a new type! A new type for me was DLT airline Embraer 120 Brasilia, my 212th type on a demonstration from Bristol Airport.

I had been the initiator of the Badminton Fly-ins and, at the April 1986 event, I was able to add Cessna 140, Southdown Puma and Socata TB9 Tampico to my list.

In June 1986 I had my first flight in a Whittaker MW6 micro-light. This was the first of the type and was constructed by Eddie Clapham. Over an 18 month period I flew in 19 different MW6 machines, five of which MW6s were side by side configuration—most flights from Warren Farm, Charterhouse on Mendip (sadly now sold and closed). On one trip with Eddie, we landed on a River Severn mid-river sandbank, took photos, engine started and back!

Next month I flew in 2 gliders (SZD Bocian from Nympsfield and IS28 from Thruxton). I had met up with S/L Rob Tierney who, in the Falklands, had brought to life an Argentinian Bell UH-1H Iroquois helicopter (UK had lost helicopters on the Atlantic Conveyor). He took me for a flight at Middle Wallop and I persuaded him to bring it to the next Badminton Air Day.

Next month I flew on a AB Charter Travel trip in a Suckling Airways Dornier 228 from Ipswich Airport (near to my birth-place) to Felixstowe, North of Yarmouth and back over Bentwaters.

Two more glider flights (Pachacz from Bidford and Bergfalke from Aston Down) were followed by a 42 minute super flight with Bill Allen in his Rutan Long Eze, from Staverton, a low level run down the Filton Runway and back to base. Soon after I enjoyed a trip in the prototype ARV Super 2 from its birthplace at Sandown IOW.

Thanks to my involvement with the International Air Tattoo the Chairman Sir Alasdair Steedman fixed for me to fly a sortie in a Shackleton from RAF Lossimouth. After a full briefing we were airborne for a 5 hour 41 minute sortie over the North Sea. One memory was flying over the Piper Alpha oil rig some 20 months before it blew up with the loss of 167 lives. We returned for a night landing after releasing some pyrotechnics over the base as it was 5th November!



Edwin Shackleton with a Shackleton!

In early '87 I flew on a positioning flight (28 minutes) in a Learjet 35 from Lulsgate to Heathrow. This was my payment for writing an article about the Bristol and Wessex Aeroplace Club!

The 1987 Fly In attracted 257 visiting aircraft. Tim Williams flew me in his 57 year old Puss Moth in which he had flown with Colin Labouchere to Australia to commemorate the 1934 Air Race. More light plane flights included Aeronca C3, Mooney M20, Bulldog (Bristol UAS), Beech Baron, Cessna 310, Bolkow Monsun and Robin 3000.

Really memorable was my first big airship flight—Airship Industries Skyship 600, 75 minutes from Radlett then Wembley, Tower Bridge and Central London. Five days later, in contrast, I flew in a rare Cessna 303 Crusader from Filton to Badminton. It was owned by jockey Pat Eddery who won 3 races at Bath racecourse on the same day.

The Fairford IAT organisers arranged a helicopter shuttle for AIT '87 from Wroughton to Fairford. Enthusiasts (and I) made the return flight in the rare (and unsuccessful) Westland 30. That year concluded my 14 year association with the Air Tattoo.

The 1987 Bristol International Balloon Fiesta included the public viewing of the Cameron N850 hot air balloon built for the transatlantic Dutch pilot Henk Brink. As the six burners inflated the 850,000 cu. ft. balloon there was a mad rush to be aboard the double decker for a world record breaking flight. There

were 45 aboard for the 56 minute flight—including me!!

Twelve days later I went on a George Pick Airtours trip to Switzerland basically to fly in a Junkers Ju52 Trimotor. At Berne I noted that a Swearingen Metro operated on the route to Basle and that there were some spare seats—so I persuaded four of our group to take the trip with me which included a rail sector! Next day we went to Dubendorf for the Junkers Ju52 flight and I enjoyed it so much that I paid for a second flight!! Then back home by Swissair A310 Airbus next day.

Shortly after I flew in a Nord 260 (only 10 were built) which was operated regularly by Turbomeca. The Filton to Luton flight (35 minutes) was followed by a train return.

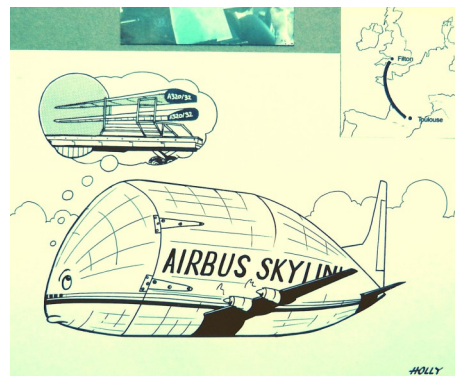
Another George Pick trip (Dec '87) started from Lulsgate in an ATR43 (72 Mins) next day in the Dassault Mercure from Paris to Lyon and back to Bristol in an ATR42. Two new airliners in 3 days.

In March 1988 Peter March and I flew to the USA by Pan Am Boeing which was the machine involved in the Lockerbie disaster. Our first venue was to the Valiant Air Command show at Titusville Florida and I was delighted to have my first new type flight in a Cessna L-19 Bird Dog then a Beech C-45 twin. Next day I was able to fly in a Marchetti SF260 followed by a Fuji LM-2 four seater development of the Beech Mentor in a formation of five painted in Japanese military colours for a Pearl Harbour sequence. Next was a Beech Mentor then a Stinson Sentinel. But the extreme highlight was an Aichi Val dive bomber replica, one of nine used in the Pearl Harbour filming. Then we moved on to Winterhaven, Florida where I had booked a flight in a United Consultants Twin Bee amphibian which was a rebuild of the single engine Seabee, flying from a concrete runway, then on the local lake and back to concrete. Our last stop was at Miami where I boarded a pre-booked flight in a land based Grumman Turbo mallard. It taxied into the harbour for our 20 minute flight to Bimini in the Bahama Islands then 3 hours later back to Miami. I saw the Mallard 12 years later on TV where Terry "Hulk Hogan" was the film star! Next day we were homeward bound in another '747' after adding 9 new types to my list and wonderful memories.

In 1988 Peter March, as editor of the RAF Year Book, agreed for me to prepare an article on the Chinook helicopter operation from RAF Odiham. I met air and ground staff to formulate a story then next day took part in an exercise involving 4 Chinooks, army troop, guns and vehicles on the Salisbury Plain, flying in all 4 helicopters.

Next trip was in a Morane MS500, French built Fieseler Storch from Dunkswell, appreciating the amazing short take off and landing capability. Later in the month I flew from Bembridge in a Piper Seneca and Aztec and had the experience of flying in the Isle of Wight Schneider Trophy racing circuit.

In utter contrast I flew from Filton to Toulouse in the Aerospacelines Super Guppy which was delivering the 32nd set of A320 wings. I was sat on a jump seat next to the pilot for the 146 minute flight to Toulouse.



Whilst there I flew in a Scintex Emeraude and Robin ATL from Muret L'Herm then Nigel Hitchman and I flew in a Centrair Marianne glider from Bourg St Bernard—and home by Air France 737! Soon after Tony Young fixed me a flight from Chilbolton in a Hiller UH-12 Gyro complete with spray bars. I persuaded him to do a few mock crop spraying runs (which were at about 6ft high!) Next day I had a short flight in an Air Command Elite gyro and then with Barry Tempest in his Nord 3202 and a CFM Shadow—all from Cranfield.

At a Badminton Air Day press preview I had the opportunity to fly on the top wing of a Yugo sponsored Stearman—which I accepted. I was surprised that I really enjoyed it and was not scared. Certainly something never to be forgotten!



Edwin on the Stearman wing at Badminton July 1988

Farnborough '88 static park exhibited a Cessna U-27 Caravan and I was able to enjoy a demonstration flight from Blackbushe of this military version.

My first visit to the Confederate Air Force in 1988 was a wonderful introduction to the preservation movement. Firstly I was invited to fly in a formation of Vultee BT-13 Valiant and I have a super photo of 3 BT-13 stepped formation (and I was in No 2). Then Russ Anderson fixed me a trip in the only airworthy Curtiss SB2C-5 Helldiver which had only flown 2 weeks before after a 5 year rebuild. To complete the visit I had a 52 minute flight in a Lockheed PV-2 Harpoon—a type that I had never even seen before.

I had seen many Lysanders in WW2 when I was a schoolboy and was watching the progress of Brian Woodford's machine. At last the flying opportunity came on a flight from Booker to Henstridge (noisy, cold and such a thrill).

Thanks to Peter March I was to write an article for the 1989 RAF Year Book on the Canberra. RAF Wyton provided various Canberras and one Hawk from Valley as photo-ships. I flew in the Canberra T4 which was the only 2 seater. Four press photographers took turns in the Hawk to "shoot" the Canberras. The Canberra captain allowed me to handle the controls on the descent.

My 304th type was the AMF Chevron micro-light, some 40 were built at Membury. In May '89 I visited Chivenor for the Fairford IAT programme. We flew to Plymouth Sound in a Wessex HC2 and had the experience of a winching to a launch and had the bizarre sight of 17 aircrew in 17 inflatable dinghies—then a return lift to the Wessex. Next day at Culdrose we flew in a grey painted (Faulkland service) Sea King to photograph a yellow Sea King.

On a northern UK trip I added Stinson 105, Grob 115, Wittman Tailwind and Sorell Hiperbiplane then from Bembridge an Aero Commander 200, Aeromere Falco and SAAB Safir—quite a score in 18 days. I had a special soft spot for the Aer Lingus DH Dragon which was built in 1936; it was hung above the passenger lounge at Dublin Airport for many years then flew again in 1986. It came to our Badminton Air Day in 1989 when I flew in the Enaer Pillan (built in Chile) at the 1989 Badminton Air Day having arranged it via the Chilean Embassy.

I had heard that a New Zealand Air Force operated Lockheed P-3 Orion was at RAF Lyneham prior to the 1989 Air Tattoo at Fairford. Somehow I managed to contrive the flight/ride to Fairford—7 minutes at 230 knots max—but what a scoop.

Two "follow on" types in August '89 were a Slingsby T-21 from Hullavington and an Air Seychelles Boeing 707 (another AB Charter flight) from Gatwick to St Mawgan air show with an extremely low run arrival.

June '89—Peter March and I visited RAF Kinloss and in a 3 hour sortie in a Nimrod we were able to witness the aircraft role, flying for air to air of another Nimrod which included overflying an oil rig, a Russian container ship—seeing the RAF in action.

Three months later at Bagby, a Rans agent, John Whiting, flew me in a Rans S10 and the only Davis DA2. The late Peter Clarke took me through some aerobatics in the Slingsby T-67 Firefly then I had my first Beagle Airedale flight to Sutton Bank, back by car to Bagby.

I had seen the wreck of a Slingsby Eagle at Hullavington. I found an Eagle operator who were pleased to receive it for spares and I was rewarded with a flight (11 minute) in Sept '89 in the club Eagle.

Ian Leader Trophy

During the January meeting we will be counting the anonymous nominations for the Wing Member who will receive the Ian Leader Trophy for *"Services to Bristol Wing"*. Please complete this form and bring it with you to the meeting on Wednesday 2nd January 2013. If you can't join us on Wednesday and still wish to nominate a member please contact Mary or Trevor who will add your vote to those submitted at the meeting.

Nomination form for Ian Leader Trophy

The member I feel most deserving to receive the Ian Leader Trophy for their 'Services to Bristol Wing' during 2012 is:

