



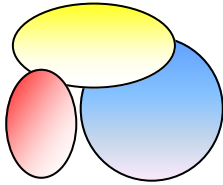
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Bristol Wings

Newsletter of the LAA Bristol Wing

March 2012



NEXT MEETING -

Wed 8th March meeting—7.30 pm in room 7

YOU ARE THE TEST PILOT

Wing member Graham Clark has been asked by the Scottsdale/Arizona Chapter of the EAA to give a talk on 'Flying in Europe'. A nice sharp definition, don't you think? Since Graham does not have either the time or knowledge to deal with such a broad subject (in 40 minutes), he has whittled it down to 'Flying for Fun in the UK'.

His presentation uses pictures taken and gleaned from his travels around This England, plus a few from the other side of La Manche.

Graham would like to try out his Scottsdale presentation on the Bristol Wing, and use you all as guinea pigs, hopefully to gain any constructive (please!) suggestions or corrections you deem appropriate. His presentation is naturally be totally biased in favour of aircraft with bent wings.....

How did you guess?



LAST MEETING—member's trips

Steve spoke about his trip to Aero-expo at Bitburg last May and how easily they managed to negotiate the airspace, encouraging us all to give 'flying foreign' a try.

Trevor Wilcock showed some picturesque pictures of his trip in 2008 to Quiberon. This was his first real 'foreign' adventure and he appreciated the experience which his flying partner, Ian Leader, shared with him.

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Where to go...

Free landing vouchers for March in:

Flyer Magazine: Blackpool; Castle Kennedy; Lashenden; Old Buckenham

Pilot Magazine: Bodmin, Brighton, Eshott, White Waltham

4th March: Vintage Sunday, Old Sarum 01223 373765

25th March: VAC Turweston 01280 705400

29th March Ditching and Sea Survival Seminar, At the Lifeboat College, Poole, Dorset

RAeS Bristol branch



Date: Monday 12th March 2012

Subject: The Future of Aircraft Interiors (RAeS-IET Joint Lecture)

Speaker: Robert Lange, Vice President Marketing, Airbus

Venue: Room 2D67, Frenchay Campus, UWE, Coldharbour Lane, Bristol
Refreshments at 6.30pm for lecture start at 7.00pm

A thunderstorm is never
as bad on the inside as
it appears on the out-
side.

It's worse.

Future events

7th April: Henstridge fly-in www.henstridgeairfield.com

14th-15th July : Devon Strut Aero-Rally Dunkeswell

Snippets

LAA NEWS

Graham Newby, Director and Chairman of LAA's Member Services and Marketing, is very keen that everyone is aware of the implication which the Olympics will have on our flying.

Please follow this link: <http://olympics.airspacesafety.com> to get all the up to the minute information. When you purchase your next edition of the 1:500,000 chart (due in March) you will also receive a FREE half mil VFR chart of the London 2012 Olympics airspace restrictions and changes.

On this subject, some of our members attended an interesting meeting held at Kemble last Tuesday hosted by Bristol ATC. Also present were personnel from Kemble ATC, Filton ATC and two pilots representing Brise Norton ATC. The evening ended with a very informative concise précis of the airspace involved over the late summer months and although you may think 'I'll not even go there' you may be affected if you wish to fly down to the South East coast en-route to France for instance. It's well worth visiting the above website.

Bristol ATC have offered to come along and give us a talk if we wish. Do we want it?

Flying in France

It is good to hear that it is now OK for Factory built Permit aircraft to go to France now.

See <http://tinyurl.com/7e3jp4q> for the full information.

Pembrey Airport

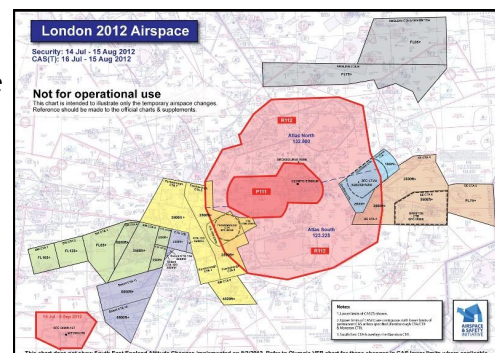
If you are thinking of getting away from the Olympics why not go the other way and visit Pembrey on the north of the Carmarthen Bay Peninsula? We have been told that Pembrey Airport is available for any events that you have available this year at no charge. Visit their website at: www.pembreyairport.com for more information.

VFR Flight Guide

You may be interested to know that Flyer Magazine are offering the 2011 VFR Flight Guide for sale for £5 plus Postage and Packing, a very good offer if you don't mind having a slightly out of date reference guide. As a further incentive, the £5 you pay will be donated to the 'Buy a Brick' scheme to support the Jet Age Museum at Gloucestershire. (See next item). If you're interested in the flight guide call Haydon on 01225 481440 or email haydon@flyermag.co.uk

Jet Age Museum 'Sponsor a Brick' Scheme

Gloucestershire airport have launched this scheme as work will begin this year on a permanent home for the Jet Age Museum. If you'd like to be involved contact Phil Mathews at Cotswold Aero Club by e-mail phil@cotswoldaeroclub.com and he will send you a form to complete and return.



Picture Quiz

Answers given by three enthusiasts this time:

John Shufflebottom (the subject of our 'Who are we' last month) gave a very full answer: *just seen the mystery plane I think it is a Douglas DC5 belonging to KLM registered PH-AXB and named Boschduif it was one of the two bought by KLM for their West Indian operations, another two being used in Indonesia. All four aircraft were used to evacuate civilians from Java to Australia in 1942, one was damaged at Batavia and was later repaired and tested by the Japanese. It could carry 22 passengers and a crew of 2 pilots and 1 flight attendant. Douglas only built 16.*

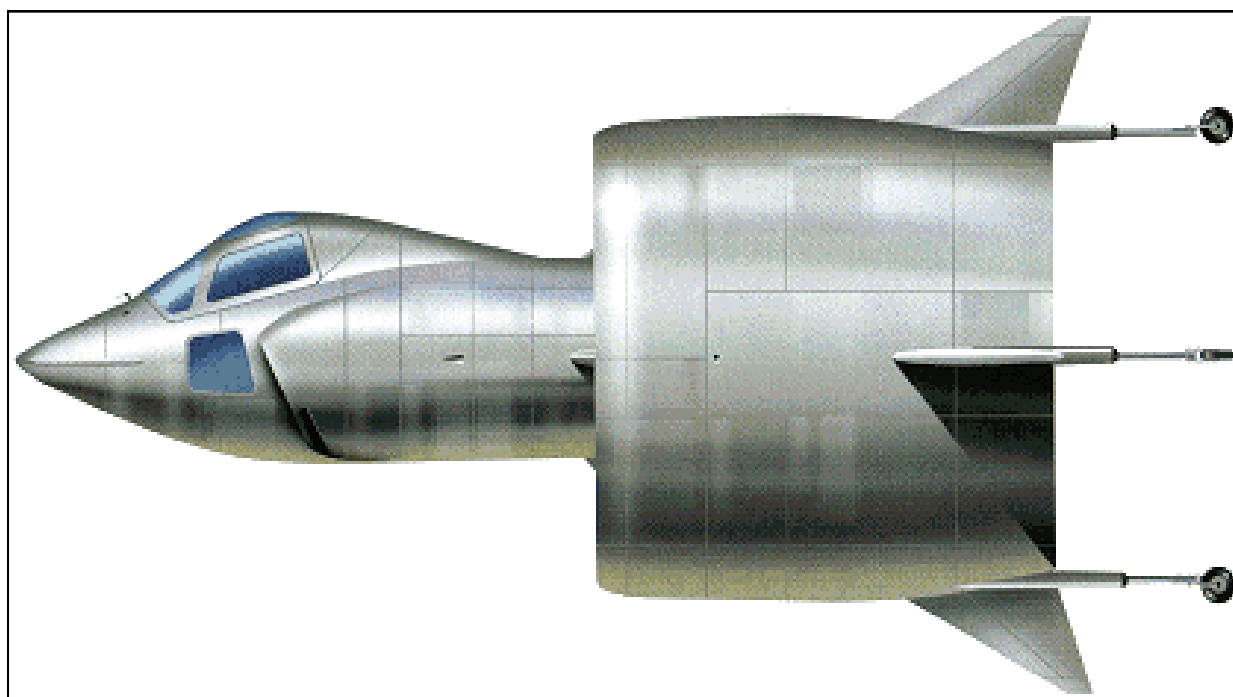
Edwin Schackleton (see his article on the following page) and **Graham Clark** agree with John's suggestion of Douglas DC5, Trevor (who submitted the picture) confirms they are correct.

Last Month's picture.... *Something old...What is it?*



This month's picture :

Offered by Graham Clarke who says there are **two** extra points for the **exactly correct** spelling of the picture below:



A Non-picture puzzle.....

Thanks to Tom Geake for the following:

For maximum range one should fly at the minimum total drag speed. For the Chipmunks which I used to fly, the Book said 1900 rpm = 90kt. For maximum endurance, the Book said 1700 rpm = 70kt. As 70kt is slower than 90kt, the aircraft's drag must be greater than it is at 90kt, requiring greater thrust from the propeller to maintain steady flight. As the propeller is a fixed pitch one, one cannot get this extra thrust by increasing the pitch. From where does the extra thrust come?

Background: This conundrum was thrown at a group of University Air Squadron cadets who were giving a Ground School Instructor a hard time by asking questions using knowledge from university lectures that were far more sophisticated than the RAF manuals from which he had gained his knowledge. Only the cadets who had a command of relative velocities could reply!

As usual, any answers (if known) to the Editor.....

WHO ARE WE?

A column dedicated to finding out more about who belongs to the Bristol Wing. This month we talk to : **Brian Osley**



Current Day Job

I spent 38 years in the Civil Service with a variety of jobs in several departments, ending up managing a large computer complex. Since retirement I have enjoyed a number of interesting part time jobs.

Why Aviation

Fascinated by aircraft for as long as I can remember. Could recognise any plane in the 40s and 50s. Used to freely wander around the hangars at Shoreham and on the field at Gatwick, annual visits to Farnborough where there was always something new and where you could wander freely around the hangars (once saw the Comet wing in the test rig), cycled to Dunsfold to view the Hunters on test (Bill Bedford once waved to us) and collected huge amounts of photos and literature by writing to every manufacturer here and abroad that I could get an address for. How simple and relaxed it all was compare with the terrified atmosphere of today!

First flight what, where, and when.

This was in a WW2 DC3 from Lydd to Beauvais in the mid 1950s. Still painted khaki inside and with the canvas seats. We were allowed up to the cockpit only to find the plane on autopilot with the crew so bored that they were flicking water at each other which was leaking through the windscreen! My first every light aircraft flight was in June 1993 when Jim Hobby flew me from Oaksey to Old Warden in G-BJBO.

How long in Bristol Strut

I joined PFA in 1987 but only when I got a general invitation from Tim Maynard did I pluck up the courage to join the Strut, thinking they would all be pilots and not on my plain.

Total Number of Aircraft and Hours Flown

I have been luck enough to try a balloon, glider, microlight and helicopter as well as GA types and commercial airlines. From Tiger Moth to Concorde, my 'log book' shows that I have enjoyed flights in 15 GA types totalling 17 hours and on 14 commercial types with very many hours.

Favourite and Worse Type Flown In

Difficult choice of favourite between the J3 Cub G-AKAA and the Smaragd G-DENS. Worst has to be the Twin Pioneer G-APRS because of the noise levels inside

Best Aviation Moment

Again a toss-up between Concorde on my 60th birthday and G-DENS on my 65th. Both very special, I could not believe how smooth and quiet Concorde was at Mach 2 and 55,000 feet. It really was armchair comfort!

Aviation Heroes

No-one person really, but I have always admired the test pilots of the 50s and 60s who were pushing the bounds of jet flying, and taking world speed records, without the luxury (or protection) of the current pre-first-flight computer simulations. Sadly, some of them paid the ultimate price on aircraft with design flaws that surfaced only when the plane was being tested hard.

Any Hairy aviation moments

Landing at Gatwick one very stormy night, the plane dropped a wing really violently just as we crossed the threshold, leading to screams on board. Similarly, just after rotation in a light aircraft, I suddenly found that I was looking straight down at the runway below, as the plane was almost 90 degrees off level. The skill of the pilot got it back to level flight—thank you.

Any advice For Pilots

Try not to fly with an empty seat, you'll make someone happy and four eyes are better than two. Also please park your plane so that we spotters can read the registration.

Ambition

Maybe some more flights, a guided tour of the hangars at Shoreham, and to log more airfields and more aircraft before I get too old to drive! Also, by good, courteous behaviour to prove to some airfields that serious spotters are not the threat that some people would have them believe.

And Another Thing!

My March 1953 book of registrations from JWR Taylor in which I logged my 'catches', shows just 4 in the "E" series with the rest of the listing going from G-AACN to G-AMYO, and some lovely period photos. No 'personalised' numbers and a remarkably short listing of overseas airlines serving the UK from just 24 countries. Two interesting entries are G-AAYX, Miles Martlet, operated from Shoreham by the Popular Flying Association and Taylorcraft D G-AHWK and G-AHWO operated by the Bristol and Wessex Aeroplane Club.

Edwin Shackleton

The editor has received the following interesting letter from Edwin...

I couldn't resist writing to answer the 'Picture Quiz' which is the DOUGLAS DC-5—certainly one in which I have NOT flown—in fact I would think there were none to come to the UK.

*My aircraft total has now reached **871**. Guinness Books of Records have included me for the 11th time (with the incorrect total of 841).*

It is becoming really difficult to find new types but I have firm promises of the Groppo Trail homebuilt and Sparton Executive (only 2 in Europe and just 35 build (1937 to '39) and maybe the 2 new enclosed cockpit flexwings.

Nevertheless I have had great fun in adding to my "Transport in the UK" types. Recent additions have been an electric car; 7 seat cycle at Barnstaple; brewers dray; Scammell scarab ; travel pod (from LHR terminal 5) and donkey carriage!!

Congratulations Edwin on a record breaking achievement.



Above: No 206 Travel pod at LHR Terminal 5

Below: 7 seat cycle at Barnstaple



SAFETY NOTES.....

(Courtesy of Royal National Lifeboat Institution)

Due to popular demand GASCo & the Lifeboat College are holding another 'Ditching & Sea Survival' Seminar. The day will include sessions on preparing for over-water flight, regulations governing flight over water, the carriage of survival equipment and equipment demonstrators.

The Lifeboat College has a sea survival pool and practical sessions will be held in the afternoon which will include wave and wind effects as well as a simulated helicopter rescue.

Booking Price of £175 inclusive of lunch and refreshments.

Apply ASAP to: info@gen-av-safety.demon.co.uk or phone 01634 200203, mail GASCo Office, Rochester Airport, Chatham, Kent, ME5 9SD, Web Site: www.gasco.org.uk

Motion induced blindness

Thanks to Frank Bond and also Trevor Wilcock for the following:

You may know it's there, but you cannot see it . . . for all drivers, knowing this could keep you safer on the road. **Keep your eyes moving!** Here is a major reason people in cars can look right at you (when you're on a motorcycle or bicycle)—AND NOT SEE YOU!

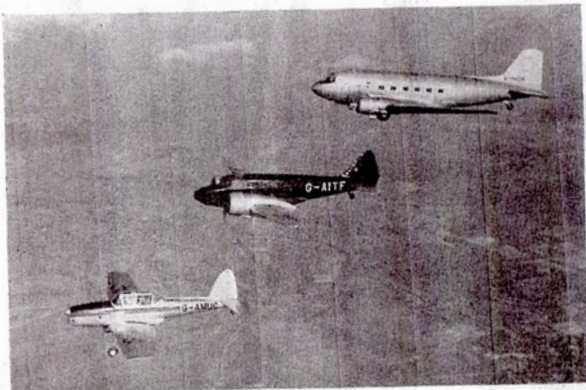
It is a great illustration of what we were taught about scanning outside the cockpit when I went through training back in the '60s. We were told to scan the horizon for a short distance, stop momentarily, and repeat the process. I can remember being told why this was the most effective technique to locate other aircraft. It was emphasized (repeatedly) to NOT fix your gaze for more than a couple of seconds on any single object.

The instructors, some of whom were WWII veterans with years of experience, instructed us to **continually "keep our eyes moving and our head on a swivel"** because this was the best way to survive, not only in combat, but from peacetime hazards (like a mid-air collision) as well. We basically had to take the advice on faith (until we could experience for ourselves) because the technology to demonstrate it didn't exist at that time. Click on the following link for a demonstration <http://www.msf-usa.org/motion.html> and you will soon see for yourself the wisdom of that advice.

Who's looking at who?



HAWKER-SIDDELEY CHIEF PHOTOGRAPHER CYRIL PECKHAM IN ACTION FROM A TIGER MOTH.

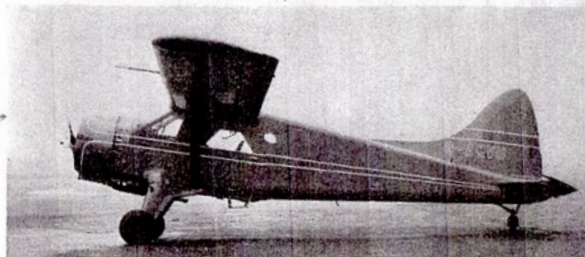


WATCHING THE BIRDIE. A.S.T. CHIPMUNK, OXFORD AND DAKOTA TRAINING AIRCRAFT LINE UP FOR THE PECKHAM CAMERA.

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Brian Osley sent in these wonderful nostalgic pictures from one of his older aircraft Registration books.

As you will see the Tiger Moth has the chief photographer 'in action' on board (just) and he was being photographed from possibly one of the three aircraft being captured on film, but which one? Or was it taken from the Beaver?



NEW BEAVER. FIRST PHOTO OF G-AMVU, NEWLY ARRIVED FROM CANADA TO REPLACE DE HAVILLAND'S EARLIER, WELL-KNOWN DEMONSTRATOR G-ALOW.

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