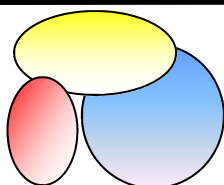




www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

June 2010

NEXT MEETING - Thursday 10th June

At this month's meeting we will not have a set speaker so Steve will be showing us the workings of Navbox flight planning programme. Steve has been using this for some time now and it's helped him get to Damme in Germany a couple of times with no problems.

We will gather together as usual from 7.30 onward in Room 5 to discuss the above, plus of course plenty of normal aviation chat, so hope to see as many there as can make it. Visitors are always very welcome.



Log cabins available for rent at Damme

LAST MEETING - Gyroplanes

Dave Organ, Gyroplane pilot and author of 'An Introduction to Ultra-light Gyroplanes', was our guest speaker and he enlightened us on all aspects of Gyroplanes, gyrocopters and Autogyros, which we learned are different names for the same aircraft. David spoke about the development from the Early days of the Campbell Cricket, through the Benson B7-M Gyrocopter in 1955, the Cierva types, up to modifications made to his own modern Campbell Cricket.



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Where to go....

Free landing vouchers for June in:

Flyer Magazine: Enniskillen, Fowlmere, Gloucestershire, Strathaven, Sturgate and York

Pilot Magazine: Blackpool, Chiltern Park, Donegal, Great Oakley, Huddersfield and Panshanger

Sat 19th June Defford Air Day (Croft Farm, near Glos.) all welcome.

See <http://www.defford-croftfarm.co.uk/>

The three most useless things
in aviation are:

"Fuel in the bowser;
"Runway behind you; and
"Air above you."

Basic Flight Training Manual

MEMBERS' NEWS



Ian Tadd's lecture to RAeS last month was, as expected, very successful. The Chair, John Egdeley of Optica fame, remarked afterwards that it was the first time that the questions and discussion had lasted longer than the lecture itself! Ian was pressed, and agreed, to open a website on electric aircraft. He says 'I fielded around 20-30 questions apparently significantly more than they usually get. I've been invited to join a couple of projects looking at electric flight. It really looking as if I've started something, I have contacts from a number of countries and from the SW Regional Development Organisation who want to discuss the possibility of attracting development work to the West Country. I made everyone aware I was a member of the Bristol Wing of the LAA ' Well done Ian, you've done us proud, we knew we were witnessing something special when we heard your first talk!

Nigel Stokes has had a spell in hospital and after a long but successful operation is recovering at home. Apparently it's all a bit painful at the moment but healing well and we're pleased to say that he's feeling fine. We wish him a swift return to full health and 'flying fit'

Pete Turner once again has reason to be a very proud father. As we reported his son James completed his Citation rating in January with Pete training him on the type and another examiner carrying out his test. James then went on-line and completed his line flying under supervision with Chief Pilot, Captain Ken Wilson. Pete then did his final line check on 21st April on the Citation Bravo - Gloucester - Cannes - Newcastle - Gloucester.



Pete and James at the end of that day!

Picture Quizes

Well Trevor must have set a really hard problem last month because there has been absolutely no response at all!

The Answer:

It's Topsy B: OO-EOT,
Formerly G-AISB



This month Graham Clarke has offered these two pictures of the same aircraft
Any ideas what and where the aircraft is?

The clue: Louis' Trade Winds

Warning!

Three or 4 times recently a Jetstream has flown about 1/4 to 1/2 mile way at approx 500-800 feet across the end of the Henstridge runway, going North to South at 90 degrees to the runway. (Henstridge village end)

Beware if you are flying in the area.



MCASD details

Mary Leader and Trevor Wilcock were amongst the 100 or so people who attended the 2010 Military Civil Aviation Safety Day (MCASD) at RAF Lyneham on 19th May. The aim of the MCASD, jointly sponsored by the MAA and CAA, was to promote closer ties between General Aviation and the Royal Air Force and to focus on the shared use of the lower airspace. There were 8 presentations in a very full day; quite a bit of the material was familiar from past Bristol Wing events, though with mainly new presenters and an interactive audience, interest was maintained. The presence of senior personnel from the CAA, MAA and other organisations was much appreciated.

The various presentations included:

- ➔ **An introduction** from the Director of the new Military Aviation Authority, set up following the inquiry into the Nimrod fuel fire and crash.
- ➔ A briefing on C130 operations from Lyneham (note that those C130s you see at low level in the area may have a pilot at the controls with only 200 hours total time!).
- ➔ **Operation of the Distress and Diversion cell.** A copy of their presentation is available at <http://airspacesafety.com/content/download.asp?u=-2147483598>. They stressed that if you are in any doubt as to your position or in any difficulties, call 121.5 as soon as you experience problems – do not let them escalate. All pilots are also encouraged to make the occasional Practice PAN - D&D also need the practice!
- ➔ **A CAA presentation on avoiding airspace infringements.** The frequency of infringements is depressingly high (759 in 2009). Not surprisingly, two-thirds are in the busy Heathrow/Gatwick/Stansted/Luton area. The cost of infringements is also high - as much as £100/minute direct cost for each aircraft delayed, let alone consequential costs, and an incursion can delay many aircraft. Pilots are urged to use Mode C or S - the availability of height information considerably helps controllers minimize the impact of any incursion. Also be in touch with somebody - for example Farnborough LARS intervene to prevent around 350 infringements a year. The Airspace and Safety Initiative provides much useful information - see <http://airspacesafety.com/content/>. It will be interesting to see if the statistics change with the availability of the Airbox Aware.
- ➔ **A presentation on Danger Area crossings.** It was emphasised that danger area activities are often scheduled on a daily basis so up-to-date information is needed. AIP ENR 5-1 (available on-line at <http://www.nats-uk.ead-it.com/fwf-natsuk/restricted/user/common/cms.faces?page=aip>) gives you all the relevant information about each danger area, including Crossing Service frequencies; charts also carry the frequencies.
- ➔ **A view from the helpful people at NATS Bristol ATC** - information very familiar to Strut members. Their willingness to accept transits when traffic allowed was again emphasised.
- ➔ **David Cockburn from the CAA** repeated a segment of his familiar presentation, particularly in respect of visually minimising the collision risk.
- ➔ **A short presentation on the UK Airprox Board.** <http://airspacesafety.com/content/downloads.asp> gives a fuller presentation from an earlier MCASD
- ➔ **The view from RAF Lyneham ATC.** Look out for additions to their website at <http://www.raf.mod.uk/raflyneham/flyinginfo/> in the next few days, including a VFR guide. Click on the link below to access it: http://www.raf.mod.uk/raflyneham/rafcms/mediafiles/DE452F71_5056_A318_A8F1F755130C1227.pdf

Do note that on the <http://airspacesafety.com/content/> site there is a slider bar to access more info - it's not initially apparent.

This was probably the only MCASD to be held in 2010 (budget cuts hit everyone!) and the next may well be in Scotland.

One gem which was mentioned at the meeting was the free handout of Listening Squawks some time ago with Flyer Magazine. We have been able to reproduce it on page 5 for you to print and fold (and possibly laminate) to keep in your kneepad for easy reference.

Listening Squawks

Following successful trials, listening squawks have now been introduced for aircraft flying in the vicinity of Manchester, Birmingham, Doncaster, Gatwick and London City, Luton and Stansted, Solent and Belfast. For details of the correct squawks and frequencies see over. For SSR Operating procedures see AIP ENR 1.6.2. For latest updates see www.flyontrack.co.uk

Points to remember

- Enter the appropriate listening squawk for the area, with Mode C if you have it
- Tune into the appropriate frequency and listen out, without transmitting
- Change back to 7000, with Mode C if you have it, when leaving the area or changing frequency

A listening squawk does NOT...

- Clear you into controlled airspace
- Mean that you are receiving any ATC service

If you need an air traffic service, contact either the appropriate ATC frequency or London/Scottish Information as required.

AIS Info line 0500 354802 or +44(0)20 8750 3939 www.ais.org.uk

Mode C - if you've got it, squawk it

FREE from FLYER

Listening Squawks

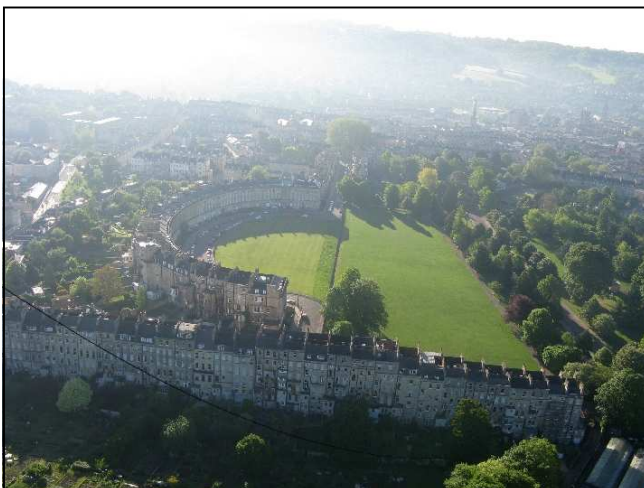
Squawk Code	Monitor Frequency	Location
0011	120.225	Solent
0012	119.475	Gatwick and London City
0013	129.550	Luton and Stansted
0010	118.050	Birmingham
7366	118.575	Manchester
6170	126.225	Doncaster
7045	128.500	Belfast

Squawk Codes

AIS Info line 0500 354802/020 8750 3939 www.ais.org.uk

Aloft in a balloon at last!

Back in October my two wonderful children, Chris and Suzi, bought 3 vouchers for us all to have a flight in a hot air balloon in October to acknowledge what would have been Ian and my 36th wedding anniversary. Unfortunately the flight was cancelled because of weather and, due to various commitments, we were unable to try again before they closed for the winter. Between 20th April and 20th May we tried 6 times but were thwarted by our British weather, then we finally heard on the evening 22nd May the message to meet at 6.30 am in Victoria Park Bath and the forecast was good! Well it was really worth all those cancellations - the conditions could not have been better and we even had champagne overhead Bath. As usual Bristol ATC were very accommodating, it was good to hear the familiar, friendly voice of Julian Andrews, and the wind even took us to within two miles of home. Mike our pilot made a perfectly controlled vertical landing, keeping the envelope upright allowing 4 passengers to jump out and carefully manoeuvre the floating basket away from the cricket pitch in the grounds of the Cadbury Chocolate Factory in Keynsham. It was a wonderful experience which became a perfect birthday present for me. Thanks kids.



Laying Out (flight preparation)

The chart (an OS map)

En route view of the Royal Crescent

The engine? working well

Text and Photos by Mary Leader

Landed (you don't want to see this in flight!)

