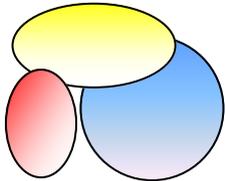




www.bristol-wing.co.uk



Bristol Wings



Newsletter of the LAA Bristol Wing

June 2014

NEXT MEETING— Chris Bigg—Wings over Filton

Our meeting on **4th June** will start at 7.45 and our speaker will be local historian Chris Bigg (who has addressed us before on Rolls-Royce engines and the Bristol Brabazon). He is going to give us an illustrated talk on "**Wings over Filton (part 1)**", a detailed history of Bristol designed aircraft from 1910 to 1939.

Chris worked in the aviation industry for 48 years, and retired about eight years ago. He now works for the City of Bristol College as an NVO assessor and we know that he will give us a very interesting and entertaining talk.

Directions to BAWA are available on our website: www.bristol-wing.co.uk

Forthcoming Wing Meetings:

No meetings July or August

Possible visit to Bristol ATC—awaiting confirmation. Attendees will be contacted directly.

3rd September: AGM

1st October: Manuel Queiroz—Pan-American Highway

5th November: Phil Hall – LAA CEO

3rd December: Quiz Evening

LAST MONTH'S MEETING— Hangar Chat

Last Month's Meeting:

No guest speaker, we decided to have a "Hangar Chat" evening. Topics included:

- LAA National Council plans,
- a low-cost homemade tail-wheel trolley,
- EASA licences,
- Nigel's Bristell (see article below),
- airspace matters

and we also saw a couple of cockpit video cameras, a fuel tank lining suffering from ethanol, some wartime memorabilia and a failed piece of an Auster engine which led to a forced landing!

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Human Factors Articles

For the last three years, Dr Daniel Johnson has written a monthly Human Factors column for the Soaring Society of America magazine, Soaring. The underlying motive for these is the idea that even bright, well-trained, experienced pilots sometimes find themselves doing awkward, stupid-looking, or fatal things due to the normal function of our perceptual and physiological systems. An archive of these features is now available at <http://www.danlj.org/~danlj/Soaring/SoaringRx/>.

The articles are well-written and highly informative and were recently awarded the SSA Paul Tunthill Award for the best scientific-writing contribution to the sport of soaring. While written for soaring pilots, there are many lessons in them that apply to all pilots - dip in, enjoy and learn.

Pilots take no special joy in walking.

Pilots like flying.

Neil Armstrong

Picture Quiz

Last month's Picture Quiz

Graham offers the following answer:

It is NOT a Fournier!

One Point for saying it is NOT a Fournier

One Point for saying it is French

One Point for saying 'could have been at Blois Ultralight Meeting

And another for saying a homebuilt 'Friendship 3'.

Well Graham you've done it this month—no one has volunteered an answer at all!



Another puzzle picture from Graham:

"What aircraft is this?"

Once again:

One point for saying what it is not

One point for saying where the gear-down picture was taken

One point for correct name and why



Where to go...

Free landing vouchers for **June 2014**

Flyer: Bourn, Enniskillen, Hinton, Long Marston, Longside, Strathaven

Pilot: Bodmin, North Coates, Tibenham, Goodwood Festival of Speed (26 June)

LAA: Barton, Boston, Swansea, Thruyton plus an Ireland special - Enniskillen, Newcastle, Newtownards, Sligo

Bristol Aero Club 20th Anniversary Fly In—21st June 2014

The Club was formed on 1st June 1994 and its first flight was on 22nd – so we would like to mark the occasion with a celebration on **Saturday 21st June** (the longest day) from 10 am onwards. They are planning:-

BBO Club flight (as many Members as possible to fly on the day – they had 18 on the shortest day in 2012 when Filton closed) **Air experience** on different aircraft (Bulldog, Pup, Yak...)

They are in discussion with Kemble about hosting a Fly-in and coordinating this with Fly 2 Help and also hope to negotiate special landing fees so that all LAA Bristol Wing members will then be able to fly-in to join the celebrations. Of course everyone is also welcome to drive up to Kemble.

Hopefully confirmed details at our next joint meeting on Wednesday 4th June.

ETHANOL IN FUEL update:

For those of us permitted to use ethanol-free EN228 Mogas in our engines, the extension of

approval to 97+RON fuel was a timely compensation for the fall of the last 95RON supplier to add ethanol. However ethanol is increasingly appearing in 97+RON, as reports from our Devon Strut colleagues have confirmed.

Locally, within the last week we have found Shell with ethanol, but ESSO Supreme and Murco Super fuel is still ethanol-free. **KEEP TESTING!**



CAA News

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

These are all routine annual renewals of ORS notices but a reminder to everyone—pick out what's relevant to you....

The Carriage of Emergency Locator Transmitters:

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6227>

Flying Tests: <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6228>

Flying Training/Checking:

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6229>

Exemptions concerning the maintenance of microlight and SLMG class ratings in UK PPL(A)s, CPL(A)s and

ATPL(A)s: <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=6230>

Bristol Wing Members' details

Our membership Secretary, Gordon Pritt, would be very grateful if you could remember to update him whenever your details change ie Address, Home or Mobile Phone Number, e-mail address, LAA membership etc so that he can keep the Wing membership details up to date.

This is also a timely reminder that **Gordon will be retiring** from his position of Treasurer/Membership Secretary at our Annual General Meeting in September and **we are urgently looking for someone to step in** and work alongside him with a view to taking over the role in September. Gordon has over 25 years of experience and is very willing to pass on his knowledge. Could you consider taking on this not very arduous but very important position? Please have a word with our Co-ordinator Trevor.

Thank you.

Why did no one tell me *An update from Nigel Stokes on building his Bristell*

It might seem an obvious question but: Why did no one tell me there would be so much to building a kit plane?

She looks far worse than when she was first delivered to the workshop. Then she was tidy inside and the new paintwork shone. Now she's covered in old blankets for protection against accidental 'keying' and the interior is full of wire ends poking out of holes and temporary tie-wraps holding bits together.

I've discovered that I need a different length of bolt or style of nut for virtually every job and seem to spend more time on the internet ordering bits than I do building. I fondly thought in my naivety that I could order everything up at once, take delivery and commence a continuous build but I now find that I start one job and have to abandon it for lack of something vital. In the old days I might have used a near-enough bolt, nut, washer or whatever, but now I'm disciplined only to have exactly the correct part. If I don't I know my inspector will eat me alive.

Having said all that, I'm really enjoying the process and am beginning to see some success from all my labours.

There is no step-by-step manual and the one publication sent out by the importer, Farry Sayah, is a collection of photographs from the Czechoslovakian manufacturer and from Farry's own build of a Rotax powered tricycle version. The textual information is very sparse indeed. As a result, the layout and the order of construction is left pretty much to the builder and I've spent much time trying to visualize the route of various pipes, wires and components in an attempt not to put something in only to find out later that it obstructs something else that I have to add in the same location.



As she looked on 3rd May 2014

I've hung the engine. This is a major psychological step forward as it now looks more like an aeroplane. When I opened the box in which the engine arrived it was upside down.... well, it is a Jabiru from Australia... and the first challenge was getting it out of the crate, then up the right way and into a position to be lifted using an engine hoist. Having accomplished this, the next job was to find a suitable route for the two lifting ropes. During the manoeuvre I didn't want any of the ropes to press on, bend or otherwise distort anything on the engine. This would have been easy with a basic block but this engine comes complete with piping, wiring,

carburettor and ancillaries all in place and it never ceases to amaze me how Sod's Law dictates that the most vulnerable bits are just where the rope needs to go. Any self respecting sailor would have shuddered at my knots but they held.

Anyway, after a fruitless couple of hours attempting to manhandle it into place, a swift phone call to Farry soon put us right. I had been following the instructions in the Jabiru manual (not provided by Farry) and they were wrong! Following Farry's advice we had the little beauty on in a few minutes.

I'm using the first person plural occasionally as, although I'm building this machine myself, I'm having a huge amount of encouragement from my good chum Frank Bond in whose garage I'm working. He is also on hand to add another pair of hands when needed and another mind on a problem, as well as a huge amount of practical basic engineering advice.

That engine thing was a big visual step forward but most of the jobs are not impressive to any onlooker as they don't make the machine look any better; in fact they mostly make it untidier. Once I've completed the wiring and pipework it can all be bundled together and wrapped tidily and that will be another visually pleasing step forward.

The wings and tail-plane are stored at another location but are substantially complete so the bulk of the work is involving the fuselage. Completion is still a very long way off but definitely achievable. My answer to anybody's natural question of 'when will it be finished?' is 'When its complete'.

So, for the time being, I turn up most days for a six or seven hour day and play with wires, pipes, aluminium and electronics....its a great life and I'm loving it!



Looking worse than when I started!

Flying into the LAA Sywell Rally?

Slots are now open for booking at <http://www.sywellaerodrome.co.uk/bookings.php> and the popular mid morning times are filling up so if you plan to fly into this Annual Event then do get in early!

Members and non members by Air : £10

If flying in you will need to book a slot. The AIC for flying into Sywell will be uploaded once approved by the CAA.

One landing fee of £10 covers admission for all on board for three days and camping by your aircraft.

PLEASE NOTE ANY FURTHER LANDINGS WILL BE CHARGED.

Members by road : £5 - INCLUDES AIRSIDE ACCESS

LAA, BMAA and BRA members - Please bring your membership card with you.

Non members by road : £10 - DOES NOT INCLUDE AIRSIDE ACCESS

AIRSIDE ACCESS FOR NON LAA MEMBERS

£10 per day or join the LAA at the show - airside passes can be bought from the LAA Office Tent and NOT at the main entrance gate.

Opening Times

Visitors will be asked to leave the exhibition area by 5.00 p.m.

Friday : 9.30 a.m. to 5.00 p.m. Saturday: 9.30 a.m. to 5.00 p.m Sunday: 9.30 a.m. to 4 p.m.

Car Park: Free car parking is available.