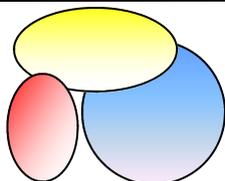




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Bristol Wings



Newsletter of the LAA Bristol Wing

June 2009

NEXT MEETING - AIRSPACE INFRINGEMENT

Thursday 11th June in Room 1 (upstairs in the new building) at 19.30 will be the venue for our next monthly meeting, the last of this season. It will be a talk by Jonathon Smith, Terminal Control Procedures Officer & NATS Infringements Lead at Swanwick when he will talk about infringements nationwide. An excellent opportunity for pilots to discuss the issues and find ways to reduce the numbers. Maybe GPS could be accepted as a PRIMARY means of navigation?

This is an open invitation to all pilots in the region so if you have any ideas do come along and join us.



LAST MONTH - JETS AT SEA

Last month Leo Marriott gave a riveting talk on the history of naval aircraft and carriers. His talk covered the 10 year period after WWII, a seminal period for carrier borne operations during which they evolved from prop to jet operations.

Aircraft like the Seafire were converted from land based aircraft but a large number were also designed specifically for carrier work and it was interesting how many fell by the wayside. It was a very competitive time for aircraft manufacturers.

As usual Great Britain came up with some good inventions only for the US to develop and exploit them. One example was the angled flight deck that allows aircraft to depart and land at the same time doubling the utility of carriers. Two others were the mirror landing system that makes a precise final approach easier (a relative term when aiming at a bucking lump of steel only a couple of hundred yards long) and the steam catapult.

Leo kindly autographed a few copies of his book "Jets at Sea" for members at the meeting. If you would like to see what other books he has written look here: <http://www.bookfinder.com/author/leo-marriott/>

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Where to go in June

Free landing vouchers for June in:

Flyer Magazine: Damyns Hall, Sherburn in Elmet, Sturgate and Sutton Bank.

Pilot Magazine: Beverley (Linley Hill), Fair Isle, Gigha Island, Headcorn, Panshanger and Sturgate.

Today's Pilot: Beverley, Campbeltown, Fair Isle, Fife, Netherthorpe and North Coates.

Light Aviation (LAA Mag): Beverley (Linley Hill), Farway Common, Full Sutton

12th-14th June Aero Expo - Wycombe Air Park (Booker to us)

20th June Old Warden Shuttleworth Evening Display (PPR) 01767 627927

27th June - Gliding Evening at Nympsfield

Looking further ahead

4th & 5th July - Dunkeswell LAA Regional Rally - Dave Silsbury 01752-690358 / 01404-891643

11th & 12th July Popham LAA Southern Regional Rally

25th July - Branscombe Air Day - David Hayman 07920-263956



Bristol Wing at G-UFWE

We have received this photo from John Broad, secretary of the LAA, acknowledging our excellent efforts at Kemble on 9th May.

Many thanks to the stalwart team who braved the inclement weather (on Saturday at least) to chat to visitors and promote the benefits of belonging to the LAA.

*The Wright brothers
flew through the smoke
screen of impossibility.*

— Dorothea Brande

Gliding Evening Thursday 25th June

Last year we held a gliding evening at the Bristol & Gloucester Gliding Club, Nympsfield, near Stroud which was good fun.

After some requests for a repeat from members we are arranging another for **Thursday 25th June**. This will be a joint evening between us and Cotswold Aero Club so we can make some new friends. BMAC members are invited by default of course. <http://www.bggc.co.uk/?page=learnToFly/friends.html>

The cost is £55 for an Aerotow which includes 3 months' club membership so you can go back anytime in the three months and fly at club rates. Last year we also had the option to try a winch launch, something that has to be experienced if you like acceleration and G. As with any flying event the weather might cause a late cancellation so you should provide a telephone number where you can be contacted during the afternoon. If you would like to try gliding let Steve know - his contact details are on Page 1. Of course you don't need to fly to come along.

Picture Quiz

There has been a good response to last month's quiz. The correct answer, in full, is EFW (Eidgenössisches Flugzeugwerk, Federal Aircraft Factory) N-20.2 Arbalète; Verkehrshaus der Schweiz (Swiss Transport Museum), Lucerne. It is a proof of concept aerodynamic prototype from the early 1950s. No prize given but credit to those who responded with the correct answer: Trevor Wilcock, Ron Smith (G-BHVF - Mascaret based at Henstridge) and Alan George.



Trolley for sale.

It can be used with either one 12 volt battery or, for more power use two x 12 volt batteries linked together. It has forward and reverse at the touch of a switch and it is powerful enough to carry a person around.

Made of 1"x 1" square steel tubing welded framework it is powered by a DC electric motor salvaged from a motorised invalid chair. All tyres are pneumatic. It will need some sort of towing attachment on the rear A frame for use as a towing trolley.

Cost at around £50 - buyer to collect, currently at Gloucester Airport.



If you are interested contact Dave Organ on: dave.org@hotmail.co.uk for more information.

Damme in a Day

Sometimes when we get up and pull the curtains back, the weather says 'No'. That's flying in this country and we get used to it. Last year I had planned to attend the RV fly-in at Damme (EDWC) near Hannover but ended up back in bed instead.

This time I pulled the curtains back and blue sky was all I could see. In fact it was a lovely Friday morning and viz was excellent.

A rapid dash to Gloucester followed but as I approached the airfield I could see cloud building. Mmmm! After a coffee with my co-pilot Roly (a member of Alan's RV-4 group) we loaded up our gear and went for it. For Damme we hadn't needed to book any accommodation as they were offering camping by the aircraft so we had packed two small tents with all the other usual

"My first real excursion into mainland Europe was complete and what a buzz it had been".

paraphernalia. The plan was fly to Lydd for our first stop, file our flight plan and take an early lunch before setting out for Damme.

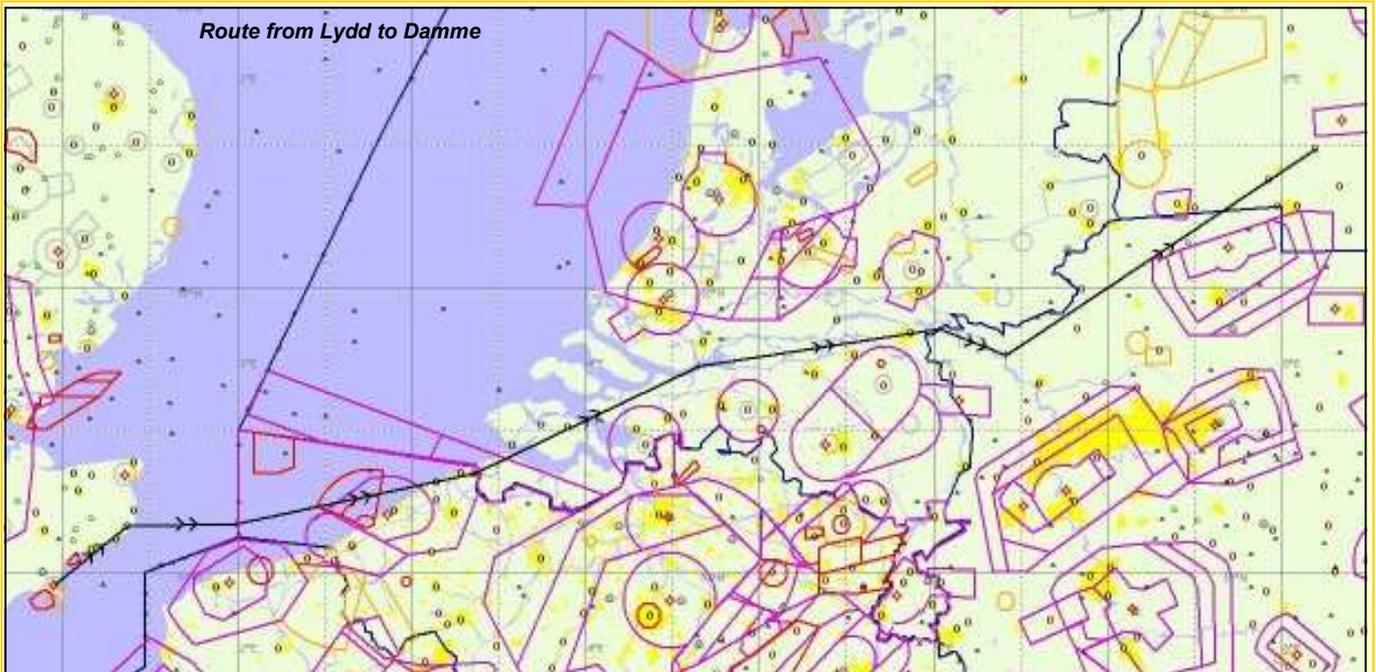
As we departed Gloucester that cloud was still building at 2500ft, an ominous sign and we stayed under it. But to my relief as we approached the south coast it had all but disappeared. In fact Lydd was basking in sunshine and a glance out to sea as we joined showed some scattered stuff at 4-5000ft but even that looked like it was burning off.

Lydd was very quiet and we searched through a maze of corridors until we found a way into the reception area. The briefing room was just a fax machine and phone with instructions on how to fax our plan to the tower. Had I known that, we could have filed our plan with Lydd from Gloucester and not had to wait the hour. We faxed away and called the tower to check they were happy with it then went to eat and wait for it to get into the system.

Departing Lydd we climbed to FL50 overhead Dover and talked to Manston LARS to coast out. Our planned route avoided France completely and most of Belgium. It was directly east from Dover to cross into the Brussels FIR mid channel about 2 miles north of KONAN Intersection. I know KONAN is an airways intersection and we were VFR but I use them because they work in flightplans and our GPS knows about them too. From KONAN we would fly north east to coast in at COSTA, a VOR on the Belgium/Dutch boarder. The reason for the detour was safety. It keeps the coast within 10 miles for as much of the crossing as possible. At FL50 the RV will theoretically glide 12 miles. This route across the channel meant we were only out of gliding range to land for about 5 minutes. A theoretical safety blanket perhaps but it makes me feel better.

FL50 over the Channel





Brussels CTR is Class C from KONAN, but a call for a zone transit met with a very friendly reception and we were cleared to proceed at FL50.

Mike Fox doesn't yet have a MODE S transponder. This gives us a problem over Netherlands. Their regulations require that anyone with only A/C or no transponder at all must fly below 1200ft and any non MODE S off. While it's flat as a pancake it can get bumpy and sub 1200ft is in with their military too at 1000ft. This meant we needed to descend from FL50 prior to entering Holland. A waste of AVGAS but that's the Dutch rules (as I thought). At 1100ft I changed to Dutch military and made a point of saying we had a mode C transponder and asked if he would like us to squawk standby?

DM: "No that is OK, continue to squawk 7000".

MF: "Mmmmm! Wilco, so do you require me to fly below 1200ft?"

DM: "What altitude would you like?"

MF: "Errr! 2000ft please?"

DM: "Approved"

Clearly Dutch controllers think the ban on MODE C is as daft as we do.

Soon we were making our way up the Zuiderzee. Holland is a beautiful country to fly over and at this point it is a patchwork of blues, yellows and

greens interspersed with the tributaries of the estuary. Our next turning point was south of Dordrecht. The Dutch had conveniently run both a road and railway bridge across the river next to each other which made an excellent fix for us. From there our next waypoint was NAPSII (yes another airway intersection) at Nijmegen; the famous "Bridge Too Far" was clearly visible. Here we would be turning south east and pass into German airspace. I called Langen information for a FIS and a very nice lady said "G-MF I offer you

flight information service" in perfect English. In fact her service was closer to a RAS at times when she vectored around some parachutists. What a pity CAA has removed controller discretion to offer service like this in favour of our inferior new system. Gliders were everywhere in Germany (they did invent them) but our eyes were everywhere and Langen kept us informed so nothing got close enough to worry us. Interestingly at one point I spotted a glider off our left wing tracking us at about 1/2 mile. To my amazement a

Netherlands from 2000ft





minute later it was still there! If someone could tell me how he did that at 130kts I would be grateful. Unsurprisingly Germany looks much like Holland in this area, also flat but a beautiful patchwork of colours though the Germans seem to major in wind turbines.

I would not suggest using a wind farm as a fix there; they were everywhere.

We transferred to Bremen with about 15 minutes to run into Damme. In fact as we discovered on our return we could have stayed with Langen all the way. Apparently crossing FIRs in Germany does not always require a change to the new area. Despite beautiful weather this far our approach to Damme was under dark cloud and it was hard to make out anything on the ground in the shadows. Fortunately the GPS pointed a big electronic finger for us and Damme appeared straight ahead. It was spitting with rain as we joined downwind then touched down 2hrs 5 after leaving Lydd. A glance at our fuel flow meter showed we had burned 55 ltrs of avgas during the 340 statute mile trip. As we taxied in the rain gave up and the airfield manager zoomed out on one of those two wheeled things that seem to defy the laws of Physics. We were directed to a prime spot right outside their restaurant in an area reserved for visiting RVs. No sooner had we opened the canopy than he shook our hands and greeted us in perfect English. Evidently Damme had been under a heavy rain shower for the hour or so prior to our arrival so the gods had indeed been with us.

Damme airfield was purchased by some members of their flying club a few years ago and is clearly much loved. There is a restaurant, pilot shop, lovely showers and toilets that were obviously cleaned regularly There was even a play area and sand pit for children. They

Very clean and friendly Damme

also have some log cabins on the airfield which visitors can rent. A log cabin next to your aircraft; very impressive that. After a nice buffet for our evening meal I slept well but the sun woke me early and from rustlings in adjacent tents it was clear I was not alone. After showering it was still only 8am so a small deputation of us walked into the town of Damme itself, an easy half hour walk north through totally flat farmland. We sat drinking coffee at a pavement cafe and I was taken with how clean everything was. The roads (country lanes) were immaculate, not a pot hole in sight. Even the cobbles in the streets seemed clean. I don't think I saw one piece of litter and in the town centre, no graffiti. It had a warm friendly atmosphere.

Prices, at least those I saw in shop windows seemed comparable with the UK not more expensive as I had expected. It may just be me but people seemed happier and it was noticeable although it was still early how many residents were chatting to each other rather than



scurrying about their business with heads down as we seem to do in city centres here. I saw this too in St Omer. One can't help thinking we have been left behind with regard to quality of life in the UK. Perhaps we have forgotten how to relax nowadays.

When we got back to the airfield they had laid on a breakfast with cornflakes, rice crispies, scrambled eggs as well as normal German fare which I found quite touching to be honest. I'm very cautious about ordering food in German as the last time I did (it was in Zurich many years ago) I ended up eating what I thought was cold tapioca only to discover it was actually calve brains. This time I wanted some chocolate ice cream but it seemed impossible to convey this. Graham told on my return the correct phrase was "Choc ice"!! Some vanilla did turn up in the end but it's just not the same.

Saturday lunchtime there was a civic welcome from Damme's mayor for visiting pilots. He was keen to extol the virtues of Damme and places for us to visit. Anyone seen that recently in the UK? The mayor's welcome was followed by an RV anorak session covering everything from Van's ADs to tips for new builders that only the Germans could lay on.

On the Saturday evening the flying club put on a barbeque for us and a fine spread it was. The food was plentiful and I think a good time was had by all; Roly and I made some new friends.

Sunday morning saw everyone upping sticks so, figuring they knew something we didn't, we did too and after fuelling at a reasonable 1.89 Euros (for the area) we set off on a reciprocal route for home. Dutch Military gave us permission to fly at 3000ft this time again squawking 7000. The return trip passed without incident but we had our passports checked at Lydd. All very polite but I'm told this is quite unusual. I think it was one of the new border patrol people or something. She made a phone call to check our passport numbers were valid so she was clearly a bit suspicious of Roly's Manchester accent. Over the three days Damme hosted almost 40 RV's from Scandinavia, Belgium, Netherlands, Switzerland, France, UK and of course Germany. A fine turn out when there was a competing RV fly-in in Portugal the same weekend. Thanks to all at Damme who worked so hard for us and made it possible. We'll be back next year!

An example of Retracts on an RV

A rocket!

