



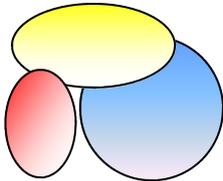
Light Aircraft Association



www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

December 2010

NEXT MEETING - Christmas Quiz

Steve says....

Trevor will be your quizmaster again this year and is giving nothing away about the questions. Experience shows that swatting up on your air law is unlikely to help much, however I do recommend you make sure you have an enthusiast on your team for any oddball aircraft recognition questions. Unfortunately having read this Trevor may change the questions so NONE of my advice is useful.

However Trevor counters that with...

Contrary to the scurrilous information put out by Steve, this year (as last) I am giving all participants some useful information to help them prepare for the quiz, in the form of the titles of each section:

- Whodunnit?
- Some shady characters around here - or perhaps not?
- Mind your Ps and Qs
- WIHIIH?
- Victor? Romeo?? Papa!!
- Are we starting to flag yet?
- Size matters
- Donkey Derby
- I used to know that!
- A Christmas aeronautical miscellany

Given this help, I'm expecting high marks!

A good time is guaranteed then! (Ed)

Don't forget to bring along some edible goodies to share around and if anyone has a few A4 clip boards and pens they would be very useful.



Inside this issue:

Next Meeting - Quiz	1
Where to go? Free Landings	2
Ian Leader Trophy	2
LAA Educational courses	2
Regulations??	3
This month's Picture Quiz...	4
Nomination form	4
'Piggyback Hero' - a WWII story	5/6

Contact Information

Wing Co-ordinator:

Steve Neale
 01454 202216
 E-mail: srneale@yahoo.co.uk

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

LAST MEETING - Leo Marriott

At our last meeting, Leo Marriott (Air Traffic Control Manager at Filton) gave us a photographic tour of aircraft museums in the Washington DC area.

These included:

- the spectacular National Air and Space Museum Udvar-Hazy Center at Dulles airport, with over 100 aircraft including the Boeing Dash 80 and B-29 Enola Gay,
- the main NASM museum in DC,
- the College Park Aviation Museum, with its Wright Model B replica and original 1924 Berliner helicopter,
- the Dover AFB Air Mobility Command Museum, dedicated to airlift and air refuelling history,
- the Patuxent River Naval Air Museum with naval aircraft of the past through to the two Joint Strike Fighter concept demonstrator aircraft.

He also introduced us to the intricacies of the National Archives at College Park.

Where to go....

Free landing vouchers for December in:

Flyer Magazine: Bodmin, Holmbeck, Panshanger, Popham, Shobdon, Turweston

Pilot Magazine: Netherthorpe, North Coates, Retford, Shipdham, Waterford and Wickenby

For anyone looking for somewhere different with a seasonal flavour this weekend (26th/27th November) - why not try Cherbourg Maupertus airport for a French Christmas Market (makes a change from the usual German ones). Père Noël will be flying in to see the children....

'Take offs are optional

Landings are mandatory'

RAeS Local meetings

Date: Tuesday 7th December 2010

Subject: Flight Testing of Fast Jets

Speaker: Sqn Ldr Dave Stobie, RAF Executive Officer, Empire Test Pilots' School

Venue: Room 1 BAWA leisure Centre, Southmead Rd, Filton, Bristol

Times: Refreshments at 18.00 for Lecture start at 18.30pm

Ian Leader Trophy

Last year John Shufflebottom very generously offered the wonderful trophy in memory of Ian. It was agreed that it should be presented 'For Services to the Bristol Wing' and that members be able to nominate anonymously the wing member who they feel is most deserving. Please complete and tear off the slip on page 4 and bring it with you to the quiz on Wednesday 1st December, where all entries will be put into Ian's hat, the nominations counted and then the trophy presented to the winner.

LAA Education Courses

Weight & Balance

How to weigh your aircraft, measure moment arms and produce a Weight and Balance schedule. A practical, hands on course in which you will carry out the weighing and calculation.

Date: Saturday 4th December 2010

Cost: £85 (includes refreshments but not lunch - please bring packed lunch)

Venue: Watchford Farm, Devon

Time: 9.00 am to 5.00 pm

Propellers

Care and maintenance of ground adjustable and in flight adjustable propellers. Includes correct setting of ground adjustable pitch angles.

Date: Saturday 4th December 2010

Cost: £90

Venue: LAA Educational Centre, Turweston Aerodrome

Time: 9.30 am to 5.00 pm

Wooden Aircraft Structures

Comprehensive day's course dedicated to learning the fundamental woodwork techniques. Includes: cutting, shaping, multiple part production, boring, laminating formers, rib production, xxscarfing, glueing and internal finishing of timber. Covers the tools required. Course benefits those who need to refurbish or want to build their own wooden aeroplane

Dates: Wednesdays 15th December 2010, 12th January 2011, 16th February 2011, 16th March 2011,

Cost: £95 (includes lunch & refreshments)

Time: 9.15/9.30 am to 5.00 pm approx

Venue: Field Rise, Kite Hill, Wanborough, Wilts, SN4 0AW (run by Dudley Pattison)

Jabiru Engine Maintenance

Dates: Saturday 15th January 2011 and Saturday 19th February 2011

Time: 9.00 am to 5.00 pm approx

Cost: £95

Venue: Southery Airstrip, White House Farm, Nr Downham Market, Norfolk, PE38 0HS

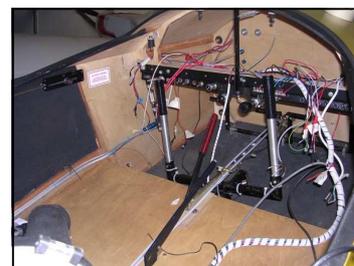
Working with Aluminium

Dates: Saturday 19th February 2011 and Sunday 20th February 2011

Cost: £115

Venue: LAA Educational Centre, Turweston Aerodrome

Time: 9.00 am to 5.00 pm approx 2 PLACES LEFT ON 19TH FEB



Avionics

This course provides an introduction to typical permit aircraft avionics, their selection and installation. The course assumes no previous knowledge or attendance of the aircraft electrics course.

Dates: Saturday 8th January 2011 and Sat 19th March 2011

Cost: £85

Venue: Turweston Aerodrome Conference Centre

Time: 9.00 am to 5.00 pm approx



Santa's Base Check

It is a little known fact that Santa has to keep his pilot's licence current in order to make his deliveries every year and so the old man wasn't too surprised when he got a letter from the CAA informing him that an examiner would be appearing shortly to run him through the usual re-certification procedures.

A detail of elves were dispatched to wash and polish the sleigh, another group assigned to inspect service and repair the tack and a third squad started grooming the reindeer. Santa himself got out his logbook and the rest of the paperwork and made sure that it was all up to date and in order.

On the appointed day the examiner arrived and after the ritual cup of coffee he went over Santa's log and the paperwork then followed Santa outside. After a meticulous review of Santa's weight and balance calculations, the examiner watched Santa do the pre-flight checks, then followed closely behind him, looking carefully at everything from the bells to Rudolph's nose. When finished, he turned to Santa and said: "It looks pretty good so far. Let me get one thing out of my bags and then we'll take her up".

When the examiner got back, Santa was in the sleigh and ready to taxi. As the examiner climbed into the sleigh, Santa noticed that he was carrying a shotgun. "What's that for?" he asked. The examiner looked at him, then winked: "I really shouldn't tell you this, but you're going to lose an engine on take-off".

Another Angle on the Regulatory Situation

(an article borrowed with permission from Devon Strut submitted by Andy Appleby)

Once upon a time, there was a Piper Cub, a Piper Cherokee and a Spitfire. For many years, you could fly all of them on a UK PPL. Every 13 months your logbook would be stamped if you'd done 5 hours P1 and you'd be valid for another 13 months. Then the UK CAA decided it would be "a good thing" to change the rules before the JAR-FCL came in, so that the introduction of JAR-FCL wouldn't be a complete shock. You could still fly your Cub, Cherokee and Spitfire on a PPL, but the logbook stamp became a licence page signature instead. This was called 'revalidation'.

When the JAR-FCL arrived, if you wanted to, you could change your lifetime UK PPL into a JAR-FCL PPL which needed to be re-issued every 5 years. The CAA said that this would make things cheaper for everyone in their Regulatory Impact Assessment. Few people were stupid enough to bother. But you couldn't obtain a lifetime UK PPL any longer....

Training for the JAR-FCL PPL was too expensive for many and some pilots couldn't meet the medical requirements, so a new, simpler licence and medical was invented - the NPPL. Originally with 'simple SEP' privileges, later changed to SSEA because the CAA weren't man enough to tell a barrack-room lawyer to get stuffed. You could, however, still fly your Cub and Cherokee, but not a Spitfire.

The Eurocrats then sniffed gold and invented EASA. This intends to force everyone with a lifetime UK PPL to replace it with an EASA part-FCL PPL - which isn't lifetime - if they want to fly 'EASA aircraft' such as Cherokees, but not Cubs or Spitfires.

Also a JAR-FCL PPL will need to become an EASA PPL. Unless, that is, you simply want to fly your Cub and Spitfire, because you will still be able to do that with a national licence such as a UK PPL or, for the Cub only, an NPPL. If you want to fly a Cherokee as well, you would need to change your NPPL into a LAPL (assuming the medical requirements are still achievable) - or your UK PPL / JAR-FCL PPL into an EASA part-FCL PPL.

So, when the lunacy of Brave New Euroland finally arrives:

- a. You can fly a Cub but not a Cherokee on a NPPL.
- b. You might be able to fly a Cub on a LAPL, you would be able to fly a Cherokee, but not a Spitfire.
- c. You can fly a Cub or a Spitfire on a UK PPL, but not a Cherokee.
- d. You might be able to fly a Cub or Spitfire on an EASA PPL, but you would be able to fly a Cherokee.
- e. The NPPL and LAPL have different revalidation / renewal requirements and the LAPL might also have reissue requirements. None of which are the same as for the UK PPL or EASA PPL.
- f. The UK PPL doesn't need to be reissued whereas the EASA PPL does.

But then it would be OK if you have a Jodel instead of a Cherokee, Spitfire or Cub.

What do you mean "Which Jodel ?....."

Picture Quiz

Last Month's picture submitted by Graham was the Gloster Gladiator 'Faith' in the War Museum, Malta.

It was, of course, too easily looked up on Google but surely those who offered suggestions didn't do that....

Correct submissions received from: Dave Hall, Alan George and a little comment from our quizmaster Trevor.



A taster for this month's Quiz

As Steve will not be with us at our quiz evening this month he's sent this poser to get our brains in training.....

When was this chart published?



Doesn't the airspace look wonderfully uncluttered? Those were the days - but when????



BEST WISHES FOR CHRISTMAS AND THE NEW YEAR TO ALL OUR READERS, NEAR AND FAR.



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 2010 is:

PIGGYBACK HERO

by Ralph Kenney Bennett

There have been many reminiscences recently about World War II and we are grateful to Frank Bond for this thought provoking contribution about the courage and commitment of those pilots. The following story took place on New Year's Eve 1944 during a mission over Hamburg, and this article was first published in the early part of this millennium.

Tomorrow they will lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, PA, just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport. If you had seen him on the street he would probably have looked to you like so many other greying, bespectacled old World War II veterans whose names appear so often now on obituary pages.

But like so many of them, though, he seldom talked about it. He could have told you one hell of a story. He won the Air Medal, the Distinguished Flying Cross and the Purple Heart, all in one fell swoop in the skies over Germany on December 31, 1944. Fell swoop indeed.

Capt. Glenn Rojohn of the 8th Air Force's 100th Bomb Group was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees to head out over the North Sea. They had finally turned northwest, heading back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group.

Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap. He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's. The two bombers were almost perfectly aligned – the tail of the lower plane was slightly to the left of Rojohn's tail section. They were stuck together, as a crewman later recalled, 'like mating dragon flies.'

Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth

engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked together. Fearing a fire, Rojohn cut his engines and rang the bailout bell. For his crew to have any chance of parachuting, he had to keep the plane under control somehow...

The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap – the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life and death. Staff Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power was gone.

Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage. Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crew members of Rojohn's plane tried frantically to crank Russo's turret around so he could escape, but, jammed into the fuselage of the lower plane, it refused to budge. Perhaps unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys.

Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt. Rojohn motioned left and the two managed to wheel the huge, collision-born hybrid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones.

Rojohn, immediately grasping that the crew could not exit from the bottom of his plane, ordered his top

turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist door on the left behind the wing. Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley, to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner, Sgt. Roy Little, and tail gunner, Staff Sgt. Francis Chase, were able to bail out.

Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of 50 cal. machine gun ammunition 'cooking off' in the flames. Capt. Rojohn ordered Lt. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order.

Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon – a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision. A German battery captain wrote in his logbook at 12:47 p.m.:

'Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes.'

Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire.

In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, 'The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground.' The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It slammed back to the ground, sliding along until its left wing slammed through a wooden building and the smouldering mess came to a stop. Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact, but everything from the B-17 massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured.

Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

Rojohn, typically, didn't talk much about his Distinguished Flying Cross... Of Leek, he said, 'in all fairness to my co-pilot, he's the reason I'm alive today.'

Like so many veterans, Rojohn got unsentimentally back to life after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State. Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Some things are better left unsaid. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17. A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year..

Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men, soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys, who in the prime of their lives went to war.

He died last Saturday after a long siege of sickness. But he apparently faced that final battle with the same grim aplomb he displayed on that remarkable day over Germany so long ago.

Let us be thankful for such men.