

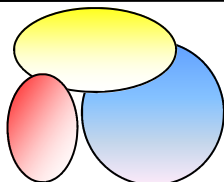


Light Aircraft Association

www.bristolwing.flyer.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

July/August 2009

NEXT MEETING - SUMMER ADVENTURES



For our first meeting after the summer break, **on Thursday 10th September at 7.30 pm**, we will have a talk about members' summer adventures. Three wing aircraft have just completed a weekend tour of Ireland and the Isle of Man so lots of photos and recounts of the trip from the participants. As you will see from the photos at the meeting, Ireland is a beautiful place and we probably don't consider it enough as a place to fly to. Also tales and photos of a trip to Oshkosh.

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LAST MONTH - GLIDING EVENING THURSDAY 25TH JUNE

This was a joint evening between us and Cotswold Aero Club when we met up at Nympsfield for an evening of gliding fun. The weather was kind to us and about 20 members from Bristol Wing and BMAC were individually towed into the air for a wonderful flight over and along the ridge. The Cotswold Aero Club's members worked really hard all evening to ensure we had a good experience, some of the Bristol Wing members provided 'nibbles' to keep the hunger pangs at bay and then we all retired to the Clubhouse bar for a well earned drink or two. Thanks to Trevor Wilcock for co-ordinating another very successful gliding evening.



Kitted up ready for flight



A selection of the participants enjoying the peace of a summer's evening at a gliding field

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Where to go....

Free landing vouchers for August in:

Flyer Magazine: Fife, City Airport Manchester (Barton to us!), Panshanger and Strathaven.

Pilot Magazine: Fife, Enniskillen, Panshanger, Redhill, Seething and Waterford,

Today's Pilot: Bagby, Campbeltown, Gigha Island, Longside, Panshanger and White Waltham

Light Aviation (LAA Mag): Eshott, Old Buckenham and Roserrow (half price)

August

15th - Dunkswell Microlight Fly-in PPR 01404 8916927

15th - Lydeaway (Nr Pewsey) PPR nwcmc@tiscali.co.uk

16th - Treborough PPR 01984 641179

16th Wings 'n' Wheels charity family fun day, Popham Airfield to raise money for the Help 4 Heroes Charity. Raffle with superb prizes. chrisparsons0099@btinternet.com

22/23rd - Farway Common PPR 01395 597535 or 07779 538991

September

5/6th - Sywell Revival Regional Fly in PPR 01280 846786

12/13th - St Omer, France - book online: at <http://acsto.free.fr/> before 6th Sept

"That's not flying, that's
just falling with style."

– Woody, from the 1996
movie 'Toy Story,' regarding
Buzz Lightyear.

From LAA HQ

The LAA EGM will be on Saturday 26th September at Turweston.

We will have a brief discussion about this at our September Meeting.

COURSES FOR MEMBERS

During the winter months the LAA ran a series of courses open to all members. The courses were aimed to help members building or maintaining their own aircrafts. The feedback from attendees was fantastic!

The courses were seen as almost essential for those unsure of how to proceed with the next part of their self build or to gain more experience in maintenance. Due to this success we are in the throws of organising the next Programme of courses for Autumn, which we will be publishing in the magazine and website.

In the meantime if you are interested in any of the courses we have previously run (see below), you stand the best chance of getting on to a course by adding your name to our waiting lists by phoning or emailing Claire Viner - 01280 846 791 or claire.viner@laa.uk.com.

Courses run previously are *Electrical Wiring, Welding, Working with Aluminium, Avionics, Aircraft Fabric Coverings, Rotax and 4 Stoke Engines, Wooden Aircraft Structures and Composite Structures.*

If you have any further suggestions on a course that would be useful to you, we would be glad to hear from you, again please contact Claire Viner.

(please note Claire works Tuesday, Wednesday and Friday - 9.30 till 3.00).

Picture Quiz

After the good response to our last picture quiz here's another poser(!) set to keep those little grey cells active over the summer.

Questions:

What aircraft serves as the bird's perch?

Where is it? (the aircraft not the bird!)



Here are some notes from the Fleet Air Arm forwarded to us - think on...

- *Treat every flight as a training flight. Even when you're alone, pretend there's an instructor looking over your shoulder. Fly the correct altitudes and speeds, strive for a greaser every time you land.*
- *Don't be too reticent about pointing out the shortcomings of others, and don't get upset when others point out yours.*
- *Have a self-awareness check. What are you good at, what are you bad at? And what are you going to do about it?*
- *Take your preparation seriously. Don't fly without the Notams, the Met and all the frequencies you might need en route. Work out your fuel burn, your weight and balance, your take-off run, your diversions.*
- *Do your 'what-ifs'. Before you take off, plan what you'll do if the engine fails at any stage. At what point can you no longer land on? Keep updating the plan as you go along.*
- *Don't accept a self-fly-hire aircraft if you can't work all the systems. Ever been in an aircraft in which the GPS was a closed book? One day it will matter.*
- *Get your own checklist and memorise it. Don't rely on there being one in the aircraft.*
- *If there's someone else on board, make use of them, especially if it's another pilot. Organise the lookout, arrange to run through the checklists together.*
- *Do a post-flight debrief. Think through the entire flight - make notes on what you might do better next time.*
- *Don't fly with personal problems. If you can't clear your mind, stay on the ground.*
- *If you're an instructor, take better student notes. You might be in a hurry to get away, but you have to make them as meaningful as possible.*

A Grand Day Out

We have heard again from the intrepid Edwin Shackleton who writes:

"I reached, most unexpectedly, my target of 100 (types of transport) on 10th July with a hot air balloon flight from Ashton Park, Bristol accompanied by Wallace and Gromit".

Having struggled to arrange something special for this milestone Edwin received a phone call from Clive Bailey who rang to offer the balloon flight; and even the weather co-operated. Although he has achieved his aim Edwin has decided to continue his venture and has just had a ride on a Russian T55 tank (number 107) near Usk on Monday 16th July. He also writes: "I have not been able to add any LAA types but have promises for the Alpi Pioneer 400 and LH-10 Eclipse and hope to add, maybe, the A380 Airbus and a few light aircraft".

We wish Edwin well in his continuing quest to travel in as many different modes of transport and wait to hear what his final total will be at the end of the year.

"It has been such fun...."



Fancy a round with the Red Arrows?

If you play golf then this is an opportunity not to be missed. On a sunny Tuesday in September the Red Arrows will take to the Kendleshire Golf Course, at Coalpit Heath, Bristol and they would like you to join them! This event is in aid of the fly2help.org charity. Teams consist of four players; you choose how many players you have in your team, AND, if you can only enter yourself, then they have an individual fee too; they will fit you into a team so that you do not miss out. The price includes a hearty bacon roll and a coffee, half way house and full evening meal upon your return to the clubhouse.

To enter complete the booking form http://www.fly2help.org/foundation/upcoming_golf_day_order_form.pdf and you can be playing with one of the Red Arrows team and helping a charity at the same time.

Earlier this summer (when the weather was better) Ron and Lyn went off in their Smaragd G-BSVE on another of their adventures abroad. This article tells how they got on and where they got to...

Peenemunde 2009

Ron had attended two previous fly-ins at Kyritz. This is a small German Town about 60 miles NW of Berlin. They had been organised by Hubert Eckl, a keen Emeraude owner. The first time Ron went to Kyritz he was the only Brit. Two years later Brian Hope and Frank were on finals in front! The last trip included a Fly-in to Templehof in the heart of Berlin – now sadly closed.

The details of the 2009 event were published in Light Aviation with a fly-out to Peenemunde planned for Saturday. (This was the rocket development centre set up by Hitler and spawned the V1 & V2. The team was led by Hr Braun who, after the war, moved to America and developed the Saturn 5 launcher)

We planned to leave on the Wednesday. First stop Calais for customs to enter the Schengen area, then Damme (See Steve Neale's article in the June newsletter) then direct to Kyritz. At the time, VE was based at Franklyns Field which was deemed too short to take off fuelled for Calais and loaded with camping gear.

Wednesday dawned with low cloud in the Bristol area and Ron had to wait an hour at Franklyns before the cloud was high enough to depart for Garston Farm where he was to pick up Lyn + fuel + camping gear. However the



A quick refuel from the Mogas pump at Damme then on the Kyritz

forecast to the east was excellent.

We were away by 9.30 from Garston Farm passing overhead Colerne. Calais is 24hours PNR for customs which we had duly faxed off the day before. The Flight Plan was faxed to Swanwick as my AFPEX password had not yet arrived. The Flight Plan was opened with London Information.

About 16 hours flying in 5 days. No weather problems. No aircraft problem. No oil needed. Can't beat Millennium cylinders!

We routed Devizes, Pewsey, Popham, Midhurst, Folkestone to Calais and touched down after 2 hours exactly.

We always like to use Calais

as they are very friendly and much cheaper than, say, Le Touquet. It has a nice long runway aligned with the prevailing wind and clear approaches. Alas no restaurant but perhaps if more people use it the restaurant might re-open.

We quickly Flight Planned for Damme and once in the air we talked to Koksijde, Ostend, then after the Costa VOR to Dutch mil. We only spoke to Dutch mil when entering and leaving Dutch airspace. In Germany our only radio contact was with Damme as we approached. The flight time was 2 hours 55 minutes.

From Damme we needed to press on as we were mindful that the Kyritz published closing time was 7pm local. We therefore quickly refuelled from the Mogas pump and were on our way. We settled into the cruise and the GPS

confirmed our arrival time at Kyritz would be 6.50 pm – ten minutes to spare. Our direct route across northern Germany took us north of Hannover and the countryside is as flat as Holland. Cruising at 1000 – 1500 feet was therefore very pleasant giving a good view of the countryside - watch out for the odd mast and a multitude of wind farms.

We called Kyritz about 15 miles out to make sure they knew we were coming. The controller said "report established on the ILS" so we had a sneaking suspicion Hubert was manning the radio! We landed after 1 hour 55 mins – Total flying time for the day 6 hours 50 minutes.



Beer, schnitzel and spargel for the rest of the evening with German friends in the on site restaurant.

On Thursday the second British aircraft arrived – a



Coming into Peenemunde with the Baltic in the background

micro light Zenair Zodiac from Popham. This was their first trip abroad – very impressive. More beer, schnitzel and spargel on the terrace of a Hotel on the Kyritz lake.

Friday saw quite an influx of aircraft including Brian Hope the LA editor. Types included RF4, RF5, Tandem Falke, Baby Great Lakes, RV6, Emeraudes, Jodels, Piper

Colt, Europas, C172, Jabiru J430. This evening Hubert had organised a boat trip on the lake ending in an evening meal at another hotel overlooking the lake. More spargel! (Asparagus for the non German speaker!)

On Saturday the weather looked good for Peenemunde and a loose gaggle of British and German aircraft headed North East to the Baltic coast close to the Polish border. Peenemunde was about an hour away and the controller's English was a little challenged but we all landed safely in the stiff crosswind. Peenemunde is on a beautiful island with the long WW2 runway ending in the Baltic.

We then had a tour of the museum with historic buildings and examples of the V1 & V2 plus much cold war weaponry. We returned to Kyritz that evening whereas the other Brits started their return home routing across north Germany.

This shows the actual size of the V1 Rocket



At Kyritz airfield the Bergermeister of Kyritz turned up and invited us all to a medieval play that evening in the Cloisters garden – all in German but we got the gist of it! Then a beer in the square listening to a live band.

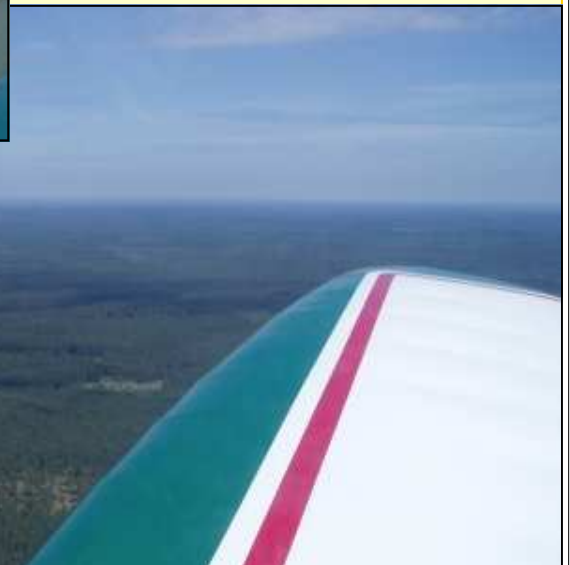
Sunday dawned clear, albeit with a fresh Westerly breeze. We left Kyritz at 09.50, our first stop was again Damme reached after 2 hours. Curry wurst and chips then on to Midden Zeeland in Holland where we met up with some of the other Brits who had been at Peenemunde. Our next leg was to Lydd for customs, then home to Garston Farm.

About 16 hours flying in 5 days. No weather problems. No aircraft problem. No oil needed. Can't beat Millennium cylinders!

Ron & Lyn G-BSVE



Climbing out of Kyritz - mind the wind turbines!



What do you do when the engine stops?



Thursday evening dinner at the lake