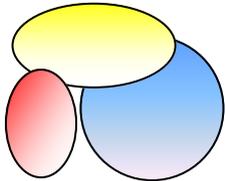




[www.bristol-wing.co.uk](http://www.bristol-wing.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

June 2013

## NEXT MEETING— Julian Midder—Dawn to Dusk flight

At our next meeting on **Wednesday 5th June** we will hear from Julian Midder about winning the 2011 Dawn to Dusk Challenge with a journey from the Scillies to Shetlands in 14 hours in his Mistral microlight biplane; he made the flight in aid of "Help for Heroes".



Join us in Room 7 at BAWA at 7.30 pm on Wednesday to hear the full story.

## LAST MEETING— Producing a magazine

Ian Seager, Managing Director of Flyer magazine, told us about purchasing, running and growing the magazine. But not just the 13 copies of Flyer each year - also the production of the LAA's Light Aviation magazine, the Clubs and Schools guide, running professional flight training exhibitions, etc. He explained the pressures of deadlines and the difficulty of coordinating aerial photo shoots.

He also described his trip last year to Oshkosh in his Cessna 182 - a round trip of 8736.5nm and 71 hr 34 min flight time!

## NATS launches infringement awareness app

NATS has launched an app to help general aviation pilots avoid airspace infringements. NATS Flight Prepare, available for free on both iPad and iPhone, takes pilots through a range of questions, highlighting the factors that could lead to them straying into controlled airspace. Pilots are then given a score based on their answers. Questions cover a range of topics, from the weather conditions and need to brief passengers, to the importance of contacting the Distress and Diversion in the event of becoming lost. Read more by clicking on [this link](#).

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## CAA News

The CAA regularly issues documents affecting us. Below are links to some which may be relevant to some of our members/readers:

**ORS4 No. 960:** Exemption to permit the holder of a UK PPL(A) to keep a microlight class rating valid in the same way as a NPPL holder <http://www.caa.co.uk/docs/33/ORS4%20number%20960.pdf>

**ORS4 No. 961:** To enable any Self Launching Motor Glider (SLMG) (including Self Launching Sailplane (SLS) or Touring Motor Glider (TMG)) to be used for aerial work consisting solely of flying training: <http://www.caa.co.uk/docs/33/ORS4%20number%20961.pdf>

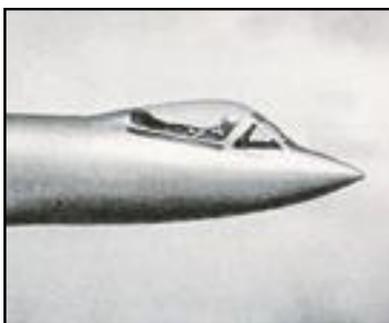
**IN-2013/065:** Notice of Intent to withdraw the Cheque Payment Option and PDF form availability concerning Airworthiness Online Application Forms: <http://www.caa.co.uk/docs/33/20130430NoticeWithdrawalofChequeOption.pdf>

**Safety Data - General Aviation Reports—April 2013** - General Aviation Reports: <http://www.caa.co.uk/docs/33/General%20Aviation%20Occurrence%20Report%20-%20-%20April%202013.pdf>

**SN-2013/009:** Implications of Reduced Radar and Procedural Air Traffic Control Provision on Aircraft Operations in Class G Air-space: <http://www.caa.co.uk/docs/33/SafetyNotice2013009.pdf>

## Picture Quiz

Last month's 'What and Why' Picture Quiz



**Trevor says :** The answer to last month's was the **Gloucester Meteor F8** which was heavily modified for investigation as to whether a prone pilot was better able to withstand g forces, and whether the advantage of a slimmer canopy (and hence lower drag) was outweighed by piloting factors. There's an interesting write-up in Flight magazine from 1956 - see <http://www.flightglobal.com/FlightPDFArchive/1956/1956%20-%200345.PDF> and then increment the page number from 345 for the later pages. The method of ejection is particularly interesting! The aircraft is now in the RAF Museum Cosford.

**Correct Respondents:** **Pete White, Phil Mathews, Patrick Thody, Alan George and Tom Geake** who says: "I think that the aircraft in the picture quiz is a specially modified Gloucester Meteor. At the time there were investigations into the problems of g tolerance, and one idea was to have the pilot prone. A Meteor was modified to have two cockpits, one normal and the other, right up in the nose, had controls for a prone pilot. An interesting form of dual control! The idea failed, I think primarily because of neck fatigue and the difficulty of keeping a good look-out. Also, my recollection is that when flying on instruments, prone pilots had far more problems with disorientation than conventionally seated ones."

**Edwin Schackleton** also responded correctly (of course!) with this comment: *It is the prone pilot mod on the Meteor. A Reid and Sigrist Desford was also used for the project but a prone pilot aircraft was never built.*

**This month's Question:** *What is the aircraft?*



## CHART FOLDING ADVICE

If you have trouble folding your chart neatly then here's a link to a very helpful site which leads you through the process step by step: <http://www.nodomainname.co.uk/duncanof.htm> and Trevor Wilcock adds the following advice: *This is the technique I use, except that on the first fold in any direction I fold to a mm or two short of where he says, and double that on the second fold in the same direction, and so on. This stops there being too much thickness at the folds when you finally fold the map.*

## Where to go...

Free landing vouchers for **June 2013**

**Flyer:** Bembridge, Bourn, Crosland Moor, Holmbeck, Roserrow, Sutton Bank

**Pilot:** -Brighton, Fair Isle, Redhill, Skegness

**LAA:** Bodmin, Panshanger, Tatenhill Also Perth in Scotland, but only a reduced fee. This is to be £10.00 (from £15.00) if you fill up with 40 litres or more of fuel

**June 8th:** *Throckmorton (Pershore, Worcestershire)* (£20) per aeroplane.

<http://www.throckmortonairshow.com/airshow.htm>

**15th & 16th June.** Charity Fly-In at Kemble.

**JULY 19th - 21st** *Dunkeswell*- 70 year Anniversary Aero Rally- Vintage and Classics welcome. Contact; 07776 075996/01404 891643.

**AUGUST 4th** *Lundy Island* fly-in, PPR is essential. Contact; 07805 805679

**SEPTEMBER 8th** *Watchford Farm* Annual Fly-in. Contact; 07779 143439

**A map says to you:  
"Read me carefully,  
follow me closely;  
doubt me not"  
It says:  
"I am the earth in the palm  
of your hand.  
Without me, you are alone  
and lost"**

From *West with the Night* by  
Beryl Markham

## Membership News

It's good to hear that Frank Bond is progressing well with his new Trail build. After a £70 unplanned lesson in cutting Perspex he has now successfully fitted the new screen and will be taking great care trimming it!

## LAA NEWS

### LAA Pilot Coaching Scheme

The LAA Pilot Coaching Scheme will be in attendance at the **Popham microlight fair on 4th and 5th May**, and **Aero Expo on 1st and 2nd June**. PCS chairman Jon Cooke and LAA coach John Brady will be available to sign your Level 6 English Language Proficiency, as well as discuss any licensing and training enquiries. At other events where the LAA trade stand is present, LAA coaches will be available to assist with enquiries. With us already in the transition to EASA, please do come along and have a chat.

## Contacting the Emergency Services on 112

Really useful and important information allows your mobile to reach the Emergency Services on ANY network and no credit throughout the EU, USA and 200 countries worldwide, even when you appear to have no signal.

[https://www.youtube.com/watch?feature=player\\_embedded&v=XPZv\\_8dABfU](https://www.youtube.com/watch?feature=player_embedded&v=XPZv_8dABfU)

## Sky Watch Civil Air Patrol (SWCAP) Update.

SWCAP is a national organisation (a Registered Charity) of supporters, pilots and observers who volunteer to help official bodies during civil incidents or emergencies where aerial observation and reporting might be useful, but for which no official aerial resource (eg police or military helicopter) is available. We do not get involved in supporting law enforcement.

Missions may be related to natural emergencies such as flooding, missing persons or precautionary patrols in connection with major public events. We were officially credited with our first 'life saved' several years ago.

Our role on such missions is limited to 'Observe and Report' using photography and real time VHF/Mobile reporting with all flying conducted in accordance with the Air Navigation Order (ANO). Any Police related tasking can only be accepted via the Aeronautical Rescue and Coordination Centre (ARCC) who will contact the Unit Chief Pilot (UCP) directly.

In response to a specific request by the Bristol area 'Local Resilience Forum (LRF)', we are now forming a new local unit known as 'Wessex CAP' covering Avon, Wiltshire, Gloucestershire and relevant parts of the Severn Estuary.

We are looking for new members to join and support the charity, in particular appropriately experienced and qualified individuals with a background in aviation. Both pilot, observer, ground crew and fund raiser experts are welcome.

Basic members wishing to upgrade to operational observers will need to demonstrate a good level of chart reading and photography skills, awareness of the cockpit environment and share the burden of aircraft fuel cost with their pilot (at the discretion of the pilot on the day).

Suitably qualified pilots will possess a minimum National Private Pilot License (NPPL), have access to aircraft based within the Wessex region and complete a check flight prior to being accepted for training as an operational member.

Should you wish to join us as a supporting basic member and perhaps be considered for an upgrade to operational member, please apply for membership via our website; <http://www.ukcivilairpatrol.co.uk/>

Your home address in the Wessex area will lead to our national membership secretary putting you in touch with the new unit UCP, Christian Borchardt.

## EDWIN'S ECCENTRICITY Part 7

*Continuing the story from early October 2000*

A month after the Isle of Wight venture I flew in an Aeroprakt Foxbat (some 30 are now UK registered) designed by Yuri Yakovlev, flying from Shobdon. Then two more new light-planes were the Aquila A210 and Rand KR2.

In absolute contrast I had my first flight in an Airbus A340 of Virgin Atlantic (Heathrow to Los Angeles) fixed by Hugh Jenner with whom I flew in his Luton Duet (June '93). Hugh (Captain of a VA 747) met me from the Airbus and 2 days later I flew back to the UK spending time on the flight deck—lucky me!



*Casa CN 235*

I had been checking on the 'Flight' magazine annual airline survey to see what "not flown in" types were available. The CASA CN 235 44 seat turboprop airliner of Binier Mediterraneo which operated from Malaga across the Mediterranean to Melilla in eastern Morocco became a target. Air Miles paid for my 737 Spanish flight but not the hotel. It was a short visit but a new type.

Four days later I was at last able to fly in a Percival Vega Gull (the only UK example of 90 built pre-WW2) from Compton Abbas to White Waltham and Rowarth Spurrel even allowed me to fly it most of the way!

A very unusual type was the Ruschmeyer R90 (only 2 on the UK register and 28 built) four seater. It had flown in an England-Australia air race, was crated for the return and still had a long range tank replacing the rear seats. John Potheary took me for a short flight as the weather was poor.

In absolute contrast I had a 75 minute press flight from Brize Norton in a Boeing C-17 Globemaster with 40 aboard in the 18 feet wide fuselage with low passes at Filton and Cardiff Airports.

I was told that a German based and registered Extra 400 was at Kemble Air Show but it did not fly on day 2. However the German crew offered me a seat for the homeward journey and they were doing a fuel stop in Guernsey next day—which took 87 minutes

with a "fog" hold. However the return home via Aurigny Islander to Jersey, Dash 8 to Bristol via Plymouth, coach to Bristol Temple Meads, trains to Swindon then to Gloucester and Kemble, taxi to the airfield to my car was 9 hours! How mad can you be?

A couple of weeks later I went to the annual MW Fly In at Warren Farm near Cheddar (now sadly closed) meeting up with friends and flying in a couple of Whittaker MW6 microlights.

My 30th glider type was in the MDM Fox from Nympsfield. A Pawnee aero-tow to 4000 feet started an aerobatic sequence with a flick roll, 2 loops, half Cuban and a couple of chandelles—quite an experience.

Helitech 2001 at Duxford attracted 40 exhibited helicopters and I was lucky to fly in the brand new Eurocopter EC 130 and an MD 600N, the latter with the "no tail rotor" fenestron configuration which did a 145 knot pass.

Next type was the only UK built Auster D4/108 (although 20 were built in Portugal for their Air Force).

Follow on was an absolutely fabulous 9 day Ian Allan organised USA tour which was to 'use' the only remaining Martin 404 44 seat airliner. It was configured as a 16 seater. The trip started with a Boeing 747-400 ten hour flight from Heathrow to Los Angeles. Next day from Oxnard Airport we set off in the Martin 404 to Victorville (165 stored airliners) then to El Monte to fly in a piston engine Piasecki H-21 tandem rotor heli-



*Piasecki H-21*

copter (23 minutes of noise and delight!). Las Vegas via Palm Springs was a chance for 3 of us to fly in a 15 seat Beech 99 to Grand Canyon West and an A Star (Squirrel) helicopter, 1500 ft down to the Colorado River and back—then a night time flight in another A Star over Las Vegas. Six more Martin 404 flights to cover Salt Lake City and other highlights took us to the Grand Canyon.



*Edwin's  
Type  
No 728  
October  
2001*



*Martin  
404  
Exterior  
and  
interior*

Martin 404 engine problems caused a crisis; phone calls to Ian Allen in the UK and a continued journey in a Grand Canyon Company Twin Otter (with the big Vistaliner windows) to Long Beach. So we were able to have our booked overnight stay on board the RMS Queen Mary!! Next day we had our planned flights, 30 minutes in the locally based Stout Bushmaster trimotor—then back to the UK (9 hour flight in a Virgin 747-400) a quite unbelievable Ian Allan holiday.

I had been closely involved in Structural Tests on the BAC 1-11 at Filton, had been on a route proving flight to Paris in 1965 and it was scheduled to be grounded under European noise regulations on 31st March 2002. I went on a farewell flight from Bournemouth on 15th March then on the last day of March went on an Ian Allan charter from Bournemouth to mark the sad occasion.

A few days later Peter March and I set off in a Northwest Airlines DC10 to Sun 'n Fun. On the way we stopped off at Kissimmee and I flew in a Grumman Widgeon with Peter Turner (wet and dry but not a new type) and a joy ride in a 1928 Travelair 2000.

Next day a fantastic sequence started with a flight in a SIAI Marchetti SM 1019 (Italian built turbine engine Bird Dog), turbine engine DHC-3 Otter amphibian, PZL M-26 Air Wolf (single based on the Seneca twin), Vans RV9-A, Warner Revolution, Titan Tornado, Air Command Elite gyro, Gemini Twin powered parachute, Senair CH 801 4 seater (not yet seen in the UK!), Rans S.18 Stinger, Interplane Skyboy (Czech built), Airborne Edge X, M Squared Sprint floatplane, Republic Seabee (at long last!), Maxair Drifter seaplane, Piper J-3 Cub seaplane (at Jack Browns base!) and Emigh Trojan—a magic 18 new types—the Trojan was my 750 aircraft type and I was 75!! Then back to the UK by NorthWest Boeing 757 and DC-10. On

the 757 there was a huge flash at the wing tip. The captain broadcast "I expect you heard the bang. Aircraft are designed to accept lightning strike and there is no problem".

Back in the UK I flew in the first UK Vans RV-8 at Henstridge (21st April 2002) Builder Andy Simms had painted it in a red/blue scheme depending on the viewing angle. I have been trying for over 10 years to get a small painted sample—and am still waiting!

On a trip to Scotland I flew in the only UK registered Skyfox Gazelle based near Perth which is an Australian developed Kitfox and it is still the only UK example. Next new type was a Beech Super King Air on a positioning flight from Blackbushe to Farnborough.

A rather unusual type was the Dallach D4 Fascination flown by Robert Simpson from Gloucestershire airport. With the 100hp Rotax 912 it reached 150 mph but over the Malvern Hills we had a spell of gliding as a new experience.

At the 2002 PFA Rally at Cranfield I flew in the TL 2000 Sting (Czech registered) and the newly built Tri-R-Kis Cruiser. At Compton Abbas I was fortunate to have a short flight in the 1936 build Miles M3A Falcon as it is the only remaining UK example.

A Trip with two aviation friends to Friedrichshafen (via a BA A320) was to fly in the newly operating Zeppelin NT airship. Quite a huge machine, 245 ft long with 3 engines (2 driving tilting props and one for steering from the rear end). Just 12 passengers and 2 crew. Take off was rapid and smooth, noise level was very low and we were allowed to wander to appreciate the super views around Lake Constance, cruising at 40 knots at 1500 feet.



*Zeppelin NT-07*

Next type was the Turner TSW two seat version of the Currie Wot powered by a Lycoming IO-320. Built in the UK it spent 5 years in Belgium and France, I flew in it from Popham soon after its UK return and it is still the only example of the type. On the same day I flew

in the first Reality Easy Raider, also from Popham—but there are now 6 of the type in the UK with another 5 under construction.

Not a new type but a special occasion was a flight to Lundy Island in an Auster Autocar (G-AXMN) from Eggesford (along with 5 other Austers and a Jodel 1050). I had been to Lundy by paddle steamer in 1951, then by helicopter (from Blagdon Farm, Portland) in 1984. Just 51 years to compete the trio!

In September 2002 my daughter, Julie and I had a two week trip to Southern Africa, flying Virgin A240 and Comair Boeing 737, nearly 25 hours airborne but no new types.



Type No 761 Rutan Defiant

An extra special trip (October 2002) was in a very rare push/pull Rutan Defiant which was built in Cyprus. It had only been in the UK for 17 days when Dave Stokes and I were airborne, sat between the two 180hp Lycomings and at a 175 knot cruise.

In contrast I flew in an Air Creation Kiss 400 flexwing from Middle Farm airstrip, Kingston Seymour near to Clevedon.

My flying year 2003 started with Polly Vacher in her "round the world" Pioneer PA-28 Dakota from Filton. It was painted in the new colour scheme of orange and black in preparation for the second "round the world flight" which was over the North and South Poles. We flew over the Channel to Ross-on-Wye. Then I flew with Peter March in the Cessna 172 for an air to air photo of the PA-28.

### Shortest Scheduled Flight

If you read Edwin's report last month you will remember he flew from Westray to Papa Westray in 1 Min 58 Secs. Well the pilot who possibly flew him has just retired after flying the route more than 13,000 times, the fastest in just 53 seconds. Click on this link [this link](#) to find out more.

Vans RV-8 in its very expensive resplendent multi-toned paint scheme

Another new type a month later was in a Diamond DA-40 Star from Enstone, first of over 40 UK registered in 2013.

The Comco Ikarus C-42 had made its first UK appearance in 2003 and I flew in the first import G-OFBU from Old Sarum, little realising that over 100 would be on the UK register –yet another light-plane success.

I was tipped that an Australian build GAF Nomad was being used for parachute dropping at Hinton-in-the-Hedges. After phone negotiations I was at the club! The co-pilot vacated his seat and with 14 'jumpers' we were soon at 12,000 under the power of two Allison 250 turbines. 23 minutes to climb, 9 minutes to descend. This was my 765 aircraft type—BUT it was exactly 60 years since my first flight when I was an ATC Cadet. As it was a special day I drove to Enstone and fixed a flight in a Socata TB20 Trinidad and we flew to the southern end of the Malvern Hills to end the day. April Fool's Day 2003 was the start of an Ian Allan Travel trip, mainly to Sun 'n Fun, flying Continental Boeing 777 (Gatwick to Newark NJ) then '767 to Orlando. First new type was a Flightstar SL ultra-light then a Sabre Wildcat flexwing on Day 1. Then followed a Jet Fox 97, Italian ultra-light, ICP Savannah, Polaris Flying Boat (Flexwing on a rubber inflatable hull) from water, Rans S7 amphibian also from water, Wettrike WTA 11 and J&J Seawing—both flexwings from water again.

Finally from Sun 'n Fun a long wanted type was the Piaggio P136 Royal Gull. With five aboard this gull winged pusher engine amphibian flew us from Lake Parker to Lakeland airfield—just 11 minutes but so wonderful.

On the final day after a visit to Kermit Week's Polk City Museum we called at Jack Brown's seaplane base at Winter Haven. I persuaded Jack to fly us in his Maule MX-7 seaplane from the lake. Nearly half an hour airborne with a veteran pilot was a superb end to a good visit, adding 20 new types to my record. Returning home by Continental Boeing 757 and 767 completed our visit.

