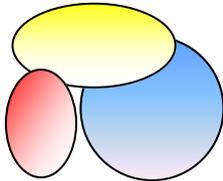




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Bristol Wings



Newsletter of the LAA Bristol Wing

February 2013

NEXT MEETING— Flying in 2012

Due to a last minute change of plan last month we have re-scheduled our 'Flying in 2012' evening to our forthcoming meeting on **Wednesday 6th February**.

We would like to hear about any interesting flights you have made in 2012 - interesting because of the flight or the destination (eg first flight in a new aircraft, first flight to a new field, fly-in, trip abroad, etc).

We're not looking for a full lecture, say up to 5 minutes from anyone willing to talk.

Please let our Co-ordinator Trevor know if you would like to provide a contribution. Perhaps we can pick up some good ideas in case we get better weather in 2013!

Mary will be there with the laptop so bring any photos along on a data stick.

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Believe it or not—this was in France!



Just part of the line up at St Omer, France

LAST MEETING— The history of Whitchurch Airport

We were given a splendid illustrated talk by John Penny on Bristol's first international airport, at Whitchurch. John covered its history, from land purchase to first flights by the Wessex Aero Club, development of flights to Ireland and the Continent, the wartime years where it remained in civil operation as the base of Imperial Airways and later BOAC and the Air Transport Auxiliary. Post-war there was a general decline with no room for expansion, and it closed in 1957 - but with an emergency last landing by a Cessna in 1993! John's presentation received much praise after the meeting.

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Where to go...

Free landing vouchers for **February 2013**

Flyer: , Brighton; Castle Kennedy, Cranfield, Cromer, Old Sarum, Sandtoft

Pilot: Eshott; Fenland; North Coates; Little Staughton

Cambridge has traditionally (since '70s) been rather unfriendly/expensive to (low end) GA visitors, but now seems to be changing its tune. If you filed in the (free) form you may receive a pack (including membership card and freebie pen. Particularly attractive is the reduced landing fee at weekends .<http://www.flyingcambridge.com/>

Next month's Wing Meeting—6th March Illustrated photo slideshow with film clips by Paul Moran who will be giving us a presentation on 'The B-36 Peacemaker and Lacock'

Forthcoming Event: Skittles Evening—Friday 12th April at RAFA , Carlton Lodge, 38 Eastfield (note: not Eastfield Road), Westbury-on-Trym, 7.00 for 7.30. Hot and cold buffet provided.

**If flying is so safe,
Why do they call
the airport
terminal**

Revised "Guide to the Bristol Area Airspace"

Following the closure of Filton this excellent publication has been updated to reflect all references to Filton. The whole document can be found at the following: http://airspace-safety.com/media/2843/fly_on_track_amended_31dec2012.pdf and it really is a very worthwhile reference to any pilot who either regularly or occasionally flies in the Bristol area. The pictures of VRPs are superb and make identification easy and the 'cross section' of the airspace clearly sets out the ceilings for those of us transiting the

BRISTOL ATC VISIT

There is the possibility of a visit to Bristol Air Traffic control in March or April. There's already 3 names on the list so if you are interested in joining the group then let Mary Leader know (details on front page of this newsletter) and you'll be contacted if the visit goes ahead. This invitation is of course extended to our friends at BAC who are now flying from Kemble.

Bristol Wing Members' details

Our membership Secretary, Gordon Pritt, would be very grateful if you could remember to update him whenever your details change ie Address, Home or Mobile Phone Number, e-mail address, LAA membership etc so that he can keep the Wing membership details up to date. Thank you.

Picture Quiz

Last month's Picture Quiz clue was "*Graham should be particularly keen on it*" because the aircraft was a Potez 840 (and Graham's Jodel 1051M1 is powered by a Potez).

Answers given by: Edwin Shackleton, Pete White, Neil Wilson, Phil Mathews (who saw one at Filton back in 1970 when he was flying with the Air Cadets in Chipmunks), and Alan George who says: "I do not think Graham will be so keen as the engines are actually Turbomeca Astazous that enabled me to recognise it. Bending the rules with a little internet searching I see the actual

picture is of a later Potez 842".



This Month's picture is here,
*Approximate date of photo and present location required.
British, of course*

Any suggestions?

CAA News

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

Safety Sense Leaflet 08: Air Traffic Services Outside Controlled Airspace and be downloaded [here](#) or by copying: <http://www.caa.co.uk/docs/33/20130121SSL08.pdf> into your browser bar.

Change of Privilege for BCAR Chapter A8-15 (M3) and A8-20 (M5) Approved Organisations and Introduction of Online Services <http://www.caa.co.uk/docs/33/InformationNotice2013015.pdf>

IN-2013/012: Type and Class Rating Renewal Arrangements <http://www.caa.co.uk/docs/33/InformationNotice2013015.pdf>

CAP694: The UK Flight Planning guide <http://www.caa.co.uk/docs/33/CAP%20694.pdf>

BAC ANNUAL DINNER



At the last meeting Philip Green invited Wing members to join the Bristol Aero Club for their annual dinner, if there were sufficient numbers to go ahead. This is now confirmed, and the dinner will be held at **BAWA on 15th March**. The menu is still to be settled, but is likely to consist of a choice from 2 starters, 2 main courses and 3 puddings, with additional vegetarian options, at a cost of around £20 per head. If you would like to attend, please contact Philip at Phil-ip@green1454.fsnet.co.uk.

DIGITAL FRENCH CHARTS

The French Service de l'Information Aéronautique (SIA) has announced that, from 1st March, some SIA charts and statutory documents will be available in digital form from their on-line shop: www.aiswebshop.eu and all documents will be in PDF format. The SIA charts consist of France North and France South at 1/1,000,000, and certain metropolitan regions at 1/250,000.



UNDER-USED 3/4-SEAT JODEL

.....seeks another careful driver on a non-equity basis to ensure regular lubrication and ventilation from a grass airfield. Tail-wheel rating and no accident record essential. Spanner assistance welcome, but not essential.

Call Graham: 01454 618218 or e-mail cgraham978@aol.com

WING LIBRARY NEWS

Alan George holds the Wing library and the books are available to members to borrow. Just call/text him on 07968 347831 or email him at alan.george@trussler.co.uk and he will bring your requested book to the next Wing meeting.

For the start of 2013 we have three new books in the Strut library for you to enjoy.

Courtesy of Phil Mathews at the Cotswold Aero Club we have '**Pilot Handbook**' by Mark Dale of The British Hang Gliding and Paragliding Association. For anyone learning to fly hang gliders or paragliders this contains a wealth of information in an easily readable style. Topics include equipment, flying techniques, weather, air law and theory of flight; a complete theory course that is concise and to the point. Actually it is an interesting read just to find out about flexible wing aircraft.

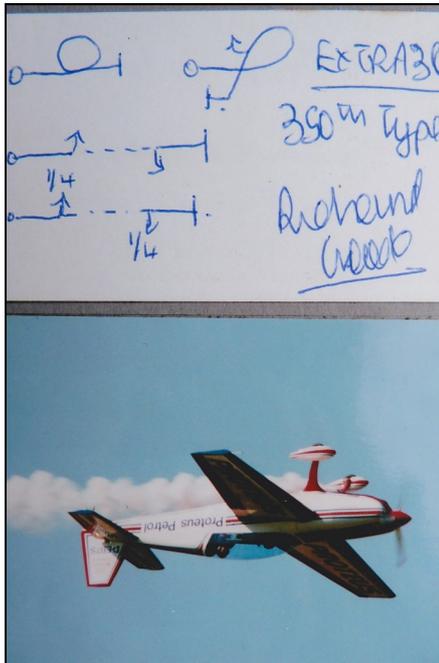
Next we have '**Fate is the Hunter**' by Ernest K. Gann, possibly the most famous aviation book ever. It describes the early days of passenger services in the USA and their coming of age in the Second World War with the ferrying of aircraft across the Atlantic and the techniques and infrastructure that allowed this to happen. There are hundreds of reviews on the internet e.g. Wikipedia or Amazon to find out about this book so I will not review it here.

And finally did you watch the two BBC4 TV programmes 'Jet! When Britain Ruled the Skies'? They included interviews with James Hamilton Paterson the author of the book '**Empire of the Clouds**'. This covers the same start of the jet age, both civil and military, the glamour of the Farnborough airshow, the thrill of evocative aircraft such as the Hunter and Lightning, Comet and VC10. Also the test pilots as celebrities in their day such as Duke and Beamont and Cunningham, he has a special mention of Gloster's test pilot Bill Waterton that has now piqued my interest due to his views on the British aircraft industry. This is where the book goes deeper and analyses the faults already inherent in the industry even at its zenith; the lack of political direction, the absence of management skills and workforce de-motivation. Given the recent closure of Filton airfield I cannot help feeling this process is not finished yet.

EDWIN'S ECCENTRICITY Part 3

Continuing story from October 1989

In late 1989 a repeat visit to the USA started in grand style with the Confederate Air Force Boeing B-29 Superfortress 'Fifi' from Harlingen. My second trip was in a Stinson Reliant (in Royal Navy scheme) then a superb trip with Reg Urschler in his P-51D Mustang. Take off alongside another P-51, soon cruising at 230 knots was quite an experience. Then soon aboard a Beech 18R Kansan (in Chinese Military colours) made a great day. My last trip was in a Nakajima Kate replica torpedo bomber converted with others for the Tora! Tora! Pearl Harbour film. Back in the UK, Beech Duchess, Fournier RF-6B, Cessna 195, Socata Horizon, Microflight Spectrum and much larger Fokker 100 completed a very good year—total types now 342.



Extra 300 and aerobatic code by Richard Goode

Some 3 months later a George Pick Aero-tours took us by A300, Dassault Mercure and Caravelle to and around France but I broke away for the chance of my first A320 Airbus flight to Gatwick. An Easter family trip to the Isle of Man was a chance to fly in the BAe ATP. Three more light planes then and aerobatic sortie from Henstridge—with Richard Goode in his Extra EA300 and HTV coverage. An extremely rare glider flight Aero-Auto Gobé from Shobdon contrasted, next day, with a Ryan PT-22 with its uncowed

Kinner radial.

Heavylift had promised me a Fokker 100 wing delivery flight in their Shorts Belfast from Belfast to Amsterdam in exchange for a report in the 1990 Farnborough programme! A positioning flight from the base at Stansted prefaced the trip to Fokker Holland, rapid unloading and then the homeward flight to complete a different experience.

The last Cranfield PFA Rally was in 1990 and 2719 movements were recorded. My memories were the flight in an F14 Nibbio (newly imported) allied with a deal with Peter Underhill for me to write the 'Popular Flying' display report! Shortly after I flew in the Rutan Cozy, DH.90 Dragonfly and the first UK Christen Husky and especially the Fokker S-11 Instructor. The 1990 Farnborough show saw the debut of the giant Antonov An224 and I was lucky to fly in a Twin Squirrel helicopter for some overhead photos. In contrast I flew in a Fairchild Argus from John Greenland's strip near Bradford on Avon nine days later.

Next month was my third visit to the Confederate Air Force. Peter March and I stayed at Brian Woodford's home in Dallas. Then we had the privilege of flying with him in his Learjet 24

(500 mph at 35,000 ft) to Harlingen in 67 minutes.

Next day was the start of five quite outstanding types of aircraft. First of all was a Fokker Wulf Stieglitz biplane with an uncowed Siemens radial engine; then next day I flew in a DH Moth Minor. Peter March was in the 'other' aircraft so we had a good photo opportunity. Next morning we flew in a Vic of 3 Grumman Avengers and were able to photograph B-17, Kate, Val and Zero replicas—finishing at 6 ft high over the sea according to the pilot! All in 71 minutes!! Later in the day I was the only one to fly in a 70% scale Junkers 87 (220 hp Lycoming engine) and we reached 150 mph in a mock dive! On the final day I was really lucky to fly in the only Martin Marauder in the world at that time—sadly it crashed in September 1995.



70% scale Junkers Ju87

Ten days later I was on my way to Warsaw in a group of 20 aircraft enthusiasts in a Tupolev Tu154. We expected to fly to Krakow in a civil Antonov An 26 but it was a Polish Air Force machine and we boarded an Antonov An2 (10 of us) for a 13 minute flight. Next day I flew in a Zlin 42M and a Zlin 142.



Antonov An26 with rear ramp access

The following day we all flew in an Ilyushin Il-14 and over the foothills of the Tatra Mountains—and on the same day back to Heathrow in a Tupolev Tu 154—but not a new type

Two days later I flew with Eddie Clapham in the first Whittaker MW65 microlight and I was the second passenger to fly in it (28th October 1990) - its first day airborne.

Next flight was in the only Canadair CL440 Guppy. This was the basic CL44 but with enlarged height fuselage. The flight was just 12 minutes from Stansted to Southend.

A range of five light planes starting with the best was a Beech D-17 Staggerwing then Wag-Aero Wagabond, Meta Sokol, DH Hornet Moth and AA-1 Yankee. At the 1991 Badminton Fly In Dave Southwood flew me in a Pilatus P-2 including some aerobatics (and photos to prove the inverted flight).

I paid my 2nd Polish visit in April 1991, route flying again in a Tupolev Tu 154 and Antonov An26. A new helicopter for me was the Mil Mi 2 then a Zlin 43 and PZL 101 Gawron. Next day we flew again in an Antonov An2 to a distant airfield where a Polikarpov Po-2 biplane was based. Twelve of us were walked to the grass field centre where boarding and disembarking was accomplished with nil taxiing—so we all flew within one hour. I believe that the Po-2 was produced in the most numbers ever!

Next new type was a Rotorway Exec Gyro from a quiet Wiltshire field (No 392)

I wrote to the Irish Air Corps commandant to ask for a flight in a Fouga Magister and an Alouette 3 helicopter. I was amazed that the Minister for Defence gave permission, so I booked my airline flights plus 3 nights B&B and was soon flying Aer Lingus Fokker 50 to Dublin. I drove South to Waterford airfield to fly in a Beech Skipper (only one in Eire and none in UK) then north to Kilkenny to fly in a Schleicher ASK-16 motor glider and on to Weston Airport, near Dublin for a Piper PA-12 Super Cruiser, all in day 2!

27th May 1991 was my D-Day with the Irish Air Corps. After full briefing we were airborne in the Alouette 3 helicopter heading for Sally Gap for a simulated winch rescue (not me) then cross country to fly over the ex home of Charles Parnell and back to Baldonnel. A full briefing before boarding the Fouga Magister; we flew low level through Sally Gap to the sea (380 mph at 400 ft). Some light aerobatics completed the 30 minute flight—and homeward bound next day back to Bristol in a Shorts 360.

Wroughton 1991 PFA Rally and I was 'conned' to do the 'Popular Flying' report again. My only reward was a flight in the Croses LC-6 French homebuilt Flying Flea derivative.

My 400th aircraft type was the Rolls Royce operated Grumman Gulfstream IV executive jet. I was the only passenger on the 21 minute positioning flight to East Midlands Airport—on the jump seat (it was then taking 7 passengers to Seattle). I persuaded Eddie Clapham to "collect" me in the ARV Super 2 G-OTAL. We stopped off at Long Marston for Nigel Beale who was 'checked out' on the ARV—then back via English Bicknor and Oldbury to Brickhouse Farm—total ARV flying of 110 minutes!

An unexpected visitor to the 1991 Badminton Air Day was a German registered camouflaged Piaggio 149 complete with a family of **five** (3 kids). They camped for the few days and, of course, I managed a local flight.

Then new types were a Thorpe T 211 from Shipdham, ICA IS-30 glider from Tibenham, Bensen-Parsons gyroplane from Swansea and Cyclone AX-3 from Eashbach Farm—all within 10 days.

I had kept in contact with Mike Whittaker from the first flight of his MW4 microlight in June 1982 from Filton. The annual rally at Warren Farm on Mendip was a regular delight and in August 1991 I was able to photograph the group of MW 4, 5, 6 and 7 in flight from another MW6. Sadly Warren Farm strip is now closed.

An interesting batch of new types in August/September 1991 included Taylorcraft L-2, Sheibe Delphin glider, Hoffmann Dimona, Caudron Luciole, Piper Clipper and Pereira Osprey.



In the Whittaker MW6 for the air to air photos

My third and final trip to Poland in October 1991 started with a Tu 154 flight to Warsaw (not new) then next day in a Polish Air Force YAK-40 with a low level beat up at a reputed 2 metres height. From Bemono airport, we all had flights in MIL Mi8, Mi2 and Mi 17 helicopters then in an Let 410 twin turboprop 15 seater. Next day we took turns to fly in a Yak 12 utility 6 seater and finally a brand new PZL W-3 Sokol helicopter. Last flight of '91 was in a Steen Skybolt from Brickhouse Farm, Winterbourne.

A new type on 1st January '92 was in a Beech F-33 Bonanza at the Compton Abbas Fly-in. My daughter, Julie, had read of the Rupert Bear shaped hot air balloon launch in the Daily Express. She wrote to the Editor to ask for a flight for herself (a 'bear nutcase) and her Dad (soon to be 65 yrs) Miraculously it all worked out and we flew in a mini balloon meet in Ross-on-Wye. The TV crew were not satisfied with the coverage so we had a repeat launch a few hours later.

Several weeks later I had a 30 minute flight in a Gyroflug Speed Canard which was operated by the International Test Pilots School at Cranfield.

1st April '92! Peter March and I were off to the USA, bound for Titusville, for the Sun 'n Fun in Florida to add 12 new types to my record.

Next day we were aboard a 1942 built C-47A Dakota (a D-Day survivor) taking turns with others to photograph 13 different aircraft, ranging from a quartet of Harvards, Cessna Bird Dog, Beech Mentor to a Vampire duo and an F-86 Sabre—quite an absolute experience and thrill. New flight types were a Nord Noralpha, Cessna Bobcat, NA Yale. But best of all and a type which I had longed to add to my list was a Fairchild C-123 Provider. It was a 'joint' flight initially for parachutists to jump via the rear ramp then air to air photo session with a T-33 then 3 Vampires. But it was my dream come true—never seen a C-123 before and ... unforgettable!

Next day we arrived early at Sun 'n Fun, Lakeland and I was quick to buy a pleasure flight in a 1930 built New Standard D-25 open cockpit biplane. Then I flew in a Naval Aircraft Factory N3N-3. Next day I was lucky to fly in a Ryan L-17 Navion with Cheryl Essex, 66 miles to Leeward Air Ranch with its 6,200 ft grass runway (600 acres and 50 properties with their own hangars) - and there were 55 visiting aircraft. It took huge persuasion to arrange my return flight in a Grumman Goose amphibian!

Really new was an RAF 2000 gyro and I flew in it with Don Haseloh—company President and Chief Pilot.

A final trio at Sun 'n Fun included a Culver Dart, Lancair IV (cruise at 280 mph) and the Sky Sport Catalina II prototype. Back home from North Weald I flew "dry" in the Consolidated PBY-5A Catalina—never had the chance of a wet flight!

Last June '92 I had been tipped off that an Antonov An74 freighter was due to arrive at Staverton. I was able to speak to a Dowty director who asked the captain if I could fly in it. So next day I was aboard with 9 crew on a positioning flight to Luton (27 minutes).

PFA Rally (Wroughton '92) was a miserable wet weekend. I

was conned again to write the PFA report—but no new types. Four weeks later Irene and I had a 3 day break in Jersey—mainly so that I could fly in the Air Corbière Cessna 406 Caravan turbo 10 seater from Gloucester. On the return day I was quickly at Weston-Super-Mare so that I could fly in the 12 seater Sikorsky S-76 from the beach—the only time that Elfan ap Rees had fixed the type.

A fruitful spell included Twin Comanche to Gloucester, the rare Chrislea Super Ace and Wassmer WA 52 Europa from Bodmin then a Thunder and Colt 69, my 9th hot air balloon flight to complete Summer 1992 season.

Edwin Shackleton Guinness Book Record holder

Something to remind you of the warm summer sun!

If you're fed up with our grey skies and snow then why not watch this clip of a super-sized radio controlled model Quantas Super Constellation filmed in Australia.

http://www.youtube.com/watch?v=H2n7siP1Oc0&feature=share&list=UUBp08qE4jt_pkB7P4FWtgyQ

Popham Airfield Vandalised

Popham Airfield was vandalised overnight on 27th January. The offices, clubroom, and the WAM hangar were the main targets. The electrical power was also vandalised. Please advise them if you were around after 16:30 on 27th January and possibly saw anything unusual. The police are obviously looking in this matter.

Some local pilots have started a collection to help towards a reward for information.

There are CCTV images of the offenders shown in the Flyer thread below:

<http://forums.flyer.co.uk/viewtopic.php?f=1&t=81499&start=60>

This will obviously make everyone more aware of the security at all airfields.

Sixteen reasons why aeroplanes are easier to live with than women:

- | | |
|---|--|
| 1) Aeroplanes usually kill quickly - women take their time. | 10) Aeroplanes and pilots both arrive at the same time. |
| 2) Aeroplanes can be turned on by a flick of a switch. | 11) Aeroplanes don't mind if you look at other airplanes. |
| 3) Aeroplanes don't get mad if you do a "touch and go". | 12) Aeroplanes don't mind if you buy aeroplanes magazines. |
| 4) Aeroplanes don't object to a pre-flight inspection. | 13) Aeroplanes expect to be tied down. |
| 5) Aeroplanes come with manuals to explain their operation. | 14) Aeroplanes don't comment on your piloting skills. |
| 6) Aeroplanes have strict weight and balance limitations. | 15) Aeroplanes don't whine unless something is really wrong. |
| 7) Aeroplanes can be flown any time of the month. | 16) However, when aeroplanes go quiet, just like women, usually it's not good! |
| 8) Aeroplanes don't come with in-laws. | |
| 9) Aeroplanes don't care about how many other Aeroplanes you've flown before. | |

Being a woman and a pilot I'm in two minds about those statement! Mary

Ian Leader Trophy

During the January meeting we counted the nominations for the presentation of this wonderful trophy and Trevor Wilcock's name came out on top. We acknowledge that Trevor was awarded this trophy for his sterling work as Quiz Master for the past few years and not because he is our co-ordinator, a position which he has only just taken up. Congratulations Trevor, a well deserved recognition of your work supporting the Bristol Wing.

