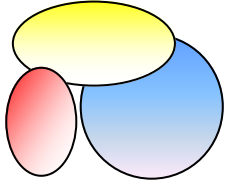




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Bristol Wings



Newsletter of the LAA Bristol Wing

February 2012

NEXT MEETING - Members' Adventures

Wed 1st February meeting

For this meeting only, we are in our old rooms 5/6 not 7. Last month Philip showed some photos of a B.A.C. trip to Scotland. This month LAA members are invited to bring their own photos of trips they did last year.



We'll gather together from 7.30 pm and all visitors and friends are welcome to join us.

BAC ANNUAL DINNER— Friday 24th February

We are cordially invited to this event which is held in the First Floor Lounge, BAWA 7.30 or 8pm. Tickets are £21 each and include a three course meal plus coffee - all other drinks are extra and can be purchased on the night.

Please pay for the meal by bringing cash / cheque on the evening. Phil Green would appreciate knowing by e-mail philip@green1454.fsnet.co.uk in advance if you intend to attend so that he can confirm numbers.

There will be a choice of starters and sweets (to be made on the evening), but he needs to know your preference for main courses in advance. When you contact Phil please indicate if you prefer *Roasted Topside of Scottish free range Beef, Supreme of Chicken with a Claret Sauce, Roast Fillet of Salmon with a Lemon and Watercress Sauce or Stilton and Leek Tart.*

The guest this year will be John Wood, from the Great Western Air Ambulance, who is learning to fly with the club.

Dress code is "Smart Casual".

During the evening there will also be a raffle with all proceeds going to The Great Western Air Ambulance. If you would like to donate any prizes (bottles, chocolates, etc) please contact Phil or bring them along on the evening.

Deadline for tickets is Monday 13th February 2012, so do let Phil know at our meeting on **1st February** if you are interested.

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Where to go...

Free landing vouchers for February in:

Flyer Magazine: Holmbeck Farm, Old Sarum, Sandtoft, Sturgate

Pilot Magazine: Andrewsfield; Castle Kennedy, Eaglescott

No bird soars too high,
if he soars with his
own wings.

— William Blake

**RAeS Bristol branch**

Date: Thursday 23rd February 2012

Subject: Voyager, From Concept to In Service On Time On Budget

Speaker: James Scott, Director of Flight Operations, AirTanker Services

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

Future Wing Meeting

Chris Bigg who members will recall gave a very good talk on the Brabazon last year. He has kindly agreed to come back in April to talk about the history of Rolls Royce engines.

Bristol ATC Visit

We now have a list of 8 names who are interested in visiting Bristol ATC so a couple of optional dates will be obtained from Julian Andrews at Bristol and a visit organised for the near future. If anyone else would like to join the group then please contact Mary (contact details on front page), we have an invitation for up to 12 places.

Snippets**Jet flight**

Although it's been around for a while the link below to Yevs Rossy's jet flight through the Grand Canyon is still worth a revisit! <http://www.google.com/url?sa=D&q=http://www.youtube.com/v/WgdlE2t8QkM?>

LAA NEWS

A message from Rich Dunevein-Gordon, Chief Executive,

If you are an LAA member and an owner of an EASA-controlled aircraft subject to the Part M maintenance regime, or have any other interest in Part M, you have the opportunity to have your views expressed at the forthcoming EASA-led Part M Working Group that starts early Feb 2012, and we hereby invite your comment for forward consideration.

Given the short timescale on this we would be grateful if you could submit your views by 1 Feb 2012. Please limit your views to key high-level issues and concise and objective statements.

Answers to Ken Craigie please – ken.craigie@LAA.uk.com.

Individual replies will not be given, but we will try to keep you updated as things progress. and we thank you for your input.

Light Aircraft Association, 01280 846794

RAF Drop Zone - Game...

WARNING: This is a very addictive game. Simple to operate, but a beggar to perfect ! Have Fun !

Okay, all you pilots and wannabe pilots. Let's test your dexterity! Here's your chance to see how you would do as the pilot of a cargo plane over a drop zone. Go to the briefing room for instructions then see how you get on.....

http://www.rafcareers.com/altitude/games/dz_game/dzgame.cfm and many thanks to Neil Wilson, Wessex Strut Newsletter Editor for the link.

Picture Quiz

What is this aircraft:

Answer Beechcraft Starship

Answers submitted by: Pete White, Alan George and Phil Mathews all with different guesses at location.

The correct location is: Evergreen museum in Oregon, USA, the home of the Spruce Goose correctly given by Alan the only person to get location correct so he gets top marks this month!



Trevor Wilcock found this photo on a German website: Gletscherflug with the following heading to the article:

Not often seen on the Glaciers

January 15th, 2009 by terryH

Today was the first good day for flying in 5 weeks. Avalanche hazard continues to be very high in the alpine regions but the snow is excellent for landing.

In Decemba a modified C-172 attempted a touch and go on the Terra Rosa icefield, no injuries where sustained by the three occupants. A night helicopter rescue was required and the aircraft should be removed tomorrow.

I passed by the Terra Rosa today and thought this photo would be of interest.

Hans replied and asked: But where is the third wheel?

To which Terry H says: *The third wheel is on the tail in this modification (where all "real aircraft" keep their third wheel) . I learned today that the aircraft also has a 180 hp engine.*

*I spent the afternoon as a volunteer snow shoveler. The aircraft was finally freed from the grip of the glacier shortly before sunset. The helicopter crew didn't have enough time to ferry it to CYSE so it spends another night **on** the Terra Rossa.*



Captions offered for the above photo:

"Tom, when I said that at 300 feet you check that the wheels are down, I didn't mean that far down!" from **Tom Geake**

Trevor Wilcock: *"A bit late on the round-out, Hoskins!"*
OR: *"These ANR headsets are wonderful - I can't even hear the motor!"*

Pete White says: *The result of an over enthusiastically heavy landing and aircraft has bounced out of view.*

Alternatively: *"Sorry Hoskins, I thought we were at the North Pole not the South!"* send in by **Neil Wilson**, editor of Wessex Strut Newsletter.

This Month's picture.... *Something old...*What is it?



WHO ARE WE?

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

Current Day Job

I have worked for Rolls Royce as a store man since 1988 and for the last 5 years on the EJ200 engine for the typhoon.

Why Aviation

My father had been mad keen on flying since he was a small boy, he tried to join the RAF as a flight engineer early in the war but ended up in the army, which probably saved his life. His love of flying must have rubbed off on me.

First flight what, where, and when.

My first flight was a ten bob flip at Lulsgate in a Bristol and Wessex Auster at an open day and flying display. Dad was learning to fly at the time, this was in 1961/2.

How long in Bristol Strut

I joined the strut in 1995 after working out that I might be able to afford to learn to fly and thought it might be a good way to learn something about it while I saved up. I think it was a good move.

Total Number of Aircraft and Hours Flown

I have 153 hours in my logbook in 16 different aircraft of 8 different types.

Favourite and Worse Type Flown

I learned to fly on two types, the Robin Cadet and the Piper Tomahawk, the same engine, the same performance the Robin had the bonus of sticks, the Tomahawk had yokes but I just loved the Tomahawk, funny as most people look on it as not nice, the Terrorhawk or Traumahawk, I loved it. Not really a worst but the hardest I have had to work at is the Tiger Moth, I did an hour with an instructor as my bi annual check. I spent the first quarter of an hour with my head inside the cockpit trying to keep the ball centred as it wandered from side to side later did three landings, the last was not half bad but not an aeroplane a pilot trained on modern aircraft could jump in and fly.

Current Aeroplanes

I currently own a Whittaker MW7, it is not in a flyable condition and am working with Dave Hall with a view to donating it as an instructional airframe.

I also have a part built Minimax. When I started it you could build it as a group A aeroplane but changes to the microlight weight limits mean it is now a microlight. It will soon be for sale as a project as I have not had a licence since 2009 and have no prospect of renewing it.

Best Aviation Moment

My first solo I was too busy to notice until I got to circuit height and looked out and realized there was no one on the way. I remember saying out loud "I'm Doing it, I'm doing it!", a long held dream fulfilled.

Aviation Heroes

A V Roe persisted in building his first aeroplane at Brooklands even though they put so many obstacles in his way. James Byford McCudden not only an exceptional fighter pilot but a thinking one who only attacked when he had the tactical advantage and spent time looking after new pilots, often giving the chance of shooting down an aircraft to them to boost their confidence

Any Hairy aviation moments

Got lost on first solo major cross country. Took off from Halfpenny Green, turn over lake follow road through hills to Leominster turn back to Gloucester - got to Leominster on time but the ground did not fit the map? Started to orbit, three orbits later I spotted a racecourse and recognised it as Ludlow, I was too far North map read back to Leominster and then back on course to Glos. Lesson learned—if you are going to turn on a lake make sure there are not two lakes.

Aircraft Wish List

Would love to fly in a spitfire or mustang, Aircraft to own well almost anything with two or more seats that I could afford. Come on Lottery.

Any advice For Pilots

Just remember the old prayer. Please God don't let me **** up today.

Ambition

To win the lottery and regain my licence.



Share for sale



Piper PA22-160 Tri-Pacer share for sale.

Hangared at Oaksey Park, Wilts. (near Kemble). The group currently has 7 active, friendly members, and good availability. Recent new engine, well-maintained 4-seater vintage aircraft, and very pleasant to fly, with an excellent short strip performance. £75 per month, £76 per hour (wet).

Oaksey is a lovely airstrip with a pleasant clubhouse and facilities, fuel and engineer.

1/10 share available now for £1,200, due to an urgent resignation. Normally £2,500.

Please contact Dave Wood on 01666-577115, or bwkdave@btinternet.com

Parts for sale

Dave Organ is selling some of his Gyroplane bits and pieces. Click on the following link: <http://tinyurl.com/88urtxe> for a long list of mainly VW parts that Dave has now sorted for sale

All these parts are in useable order and in good condition.

He also has loads of small pieces of sheet metal - both alloy and steel - If anyone might use that sort of thing, contact Dave Organ by phone on 07754 005840 or

dave.org@hotmail.co.uk or

Bristol Wing Library

At the 2011 AGM I volunteered to be responsible for the Wing library. This also includes several video tapes and I thought the start of 2012 would also be good to remind you all of this resource. Below is a list of the videos that are available, mainly a selection of aviation history. **To borrow one, send me an email to: alan.george@trussler.co.uk or text or call on 07968 347831. Then I will bring the video to the next Wing meeting, or some mutually convenient delivery method. Please note that this also applies to the Book List which was included in last month's newsletter.**

It is a short list, much shorter than previous years, I suspect many of the video tapes have worn out. As I do not have a video player anymore I am thinking videos are obsolete and possibly DVDs are now the format of choice. So I am proposing to replace the videos with DVDs, does anybody have an objection to this plan? Assuming you are in agreement with this plan; which subjects would you like to see replaced by DVD and does anybody want the redundant videos?

To whet your appetite here is a short review of our one DVD; *'Flying For Fun – The story of the 2006 PFA Rally'*. This was the 60th anniversary of the Popular Flying Association when the rally was held at Kemble. The basis is a *Milestones of Flight* line-up showing the historical development of aircraft in the PFA.

It starts with a Flying Flea, Henri Mignet's inspirational design from the 1930's that can be said to have started popular flying although the design was fatally flawed. This is followed by Jim Coates' Luton Minor 'Swalesong' that, although designed in 1937, was built in 1946 under the auspices of the Ultra Light Aircraft Association. As the forerunner of the PFA this can claim to be the first PFA aircraft, anecdotally it was built on an RAF base using materials 'liberated' from surplus army gliders.

The 1950's are represented mainly by French designs, the Jodel D9, Druine Turbulent and Turbi. But there is also the Currie Wot, again designed in the 1930's but actually built in 1958 by the Hampshire Aeroplane Club. For the 1970's there was 'Swalesong 2' an own design by Jim Coates that was resurrected by the Chiltern Strut and flown to the rally after many years in storage.

After John Hamer introduces the Minimax from the 1980's, then the 1990's see a major expansion in PFA types such as the Europa, Rans S6 and the CFM Shadow. Then there is the Kitfox, probably the start of the kit industry.

These aircraft are interspersed with features including many speakers we have had in Bristol. Polly Vacher had just returned from her polar circumnavigation, Rupert Wasey was featured, before he got involved in propellers, flying his Staaken Flitzer in an interview with the aircraft's creator Lyn Williams. And Manuel Queiroz was there having returned from his circumnavigation, the first in a PFA aircraft.

There are the usual painful interviews with people unscripted or unused to being interviewed but there is plenty of interesting content and the production values are surprisingly high. Certainly there are many items about popular flying and it is an enjoyable record of the event.

BRISTOL WING VIDEO LIBRARY

The videos in the following list are available on request. Just email Alan George at alan.george@trussler.co.uk or text / call him on 07968 347831 and he will bring your requested video (or book) to the next Wing meeting.

VIDEO TITLE

25 years of International Air Tattoo	How to Fly the T6 Volume 1
50 Glorious Years (Flying with the RAF) Part 1	Lancaster
50 Glorious Years (Flying With The RAF) Part 2	Messerschmitt ME109
50 Glorious Years With The United States Air Forces Part 1	MIG-29 Fulcrum
Allied Bombers	P-47 Thunderbolt
B-29 Superfortress at War	Panavia Tornado
Battle for the Skies: The History of the RAF	Reach For The Sky
Battle of Britain	Reaching For The Skies: Bombers, Fighters
British Airshows: The Best of British Airshow Action 1998	Sea Harrier
Dambusters: The True Story	Sky Wars: Fighter Ace
Desert Eagles	Sukhoi SU-27 Flanker
Enola Gay	Test Pilot
Farnborough International 1996	The Red Arrows Experience
Fascination With Flight	The Return of the Dambusters
Fly Low, Hit Hard	The Shuttleworth Year 1995
Flying For Fun - 2006 PFA Rally (DVD)	The Vulcan Story
Flying into The Millennium - 2000 PFA Rally	The Wing Will Fly
Focke Wulf Fw190	Tornado
From Pearl Harbour to Tokyo Bay	Victory At Sea: Suicide for Glory, Design For Peace
Great Planes B29 Superfortress	Virgin Atlantic Boeing 747-200 Clasic