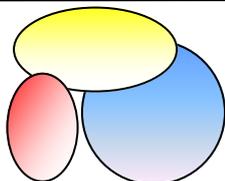




[www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

June 2011

## NEXT MEETING — Wednesday 1st June—The Brabazon

This month, the last of our formal meetings until after the summer, we welcome another Chris, Chris Bigg who will be giving us an illustrated talk on the Bristol Brabazon. Chris enthralled the Gloster Strut with his encyclopaedic knowledge of the history of the Bristol Aircraft Company a couple of months back so we are in for a treat as the Brabazon project is one of his favourite subjects.



*(Above) Bristol Brabazon G-AGPW takes off on its Maiden flight on 4th September 1949 at Filton Aerodrome*

*(Left) Brabazon in 1950*

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## LAST MEETING - Forty years behind the stick

Last month we welcomed Chris Harrison who talked about his "40 years behind the stick". He should audition for the comedy club because he had us giggling for most of the evening. Chris seemed to have flown for most of the airlines and clearly had a great time doing it.

He reeled of a stream of photographs at a blinding pace showing some of the airliners and airlines he had flown for as well as a lot of exotic GA stuff. A series of colourful stories included being locked up in jail when he refused to carry a person he considered a danger to other passengers. Chris flies a Vans RV-8A now that he has retired as an airline captain. He spoke briefly about building it and of the commitment needed to take on such a task. An excellent evening was had by all.

## Where to go...

*Free landing vouchers for June in:*

**Flyer Magazine:** Damyns Hall, Henstridge, Lashenden (Headcorn), Panshanger, Strathaven and Sturgate

**Pilot Magazine:** Bagby, Panshanger, Popham, Redlands and Tibenham.

**17th—19th June**—AeroExpo UK at Sywell Aerodrome

**18th-19th June** Farway Common Terry Case 01395 597535 / 07779-538991

**26th June** VAC are holding a second Classic Homebuilt Fly-In at the Leicestershire Aero Club

The featured types are Classic home-builts i.e. those over 25 years old and of more recently built plans built aircraft built to plans available 25 years ago.

All Fly-In visitors can take advantage of half price landing fee on the day i.e. £6.00

Any advance queries contact [stuart@comper-aircraft.co.uk](mailto:stuart@comper-aircraft.co.uk)

Always remember:  
you fly an aeroplane  
with your head,  
not your hands.

## Looking Ahead

Sunday 7th August 2011 -10th Devon Strut Lundy Fly-in. Contact Pete White 01752 406660, 07805 805679

## Snippets

### The European Historic Aircraft Association newsletter

Here's a link which has been sent to us which may be of interest to our readers.

...<http://www.efha.eu/>

### GPS Jamming Trials From Wales to SW England

John Broad has given the heads-up that there will be a GPS jamming operation planned to run from the 23rd May to the 10th June and it seems to be pointing our way! AIC P 027/2011 applies and was due for publication on 21st April. He suggests that we may need to return to good old Mk1 eyeball, chart and compass during this period. Thanks John!

### Flyer

If you think you might enjoy receiving FLYER's e-mail newsletter free of charge, then do visit [www.flyer.co.uk/newsletters](http://www.flyer.co.uk/newsletters) and sign up.

### Propellers

In response to the question: "...all metal props have to be inspected if over 5 years old. Is this so? Malcolm McBride at LAA Engineering has responded thus: *As far as I am aware there is no global requirement for propeller inspections, LAMS requires a visual inspection of the propeller annually and, as the propeller is considered (from the manufacturer's point of view) an airframe component, there may be specific aircraft type inspections where the propeller is called up for checks in the maintenance schedule.*

*Different propeller manufacturers have different views on overhaul, Sensenich metal propellers are 'lifer' at 2000 hrs. McCauley has an official life of 6yrs or 2000 hrs, the Fairey Reed is overhaul at 300 hours.*

*Some propeller/engine/airframe combinations may be subject to individual AD's which, for example, may require specific checks for hub cracking. These AD's would have been born from experience in service.*

*I hope that this helps.*

*Just as an aside, the LAA is looking closely at all the overhaul requirements of propellers ... especially those based upon calendar life (where the component may be old but doesn't have many hours) so tell your chap to 'watch this space'!*

### Future Engine?

Could this be a way forward for General Aviation power-plants?

<http://www.engineeringtv.com/video/AVEC-Axial-Vector-Engine>

### Volcanic Ash

*The following has been issued by the CAA:*

It would be much appreciated if you could all remind your members that although GA pilots who wish to make private flights VFR in airspace containing volcanic ash will not necessarily be prevented from doing so, they should familiarise themselves with the guidance material on our website [www.caa.co.uk/GA](http://www.caa.co.uk/GA)

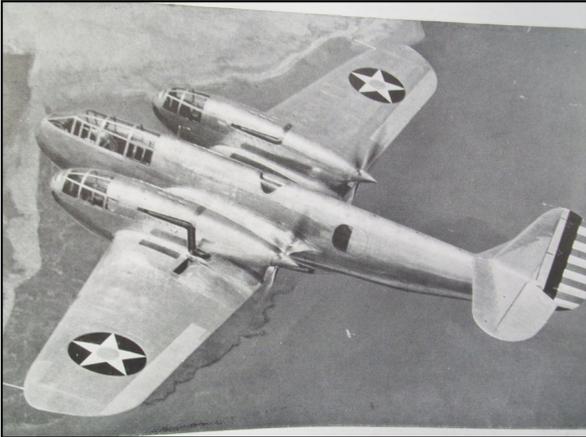
And also issued on 26th May : <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=4556>

Guidance Regarding Flight Operations in the Vicinity of Volcanic Ash

## Quiz

Last month's picture:

Graham's two pictures created mixed response:



CLUE: *They are still in business (amazingly!)*

**ANSWER: Bell FM1A Aircuba**

*(not to be confused with the XM1A)*

Trevor Wilcock was the only one to answer which was correct but he didn't offer the exact type....



**ANSWER: Bölkow 207—taken at Popham**

Once again Trevor got this right but so also did Pete White (who is a Bristol wing member although he lives 'down south' and is a very active member of the Devon Strut)



Steve has sent us this month's Quiz Picture above.

1. What aircraft?
2. Bonus point for purpose of the blister?.

## Lunch in Le Touquet by Ron Perry

John Mapplethorpe built a beautiful RV9 and has published a few articles about the build in this newsletter. Now with nearly 50 hours on the airframe I suggested to John that perhaps a first foreign trip would be on the cards. John was up for a trip across the water but we agreed with a metal aeroplane and no dinghy the short sea crossing to France would be favourite rather than the 60 miles to Cherbourg.

I have flown foreign many times so I agreed to plan the trip. Always quite a lot of time needed to plan!

### AFPex

If AFPex means nothing to the reader I apologise. It is the Assisted Flight Plan Exchange system for filing flight plans.

I logged in to my Afpex account to file the flight plan for the next day. It is reasonably easy to use but as I hadn't touched it for about 8 months it took a while and I had to call the helpdesk at 10 o'clock at night to check the input format for the "date of flight" as not clear in the instructions. It is in fact as per the American dates – i.e. DOF/110504 for a flight on 4/5/2011!

The addressing seems to cause some confusion when going to France but it is not too complex once you discover the whereabouts of "Adressage des plans de vol VFR" in the French AIP!

### French Customs

Another check of the French AIP shows that Le Touquet require two hours prior notice for customs. I duly e-mailed Customs the night before our flight. Google "SIA France" for the French AIP.

### British Customs

There is no requirement to advise British customs of an outbound flight to France. However notice is required for the return flight unless arriving in the UK at a customs airfield. As we were operating from a UK farm strip we had to notify customs of our return flight details. See HM Revenue & Customs "General Aviation Report" for details of forms and where to fax or e-mail.

### NOTAMS

A Narrow route brief on the NATS AIS website showed no problems with the intended route. It did however tell me that on Wednesdays (the day of our flight) the Le Touquet CTR is not active and there is no Air Traffic service. A check on the French AIP showed radio calls in French only (air to air) when no ATS. Pas de problem I thought as my aviation French is acceptable!

### Route planning

I took the opportunity to use the new "www. Skydemonlight.com" free planning tool jointly set up by NATS and Sky Demon. Yet another initiative to reduce airspace busts. I found it excellent and quite easy to use after a little practise. When you have input your intended route all airspace clashes plus an automatic narrow route notam brief appear. You can then print a plog for your route which even automatically shows your heading and ground speed when you enter the wind. This free version only gives a UK map but I found I could easily position the pointer over where I knew Le Touquet to be. A full review of the product appears in the LAA Mag May 2011.

### The Flight !

TAFS and METARS looked good for the Wednesday morning so John and I met at the Farm at 8.30. New Farm is very close to the 27 threshold at Bristol Airport so a quick telephone call is required to Bristol tower to advise them of our intentions. They had our flight plan details as I had included their address when filing on AFPex.

We took off at 9.15 and Bristol kindly activated our flightplan. This is normally done with London Information or you can arrange for someone at your strip to ring to activate once they have seen you depart. Bristol passed us to Lyneham as our initial route took us east along the Vale of Pewsey. We then turned right towards Popham having cleared the Salisbury plain danger areas. We then called Farnborough West as our flight progressed



*mid channel at 5000'*

towards Midhurst town. The Farnborough service is another initiative designed to minimise airspace incursions. We heard it in action when an aircraft inadvertently entered Luton's CTR and was promptly given a steer to get out PDQ. After Midhurst we turned East towards Lydd ensuring we dropped below 2500' as we were running parallel with the Gatwick CTA. With about 20 miles to run to Lydd we climbed to 5000' as the base of the Worthing control area is at FL55 at this point.

The RV9 has a published best glide angle of 12:1 so if we were a mile high we could glide 12 miles. Members of the mile high club will know a height of 5280 feet is in fact a mile high and with Folkestone to Cap Gris nez being 24 statute miles, we were in gliding range of land at all times!

We stayed with Lydd for 10 miles then called Lille information who advised us there was no ATS at Le Touquet (which we knew). They also asked us to ensure our flight plan was closed after landing as normally closed by the ATS. Approaching Le Touquet I picked up the runway in use from some French traffic – piste quatorze and we joined downwind with a "vent arriere", then "en bas" and "finale" before "piste degager" having vacated the runway. I made a bit of a faux pas as I called finale piste quarante (Runway 40!) but quickly corrected to piste quatorze. A voice with a heavy French accent said "that's better!"

### Le Touquet

We experienced the usual French hospitality. The reception desk closed our flight plan and arranged for refuelling whilst we walked into town. Bikes are available for hire and taxis but with only a 35 minute walk why bother. The walk takes you through quiet tree lined roads with expensive looking houses set back in the trees. We walked to the promenade and then lunch- no wine unfortunately!

John had flown over whilst I played navigator and radio operator. We reversed the roles for the return journey. We filed our flight plan at reception and pre flighted.

After take off we headed NE and contacted Lille to activate our flight plan. The viz was hazier but at 5000' we were above the inversion and in smooth air. Its not often I fly that high but it was very pleasant being so smooth and clear. A quick check on the chart confirmed we could carry on at this level if we routed along the south coast towards Shoreham then Chichester. A call to Southampton zone for a transit required a descent to 4000' to pass overhead their field. Next a traffic service from Boscombe and Bristol then we started our descent towards Chew Valley. A straight in approach to New Farm was OK'd by Bristol and we were safely on the ground after 1 hour 35 mins. The RV can easily cruise at 135 knots but 115Kts – 120kts is very quiet and economical.

What a day! You can't beat a foreign trip. Some of the preliminary work seems a bit daunting but in practise is not too complex.

If anyone would like some advice regarding flying to France, let me know and I will see if I can help.

*Contact the editor for Ron's details if you would like more advice on flying overseas..*

### For sale due to panel upgrade.

#### Garmin 296 colour GPS with European terrain

Boxed with all original accessories:

Remote antenna, yoke mount, car mount, mains charger, 12v cigar lighter power lead, USB computer cable, Garmin Trip and Waypoint Manager CD, User Manual, Garmin Quick reference card, Fabric zippered carrying case

Latest unit software loaded (v6, Feb 2011)

£300 + £30 for the latest Garmin navdata preloaded (cycle 1105)



*Ron returning to the RV at Le Touquet after inspecting a ~French Emerald !*



## Teach Yourself Instrument Flying *by Tom Geake*

It might have been a third day of frustration. J and I had spent a wonderful Christmas week in Jerusalem, and it was time to go home. The departure was straightforward until I noticed that I had left the journey logbook behind. By the time I had found it, it was too late to start again. The next day saw low stratus and frequent rain. Everyone else was delighted!

We had decided upon the southern route, to Aqaba, then westwards across the Sinai Peninsula and north and west to Mersa Matruh and along the North African coast. The first leg was eastward, turning south over Amman. The only problem was 8/8 stratus with a base guessed at about 1000ft aal. My log book shows that I had only 14 hours of instrument flying and the last sortie was back in October. J had less than half that. I asked about the weather at Amman, and a telephone call brought the good news that the city was in bright sunshine. We decided to go, with J as P1 and me as navigator. Between us, we could climb through the cloud and turn on a visual fix over Amman.

The elderly Proctor V climbed nicely into the cloud which continued longer than expected. The turn over Amman was made on a dead reckoning position. Eventually we gained the sunshine at about 6000ft and thought nasty things about the Amman met man. We decided that he had been reading a METAR rather than looking out of the window. We were not concerned, for the cloud cover would surely break once over the sea in the Gulf of Aqaba, and would certainly not persist over the Sinai Peninsula. We were nicely on track, confirmed by a QDR from Amman. We settled down for a long flight, regretting that we could only see cloud tops, much the same as the UK. But it was December, the sunshine at 8000ft was warm and we had enjoyed rich experiences.

### *After a while came a sense of unease.....*

After a while came a sense of unease. The throttle lever seemed a little far forward for the airspeed. J had noticed this too, but otherwise all seemed well. He did the usual things while I spun the Dalton computer to calculate an improved airspeed. We were definitely flying on the slow side for the throttle position. Ground school at the UAS to which we both belonged had covered what to do, so we

went for a maximum speed check in level flight. It was low, so we carried out a stall to check the ASI which was accurate. Changes of fuel tank, and experiments with the mixture brought no comfort, so the conclusion had to be a sick engine. Continuing was unattractive for obvious reasons, but going back meant an instrument descent with no information on the cloud base. A call to Amman brought a voice without a call-sign telling us that Jordan was covered in cloud at least as far south as Ma'an and advised us to turn back.

Both of us were familiar with the OGH approach, and soon we were descending into the cloud.



Air-Britain Photographic Images Collection

© Peter Fitzmaurice

*Photo taken at Shoreham in 1962, when Tom was trying to sell it*

When living and flying with a close friend, one does not criticise the flying, but J seemed content with 35° of bank and I was worried that the elderly horizon would soon be at its limit. This was no time to display expertise on a limited panel. J was horrified, and went for 35° the other way. He fought his disorientation unsuccessfully, and asked me to take over. The right stick had been removed for map reading and catering convenience, but was reachable with effort, so I slipped it into the socket and took control without success. I was seriously disorientated too. I had criticised him, and he gently returned it. By doing that we found our means of survival. The panel had a beautiful, large stop-clock at its top under the curved coaming by which we each flew for two minutes with the resting man reading the panel out loud. It succeeded. I remember thinking that while J was flying, I was in Instructor role, sitting back and criticising while my "pupil" did the hard work.

The RAF had awarded me an Instrument Grading, the lowest permitted, that allowed me to climb through cloud and then descend on a QGH approach provided the cloud base was quite high. I

forget the formula, but I calculated the minimum altitude and we flew over Amman Airport without ever a sight of the ground. We promoted ourselves to Master Green instrument pilots, and tried again with the same result. The very helpful ATC man suggested that we use the airfield elevation instead of its obstacle height. He explained that the height was set by a hill well away to one side of the runway. He had noticed that we held our approach heading accurately and thought that the hill would be no hazard to us. We agreed.

**“The throttle lever seemed a little far forward for the airspeed.”**

On our way down from the Master Green limit to our new, much lower, one, J suddenly pushed the nose down and banked steeply into a spiral dive. One just does not do that on instruments and I was too surprised to react immediately. He was right, though, having noticed a brown patch below us and acted with commendable speed to take advantage of the hole. In a few seconds we were clear of cloud and in sight of the ground. I reported the situation and our new, low altitude to ATC. The controller calmly acknowledged the new altitude and warned us of a radio mast in our path. We

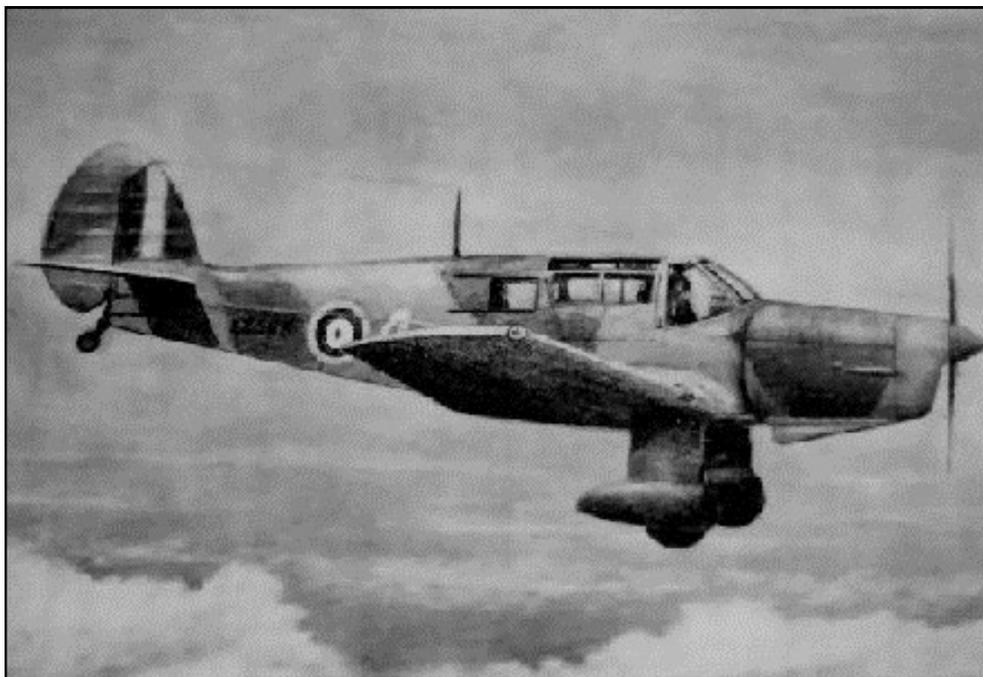
both looked ahead and saw red obstacle lights below and above, and one partially obscured by the cloud. J was instantly on full throttle and a steep climbing right turn: it is the guy wires that kill. As the airspeed fell away and a nasty stall seemed imminent, we were again in cloud, now with a toppled horizon, but the wings were still in place.

J made an excellent landing and an engine check confirmed that there was trouble. Quiet prayers of thanks for our safe landing and the life-saving alertness of the ATC man were interrupted by the arrival of a car with an armed soldier in the passenger seat. Neither the driver nor the soldier spoke to us in English, but we were clearly under arrest, another new experience. The immigration officer was not pleased. We were illegal immigrants, our visas having been cancelled on departure from Jerusalem. He was confiscating our passports for a start, so worries about getting the aircraft repaired were replaced by worries about our liberty. Anglo-Jordanian relationships were not entirely friendly then, with the Glubb Pasha affair still fresh in some memories. The telephone rang and there was a brief, sharp exchange in Arabic. He put down the telephone.

“The captain of the Air Force wants to see you!”

*Tom Geake*

*3rd May 2011*



## WHO ARE WE?

As a new venture it's been decided to start a regular column dedicated to finding out more about who belongs to the Bristol Wing. To start us off this month we talk to Bristol's coordinator Steve Neale:

### Current Day Job/Past Career

Most of my career was in IT. I started working at Bristol Siddeley engines as a technician apprentice. They taught me to turn a spanner. Then I found their mainframe computer and that took over my career. I joined a big computer manufacturer as a software specialist, then SW manager (that I was pants at). I found I was good at flogging computers which I did for many years at a couple of companies. The last job I had before I retired was operations manager for a virtual reality company.

### Why Aviation?

I sailed for about 20 years but the cold was getting into my bones so I sold my boat. I saw a program on Discovery channel called "A plane is born" about building a kitplane. I thought "I could do that". From the program I heard about the PFA and joined. I went to a Cranfield Rally and saw the Bristol Strut there. I rang Alan George, the then coordinator and the rest is history.

### First Flight - in What, Where and When?

My first GA flight was as a totally naive pax in 1985 in a PA28 to Jersey. We left Bournemouth and almost immediately were involved in a Airprox with another PA28. Pat and I thought that was normal and couldn't understand why the pilots got so agitated. I was still into sailing then so never considered I might one day fly myself.

### How long in the Bristol Strut/Wing? :

I went to the 2003 Cranfield Rally so it must have been 2003. I will have been Coordinator for 4 years in October this year.

### Total Number of Aircraft and Hours Flown? :

If you mean take off and landed that would be lots of PA28s, A Jodel 1051, Smaragd, Supercub, Texas tail dragger, Bolkow, Grob, DR400, R2100, RV9A. If you mean hands on time a fair few more. Got my PPL in 2005. I'm still low time with only 240hrs.

### Favourite and Worse Type Flown? :

You would expect me to say the RV. The next most delightful in the air was the Smaragd. There was no "worse" but the Texas Taildragger had a vicious power-on stall. OK once you knew it was there. The Supercub was great fun. I have never laughed as much as I did when I was fast taxiing one of those during my tailwheel conversion. Great sport.

### Current Aeroplane(s) :

"Mike Fox" a RV-9A 50% owned with my good friend Terry Donovan.

### Best Aviation Moment and Flight?:

My first solo land away in a school PA28 at Compton Abbas when I was training. It was a sunny summer's day and all the people sat outside the café watched me walk in the airside gate to book in with complete disinterest. Not one of them questioned who this impostor was, pretending to be a pilot. I didn't care as I had just flown my first "off the leash" flight and was on top of the world. So much so that that I then took off forgetting to put down some flap. Of course the PA28 just sighed to itself and dragged me out of trouble.

### Any Aviation Heroes - if so who and why?

I'm not into aviation history but Francis Chichester pushed the envelope both in light aircraft navigation and sailing. A dogged stubbornness to succeed. Something we Brits are really love. He was nice and grumpy too.

### Any 'Hairy' Aviation Moments - if so - any lessons learnt ?

I guess flipping over in a landing accident was the hairiest moment to date. Both the pilot and I learned a lot of lessons from that, the most important being there is always the option to go around if it is going pear shaped. Oh! also get an axe to break out because hanging upside down in your straps with a hot engine clinking away with heat is not a place to linger.

### Aircraft Wish List - to fly or own

If the DR400 ever went onto permit I would be very tempted. I think it is a ideal companion with its forgiving bent wings care of a certain Jean Délémontez and unrivalled visibility out of the cockpit. If I could have a second aircraft it would have to be a Supercub with great big balloon tyres. That would be so much fun.

### Any Advice For All Pilots :

I should be so bold.

*Thanks Steve, now, who will the spotlight fall on next?*