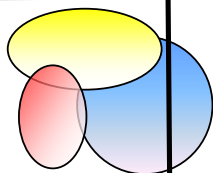




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Bristol Wings



Newsletter of the LAA Bristol Wing

April 2008

Next meeting – 10th April- Skittles Evening

Our next meeting is the skittles match with our friends and fellow pilots at Bristol Aero Club . The venue is the White Hart Olveston. NOTE! this is Olveston with an "O" not Alveston with an "A". Both have a pub called the White Hart and they are less than one mile apart.

From the A38/M5 junction at the Almondsbury Interchange drive one mile north on the A38 when you will cross over the M4 motorway. After 100 yards take the next left down Fernhill Road to Tockington (1 mile). In Tockington fork left at The Swan Inn, then immediate (25 yards) left at the T junction into Upper Tockington Road. Continue half a mile on this road into Olveston passing the shops on the left and park where you can near the Church. The pub is next door to the Church. The skittle alley is via the main door then left to the bar.

We have invited BAC members to bring their wives/significant others etc. We will try to arrange something to nibble on.

For those of you with a PC here is a link to the pub with a map:

<http://www.britishpubguide.com/cgi-bin/pub.cgi?results:Gloucestershire:787>

Thanks to Graham for resurrecting it.

Last month - Bristol aero collection

It was nice to welcome Bill Morgan from the Bristol Aero Collection accompanied by our own Dave Hall to tell us of the history and recovery of a Canadian built Bolingbrook (Bokingbroke was factory name of the Blenheim). The aircraft was advanced beyond its time and faster than most fighters when it was first put into service. This aircraft was discovered in pieces at Chino airport California and the story of it's retrieval can be found on their website:

<http://www.bristolaero.com/>

I must confess when I heard of Bill's machinations to get it back I was reminded of the "scrounger" from the film "The Great Escape" ☺

It is amazing what these guys can put back together when most of us just see a wreck but Bill said the restoration was very feasible although they will not try to fly it again. Listening to his story it is also clear that much generosity still exists amongst UK aviation companies. Some helped with shipping, some were working on the engines and other parts. A heartening saga. Our thanks to Bill and Dave for not just the talk but also for the work they do to keep our heritage safe.

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Newsletter

By now the more astute amongst our readers will have noticed a change in this newsletter. The editors have pressing matters this month so it's all down to me and a bit ad'hock I'm afraid. An absence of any photographs indicates my inability to negotiate successfully with M\$ Word. I am pleased to announce normal full colour service will resume next month.

Mode S

Those of you following the MODE S saga (and that's any of us with an A/C transponder) will be aware that 31st March was a special date. In theory all remaining aircraft in EASA states should have fitted Mode S by now. In reality it's a total pigs breakfast with each member state doing it's own thing as usual. EASA was set up to stop this but old habits die hard. Some states like Belgium have not updated their AIC in 4 years so one has to wonder if everyone is on the ball over this. This is just a warning that until the new regs have been "tested" for a few weeks and a clearer picture unfolds if you are flying in Europe make sure to check their AIC. The current situation for VFR traffic in our neighbouring staes appears to be as follows:

France appears to have delayed until 2009. Rumour has it you will get into CAS without "S" if you ask. Like the UK most of their radars screen won't show mode S even if it has been fitted at the moment.

Germany require "S" in CAS/TMZs but not CAS(CTA) like Tempelhof. Also over 5000ft or 3500ft AGL which ever is higher. My guess is the ALL have mode S Radar!

Netherlands also CAS/TMZs but including CTAs. Their height limit is 1200ft so it's a good job it's flat over there. I wonder how long before there is a near miss between transiting VFR traffic and one of their military.

Some people say Belgium requires "S" full stop but I can't find that in their AIC just in areas they needed a transponder before.

Be careful over the channel until all this settles down a bit.

You will recall despite the UK's 2012 transition date the CAA said only Mode S can be fitted here after 31st March (just gone). Because in the UK a transponder is not mandatory outside CAS it was pointed out to them that the easiest way to comply would be to not fit one at all or remove existing kit if it broke. Hardly increasing flight safety.

CAA have now acknowledged this and it was announced at the recent Mode S talk at Turweston that this requirement has now been dropped. So for those of us for which transponder carriage is optional (VFR or anything not on used for public transport) we can continue to fit mode A/C and there are a few good 'uns around second hand at the moment.

LAA Pilot Coaching scheme training days

Penny at LAA HQ said there is still a disappointing take up of PCS training days.

Dates are: Brighton 4th May, Sywell 26th July and Popham 5th October.

<http://www.lightaircraftassociation.co.uk/pdf/PCS/trainingDays08.pdf>

Mind you if you can fly that dog leg approach to 26 at Popham you probably don't need one. ☺

LAA CAN system

This from John Brady, LAA Vice Chairman:

Ladies and Gentlemen,

Some of you may recall signing up for PFA CAN, a system to let you know when light aviation is under threat so you can offer your support.

If you did next month you will receive another email from me about the Mode S consultation. Although this consultation is different to the last round it still contains some things that will do serious damage to our sport and it is important that you make your views known. I will publish some analysis on the LAA website to help you with that and there will be a note in the magazine due out in May.

You will also get something from me on the proposed substantial extension of controlled airspace to the north of London.

Meanwhile, although we can send you emails through this system, we can no longer add or remove individuals from it so we need to construct a new LAA mailing list. Please would you send an email to the Campaigning Aviators Network **CAN@laa.uk.com**. We will then add you to the new mailing list and destroy the old one. We only need your email address but if you want to include your name it will be kept with the list but not disclosed.

Thank you for your help for our sport.

John Brady

Annex II Orphans

These are aircraft that used to have their type certificates held by their national authorities. EASA won't allow that so they either need a commercial body to take them on or they must go onto permit. They include the Austers, and a number of French marques : Jodels, Stampes, Nord 1002, 1101; Scintex CP1310, Wassmer WA51 and WA52.

We knew already Austers will go onto permit as no one came forward by December 1st to take the TC. The good news is that no one came forward for the Jodels by 1st April either so they too will now go permit. No doubt Graham has a spring in his step after this news. One Jodel type the D150 Mascaret has been delayed because an owners objection so that person has 6 months now to find a TC holder for that model. I would not like to be in his shoes at the next Jodel fly in.

The Stampes (30 odd) are also delayed as someone has shown interest in taking on that TC. The remaining Nord 1002, 1101; Scintex CP1310, Wassmer WA51 and WA52 (10 in all) will be asked by CAA what they wish to do though numbers this low mean no one sane would take on the TCs..

LAA Photo album/ Enthusiast's section

Stuart MacConnacher is creating an aircraft photo album for our enthusiast members that will be displayed the LAA website. The plan is to get every single LAA aircraft on there. Photo's of CofA aircraft owned by LAA members will also be encouraged. Details of the aircraft will also be displayed for the benefit of enthusiasts.

Stuart asked for contributions to the album to be sent to him:

Stuart@comper-aircraft.co.uk

“MF” Back in the Air

After some rotovating with it's prop and somewhat alarming acrobatics last September our RV-9A is back in the air again. I went along as observer for the flight test of it's new prop and permit renewal with John Warman, test pilot and our LAA coach at Oaksey Park. I've not been involved in a one of these before.

Unlike a CofA aircraft that does not need to be test flown after the annual, every permit aircraft has to undergo a flight test. It's not just any test either. It has to be loaded to as close to MAUW then flown in a dive to VNE (presumably to see if something falls off!!). If one of us did that normally CAA would be preaching from the rooftops. It seems to me that this makes permit aircraft more proven than CofA. Yet even with appropriately experienced crew permit aircraft still can't be trusted to over fly towns or enter cloud. There is work being done by LAA to ease both restrictions with the over flight one looking likely to be removed in the near future.

Anyway the new prop worked well; so well in fact that we checked the ASI calibration. We have picked up and extra 12kts from somewhere and I thought the old prop was fine. 75% at @8000ft produced a 160kt TAS cruise. Which is only 2 knots less than Vans published figures. Just needs a polish to do that. Not bad for a \$630 plank of wood. In case any RV builder out there want to know it's an "Ed Sterba 68x78".

Ethanol in MOGAS

There is concern within LAA that the current CAA method of testing for ethanol is ineffective at concentrations as low as 5%. This involves adding water to a sample and seeing if it gets absorbed by the fuel. Any alcohol present, some will. Barry Plumb said two new methods were being investigated. The first would be to construct an electronic tester based around capacitance of the fuel.

To that end LAA are asking for technical help from anyone that can assist. The second is a chemical test a bit like the wee test kits used by AMEs. This is also under investigation. If you think you can help Barry with this contact him at LAA HQ. Barry is one of the most hard working volunteers we have in LAA so don't give up trying to reach him if you can help. You may one day save some one's life.

8th May Meeting - History of a Lancaster

John Stennard will be with us to talk about his uncles experiences in a Lancaster during WWII. Should be a very interesting talk.

There is no June meeting planned as I for one will be flying the nuts off the RV.

See you at the skittles