



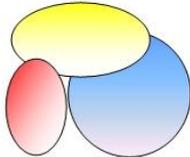
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# Bristol Wings

Newsletter of the LAA Bristol Wing

February 2014



*Mary thinks I need more practice, so here's another Newsletter from me. After this one, back to Mary!*  
Trevor

## NEXT MEETING –

**.. on Wednesday 5<sup>th</sup> February, is a Safety Evening, presented by the General Aviation Safety Council (GASCo) – see poster at the end of this Newsletter.**

These evenings aim to be a refresher for pilots of all abilities, a chance for an exchange of views and an opportunity to focus on the six areas of greatest concern for GA safety. The meeting will be held in BAWA Room 1 (not our usual Room 7), which is upstairs in the first block on the right as you come down the BAWA drive.

Room 1 will hold 100 people; we have circulated notice of the event to a wider audience than just the Wing and Bristol Aero Club. Also the presentation is scheduled to last for 2 hours so we will need to start promptly at **7.30** – please arrive in good time to be sure of a seat. Also bring your logbook if you wish to have it stamped during the interval as a record of your attendance.

Directions to BAWA are available on our website: [www.bristol-wing.co.uk](http://www.bristol-wing.co.uk).

## LAST MONTH'S MEETING

Ed Hicks gave a full house an excellent illustrated talk on his work as an aviation photographer, from his childhood interest in aviation, through gaining his PPL on a Super Cub, his first cover for Popular Flying magazine in early 1996, calendars for VANS, and pictures in leading GA magazines in the UK and abroad.

Now Features editor for *Flying* magazine, he particularly featured his photo sorties for 2013, including the Mystery Ship and Ron Perry's Binder Smaragd. Equipment was covered, together with the pressures of editorial deadlines and synchronising of crew, aircraft and weather, not to mention the difficulties of working, facing backwards, in a confined space!

## FUTURE MEETING

Wednesday 5 March: John Brady (LAA Vice-Chairman), ex-RAF fast jet pilot, ex-airline pilot, will talk to us about flying the Lightning, and also on the work the LAA is doing to protect the interests of GA in matters of regulation. See [www.lightaircraftassociation.co.uk/Consultation](http://www.lightaircraftassociation.co.uk/Consultation) for ongoing and recent activities, and join the Campaigning Aviators Network if you haven't already done so.

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## PICTURE QUIZ

### Last month's Picture Quiz

Just one reply: Quizmaster Alan George was on the ball in working out that Graham had recently visited Douglas, Arizona, where the Border Air Museum has a locally-manufactured 1948 Emigh Trojan-2.

**This month's puzzle picture**, provided by Alan, follows on from his Xmas Quiz question about historic aviation sites in the Bristol area. This photo was taken near the corner of Parnall Road, Fishponds; what are the several aeronautical connections of the site?



## WHERE TO GO...

*Free landing vouchers for February 2014:*

**Light Aviation:** North Weald, Peterlee, Wolverhampton (Halfpenny Green)

**Flyer:** Boston, Brighton, Castle Kennedy, Cromer (Northrepps), Old Sarum, Popham

**Pilot:** Brighton, Little Staughton, Longside, Sandtoft

## CAA NEWS

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

### **IN 2014-01: Channel Islands Airspace Reclassification and Redesignation**

Channel Islands airspace up to FL80 will be reclassified to Class D w.e.f 6 March.

[www.caa.co.uk/docs/33/InformationNotice2014001.pdf](http://www.caa.co.uk/docs/33/InformationNotice2014001.pdf)

**IN 2014-012: UK Alternative Means of Compliance for Theoretical Knowledge Instruction for Part – FCL Private Pilot Licences for Aeroplanes and Helicopters** – of interest to anyone undertaking a PPL. EASA regulations require that a course of theoretical instruction and examination be undertaken for both PPL and LAPL – the same course for both PPL and LAPL. However EASA's Acceptable Means of Compliance require a course of at least 100 hours for PPL, but no minimum length for LAPL – in spite of them being the same course! CAA have notified an Alternative Means of Compliance which removes the 100 hour constraint for PPL – full marks, guys!  
[www.caa.co.uk/docs/33/IN2014\\_012-PPLTK.pdf](http://www.caa.co.uk/docs/33/IN2014_012-PPLTK.pdf)

**CAP 493 SI 2014/02: Formation Flight Parameters** – arising from SERA (Standardised Rules of the Air – EU binding law), there are revised definitions of the maximum lateral, longitudinal and vertical separation of aircraft in formation considered to be a single unit for separation/deconfliction purposes.  
[www.caa.co.uk/docs/33/CAP493SupplementaryInstruction201402.pdf](http://www.caa.co.uk/docs/33/CAP493SupplementaryInstruction201402.pdf)

## RAeS BRISTOL BRANCH

Date: Thursday 20th February 2014

Start: 6.30 pm

Venue: Concorde Room, BAWA Leisure Centre,  
Southmead Rd, Filton.

For enquiries contact Alessandra Badino (0751 529  
7787, [alessandra.badino@airbus.com](mailto:alessandra.badino@airbus.com))

Registration recommended as this lecture is expected to  
be very popular: [www.raesbristol.org.uk](http://www.raesbristol.org.uk)

Subject: Airbus A350 Flight Testing

The A350 is breaking new ground for Airbus and its  
expected performance can only be validated in the air.

The first five A350s are built to be designated Flight Test  
aircraft and Peter Chandler, Experimental Test Pilot for  
Airbus, has been flying these. He will talk about the  
progress made on the A350 flight tests so far.



## NEWS FROM HERE AND THERE

Flyer Magazine's weather channel for pilots is now live, with weather updates for UK each Monday and Thursday – see [www.flyer.co.uk/weather/](http://www.flyer.co.uk/weather/)

Cartographic improvements will be introduced in UK VFR charts from March 2014 – see  
[www.flyer.co.uk/aviation-news/newsfeed.php?artnum=1770](http://www.flyer.co.uk/aviation-news/newsfeed.php?artnum=1770)

Some of you may have noticed from the air an interesting futuristic mansion 1 nm west of Wotton-under-Edge. It featured in a recent episode of *Sherlock* – see:  
[www.telegraph.co.uk/culture/tvandradio/10568203/Millionaire-owner-of-Sherlock-mansion-opts-for-more-modest-dwelling.html](http://www.telegraph.co.uk/culture/tvandradio/10568203/Millionaire-owner-of-Sherlock-mansion-opts-for-more-modest-dwelling.html)

Congratulations to Ron Perry on joining *Flyer* magazine's team of writers; his first pilot's report, in the current (February) edition is on that delightful aircraft, the Binder Smaragd – though the article is labelled Piel Emeraude to give it wider appeal!

Don't forget to book your landing slot for Sywell's AeroExpo (30 May – 1 June). Free entry to the show to pilots and passengers, just a landing fee to pay (£10 for single engine aircraft). Slot bookings are at [www.sywellaerodrome.co.uk/bookings.php](http://www.sywellaerodrome.co.uk/bookings.php)

Unfortunately Sapphire Aviation, who have contributed so much recently to improvements at Lee on Solent, have now moved away. In the short term the position is described by the airfield owners, the Homes and Communities Agency, in the following message:

*Dear Airfield Users,*

*To address the access challenges that visitors have experienced when visiting Lee-on-the-Solent Daedalus (EGHF), following the loss of Sapphire Aviation from the airfield, the Airfield Manager has been forced to change the access arrangements for the airfield, pursuant to air safety and control of the traffic and access on the airside areas of the aerodrome, until such time as an alternative can be formulated.*

*As a result, Lee-on-the-Solent Daedalus (EGHF) will formally require PPR to be granted to prior to use. This will come into effect as of close of business **Sunday 19th January 2014**, to be in force from Monday 20th January 2014 and until further notice. Visitors are encouraged to still use the airfield, but must ensure that their arrivals are approved, due to the operational challenges we currently face with handling and ground services such as parking and access to airside/non-airside areas.*

Visitor PPR will be granted only by the Airfield Operations Manager, following a written request via the tower email: [ats@eghf.com](mailto:ats@eghf.com). Please allow minimum of 24 hours' notice on weekdays and latest submissions for weekends/Mondays will require submissions by Friday midday of the week preceding. Airfield Tower operational hours, until further notice, continue to be 10:00 till 16:30 x 7 days per week, with an Air to Ground service provided during these times. Thanks to all for the operational support during this phase of the airfield's life cycle.

Kind Regards,  
Lee on Solent Control Tower [ats@eghf.com](mailto:ats@eghf.com) / [www.eghn.org.uk](http://www.eghn.org.uk)

A pity, when they were doing so well; let's hope for an early improvement.

**PLEASE SEE THE FOLLOWING MESSAGE** from our friends at **Bristol ATC**:

Greetings from NATS Bristol Air Traffic Control and a very happy 2014 to you all. May I ask you to forward this message to as many of your members as possible in the weeks ahead please?

You may be aware that the infringement of Controlled Airspace in the UK by various GA and military aircraft is a recurring safety and operational problem for the ATS agencies at the aerodromes/airports concerned. In 2012, the CAA was informed of almost 800 separate such events in the UK. At Bristol Airport, we experienced 20 infringements in 2013, up from 18 in the previous year and 14 in 2011. For us as controllers, an airspace infringement may necessitate the stopping of all commercial flight departures, rerouting flights or breaking aircraft off the approach, in order to achieve the required separation minima from that "unknown" intruder.

We are aware that, when looking at an aviation chart, Bristol Airport appears to have a large volume of Class D controlled airspace around it. We (ATC) are very mindful indeed of the potential impact of this on the GA and military flying community. I hope that we enjoy a good relationship with our local GA flyers, something we've striven to achieve over many years. We certainly encourage pilots to visit us through the annual NATS "Visit your local ATC" scheme and through informal invitations: almost 40 GA pilots were welcomed to Bristol Tower last November, for example.

So, a simple request to all pilots who may read this: if you'd like to fly within the Bristol CTR/CTA, or think that your flight might take you inside for any reason, please give us a call on 125.650 first. We'll always endeavour to give you the clearance that you require, subject to the traffic situation at the time. Feel free to contact me by email here at Bristol ATC if you'd like further information on flight in and around the Bristol CTR/CTA.

With thanks, Julian Andrews, Watch Manager, Bristol Airport, [julian.andrews@nats.co.uk](mailto:julian.andrews@nats.co.uk)

Bristol ATC are known for their helpfulness to GA, so please do your best to be helpful in return. Their Bristol Airspace Guide is always worth reading:

<http://flyontrack.co.uk/wp-content/uploads/2013/08/BristolGuideV201304.pdf>

## A SMALL PRICE TO PAY

Another tale, and superb pictures, from Graham Clark on his Arizona adventures!



The generosity of our American friends is legendary. Veterans Day 11 November 2013 found me in Phoenix Arizona up early and waiting for retired airline pilot Lynn Miller to ring the doorbell and drive me to Falcon Field on the east side of town, where he keeps an ex-USAF Beech T-34 trainer shared with a retired USAF General. Today's plan was to join a formation of ex-military training aircraft -- Beech T34s and Chinese-built Nanchang CJ-6A Yak lookalikes -- at Deer Valley to do the 11 am Flypast over the Fountain Park War Memorial.

Lynn fired up the hand-operated tug and pulled out N96HK.



I was soon treated to a rear view of Lynn's baseball cap



as we lined up and departed for Deer Valley, on the way taking a sneak preview of the Memorial location at Fountain Park.



On arrival at Deer Valley, we teamed up with a group of six pilots and their assorted passengers assembled for the 08:30 briefing led by executive jet pilot Todd McCutchan who owns a T-34 and is also a regular visitor to Biggin Hill. He spends some three months every year in the UK and has picked up an admiration for the Royal Air Force, as shown by the Eagle Squadron paint scheme on his fabulously-maintained aircraft, supported by three badges from three WW2 RAF Eagle Squadrons.



Todd told me he had originally wished to join the USAF, but at the time he wanted to join the USAF was not recruiting. His part-time job is that of an aerobatics display pilot, where he has obviously learned the craft of disciplined formation briefing and flying. These guys practice regularly under his guidance: and it shows, from start to finish: meticulous attention to detail, which gave me great confidence.

Two formation patterns were briefed, for the eventuality that one aircraft could go tech. I was to be a rear-seat passenger in Todd's aircraft. The briefing was also attended by another pilot who was to be on the ground at Fountain Park with a hand-held transceiver, and who would advise of any terrestrial glitches. My role in the back seat was to listen, and keep my mouth shut. There was good news: apart from the superb standard Phoenix weather, a local company had offered to sponsor avgas for the formation consisting of two Beech T34s and four Nanchang CJ-6A. The Americans hold their veterans in very high esteem, and are proud to be associated with an opportunity to give a communal 'thank you'.



My briefing from Todd was extremely thorough. By arrangement with the Deer Valley FAA Tower, the formation was lined up in sections on Runway 27R,



and hand signals from Todd moved us off, soon climbing over the outer Phoenix suburbs to where the guys could brush up on their formation skills and begin the timed run-in to Fountain Park.



This was an opportunity for me to watch the position-changes at close quarters; however, being in the back seat in the lead aircraft was not the best position for air-to-air photography, with much neck-craning.

On time we were lined up for the run-in to the memorial and Todd called "smoke on"!



We were right on time over the target, and subsequently heard from our ground-man with the handheld that everything 'down there' was perfectly synchronised with 'up here'.

The fly-by complete, the group left to get some more formation practice away from the town, followed by some individual aeros. Todd pulled up to maybe 4G, obviously enjoying himself, while I gripped my camera and wondered if breakfast would stay in place. Now aeros are not my thing, but as instructed I kept my mouth shut: a small price to pay.....

Job done, we returned to Deer Valley for the de-brief and a drink. There is plenty of water at Fountain Hills.

### **BOOK REVIEW – “Bristol Filton Airport, end of an era” by Leo Marriott**

You will recall Leo’s talk to the Wing in October; now here’s a review of Leo’s new book from Alan George:

*Rather than being a history of Filton Airport this mainly pictorial book is a collection of aspects of the airport beginning with a brief history and ending with the final day of 21 Dec 2012 that many of you took part in. In between there are a wide range of chapters, for example Airbus operations at Filton, probably its major user in the later years, including the corporate shuttles that took employees around various Airbus and BAe sites. Looking at the photos, personally I am reminded just how convenient it was compared to the current trek out to Lulsgate.*



*There are chapters to suit all interests; from airliners coming in for painting in the Brabazon East Hangar to the military aircraft usually associated with the Rolls-Royce factory. There is a chapter on helicopters from the original Bristol Sycamore to the Police and Air Ambulance units that we are familiar with in Bristol today. These are now the only aviation activity at Filton. There is a selection of photos of historic military aircraft as the basing of the Rolls-Royce Spitfire at Filton was the catalyst for the maintenance and restoration of several other similar aircraft. The sound of one of these starting up before commencing a test flight could always be guaranteed to empty the Airbus offices to see at least a high speed low pass as an interesting break from day to day work.*

*An enjoyable little book, easy to read yet capturing the essence of Filton in recent times. Available now in the library so give me a call or text on 07968 347831 or send me an email at [alan.george@trussler.co.uk](mailto:alan.george@trussler.co.uk) and I will arrange delivery.*

Or better still, buy a copy of the book!

Happy flying – if this rain/wind ever stops,

Trevor

Wednesday 5th February 2014, 1930 hrs

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