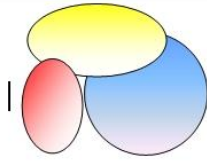




[www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

January 2014

## Chairman's Apology

*This month, preparation of the Newsletter temporarily falls to me. Unfortunately I don't have Mary's Publisher software (or her skills) so the presentation of the Newsletter is less professional than usual.*

## NEXT MEETING – Ed Hicks

**Our next meeting, unusually, is not on the first Wednesday of the month.** We thought that having it on 1 January would guarantee a low turnout! So at 7.45 pm on Wednesday 8<sup>th</sup> January, we are very fortunate to have Ed Hicks (a former Bristol Strut Co-ordinator) describing his work as an aviation (and particularly air-to-air) photographer. You will all have seen his stunning photos in *Flyer* (for which he recently became Features Editor) and other sources; come and hear how he does it! As usual we'll meet in Room 7 at BAWA. Directions available on our website: [www.bristol-wing.co.uk](http://www.bristol-wing.co.uk).

PS: One of Ed's pictures is featured as an "Editor's Pick" in this week's "2013 Photo Issue" of Aviation Week and Space Technology, the US's foremost aviation journal.

## LAST MONTH'S MEETING

Our traditional Christmas Quiz, with snacks, was held under the eagle eyes of new Quizmaster Alan George, who provided us with an excellent range of questions ranging from sites of aeronautical heritage in the area to theory of flight (where even most of the "wrong" answers were right – we all got high marks on this section). The winning team was the **M5 Flyers**, led by Phil Mathews.



We also voted on the award of the Ian Leader Trophy for services to the Wing; Dave Hall emerged the clear winner, for his work as our representative on the National Council, but also for his sterling efforts with Youth and Education Support (YES), the youth education branch of the LAA, of which he is the Secretary.

Lastly, the Lois Parker Trophy finally caught up with our newsletter editor Mary Leader (it was not available for presentation at the LAA AGM when Mary was given the award).



**February Meeting** – see poster at the end of this Newsletter.

### Contact Information

Wing Chairman:

Trevor Wilcock

01275 858337

E-mail:

[trevor@bristol-wing.co.uk](mailto:trevor@bristol-wing.co.uk)

Treasurer/Membership Sec:

Gordon Pritt

01934 622795

e-mail:

[gordon.pritt@talktalk.net](mailto:gordon.pritt@talktalk.net)

Newsletter distribution:

Mary Leader

01275 541572

e-mail:

[mary@bristol-wing.co.uk](mailto:mary@bristol-wing.co.uk)

Editorial address:

7 Cantell Grove

Stockwood, BRISTOL

## PICTURE QUIZ

### Last month's Picture Quiz

Phil Mathews identified the aircraft (Panavia Tornado), but was not quite right on what was going on (he thought ejection seat trials). When I was involved with the Tornado flight test programme, it was a contractual requirement for Panavia to demonstrate cockpit habitability in the case of loss of the canopy. So, towards the end of the development programme, test pilot Keith Hartley flew the aircraft in open-top mode (and solo). I recall that the main problem he encountered was overheating of his skin due to an unfortunate gap between flying suit and gloves!

Trevor



### This month's puzzle picture



.... is from Graham Clark – a difficult one! What is it and where was it built? December's Newsletter might provide a clue...

## WHERE TO GO...

*Free landing vouchers for January 2014:*

**Light Aviation:** Bourn, Dunkeswell, Haverfordwest, Wickenby

**Flyer:** Cotswold, Earl's Colne, Hucknall, London Elstree, Maypole, Netherthorpe

**Pilot:** Eshott, North Coates, Sherburn in Elmet, White Waltham

## 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-2013/189:** New National Organisation Approval Supporting Recreational Aviation (A8-26)CAP 553, British Civil Airworthiness Requirements (BCAR) Section A Issue 8 introduces a new organisation approval for organisations supporting recreational aviation (A8-26).

[www.caa.co.uk/docs/33/2013-189%20New%20National%20Organisation%20Approval%20Supporting%20A8-26%20-%20Final.pdf](http://www.caa.co.uk/docs/33/2013-189%20New%20National%20Organisation%20Approval%20Supporting%20A8-26%20-%20Final.pdf)

**IN-2013/192:** Simplified Approval Process for Handheld VHF Radios - the CAA has assessed and determined that handheld radios meeting certain clauses of the European Standard for ground-based 8.33 kHz channel spaced VHF radios are safe for airborne use and will not adversely impact network interoperability. Consequently, the CAA has issued Aircraft Equipment Approval LA301075 which will facilitate the use of these radios subject to conditions and limitations contained within the approval (*the Approval is limited to use within the UK in UK-registered non-EASA (Annex II) GA aircraft operating outside Class A, B and C airspace*).

[www.caa.co.uk/docs/33/2013-192%20Simplified%20Approval%20Process%20for%20Handheld%20VHF%20Radios.pdf](http://www.caa.co.uk/docs/33/2013-192%20Simplified%20Approval%20Process%20for%20Handheld%20VHF%20Radios.pdf)

**IN-2013/206:** This IN is to notify industry of the Deferment of the requirement to hold a Part-FCL Licence (or a European Validation of a 3rd Country Licence) for Aircraft engaged in non-commercial flights until 8 April 2015

[www.caa.co.uk/docs/33/IN\\_Deferment%20of%20requirements%20for%20Validation\\_20122013.pdf](http://www.caa.co.uk/docs/33/IN_Deferment%20of%20requirements%20for%20Validation_20122013.pdf)

### **ORS4 No. 998: General validation of non-European licences for private operation of EASA aircraft registered in the United Kingdom**

The UK has applied the derogation of Article 12(4) of the EASA Aircrew Regulation so that the licence validation requirements of that Regulation shall not apply to private flights of aircraft registered in the United Kingdom until 8 April 2015. In 2012 the Air Navigation Order 2009 was amended to reduce the scope of the validation of licences under Article 62 of the Order to non-EASA aircraft only. This general validation reinstates the validation of licences that are not issued under the Order and are not Part-FCL licences for EASA aircraft registered in the United Kingdom. This general validation applies for the period of the UK derogation under Article 12(4) of the Aircrew Regulation.

[www.caa.co.uk/docs/33/ORS4%20998.pdf](http://www.caa.co.uk/docs/33/ORS4%20998.pdf)

*That's perfectly clear, then!*

### **ORS4 No. 999: General Exemption against Article 4 (1) (a) of The Air Navigation (Environmental Standards For Non-EASA Aircraft) Order 2008 for microlight aeroplanes with a maximum weight, without pilot and fuel, of 115kg. This Exemption supersedes ORS4 No.951**

[www.caa.co.uk/docs/33/ORS4%20999.pdf](http://www.caa.co.uk/docs/33/ORS4%20999.pdf)

**CAP 1038 Check Flight Handbook** – *this Handbook is produced to assist pilots in the preparation and safe execution of Check Flights, including for light aircraft. Do read before performing your V<sub>NE</sub> dive!*

[www.caa.co.uk/docs/33/CAP%201038%20Check%20Flight%20Handbook.pdf](http://www.caa.co.uk/docs/33/CAP%201038%20Check%20Flight%20Handbook.pdf)

## **RAeS BRISTOL BRANCH**

Date: *Thursday 16th January 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))

For registration: [www.raesbristol.org.uk](http://www.raesbristol.org.uk)

Subject: Aircraft Fire and Evacuation Simulation

Speaker: Prof. Ed Galea, Director, Fire Safety Engineering Group, University of Greenwich

The evacuation certification trial is an aviation benchmark, requiring that all the passengers must safely evacuate from an aircraft within 90 seconds, through 50% of the available exits. Prof. Ed Galea will present his research into aircraft fire safety, considering factors such as human behaviour, fuel flashover data and available exits, and ask whether the certification testing is really good enough?



## **NEWS FROM HERE AND THERE**

*FLYER* is launching an exclusive online weather forecast service, sponsored by Aspen Avionics, which will provide readers with two free aviation weather briefings from Simon Keeling per week. Starting on Thursday 9 January 2014, the forecasts will be hosted exclusively at [www.flyer.co.uk](http://www.flyer.co.uk) on Mondays and Thursdays.

Plans to offer two seat factory-built gyrocopter owners the opportunity to transfer from their current CAA Permit to Fly continued maintenance regime to the LAA Permit to Fly scheme are moving ahead. It is anticipated that the appropriate inspection, test flying and audit requirements will be in place in February 2014 for transfers to commence shortly after.

### **DO YOU HAVE AN FAA CERTIFICATE** issued on the basis of your UK or EASA licence?

Has your licence identification changed from that which was used to obtain the FAA Certificate, as a result of the new European Aircrew Regulation (eg from "UK" to "GBR")? If so your FAA Certificate is no longer valid and will have to be reissued. However it is now possible to achieve this by attending the CAA in person at Gatwick South, rather than by having to go to an FAA Flight Standards District Office in the US – see:

[www.caa.co.uk/application.aspx?catid=2345&pagetype=65&appid=54&mode=summary&approcsum=50](http://www.caa.co.uk/application.aspx?catid=2345&pagetype=65&appid=54&mode=summary&approcsum=50)

Note that if you are holder of a lifetime pre-JAR UK licence and intend to continue using this, your associated FAA Certificate will still be valid – but after 7 April 2015 it will only be valid for Annex 2 aircraft and not for EASA aircraft, because your UK licence will legally no longer be valid for EASA aircraft.

## A LITTLE LIGHT READING

For interest, here's an abbreviated history of a US test pilot; such days of being able to fly a fleet of exotic aircraft have now long gone, even in the US.

[www.airspacemag.com/flight-today/Meet-Fitz-Fulton-232398231.html?c=y&page=100&device=iphone](http://www.airspacemag.com/flight-today/Meet-Fitz-Fulton-232398231.html?c=y&page=100&device=iphone)

## MANUEL'S MOTORING ADVENTURES

As you probably know, our friend Manuel Queiroz, a frequent speaker at our meetings, chose to make another significant voyage. This time not round the world in an RV-6, but with his wife Jill in a VW camper van, driving the longest route in the world, the Pan-American Highway from Alaska to Argentina. They headed northwards from Vancouver on 31 May, turned round at the start of the highway in Alaska on 12 June – and at their last report on 23 December had only 20 km to go to reach their goal in Tierra del Fuego! You can see their blog of the trip at

<http://blog.travelpod.com/travel-blog/jill.and.manuel/1/tpod.html>

## SOMEBODY'S GOT TO DO IT

*Graham Clark has an unexpected ride in Arizona*

Late in the afternoon the Cessna 175 was fuelled, packed with all the camping gear: tents, logs, firelighters, sleeping bags. Pre-flight checks finished; the lot. Our plan was to fly from Deer Valley Airport on the north edge of Phoenix and head for a dirt strip at Grapevine, where a fly-out camp was scheduled.

We closed the hangar doors and owner Bernie Gross was ready for me to squeeze in, when I heard a strange but distinctive growl in the overhead: clearly there, was a DC-3 and it looked as if it was positioned to land. Now, in the US a DC-3 is almost as rare as in Europe, so I yelled an alert! "Bernie: Look Up There!"



I ran to a better viewing point and two minutes later the DC-3 touched down on 27L. Bernie taxied around the corner intending to gather me up, but when he saw the DC-3 parked right there, he shut down. He was just as excited as the small crowd that had gathered.

This included an elderly couple and their daughter, who worked for the DC-3 charter firm that operates the Basler-restored aircraft, mostly sightseeing along the California coast. She had arranged a joy ride for her father, whose 80th birthday it was. And there were spare seats! "Jump in fellas; let's go fly!"

No second invitation needed. The Cessna was chocked, tied down and we ascended the cabin passenger slope in this tailwheeled pterodactyl. Soon the two Wrights were humming smoothly as we trundled down the taxiway.

This DC-3 had been beautifully refurbished. The old interior had been stripped out and replaced with luxury upholstery. The old lady had been fitted with a gastric band and she was now 3,000 lb lighter. Large windows provided a fabulous view from the passenger seats. The cockpit panel was fitted with all modern necessities and had no doors to the passenger cabin. We all had a view, straight down the runway and in flight.





For the next hour we flew at about 2,000 ft, lazily around the Lake Pleasant area and mountains to the north of Phoenix, with time to study all those interesting details on the ground which the pilot must necessarily ignore because he is busy. But not too busy to allow us all to take turns in the cockpit: "Sure, you can fly a turn".



Warm sun, fabulous scenery, the relaxing drone of two very happy radial engines, friends in the back reclining in luxurious first-class seating; panoramic windows...and wheels that expertly kissed the ground at sunset.

And the camping? What a shame.....back to Bernie's place for dinner and a comfortable bed. Tough. But somebody's got to do it.



*Happy New Year, and great flying in 2014*

Wednesday 5th February 2014, 1930 hrs

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