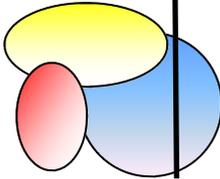




www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

July/August 2008

NEXT MEETING - BRISTOL AERO COLLECTION

On the evening of Thursday 10th July we have arranged a visit to the Bristol Aero Collection at Kemble. The Museum covers the development of the company from its parent of the Bristol Tramway and Carriage Company, via the British & Colonial Aeroplane Company to the Bristol Aeroplane Company, and on to various spin-off technologies and weapon companies. As such, the museum focuses on the company history rather than a collection of aircraft, though there is a replica Bristol Babe bi-plane, an early Harrier used for experiments into a sort of after-burner to make it super-sonic, a Bristol Sycamore helicopter and the Bristol Type 173 twin-rotor helicopter, a proto-type for the Belvedere, plus the cockpit section of G-ALRX, the Britannia which ended in the Severn mud in the '50s after engine trouble, and a Beagle cockpit, a design originated by BAC and taken on by Scottish Aviation. The museum will be opened specially for the Wing from 6:30-9:00pm and Aero Collection officials will be there to chat to and answer questions. Entrance fee will be a £3 donation to the collection per person. This is an opportunity for Wing members to meet BMAC members. Bristol Aero Club members are also welcome. The more who turn up the merrier. Website: www.bristolaero.com

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LAST MONTH - GLIDING AT NYMPSFIELD



The gliding evening at Nympsfield organised by Trevor Wilcock (who is also a gliding club member) was voted a great success! The weather initially looked a bit suspect for gliding,

but the rain clouds held off and we had a nice gentle summer evening ahead. The Bristol and Gloucestershire Gliding Club had arranged ground-crew to manage the aircraft, and our members and a couple from the BMAC assembled on the field before six o'clock as instructed. A couple of cars and a mini-bus took us over to the caravan at launch point, and each was given a briefing when we boarded the gliders. Three machines were available, an ASK 13 and ASK 21, also a DG505 high performance glider which has a glide angle of 45:1. All were towed aloft by the Piper Pawnee G-NYMF, expertly flown; the instructors took turns flying our members, and all were incredibly efficient and friendly.

After everyone had flown, the Pawnee stepped down and we were given the chance of a winch-launch which several took up. This is a most exhilarating way of getting airborne, but limited to the length of the cable and ridge-lift dropping off as nightfall loomed meant only a short flight was possible, so we called it a day and returned to the clubhouse for a beer or two and a chat about the activities of the evening. Everyone who attended thoroughly enjoyed the experience, and threatened to do it again! Our immense thanks go to the BGGC instructors and those who helped on the field for providing an insight into flying-without-engines, and also Mary and Steve for bringing snacks for all. See page 4 for a personal report of the evening by Collette Lord. Look up the website: www.bggc.co.uk

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Where to go in July/August

Free landing vouchers for July in:

Flyer Magazine: Fishburn, Gigha, Kilkenny and Tiree

Pilot Magazine: Brimpton, Eshott, Redlands (Microlights only), West Wales and Wickenby

Today's Pilot: Lashenden (Headcorn), Middle Wallop, Panshanger and Rougham

Sat/Sun 5/6th July Laa Regional Rally at Popham Tel: 01256 397 733

Sat 5th July RNAS Yeovilton Air Day - www.yeoviltonairday.co.uk for online info and booking.

Sun 6th July - Old Warden - Centennial Garden Party & Flying display - tel: 01767 627 933

Sat/Sun 12th 13th July - RIAT RAF Fairford - www.airtattoo.com

Sat/Sun 12th 13th July - Jodel Fly-in & Camping weekend at Croft Farm, Defford

Sat 19th July - Old Warden - LAA Party in the Park and Evening flying display

Sun 27th July Devon Strut fly in at Branscombe - tel: 01297 680259 **CANCELLED**

Sat/Sun 2nd 3rd Aug - International Microlight Exhibition, Popham.

9th/10th Aug Luscombe Rally at Oaksey Park

Sun 10th Aug - Devon Strut Fly-in, Lundy Island - tel: 01752 406660

Sat 16th Aug - Sidmouth Hospice Charity Fly-In and BBQ, Farway Common - www.farwaycommon.com

Sun 17th Aug - Devon Strut Fly-in, Treborough - tel: 01984 641179

Sat 23rd Aug - G-VFWE bank holiday bash at Henstridge.

Sun 31st Aug - LAA Devon Strut Fly-in, Plymouth - tel: 01548-842057

Member's Wings This month we feature G-BDIH a very nice Jodel D117 belonging to Nigel Stokes.

My pride and joy, Jodel 117 G-BDIH, was built in Bernay in 1957 and was first registered F-BIOT. The Jodel story is well known but complicated and the design was so successful that derivatives of the original are still available new today. The aeroplanes of the 117 series were all built by S.A.N. (Société Aeronautique Normande) in Bernay, France and are characterised by having two fuel tanks of 55 litres each, the forward one being immediately in front of the instrument panel and the rear being under the parcel shelf behind the occupants' shoulders. With the original fit RR/Continental C90, full tanks and 50lbs of luggage, I am still within max structural weight with two average adults on board. Take off roll is about 300 metres on average but, due to lack of flaps, the approach to landing into a short field has to be made strictly 'on the numbers'. With a stall speed of around about 28 knots a short field approach calls for 45 down the slope and 40 'over the hedge' after which a landing roll over 200 metres is feasible. Over many years various owners have modified their aircraft and nowadays it is very rare to find any two Jodels alike. 'India Hotel' was used in France as a private machine for several years and then as a flying school hack. She was imported to the UK in 1975 and bought by an aspiring airline pilot who used her to build the hours necessary to qualify for a commercial licence. When Judith accomplished her dream of a civil career, India Hotel was passed to me to look after. After many happy flying hours, a few years later I had heavy landing in a waterlogged field (some would say a crash) after which the engineers found major structural problems that had been existing for years. A total rebuild was called for which commenced in 1984. The rebuild involved regluing every single joint in the structure. I have completed about 400 hours since rebuild; I've had one or two problems but nothing serious. If you see my Jodel and me out together any time, do come and say hello, I'll be delighted to tell you more. Nigel.

Kemble Airfield will be allowed to carrying on flying. News item 25th June 2008

In a dramatic u-turn, Cotswold District councillors today narrowly voted in favour of allowing general flying activities at the airfield. Officers had told operators that only storing, maintaining and repairing aircraft were lawful operations and any other type of flying at the site was illegal, putting the future of the airfield in jeopardy.

But after an hour and a half of intense debate, members rejected officers' recommendations and instead backed the airfield bosses.

Member's News

New members recently signed up, Terry Donovan and Collette Lord - welcome aboard!

Well Done!

We send our congratulations to Roy Back who gained his NPPL back in the Spring but kept quiet. Roy starting gliding many years ago and worked his way up to assistant Gliding Instructor then family commitments intervened. He took up lessons with Aeros at Filton a couple of years ago and is now a fully fledged NPPL. Well done Roy.

Congratulations are also in order for Adrian Parsons who has recently passed his GFT so has now achieved his dream of becoming a pilot, all but for the paperwork. Good news Adrian!

Flying with a spare seat?

Please remember that if you have offered to give flights to other Wing members then they would appreciate a call offering a flight if you find you have space. Those pilots who have offered should have received a list of members who would like to be contacted. If you don't have that list then do contact either Gordon Pritt or Ian & Mary Leader for the information.

A COUPLE MORE EVENTS ON THE SAME WEEKEND AS THE POPHAM RALLY - You'll have to decide which to join.

Elstree Fly-in. Elstree aeroclub and Hertfordshire LAA strut.

Saturday 5th July 2008. 10am Onwards - All aircraft welcome to join us for a BBQ.

Special landing fee for the day of ONLY £5

PPR on 02089 53 7480 on the day or email me for further information on: kelvin.denize@btopenworld.com

BMAC Fly-In and Barbeque 6th July at Chase Farm

Starts midday – everyone welcome! Proceeds go to St Peter's Hospice

Directions: By road – take the B4060 from Chipping Sodbury to Wickwar, Turn right onto Mapleridge Lane

Chase Farm is 700 meters on the left.

Royal Aeronautical Society – Conferences & Events **SOPWITH LECTURE Thursday 10th July 2008**

Sukhoi Design Bureau: From a Premier Engineering School to a Global Business

Mikhail Pogosyan, Director General, Sukhoi Aviation Holding Company

No.4 Hamilton Place, London W1J 7BQ

Free to Attend.

A future date for your diary

We at Bristol wing have been invited to a Military-Civil Air Safety Day that is being held at RNAS Culdrose on **Friday 19 September 2008**. These fly-in events are held

twice a year, and they have been very popular in the past. The purpose is to further the understanding (in a two-way flow) between the civilian aviation communities and the MOD. The day will consist of a variety of presentations, about the local (quite a large one) area, and general aviation safety. They usually finish up with a tour of one or more station aircraft. Lunch and refreshments are provided free of charge, and landing fees are waived for the day. As it is in September the evenings will be drawing in so we can, of course, get together in a few cars and drive down there. This is a very good deal so we hope there will be a good attendance from Bristol Wing. Put it in your diary now and we'll discuss details nearer the date.

*Gliders, sailplanes, they
are wonderful flying
machines. It's the
closest you can come
to being a bird.*

Neil Armstrong

A couple of safety notes:

Flying near the London area?

Just a reminder that the LARS service all around the London TMA is now operational. This service has already prevented several potential airspace infringements. Call *Farnborough Radar* on one of the following frequencies as appropriate: LARS North: 132.800, LARS East: 123.225 and LARS West: 125.250.

Farnborough Airshow 2008 - 100 Years of UK Powered Flight

I'd like to remind pilots that the "Restrictions of Flying" for the Farnborough Airshow apply over a period of two weeks, July 7th to July 21st 2008, to allow for arrivals, practices, the show itself, and departures.

The AIC 35/2008 (Mauve 259),

http://www.nats-uk.ead-it.com/aip/current/aic/mauve/EG_Circ_2008_M_035_en.pdf charts the restrictions, which are very similar to those used 2006.

Pilots will find the pictures on page 3 and 4 of the AIC worth more than a thousand words in the earlier text or the associated NOTAM. One major point to note is that the deliberate "G.A. friendly" policy of reserving the minimum amount of airspace for the minimum time makes the Farnborough AIC look more complicated than others, and I think pilots deserve an explanation.

The very same policy was used for the last airshow, when 'Farnborough 2006' had a remarkable zero airspace infringements over a fortnight, in stark contrast to other UK events. The Farnborough AIC may look different to others, but it is simply a case of looking for the 'times/dates' against the different 'areas' defined on the AIC diagram. I hope pilots will accept the slight complication for the obvious benefit it brings in leaving airspace 'open' whenever it can be over the whole fortnight.

We cannot 'better' the lack of infringements of 2006, but I hope we can all work to repeat that in 2008 and help make Farnborough 2008 a success both from a business and pleasure viewpoint.

Could I take the opportunity to point to the 'known airspace restrictions' document available on GASCo's "FlyOnTrack" website, www.flyontrack.co.uk - this list does not supercede NOTAM or AIC checking, but gives you a very good outlook as to what is coming up in the next few months, from such things as Farnborough, to Red Arrows displays, to Old Warden and Duxford events, and many more, all with some temporary restriction on flying nearby.

Many Thanks
Irv Lee

A gliding experience

Reminiscences by Collette Lord

Thursday 12th June was to be a Gliding evening at Nympsfield, the day dawned a bit on the breezy side, the TAFS and METARS weren't a lot of help - with Tempos hither and thither - so I did the only sensible thing and phoned the Gliding Club. One of the instructors said "it'll be fine, but if you have a long way to come check in again at 2.30".

So, off I went to Mary and Ian's, and then on to Steve's and finally arrived at 6.00pm at the Gliding club at Nympsfield, a fabulous spot - high up on the Cotswold ridge, with wonderful views aloft of the Severn Estuary. The Bristol & Gloucestershire Club has a wonderfully well kept grassy gently undulating runway, a club house complete with overlooking balcony, good beer, realistic prices and a very friendly team of folks running it. We gathered around the "Departure Lounge" caravan at the end of



the runway and waited our turns to go up, watching as the astonishingly orange single seater Piper Pawnee was tied onto a glider, and took off with it in tow - up, up, and away turning west towards the River Severn, and finally letting go of the umbilical cord which meant the glider was free as a bird in the sky. From the ground it seemed as if the degree of turn was monumentally steep, but I guess the size of the wings made it look different from the ground when compared to a SEP aircraft. What was a bit scary was how difficult it was to spot a glider on finals - as they turn onto final approach, there is a point where they become utterly invisible; watch out you give good safety briefs if you take non-flying chums!

Mary and Steve had provided a great selection of food and we nattered, and snacked, and watched each other flying around the airfield in circular, wonderfully free, patterns of smooth silent decreasing flight - returning to the ground at a seemingly extraordinarily fast speed and landing with a silent whoosh. There are times when the gliders "sang" as they hit the wind in a certain way - a lovely tone.



When it was my turn to go aloft I was strapped into my parachute and (even having lost a fair few pounds) my experience of being hoisted into, and then being hoisted out again of a "snugly fitting" glider was quite comic! I needed a slightly larger

seat, one designed for the "fuller" figure, so I waited till a different glider landed, and I got in that one much more easily. Wearing a parachute seemed most odd, but I forgot about it as soon as I was strapped in. We were hitched up to the tow plane, and as we started to move (surprisingly quickly) I was not prepared for the astonishing lumpiness under the undercarriage - there was, of course, no suspension, and the one wheel being only inches below me made for a surprisingly lumpy run up. Up we went, following the tow plane, and the views of the River Severn were fantastic - there was a fair bit of cloud above us, and the sun streamed through the gaps in shafts of twinkling diamond-like light, illuminating the bends in the river with dancing reflections of sun-light spearing down between the clouds.

There was a thud as we disconnected the line from the tow-plane, and it went off on its route back to the airfield, and we were suddenly alone in the sky - I had not expected the wind to be so loud, but that was ok; it was a reassuring kind of noise. I took control and realised that the control column needed tiny finger tip kind of control and gently gently I brought her through a 360 turn, and really enjoyed myself. The wings are HUGE in comparison



to any aircraft I have ever flown - and are located well behind the front seat, so constantly looking left to right behind me would probably give me a crick in the neck after a long flight!

The landing approach felt very fast, and to me seemed even faster than

my accustomed Warrior approaches. The landing was even more bumpy than the take-off and I found myself clutching the sides of the aircraft to try to cushion the blows - unsuccessfully! A great trip, eleven others went up and seemed to really enjoy it also.

We were then asked if we would like a Winch-Launch trip, and so in for a penny in for a pound. From the ground the winch launch did not look toooooo different to the aircraft tow launch, but once inside the glider we took off like a bat out of the proverbial and before I could say jack rob... we were off the ground and at SUCH a severe rate of climb that I could not hold my head up! So I just let my head roll back and utterly relaxed into the prone position - gazing at the clouds, feeling as if I could almost touch them - seeing them without any interruption, and giggling with delight! WHAT a different type of launch! I DEFFO want to do THAT again!

For the two launches, including 3 months temporary membership, £62 - not bad! A few relaxing beers in the bar as the sun set, and a very happy troupe of folks went home...

Many thanks for organising it all.

Collette

This month, we continue Trevor's adventures in Oshkosh. Read on...

MY FIRST OSHKOSH Oshkosh 2007

By Trevor Jackson

Part 2



My ride in a T6 Texan (Harvard)

After lunch as we walked back to the flight line, Mike asked me "Hey Trev, how many hours have you got on Texans?" "Er, none" was my reply. "Well come on, let's change that" he said. I was speechless! A ride in a Harvard! for free?? So Mike strapped me into parachute and aircraft and we went flying! After engine start, we warmed the oil before taxi, radio calls were simple, we were 'Warbird Tango 6' (T6 Texan) in South African Air Force livery. After a short wait for other aircraft to depart, we got clearance to line up at Wittman Regional Airport main runway. Yes, a fully operational commercial airport operating at the same time as the biggest aircraft convention in the world, right next door.

Climbing out, one can grasp the true scale of the event. Climbing to two thousand feet, Mike handed over control of the aircraft to me. My first impression was how light and well co-ordinated the controls are for such a beefy aeroplane. I used to fly the usual Cessnas, Piper Warriors etc,

even a Luscombe Silvaire for a couple of years but nothing had prepared me for this experience. However, there is only one way to fly a Harvard and that is 'properly'! My gentle turns were easy to perform from the back seat but this did not escape Mike's attention and so he took control to demonstrate how a Harvard should be flown – to the edges of its operational envelope.

Being an ex US Air Force Colonel, he has an enormous amount of experience on many different types. I was grateful to relinquish control and get on with taking pictures. We started with a perfect loop followed by a stall turn and some steep turns, pulling 1.5 to 2 G. Mike contacted ground control at the Seaplane Base up ahead. Another of the 'Camp Hawthorn' crowd was a volunteer controller at the base and due to a significant swell on the lake, there was no flying going on, so he cleared us for a 'fly by'. Struggling with my cameras, I was determined to get a good shot of the neatly parked rows of seaplanes. All I got was a blur, as we zoom climbed out of the area, pulling a couple of G, with me trying desperately to put my G tolerance breathing exercise into play.

I was allowed to take control again for a short time, heading back toward Wittman Regional Airport. Very soon Mike had us lined up on their main runway, followed by a very nice 'wheeler' landing. Grinning from ear to ear, I thanked Mike for the flight of a lifetime. When I asked him why he had chosen to buy and restore a Harvard, he said "so I can give my friends rides!" There's no answer to that.

During the last two days of the show the humidity started to subside, however the temperature increased into the 30's. Once again, meticulous planning by the organisers had drinking water tankers strategically placed around the show ground and flight line. The Honda marquee had a trough filled with ice and free bottled water for the taking, thanks Honda! Friday evening was spent at a hog roast at the seaplane base. For ten dollars a head, there was a huge cold buffet meal, a glass commemorative tankard and all the Budweiser beer you could fill it with! And drink we did, well, it would have been impolite not to!



Seaplane Base beat up



The seaplane base



A Micro seaplane

The following day arrangements were being made to get everyone and the rigs back to Minneapolis. The PA 12 had not been sold but the amphibious Beaver had, however, it also had to go back to Minneapolis for the customer to collect. Craig, one of the pilots flying her back, asked me how I was going to get back. I replied that I did not know yet, possibly with one of the trucks, as I had flown in with PJ. "Well", he said, "if you had had a headset, you could have come back in the Beaver with us". I replied, "Er Craig, I have a headset that I bought at the show!" "OK", he said, "you're with us then!"

Sunday morning was spent breaking up 'Camp Hawthorn' and by 11am the trucks and trailers were ready to roll. All heavy items were left in the trailers, those flying back would only need a minimum of equipment. We arrived at the aircraft just as the pre flight checks were being completed.

Craig and I jumped on one of the courtesy buses to go and settle the fuel bill. We arrived back at the aircraft at the same time as one of the famous 'alligator' quad buggies, with a guy giving mobile departure briefs. A mobile briefing service! What next? As we taxied for departure, a delay was announced because of a departing jet warbird. Taxi-ing aircraft immediately started to stack up, with a Grumman Goose ahead of us, a Vans RV to the side, a Ford Trimotor, then a Mustang joined the queue, oh and Piper L4 Cub! It was like being surrounded by a museum, I could have sat there all day! Just then a F16 took off with a mighty roar in full afterburner – WOW! Once he had cleared, the log jam started to move, with sensibly, the fastest aircraft being given priority wherever possible. We took off and departed via the Seaplane Base on Lake Winnebago, toward our first stop which was Appleton. Someone asked me if I had ever landed on water. "Not intentionally" was my reply. "Oh, we can soon change that" said Brian the pilot, so he then configured the aircraft for a water landing and we landed on Lake Winnebago. We actually did two, as I had enjoyed the first one so much! After fifteen minutes we arrived at Appleton Airport and Brian configured the aircraft for a runway landing. Confusing stuff these amphibians, get it wrong (wheels down on water or wheels up on land) and you end up inverted in all cases.

During a short 'comfort break' in the superb airport terminal, we were introduced to an aviation journalist who would be joining us for the flight back to Minneapolis/St Paul. He had been on assignment at the Oshkosh convention for an American aviation magazine. He took the right hand seat for the next leg of the journey, which lasted about 30 minutes before Brian (1st pilot) asked us if we would like to stop for lunch. As we were all still fighting anorexia (and winning) there was a resounding YES.

We landed at Eau Claire Airport, another immaculately kept facility and were soon in the air conditioned terminal building, which had the usual briefing facilities but also a top class restaurant, no 'greasy spoon' here! On our walk



Our ride back to Minneapolis St Paul



Brian, our Beaver pilot (it's a long way up!)

back to the aircraft Brian said, "so Trev, how many hours have you got on Beavers?" "Er, none" I replied. "Oh, we'll soon change that" came his reply! And so I was installed in the right hand seat and after reaching a safe altitude Brian literally, handed over control to me. I say literally because on the Beaver, when a button is released, it allows the single control column to be repositioned to the right hand side. We saw a Ford Trimotor (the one from Oshkosh probably) about a mile ahead, so Brian advised me to try and catch up and he would attempt to reach them on the radio, in order to arrange an air to air photo shoot! While he tried to establish radio contact, I attempted to catch the Trimotor. Apart from his slightly faster cruising speed, it soon became apparent that our tracks were diverging and he soon disappeared to the north west. After about 30 minutes Brian took control for our arrival at Minneapolis/St Paul (South) Airport. Once safely down and the aircraft secured, we sat down to a cold beer.

Someone asked me if Oshkosh was as big as I thought it would be; "No", I replied, "it's even bigger!" My thanks to Paul and Kristi Jackson for hosting me, also all the guys at Eriksson Aviation, without whose hard work, commitment and 'can do' attitude, none of the trip would have been possible. Also all the new friends I made during my trip over there, Mike, John, Hollywood, Jimmy, Craig, Russell and Mary.

Trev Jackson



Departure queue at Oshkosh



Loading up at Appleton



Everything's bigger in America!



Skywriters