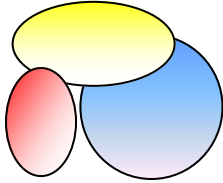




www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

May 2013

NEXT MEETING— Ian Seager from Flyer Magazine

On **Wednesday 1st May** Ian Seager, publisher and managing director of Flyer magazine, will talk to us about running a flying magazine.

We may well hear also about his trip last year to Oshkosh in his Cessna 182.

As usual our members will start to gather about 7.30pm in Room 7 at BAWA with the meeting proper commencing at 7.45.

Directions to the venue can be found on our website: www.bristol-wing.co.uk where more information about us is available.



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FLYER AIR Portal

LAST MEETING— Avionics for GA

Manuel Queiroz and Dave Waterman from RGV Aviation at Gloucester displayed some modern glass cockpit avionic systems for GA.

From a very capable miniaturised 8.33kHz radio at around £1200 to advanced multi-function displays costing many thousands, they demonstrated that continuing development has led to impressive additional capability for a price comparable with earlier generations of equipment, together with savings in weight and size.

There is something out there for all of us!

Skittles Event

Unfortunately our planned skittles match with Bristol Aero Club on 12th April had to be cancelled at short notice due to a booking conflict. The aim is to rearrange the event for **Friday 11th October** at the RAFA Club so please put this date in your diary..

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CAA News

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

CAP 413 Radiotelephony Supplement 3 - For General Aviation pilots: This very well presented and easy to read documents is available to view or download at: http://www.caa.co.uk/docs/33/AviationGuideFinal20090917_LOCKED.pdf

Safety Sense Leaflet 28: Fuel Handling and Storage: <http://www.caa.co.uk/docs/33/20130409SSL28.pdf>

IN-2013/051: Consultation: Replacement of Class F Airspace in UK Flight Information Regions: Consultation ends 12th July 2013 so read: <http://www.caa.co.uk/docs/33/InformationNotice2013051.pdf>

IN-2013/059: Farnborough LARS (West) Frequency Monitoring SSR Code: It has been agreed to extend the trial period for the use of the Farnborough LARS (West) Frequency Monitoring Code. The extended trial period will allow further trial data to be collected during the busier summer months with a view to permanently establishing the code at the end of the trial. Further info: <http://www.caa.co.uk/docs/33/InformationNotice2013059.pdf>

Picture Quiz

Last month's 'What and Why' Picture Quiz



Answer: to last month is the NASA AD-1 oblique wing research aircraft; its wing could be pivoted from 0 to 60 degrees of sweep in flight.



Surprisingly we didn't receive one suggestion to this puzzle. This is the first time that Trevor has confounded everyone

This month's Question:



What is the aircraft and why?

An extract from SAGITTARIUS RISING by Cecil Lewis

Having just finished reading this book, borrowed from our Wing Library, I thought it worth sharing these few paragraphs.....Mary

A hundred miles, North, South, East, West. Thirty thousand square miles of unbroken cloud-plains! No traveller in the desert, not pioneer to the poles had ever seen such an expanse of sand or snow. Only the lonely threshers of the sky, hidden from the earth, had gazed on it. Only we who went up into the high places under the shadow of wings!

I was about to turn west again when I saw, in the distance, a cloud floating above the floor, smaller, no bigger than a man's hand; but even as I looked, it seemed to grow. It swelled, budded, massed, and I realized I was watching the very birth of a cloud—the cumulus cloud that chiefly makes the glory of the sky, the castles, battlements, cathedrals of the heavens. What laws had governed its birth at this moment, at that place, amid the long savannahs of the blue? Heaven, that bore it, knew. Still it was there, creating a growing loveliness out of nothing! A marriage of light and water, fostered by the sun, nourished by the sky!

I turned towards it, fascinated. It grew rapidly. Soon it was vast, towering, magnificent, its edges sharp seemingly solid, though constantly swelling and changing. And it was alive with light. Radiant white, satin soft, and again gold, rose-tinted, shadowed and graded into blue and mauve shadows—an orient pearl in the oyster shell of the heaven! And all the time I knew that I had but to come close enough for all the illusion to be gone, the solidity and beauty to dissolve, the edge to fray and dull, and that within it would be the same grey mist that you may meet on any moor in England.

Wisdom said: Keep distance and admire. Curiosity asked: How much closer without losing the illusion? I edged nearer. I was utterly alone in the sky, yet suddenly, against the wall of the cloud, I saw another machine. It was so close that instinctively, as an instantaneous reaction to the threat of collision, I yanked the stick and reeled away, my heart in my mouth. A second later, I looked round and laughed. There was nothing there! It was my own shadow I had seen, the silhouette of the machine on the white cheek of the cloud. I came back to observe the strange and rare phenomenon. There on the cloud was my shadow, dark, clean-cut; but more than the shadow, for around it was a bright halo of light, and outside that a perfect circular rainbow, and outside that again another rainbow, fainter, reversed.

From the ground the rainbow is an arch spanning the visible heaven. From the next hill-top, so it seems, one would be high enough to solve the riddle of where it ends. But here it was small, bright, compact, a perfect circle, and at the centre the shadow of the Parasol, like the stamped image on a golden coin.

Where to go...

Free landing vouchers for **May 2013**

Flyer: Causeway (NI), Gloucestershire (donation to local charity applies), Henstridge, Lashenden (Headcorn), Oaksey Park (Wed-Sun), Swansea

Pilot Spring Issue: valid 15 Apr - 12 May: Bodmin, Coventry, Newtownards, Retford.

And so that you can plan ahead here are **June's** free landing airfields:

Flyer - Bembridge, Bourn, Crosland Moor, Holmbeck, Roserrow, Sutton Bank

Pilot - Bagby, Boston, Gloucestershire, Londonderry

"Nobody who gets too relaxed builds up much flying time."

**Ernest K. Gann,
The Black Watch**

May 11th Bodmin, Cornwall Flying Club (Themed – Dambusters, fancy dress welcomed) Contact; 07805 805679/01208 821419.

May 27th Bank Holiday Monday: Classic Wings & Wheels event . Bidford Airfield Phone 01789 778807 or visit: <http://www.bidfordglidingandflyingclub.co.uk/index.php/events/forthcoming-events/5-wings-wheels>

June 8th: Throckmorton (Pershore, Worcestershire) Slots may now be allocated so please start applying directly. Arrivals will be from 09:15 local through until 12:10. Approximately 40 aircraft had booked for the 2012 event but this year additional parking on both east and west sides of the active runway will be available. This is the only day of the year to get Pershore in your Logbook. (£20) per aeroplane. <http://www.throckmortonairshow.com/airshow.htm>

JULY 19th - 21st Dunkswell- 70 year Anniversary Aero Rally- Vintage and Classics welcome. Contact; 07776 075996/01404 891643.

AUGUST 4th Lundy Island fly-in, PPR is essential. Contact; 07805 805679

SEPTEMBER 8th Watchford Farm Annual Fly-in. Contact; 07779 143439

Membership details



Please remember to notify our Membership Secretary, Gordon Pritt, of any change in your details: Address, home or mobile phone numbers and especially your e-mail address. In fact you should also let Mary know your change of e-mail address so that you continue to receive the monthly newsletter. All contact details for 'committee' members are on the front page.

LAA NEWS

LAA Pilot Coaching Scheme

The LAA Pilot Coaching Scheme will be in attendance at the **Popham microlight fair on 4th and 5th May**, and **Aero Expo on 1st and 2nd June**. PCS chairman Jon Cooke and LAA coach John Brady will be available to sign your Level 6 English Language Proficiency, as well as discuss any licensing and training enquiries. At other events where the LAA trade stand is present, LAA coaches will be available to assist with enquiries. With us already in the transition to EASA, please do come along and have a chat.

English Language Proficiency

For those who wish to use the Language Proficiency Endorsement service, please print off and bring along a [Form SRG 1199](#) for us to sign. You will need to bring along some means of photo identification too. (Form SRG 1199 states that a certified copy of your identification is required. However, the CAA have kindly agreed that where the form is completed by the Light Aircraft Association, a certified copy of your identification is not required.)

The process is fairly simple and will last less than ten minutes. It involves a face-to-face aviation-related conversation. This takes the form of some general conversation, some radio phraseology and pronunciation. Don't worry if you don't know the answer to any question you are asked, as it's a great opportunity for us to discuss this in English.

If you will be applying for an EASA licence you will also need some documents photocopied for us to certify. At the end of [Form SRG 1104](#) is a checklist: bring along a copy of your passport or driving licence; a copy of your Certificate of Revalidation page; and a copy of your medical for us to certify. We will be making the process as easy as possible for you to complete whilst complying with CAA requirements.

Castrol Oil Recall

Batches of a number of different Castrol two-stroke oil products are being recalled by the company due to possible water contamination that could cause serious engine problems. Some of these oils may be in use by owners of aircraft with two-stroke engines so if you are running a two-stroke, or know somebody who is, please check the Castrol information on the LAA website [using this link](#) to see if you are affected.

EDWIN'S ECCENTRICITY Part 6

Continuing the story from early August 1998

Bristol Balloon Fiesta '98 was the location for my 646th aircraft type and the Action Man special balloon (150 ft long) was my mount for the 52 minute flight.



A really rare aircraft type was the only Miles M28 Mercury (six were built prior to the Messenger). Danish owner, Hans Kolby Hanson, flew Mike Drye and I on this very special type from Woodford.

A new type to the UK civil register was the Czech jet trainer L-29 Delfin (1971 built) and I had a super low level flight from the huge Manston runway (22 minutes of delight!). Contrasting again was in a Linstrand LBL-18 balloon with 10 on board, flown by Jo Bailey of Bailey Balloons—my 25th balloon flight.

I met up with Steve Rosser of the Cheshire Microlight Flyers Club at the Woodford Press Preview. He was fascinated by my aircraft activities and promised some 'type' response from the club. Just 4 months later at Arclid Green I flew in a Thruster T600 and five different flex wing machines all within 3 hours. Coverage was in the "Microlight Flying", "The Guardian", 3 local papers and the "Bristol Evening Post"—a record in itself!

At Welshpool, I flew in the General Avia F-22, still the only example to be UK owned. In the 20 minute flight we climbed over a local cloud bank, headed into the aircraft shadow which was surrounded by a circular rainbow. Tony Benyon descended until the wing shadow reached span size—an amazing experience.

The Czech built Aero L-39 jet trainer was my next type, flying from the huge Manston runway we crossed the Kent coast and dropped to low level at 375 mph—20 minutes of excitement!

In April 1999 Peter March and I set off for a 13 day USA trip flying to Brussels by Sabena BAe 146 then Delta Boeing 767 to Atlanta, then onward by Delta TriStar for Sun 'n Fun.

First new type was an open cockpit Waco UPF-7 (had

previously flown in 3 cabin Wacos) then a Leza Lockwood Air Cam, twin pusher parasol monoplane. An Arnet Aventura was followed by an Express 90 then a Swiss Pilatus P3 (ex Swiss A/F). Next day, I had a super flight in a Grumman Albatross amphibian, making two touch and go landings at Lake Weir on the way to Leeward Air Ranch, joining 80 visiting aircraft. Contrasting return flight was in a 1943 built C-47 Dakota! Next type was a Lockheed AL60 then an early morning flight in a Buckeye Dream Machine powered parachute then a Canadian Baby Belle (now known as the Safari). It had been flown in from Canada!!

An unexpected visitor was the Farrington TwinStar Gyroplane. I was surprised when boss man, Don Farrington had me fly the gyro around the local circuit.

"Splash in" at nearby Lake Parker was a lucky time when I flew in the Spencer Air Car (created by the Republic Seabee designer) Quicksilver microlight (twin float) and a surprise Piper Apache twin float amphibian. Next day I flew in my 14th new type, a Slipstream Genesis microlight which had 4 tubular tail supports—and back home via Orlando and Brussels by Boeing 727, A330 Airbus and BAe 146.

Two weeks later Ian Stokes flew me in the newly cleared Indian produced Rand Kar X'Air from Popham.

Rather contrasting was a 54 minute trip in Concorde from Heathrow to its birthplace at Filton, 3rd May 1999. The trip included an Isle of Wight circuit.

At Peter Cambell's vintage Fly In at Kemble I was thrilled to fly in the 1931 built Civilian Coupé, sole survivor of 5 built. A long standing desire to fly in a Helio Courier was achieved at Rushall Farm, Chessington thanks to Mike Drye.

I had watched the progress of the Vickers Vimy replica. This was built in the USA, flown to the UK in a C-5 Galaxy, eventually flying to Australia and was re-

Vickers Vimy



turned to the UK by sea. It had new BMW engines fitted and was being prepared for a flight to South Africa at its Kemble 'home'. I had made friends with the US crew and eventually it was my lucky day with a one hour test flight and a wild dream was fulfilled!

Mid June '99 I fixed a 7 day holiday to the Orkneys, flying Dash 8 from Bristol to Edinburgh and Short 360 to Kirkwall. One of the reasons for my visit was to fly from Westray to Papa Westray which is in the Guinness Book of Records for the World's shortest airline flight of 2 minutes—but my flight was 2 min 12 secs! Not to be outdone, I re-booked on my last day and was rewarded with a flight time of 1 min 58 seconds—no cheating!

At the '99 PFA Rally (Cranfield) I managed to fix a local flight in a Synairgie Skyranger (Spanish registered) despite language problems. Also, I flew in the only UK Prostar PT-2, a French registered DynAero CR-100 and a Spezio Tuholer.

I had kept pace with my friend Mike Whittaker since I witnessed the first flight of his MW4 from Filton. At the '99 fly in at Warren Farm, Charterhouse on Mendip, I flew in my 14th MW6/6S microlight. Sadly Warren Farm is now sold so no more Fly Ins there. Soon after I flew in a Cameron A400 balloon from Ashton Park with 17 aboard.

In mid August I flew with Peter March in the Cessna 172 to Coventry for an Air Atlantique air show. I was surprised to see a Ukrainian registered Antonov An12. Realising it must be the Manston based (sole UK based An12) I chatted up the captain, found that it was homeward bound and contrived a 'lift'. We took off, the captain did a demonstration low flyby and we landed after a dream flight of 38 minutes. A train journey from Ramsgate to London then Bristol took over 6 hours but well worth it.

I had booked a 37 day trip to Australia to see relations, sights and aircraft with a one night stop in Singapore—starting on 1st September 1999. Two BA Boeing 747 flights and 17 hours airborne to Perth.

First pre-arranged flight was in an Eagle which had two staggered main wings and a conventional tail unit. With a super downward view we had a super 30 minute flight from Jandakot near Perth. Then on a BAe 146 from Perth to Ayers Rock and was flying in a Jet Ranger over the Rock within 2 hours! Two days later a Dash 8 and Boeing 737 to Adelaide where I had my 2nd pre-arranged flight which was in the 3 engined DHA-3 Drover. It was a type that I had longed to fly in for many years. Only 20 were built.

I took a catamaran ride to Kangaroo Island and returned next day by Cessna 402—30 years old but another new type for me.

Another internal flight (Boeing 737) Adelaide to Melbourne (400 miles) took me to Bacchus Marsh for a pre-arranged glider session. First of all was in two Australian built Kookaburra (actually different models of the 1960s) then a Beaufort Zepherus which was a product of the employees where the Bristol Beaufort was built in WW2. It was built in 1966 and I had a 40 minute flight. The final glider type was the Schneider ES65 Platypus, composite side by sider, sole example and last product from their factory in Australia.

Onward to Sydney by Boeing 737 I had a pre-arranged (free!) flight with Impulse Airlines in their Beech 1900D and enjoyed the return flight to Newcastle (28 and 31 minutes).

Another free flight was in an Australian designed hot air balloon, Kavenagh E-240 (with a 6.30 am take off, 8 aboard and finishing in an upturned basket).

I had pre-booked a Beaver seaplane flight from Rose Bay, Sydney Harbour—16 minutes with super photo opportunities. I had spotted advertising signs for seaplanes, so I phoned and they brought in a Cessna 185 amphibian so I had a 17 minute flight and some more views!

My final internal flight was from Sydney to Brisbane in a Boeing 737—470 miles/3300 miles to stay with Merryl, my niece and her husband.

Before I went to Australia, I had seen TV coverage which included shots of a Grumman AgCat seaplane (ex crop spraying aircraft) - another new type but no luck to locate it.

On my first day in Brisbane Merryl and Len took me for a ride and we finished towards Surfer's Paradise—and the AgCat was moored by the long creek! So Merryl and I had a flight. Next day Len took me for a car tour which included flights in a Cessna 180 seaplane and an AgCat landplane!

Grumman AgCat



My Australian visit included 13 new aircraft types and my return home flight (with a Singapore stop) of 20 hours gave me a chance to dream of my journeying—Boeing 747 of course!

Next month Reg Bloomfield and I took the opportunity to fly in the newly delivered Canadair Regional Jet from Birmingham to Amsterdam, returning next day.

First flight of the century was from Popham in an Air Creation Fun 503, French flex wing machine.

My 700th type was in an all metal Yorkshire Sailplanes YS-53 from Chipping and was my longest glider flight (46 minutes). At Popham I flew in a Czech registered/built Urban Lambda in late April.

Eddie Clapham and Nigel Beale built the first Aero-technik EV-97 Eurostar and I flew in it with Eddie as it was completing its flight test programme.

Three days later, my son Michael and I had a 3 day trip to Berlin (paid for by my Air Miles) mainly for Michael to see the WW2 military connections. There was a regular passage of light aircraft overhead on sightseeing flights which include a Cessna 206 floatplane. So I enrolled a taxi driver towards where I thought there may be a water landing place. Quite by luck it was found on the River Spree and I had a 23 minute flight—my 703rd type.

At Thruxton I persuaded Peter Bolton to fly me in the only Beagle Mk Eleven powered by a 260hp Lycoming. Then at Aero 2000 I flew in a Cirrus SR 20 newly arrived from the USA. Next day Marcus Bignell flew me in his Piper Malibu Mirage for a 12 minute trip towards the Wye Valley. A week later I had an interesting sortie in the rare Rearwin 8500 Sportster (1936 built) from Biggin Hill and we did five circuits at Rochester Airport.

At the Cranfield Rally I had a one hour air to air ses-

sion in the rare Czech Benes Mráz Sokel M1c 3 seater. A distinctly different aircraft at a very different venue was the Slepcev Storch (75% Feiseler a/c) at the Yatton model aircraft airfield near Bristol.

A brief mention in 'Aeroplane Monthly' gave brief notification that the Lufthansa Junkers Ju52, Me108 and Arado 79 were to visit the UK. The Ju52 was available for flights from Biggin Hill so I quickly booked (although I had done Ju52 flights in Switzerland). The latter flight was remarkable as the Ju52 was cleared to fly over East London.

When booking I asked if it would be possible to fly in the Arado 79 and it was agreed for me to fly from Biggin to Duxford.

Next day the flight of 37 minutes was in formation with the Me108 and I have a couple of air to air photos of the Arado 79. Only 118 Arado 79 were built (1938-40) and 'my' Arado now rests in the Deutsches Museum as the only survivor of the type!

A hot air balloon 'spree' started with a trip from Longleat Park in the Budweiser Can-shaped balloon, a drift over the lake with a brief wet landing (which I did not enjoy) then a climb to 6600 feet. Two weeks later I had my first trip in a Sky Balloon near Cheddar. Then at the Bristol Balloon Fiesta (August 2000) I flew in the wonderful shaped Bertie Bassett liquorice balloon along with 123 other balloons.

A pre-arranged trip was in the first UK Fisher Horizon homebuilt from way north at Fishburn with nice aerial views of Hartlepool—the only UK example.

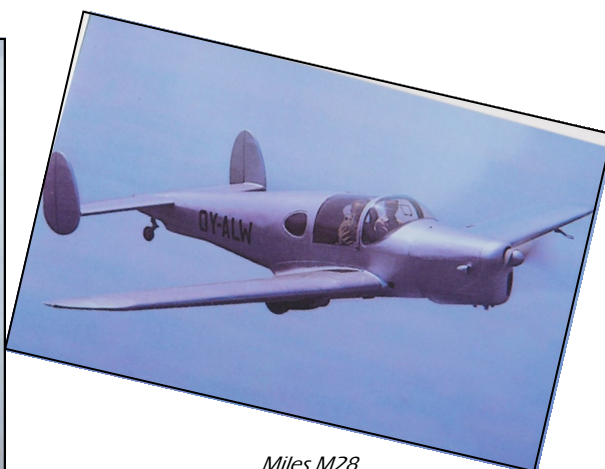
I had my first trip from London City Airport in September 2000 in a Dash 8 to Jersey, and had a trip in a Trislander to Guernsey then flying a complete circuit of the coastline in a Cherokee to take some lovely photos—back to the UK by Dash 8 but no new types.



Farrington Twin Star



Islander 2 minute flight



Miles M28