

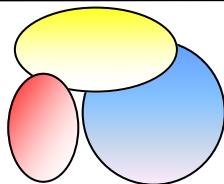


Light Aircraft Association

www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

December 2011

NEXT MEETING - Annual Quiz



This month's meeting, which is in the form of our light hearted annual aviation-oriented quiz, will be held on **Thursday 8th December** in rooms 5/6. (along the corridor on the way to our usual room). We'll start to gather about 7.30 and get underway once we've decided on teams, usually 3-5 persons per team, sorted on the night. It is our tradition to bring along some nibbles to share around and keep the brains active.

Our quizmaster, Trevor Wilcock, has sent this message:

The ingredients of this year's Christmas Quiz have been prepared, put in the bowl, stirred and cooked ready for your tasting. No clues in advance this year, but I think it is a little easier than the one in January's "Pilot".

LAST MEETING— Chasing the Morning Sun

As expected Manual Queiroz gave us a very entertaining and informative evening last month. Most of us present were thoroughly in awe of such a tremendous 'adventure of a lifetime', and the thought of 16 hours over water in a single engine aircraft left most of us quaking in our seats.

The commitment and dedication to the project is very admirable and Manuel is a very well deserved recipient of the most prodigious of all British trophies in aviation, the Britannia Trophy awarded to 'the British aviator or aviators accomplishing the most meritorious performance in aviation during the preceding year.' This was presented to him in April 2007 by HRH The Duke of York

Manuel has published a book of his 'Ultimate Adventure' and 'Chasing the Morning Sun' makes very enjoyable, entertaining and humbling reading. It would make a great Christmas present for any aviation enthusiast, but even to those who have no interest in flying it is an inspiration to read.

"But what is really awesome is nature itself... Seeing, for example, the path of a tsunami that moved an ocean in a fraction of the time that my aeroplane took to overfly a corner of itis both a humbling and enlightening experience."

Manuel Queiroz



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Where to go...

Free landing vouchers for December in:

Flyer Magazine: Cromer, Elstree, Enniskillen and Panshanger.

Pilot Magazine: Beverley, Castle Kennedy and Retford (Gamston).

RAeS Bristol branch



Date: Wednesday 14th December 2011

Subject: How to bring a new helicopter from concept to service

Speaker: David Gibbings, Retired Chief Flight Test Engineer

Venue: Room 1, BAWA, Southmead, Bristol 18.00 for 18.30 start.

Before they invented
drawing boards,
what did they go
back to?

Bristol ATC Visit

I have received four names so far of pilots who are interested in visiting Bristol ATC one evening, to be arranged to suit us, this winter. If you're interested in joining the group then do let Mary know (contact details on the front page of this mag). Please note that this invitation is offered to Pilots and Student Pilots and is extended to members of Bristol Aero Club. Bristol Wing has a very good relationship with Bristol ATC and we are sure of a warm welcome.

Snippets

Looking for a special Christmas Present?

Limited Edition Prints by Michael Rondot "High in the Sunlit Silence" Dec 1989.

Sunset portrayal of a Spitfire among the clouds, published to mark the anniversary of Battle of Britain. Numbers available ; 227, 228, 235, 237, 240, 241, 242, 243, 244 & 245 out of 850.

The prints are signed by the artist; Michael Rondot and also Air Vice-Marshall Johnnie Johnson, who was the highest scoring RAF fighter pilot to have survived the war. All prints are dated, numbered and include the official collectors seal. Starting bids £50 + £2.50 P&P

Prints are flat and will be posted in a tube to maintain a crease free print. 100% donation from every print sold goes straight to children's charity CHICKS which provide free, six day respite breaks for disadvantaged children from all over the UK, at their two retreats in Devon and Cornwall. Please contact Mick Ryan 01726 817913 if you would like to purchase a print or need further information



Propellor Balancing

Obviously, if we own a Permit to Fly aircraft in the UK, we all know that we need to carry out any major work under the direction of our local LAA inspector. In the USA the LAA's counterpart is the EAA and one of their websites has some interesting videos. Here Brian Carpenter of Rainbow Aviation Services shows an easy and effective way to balance a propeller: <http://www.eaavideo.org/video.aspx?v=1218646859001>

Another airfield under threat

BOVINGDON AIRFIELD. Hertfordshire. HP5 3RW. United Kingdom. An appeal has been circulated and here's the cryptic information:

Paul Webb and his father recently purchased Berry Farm HP5 3RW and need to prove that the 08 -26 runway has been in continuous use since WW2. If anyone has any entries in their log books that mentions Bovingdon this will be great but even if flights have not been logged a simple statement by email will be very much appreciated. For more detailed information or if you can help then contact Paul Webb. Email: berrfarm.uk@gmail.com or Postal address: Berry Farm, Whelpley Hill, Chesham, Bucks, HP5 3RW.

Hectopascals

In case you haven't heard, CAA have declared that from 17th November 2011 all RT references to millibars are to be replaced with hectopascals. So "QNH 993 millibars" becomes "QNH 993 Hectopascals". Here is a handy conversion table: 1 millibar = 1 hectopascal; 10 millibar = 10 hectopascal; 100 millibar = 100 hectopascal;

LAA News

LAA Rally Video

Two LAA members, Mark Fotherby and Brian Lloyd have produced an excellent Video of this year's Rally.

<http://www.youtube.com/watch?v=Oxei3yaogFw> Click the arrows bottom right to show it full screen.

Youth and Education Support Magazine

YES are pleased to announce that their NEW online magazine has now been published and is available to view at <http://content.yudu.com/Library/A1uq53/YouthampEducationSup/> and you know that you are being very environmental as no trees have been cut down to produce this fully digital magazine.

Picture Quiz

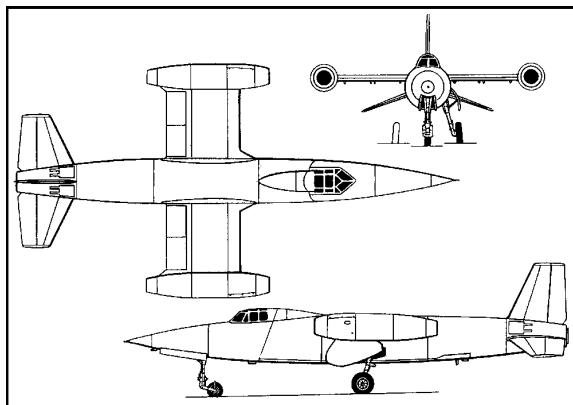
A good response to last month's picture quiz, four correct submissions. The answer is:

Sud-Ouest 9050 Trident II. Prototype French fighter, 1955.

It's impressive what an informed membership/readership we have...

John Shufflebottom's suggestion: Sud-Aviation[sud-ouest] SO-9000 Trident with two Mabore II engines in the wingtips and a SEPR-481 triple-chamber rocket motor in the fuselage, the wing engines were later changed to MD.30[Armstrong Siddely Viper A.S.V.5.] first flown May 17th 1955.

As usual **Trevor Wilcock** sent in an answer: Sud-Ouest Trident, probably a SO 9050 Trident II rather than a SO 9000 Trident I.



And we have also received a submission from the LAA COE **Richard Dunevein-Gordon** who says: It's the Sud-Ouest SO9000 'Trident' – a French Experimental Fighter circa 1953. Saw it last weekend at The Musée de l'Air et de l'E-space (the French Air and Space Museum, Le Bourget Airport). It's good to know that our newsletter is read by 'the top man at LAA HQ'!

Alan George (who usually has a go at the picture quiz) said: Sud Ouest Trident, probably a Trident 2, rocket -jet powered interceptor rather than a deHavilland Trident airliner.

This month we will find out more about Alan as he is the subject of our 'Who are We?' article this month on page 4.

Once again Graham has offered a Picture to get your brains in tip top condition for the Annual Quiz which will be our meeting this month on **Thursday 8th December** (Details on the front page of this mag.)

What aircraft is this?



Flown somewhere new? Done something different? Working on a project?

We could do with a few articles to make the newsletter more interesting to read. It doesn't have to be a literary masterpiece, just of interest to our readers, possibly with a picture or two. If you have anything to offer please contact the Editor.

WHO ARE WE?

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

Current Day Job/Past Career

An original degree in applied computing led to a chequered career in heavy industry until the recession of the early 1990s when I went back packing around the world instead. On my return I went to Cranfield to re-train in flight dynamics and eventually this led to Airbus and Bristol in 2000. However as flight dynamics is not a Filton responsibility I actually work in fuel systems. Most of my work was on the A380 but now it is on the A400M.

Why Aviation?

I have always been hugely interested in aeroplanes, making many models both static and flying when at school. However it took quite a while to realise I could fly aeroplanes myself as a private pilot and even longer to make aviation my career.

First Flight – in What, Where and When?

My first ever flight was a trial lesson in a Slingsby Firefly at Cranfield in 1986 although I actually learned to fly at Elstree over the next two years. My first flight as a passenger in an airliner came a couple of years later.

How long in the Bristol Strut/Wing?

I guess about 10 years, Ed Hicks was the Strut co-ordinator then. I did the job for 3 years before going to Toulouse for work. I was interested in the PFA permit system because I fancied a share in an aeroplane but wanted to be more involved with the maintenance and running than I could with a certificated aeroplane.

Total Number of Aircraft and Hours Flown :

I have a little over 500 hours total time, the majority of which I have done since coming to Bristol, both with the Bristol Aero Club and then in the Vans RV-4 I share. I count 15 different types of aircraft, all in the Single Engine Piston class.

Favourite and Worse Type Flown :

I do not have a "Worse Type", I think you need to fly a type for the purpose it is designed, only if you stray from that purpose does an aeroplane feel bad. For instance the Vans RV-4 is a lively aeroplane that is fun to fly but for hauling passengers a Robin DR400 would be much better.

I think my all round favourite type is the CAP10. The 10C is more aerobatic than I am and the 10B is more pleasing to fly but both are also aeroplanes for going places or just the pleasure of being in the air. A type I have never flown is the Falco but it is so beautiful I would love to try one.

Current Aeroplane(s) :

I currently have a share in G-BXRV an RV-4 based at Gloucester. After joining the Bristol Wing I got to know of this aeroplane and was in the right place when a share was offered. It has an excellent performance, like a fast motor-bike, and I love to fly it because it has some handling qualities that appeal to me.

I also have a share in a long term rebuild project of a Pitts S-1S. It is a long way from flying so I cannot say much about it yet.

Best Aviation Moment and Flight :

I still clearly remember my first solo flight, that was when I was flying aeroplanes myself for the first time, it was quite a moment. There have been many good flights since then but that was where it all started.

My best moment is probably standing at the side of the runway in Toulouse and watching the A380 land after its first flight. I put a lot of effort into that project and I am proud of my contribution, admittedly small as there were thousands of people involved. I look forward to that aeroplane being a commercial success in the years to come.

Any Aviation Heroes - if so who and why?

My bookshelves are lined with biographies and histories of people like Mitchell, Camm, Halford and Fedden. British engineers who seemed able to imprint their personality onto the aviation products they were responsible for and in doing so were successful. Although they had teams of engineers to do the design work, it is their names that have became associated with iconic engines and aeroplanes.

Any 'Hairy' Aviation Moments - if so – any lessons learnt? :

An easy one, it is when I touched the propeller tips of the RV-4 on the ground during takeoff from Eastbach Farm in the Forest of Dean. It is a bumpy strip and I was heavy and bounced into the air without sufficient speed to fly and came down heavily on the undercarriage. There is no run off there, it is either fly or go down into the woods in the Wye valley below. So it could have been bad but although performance was down the engine was still smooth and we were able to climb out and return directly to Gloucester.

Only on stopping the engine did I see how much of the propeller was missing and the long cracks in the remaining parts of the blades, Chris Lodge made strong props. What I learned was the RV-4 is not a rough strip aeroplane and I had strayed from its design purpose and nearly came to grief.

Aircraft Wish List – to fly or own

I wanted a fully aerobatic aeroplane and that is on the way with the Pitts rebuild. After that I think I would like to operate a puddle jumper from a farm strip near Bristol, both to save me the trek up the M5 to Gloucester to fly the Pitts and to go farm strip flying.

As it's a wish list I think I will base a Falco at Gloucester too for high days and holidays. And for the strip, well how about owning Charmy Down near Bath and putting those three runways back into operation.

Any Advice For All Pilots

Although I think we should aim to fly well and try to show good airmanship we should also remember that is a hobby and should be fun. There is too much negative opinion in General Aviation that we should avoid and not participate in for the good of all.



The Cap 10 which Alan had a share in whilst working in Toulouse



Alan and his current aircraft, the RV4. Photo taken at Enniskillen during a trip to Ireland in 2009

Bristol Aero Club Annual Dinner

Phil Green has arranged their Annual Dinner at BAWA for **Friday 24th February 2012** and LAA Bristol Wing members and our friends / family are welcome to attend as last year. Further details later but estimated cost is around £20 (event will be at cost).

If you're interested then let Phil know at our Annual Quiz on **Thursday 8th December**.



Ian Leader Trophy

During the Christmas Quiz evening we will also be counting the anonymous nominations for the Wing Member who will receive the Ian Leader Trophy for "**Services to Bristol Wing**". Please complete this form and bring it with you to the Quiz Evening on Thursday 8th December. If you can't join us on Thursday and still wish to nominate a member please contact Mary or Steve who will add your vote to those submitted at the meeting.

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 2011 is:





Best wishes for Christmas and the New Year to all our readers



SHORT FINAL.

From the Swift Owner's Newsletter come this useful Pilot's Glossary.

Angle of Attack: Pick-up lines that pilots use.

Carb Icing: A phenomenon happening to pilots at exactly the same time they run out of gas.

Dead Reckoning: You reckon correctly, or you are.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from an airplane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a wet runway, 20,000 feet long.

Parasitic Drag: A pilot who bums a ride back and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Civil Aviation Administration

Turn & Bank Indicator: An instrument highly ignored by pilots.

