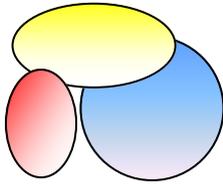




www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

December 2013

NEXT MEETING— Annual Quiz



Our next meeting at **7.45 pm on Wednesday 4th December** will take the form of our Annual aviation orientated Quiz this year devised for the first time by our new quizmaster—Alan George.

This is a great social event and partners are very welcome to come along. To add to the festive atmosphere we suggest that everyone brings along some edible goodies to share around.

Also at this meeting we will be nominating and awarding the **Ian Leader Trophy** to the member who has 'Supported the Bristol Wing' throughout the past year. A nomination form can be found on page 2 of

this newsletter, so please print it off, write the name of your nominated member and bring it along to the meeting and we'll award the trophy to the winner. If no outright member is nominated the trophy may not be awarded this year.

As usual we'll meet in Room 7 at BAWA. [Directions](#) available on our website: www.bristol-wing.co.uk

LAST MONTH'S MEETING/CHAIRMAN'S NOTE

Last month we talked about (and illustrated) our touring during 2013. Philip's low-level excursion up the Hudson River past Manhattan was of course the highlight, but other destinations included Alderney and Enghien-Moisselles (within the Paris Class A CTR) as well as various UK airfields small and large.

Chairman's note

In our annual return to the LAA HQ we are asked to list the total of Wing members who are LAA members and have taken up their LAA beneficial share (see www.lightaircraftassociation.co.uk/AboutUs/Beneficialshareholders.pdf if you are not sure what that is). We don't have that information for most of you, so if you have taken up your beneficial share please send an e-mail to trevor@bristol-wing.co.uk confirming this. Equally we are asked for the total of Wing members who have become LAA members in 2013 - again an e-mail please if this applies to you.

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Treasurer

At September's AGM Gordon Pritt very kindly agreed to serve a 27th year as our Treasurer/Membership Secretary. However he indicated he would not want to continue beyond the next AGM.

Would anyone like to volunteer to stand for the post next AGM, and during the intervening time learn from Gordon how he runs his duties with a view to a smooth transition at the AGM?

If so please contact Trevor 01275 858337

E-mail: trevor@bristol-wing.co.uk

The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? - It is the same the angels breathe.

**Mark Twain,
"Roughing It"**

Future Meetings

January 8th 2014—Ed Hicks—
Aviation Photography

February 5th 2014—GASCo Safety Evening
Room 1, BAWA 7.30 pm

RAeS Bristol Branch

Date: Thursday 12th December 2013

Start: 6.30 pm

Subject: *C Class Catamarans - A Life at the Interface of Aero and Hydrodynamics*

Speaker: Norman Wijker, Team Invictus Leader

Venue: Concorde Room, BAWA Leisure Centre, Southmead Rd, Filton . Refreshments will be available for half an hour before the lecture start.

Picture Quiz

Last month's Picture Quiz

The correct answer which was give by the only 'entrant' Phil Mathews is: Veerhees Delta.



This month's puzzle aircraft

Can you identify this open-cockpit tourer, and what do you think was going on?



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 Wednesday 4th December. If you can't join us on Wednesday and still wish to nominate a member please contact Mary or Trevor 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 2013 is:



Where to go...

Free landing vouchers for *December 2013*

Flyer: Blackpool, Enniskillen, Panshanger, Sutton Meadows, Tibenham, White Waltham

Pilot: Boston, Brighton, Turweston, Tibenham.

LAA: Oxford Airport - weekends only; Old Buckenham - 50% off - now £5.00 a time with voucher from magazine.

All closed Christmas Day

SAFETY EVENING

WEDNESDAY 5th February 2014 – 7.30 pm

Featuring selected appearances from GASCo's Regional Safety Officers

**ROOM 1 BAWA,
589 SOUTHMEAD ROAD,
FILTON, BRISTOL**

Contact Philip Green on 07768 822406 or e-mail Philip@green1454.fsnet.co.uk

CAA News

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

General Aviation Red Tape Challenge

Following the General Aviation Red Tape Challenge, which found that the current regulatory regime is often too prescriptive, impractical and inappropriate, the Government and the CAA have announced plans to transform the way in which the UK General Aviation (GA) sector is regulated.

Measures that are being put in place include the creation of a new GA Unit within the CAA, focussing entirely on the sector, to help ensure that the regulatory regime for GA sector will take a different path and be less onerous to that applied to the commercial aviation sector. A guiding principle will be to deregulate and/or delegate wherever possible, including identifying what it might be possible to exclude from EASA oversight.

An independent Challenge Panel, reporting directly to ministers, will be created and which will, among other tasks, test and critique the CAA programme for GA reform and consider opportunities for reducing the regulatory burden on GA.

The full responses from the CAA and the Department for Transport are at:

CAA -

<http://www.caa.co.uk/docs/33/CAP1123%20CAA%20response%20to%20GA%20Red%20Tape%20Challenge.pdf>

DfT - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255308/gov-res-rtc.pdf

MEMBER'S NEWS

Don't forget if you've changed your address, telephone number or e-mail address then please contact our Membership Secretary, Gordon Pritt (details on the front page) to ensure that he can continue to keep you in touch. Please also let the Editor, Mary Leader know if you've changed your e-mail address otherwise you may not receive your monthly newsletter!



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



AIRCRAFT GRADE BAMBOO? By Graham Clark



Douglas: Isle of Man? No, a small airport snuggled up against Arizona's southern border with Mexico. If you walk the length of the runway you come face to face with America's 'Berlin Wall' to Mexico, where 80 years ago passengers could alight from their aeroplane at the first US International Airport – opened in 1929 and officially dedicated in 1933 by First Lady Eleanor Roosevelt – and then walk across the border into Mexico; no longer possible, of course. This border is heavily patrolled to minimise illegal immigration and drug smuggling. But still, they get through.

The US Border Patrol, the American Customs and Immigration Service and the National Security Agency – plus the local city and State cops – are all based in Douglas and make this one of the safest places to live in the USA; the whole town is crawling with armed Feds and cops, who to the distress of the City Airport manager roar back and forth while digging their heavy vehicle wheels into the runway surface with 'donut' turns. But the city has lost its original economic base in the form of the now spent local copper mining industry, and needs those Federal dollars. Keep patching the holes, and keep quiet.



Before the International Airport was opened 1929 Douglas was a boom town. It was mining that first brought business to Douglas, and with it the thought in the early part of the 20th Century that there might be a future in airplanes. But the City has another claim to fame. It was here that the first aircraft was built in Arizona, a glider that obviously drew much inspiration from the Wright Brothers' biplane/canard layout.



In the stifling Arizona heat of June 2012 (Daytime temperature 110 degrees F) three 'senior' aviators living in Phoenix – aircraft enthusiasts to the core of their DNA – decided that the pioneering Douglas glider should not disappear from memory. With the help of some old photographs they set about the construction of a replica for display in the City.

The three were the 80 year-old wooden aircraft builder Richard Ivansek, retired airline pilot and aviation history author Arv Schulz, and retired Boeing Captain Bernie Gross. They put their collective time, talents and money together and set about preparing drawings based on the few available old photographs.

Aircraft grade materials? No such thing in 1910. So in 2012 they went off to the local Home Depot DIY store in search of replica materials. The straight bits of pine for the 'fuselage' frame were not much of a problem. However, getting the right lengths of bamboo of approximately equal diameter was not quite so easy. Anyway, the entire replica glider was built from materials that would have been available in 1910, including the fabric but unoriginal glue. The fabric was tautened with water prior to application of a coat of lacquer.

The Douglas Glider is a very simple machine, so three months later the replica was finished and transported to Douglas for assembly and exhibition in a room adjacent

to the entrance to City Hall, where it could be admired through the window by the limited number of passing pedestrians; limited, because most people in Arizona are born with wheels.

At first, the City greeted the glider and its constructors, but by the autumn of 2013 with Christmas approaching, the room was going to be required for official events, with no room for the glider. So it needed to move; but where?



Disassembling a historic wood and fabric glider obviously brings with it the risk of 'collateral damage'; wood screws removed never go back as securely the second time and the builders were disinclined to allow any untu-

tored roustabouts to handle the job. So Richard, Arv and Bernie (joined by Graham Clark) set off by car from Phoenix to do the job.

WHAT CAN GO WRONG...

On the late afternoon of their arrival the room was opened by the building manager and out came the tools. While the fuselage frame and canard assembly were disassembled, the decision was taken to inspect the nearby temporary store room. So, "Who has the key?" Ever helpful, the building manager piped up: "Here!" So, 200 yards down the road, we approached the store room entrance, with its double outer grill and inner door. But the keys would not fit either set of doors, Bravo Uniform Golf Golf Echo Romeo. "What's the matter?" It was the wrong key. "Where's the caretaker?"



"He had to go to Tuscon today (100 miles up the road past Tombstone and Boot Hill; Wyatt Earp Country and the OK Coral). But he'll be back in the morning." Obviously, no further progress possible this evening. So we agreed to be back in the morning at 0800, when the unapologetic caretaker arrived with the keys to outer and inner doors. So now, we could go to work!



Getting the biplane wings with assembled interplane struts out of the double doors was a near-run thing, but Richard knew the length of the chord, and measured the gap between the double exit doors. With the ailerons fully deflected, the wings went through with minor scrape damage to the leading edge fabric; but better that, than disassembly.



The first load of component parts were loaded onto a flatbed trailer and slowly taken with police escort 200 yards to the nearby store room, through the now open double doors. Next: the big one. Here come the wings: same procedure. Off-load from the trailer and gently, oh so gently, up the steps. Left wings through the double doors, where it required an immediate right turn or a demolished wall. Oh dear. That ain't gonna work! "We need an extra coupla inches." Reverse gear and thinking hats.

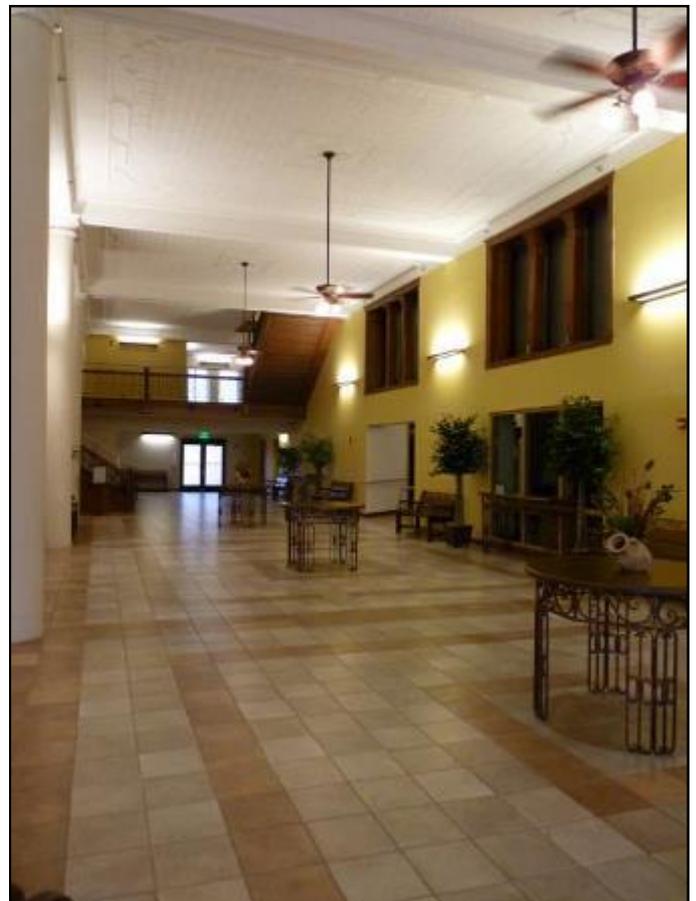


Enter the building manager: "Hey guys, there's another empty room with double doors right next door." The doors were boarded up, so the first thing was to power

up the electric screwdriver and open. Enter caretaker with keys who opens the door, while once again Richard measures the width. Oh dear: "That metal frame's gotta come out."

Now, this is Arizona, where it almost never rains except.... when you least need it! Glider outside; door frame still in place, and the race is on. Now, gentle reader, breathe a sigh of relief. The sky was grey, the rain and the dust storm held off. We made it.

Where will the glider end up? The builders think it should be on display in the main entrance to City Hall: this is a replica of the very first airplane built in Arizona; hard on the heels of the Wright Brothers. A fair claim to fame, for this forgotten town, not quite 'South of the Border, down Mexico Way.' (Bing Crosby).



Please forgive the spelling errors: our American friends did, after all, invent the first airplane capable of sustained powered flight. We gotta give 'em that.

Graham Clark

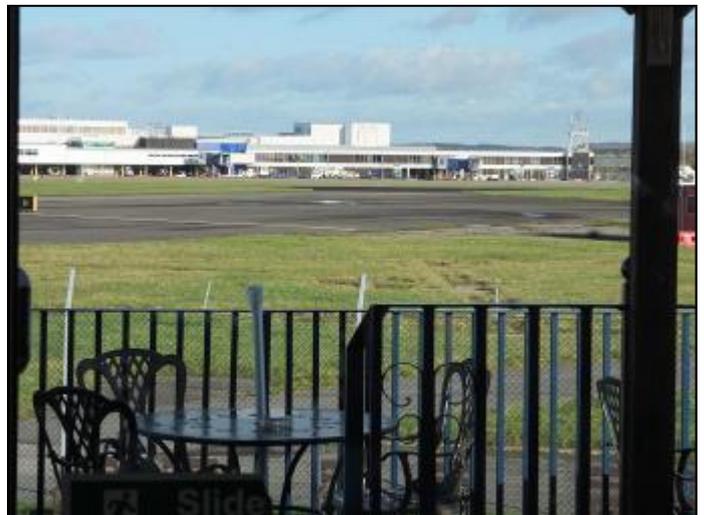
A WINTER'S TALE by Lyn and Ron Perry

Earlier in November we'd had a very enjoyable (as always) visit to Bristol ATC. Every time we visit them there are changes and it was interesting that they can now see the Mode S squawk on their radar although the call sign only displays when they hover the cursor over the return-not what we'd imagined. This time of year is quiet for the airlines which accentuated the lack of GA aircraft and after leaving the tower we called over to the flying school to enquire about the landing fee. For the Smaragd (680kg



MTOW) this would be over £70 and a Cherokee, being over a ton, would be circa £180. Although there has been talk of reduced fees there doesn't seem to be anything going to happen any time soon. One airport that has reduced its fees is Cardiff and we thought we would show them our appreciation with a visit. A few days later the weather looked reasonable. We firstly rang Cardiff Aeros to make sure that they were operating-if you go in when they're not there then you will get a big bill as the usual landing fee and handling charges will apply. We took off from the Mendips, immediately talking to Bristol and informing them of our intentions. Even before we coasted out over Weston pier they gave us a Cardiff squawk and handed us over to Cardiff ATC. We crossed the water wearing our life jackets and had the EPIRB handy. The flight was almost a straight line.

After Flatholm we reached the coast and could see the first snows of winter on the Welsh hills in the distance. We were number one with no other traffic. After we'd touched down we exited towards the flying club and didn't speak to ATC again until our departure. Having parked outside the flying club we followed the instructions on the door and knocked on the window to be let in. A friendly welcome and a £20.40 landing fee later we discovered that there is an excellent bar/restaurant upstairs at the other end of the same building. It has a terrace with a great view across the runway and must be a very popular eating venue in fine weather. We sat in the warm, inside the patio doors and looked at the view of the hills and the few aircraft movements that were happening.



One Flybe took off and a survey aircraft came and went a couple of times. The landlady made us big mugs of tea and we had a fantastic lunch for the princely sum of £6.95 for one course or £7.95 for two. Well recommended.

Awaiting departure it suddenly got busy. We were held for two Aeros club aircraft returning from qualifying cross countries, a Citation and a 737. We were cleared not above 1500ft and followed the same straight line home. Twenty two minutes each way, a short and scenic flight for these short days.

