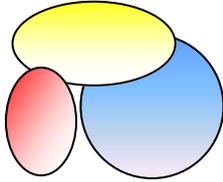




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Brissle Strutter



Newsletter of the LAA Bristol Strut

June 2015

NEXT MEETING— SPIKE Parker

Tuesday 2nd June—7.45 in Room 7

This month's speaker will be our past member and Quiz Master Spike Parker. Here is his introduction to his talk **"My Disastrous Career in Aviation"** next week:

"It has always been something of a mystery to me that no matter how many mistakes I made, my career in aviation continued on and on and on. First 5 years as a bumbling ground crew and then, maintaining the same standard, as aircrew for another 30 years. On walking off the aircraft for the final time, to retire, in 1998 my main feeling was one of relief that I had survived and never been exposed as an aviation fraud."

It sounds as though it will be a very interesting evenings so do come along and listen, bring friends to join us too.....

All new members and visitors are very welcome to come along to our meetings and have a chat. For anyone new the directions can be found on our website: www.bristol-wing.co.uk along with past newsletters etc.

Hope to see plenty of you on Tuesday.

LAST MONTH'S MEETING— Kemble History

Glen Moreman followed on from his talk last year with the history of Kemble airfield from 1945. This included the scrapping of surplus military aircraft, the introduction of the Sabre, Kemble as the main Hunter MU, the arrival of the Central Flying School and the Red Arrows with Gnats, and eventually Hawks. The RAF moved out, but fortunately the USAF established a major maintenance base. Military flying ended in 1993, but in 2001 the civil airport was established. Now of course, apart from active flying operations, there is the scrapping of surplus civil airliners! Glen's talk was well-illustrated, and of great interest to the current users

PLANNED FUTURE STRUT MEETINGS

No meetings in July or August. (BAC continue to meet but we cease for summer)

September 1st — Strut AGM

October 6th - Eddie McCallum will tell us about his 2014 solo flight to Oshkosh (and back - and not even for AirVenture!) in his Flight Design **CTSW microlight**. It is planned to hold this meeting jointly with the Bristol Branch of the Royal Aeronautical Society.

November 3rd - TBD

December 1st - Christmas Quiz

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Picture Quiz

Last month's Airfield Identification from David Chambers

Where's this airfield?

It was great to get 5 contributors for this picture, all correct with Llanbedr.

In no particular order: Phil Mathews, Pete White, Pat Harrison Ron Perry and Trevor Wilcock.

This month we'll go back to aircraft identification for a quick change, with this one from Graham Clark.



The clue is in the picture.....

It's great to receive correspondence and to know that someone is reading this newsletter!—keep your contributions coming please.

CHIRP FEEDBACK

The latest Chirp (Confidential & Independent Reporting) Feedback is now available on line for you to read. Issue No 64 can be accessed at: <https://www.chirp.co.uk/upload/docs/General%20Aviation/GAFB%2064.pdf>. This publication has now only been available on line since April 2014 and the publishers are aware that some readers prefer a paper version. Here's their comment:

"We continue to receive adverse comments about the electronic distribution of FEEDBACK. Unfortunately there is no realistic prospect of a return to the free distribution of FEEDBACK in paper form so we are considering a subscription service for those wishing to receive FEEDBACK on paper. It is difficult to estimate the costs of such a service without knowing how big the demand would be but please let us know if you would be willing to pay up to (wet finger in the air) £5 per year for FEEDBACK in hard copy to be sent to you through the post. "

A correction has also been issued following the latest publication (Issue 64):

Thank you to the readers who have advised us that we incorrectly gave the Manchester listening squawk as 2677 when it is actually 7366.

Please note that the Farnborough listening squawk is 4572 and not 4573.

Both of these errors have been corrected and re-loaded to the CHIRP app.

Bristol is due to have a listening squawk on 28 May: Code 5077 frequency 125.650.'



PUT A CAPTION

Thanks to Brian Osley for this picture

As no one has offered any other captions it is obvious that Brian has understood the picture perfectly!

Where to go...

Free landing vouchers for **June 2015**:

Flyer: Blackpool, Eshott, Gloucestershire, Newtownards, North Coates, Oaksey Park.

Pilot: Blackpool - free landing with 25lt Avgas uplift; City of Derry -free landing with 25lt Avgas uplift; Daedalus (Lee-on-Solent) - half-price landing fee.

LAA: Barton, Eshott, Headcorn and Lands End.

THIS WEEKEND 29th -31st May—Aero-Expo at Sywell

Hope you've booked your slot. Info on Seminars can be found at

<http://www.aeroexpo.co.uk/visiting/seminars/> (Looks like ~Saturday will be the only flyable day!)

Duxford Fly-In Sunday 7 June

Discounted landing fee of £7 and the opportunity to explore IWM Duxford and its fascinating exhibitions.

PPR only so to book a slot for the fly-in please call 01223 833 376.

Redhill have changed their rules for going to their fly-in on **14th June**. No longer a free landing, but £15.00 landing fee, that includes all occupants and goes to the Surrey Air Ambulance. see <http://www.redhillaerodrome.com/> and follow the link to the fly in for more info.

DON'T FORGET: BAC / Fly2help Fly-in at Kemble, Sunday 21st June 2015

Kemble have agreed to waive the landing fees, as last year, but pilots are invited to make a donation to Fly2help.

PPR is required from Kemble Flight Operations, 01285 771177 <http://www.cotswoldairport.com/contact>

Note that if PPR is not obtained from Kemble by telephone before departure, normal landing fees will be applicable. Hopefully there will be a good number of LAA Bristol Wing aircraft there. As last year. there will be a BBQ, cakes, drinks and fun.

Farway Common fly-in and BBQ on Saturday 20th and Sunday 21st June.

RAeS Meeting in June

Thursday 11th June 2015

Speaker: Sandra Bour-Schaeffer, Flight Test Engineer, Airbus

Subject: A320neo Flight Testing

The A320neo (new engine option) is Airbus' newest aircraft variant, due to enter service in late 2015. Its first flight took place on the 25th September 2014. Sandra Bour-Schaeffer was on board as a Flight Test Engineer and she will speak about the progress of the A320neo through its rigorous flight test programme.

Venue: Concorde Room, BAWA Leisure Centre 6.30pm – 589 Southmead Road, Filton, Bristol BS34 7RG

For enquiries contact Liz Cole (07450 210111, elizabeth.cole@airbus.com)

If you are planning to attend the lecture, you are kindly requested to register your attendance by clicking "Register Now" under the relevant lecture (Limited Seats available): <http://www.raesbristol.org.uk/>

LOOKING AHEAD:

Dunkeswell -4th, 5th and 6th July.

Pasty & Ice Cream Fly-in which takes place on Saturday 25th July 2015 at Bodmin Airfield.

You will notice that we are very happy to welcome vintage and classic vehicles to this event and will provide an area for their owners to show them off with pride. Pete White 07805 805679 PPR Bodmin 01208 821419

www.bodminairfield.com

Lundy Fly-in - Sunday 2nd August. Please remember to PPR beforehand as the airstrip requires a verbal brief especially if you have never landed there before.

**The bluebird carries
the sky on his back.**

Henry David Thoreau

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Can also be used with tents, canopies, pets, boats, hurricane protection satellite dishes, antennas, etc.

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Graham Clark: cgraham978@aol.com

Five Steps to (Soaring) Heaven by Graham Clark

Hoo-ray, and Up She Rises!" The variometer needle was pointing up, and off the clock! My German instructor Christoph Schneider in the back of the D-registered DG 1000T may not have been familiar with sounds of the old English sea shanty emanating lustily from the front. But he undoubtedly shared the sentiment as the snowy peaks of the southern Swiss Alps shrank almost silently and visibly beneath us, while we looked from the cockpit at 15,000 ft northwards towards Germany over a blanket of cloud. At regular intervals, he checked that my oxygen supply was still functioning properly. Now this, really was flying! A rare treat for a Jodel jockey: just the slightly varying whistle of the wind, sunshine, unlimited visibility, absence of vibration, and all the senses alive with the true magic of flight.



The Adventure begins!

Just south of the Swiss-Italian border the river Adda Valley runs from East to West into beautiful Lake Como, carrying white water canoeists through the town of Sondrio followed two miles later by the village of Caiolo. Here is a small airfield that is also home to the regional air ambulance helicopter and local flying club, whose members take the mountain scenery very much for granted. However, to call this mountain region spectacular is a gross understatement; 'breathtaking' is slightly nearer the mark. Given that Caiolo serves Lombardy's Valtelina ski area, the chopper is not short of clients.

Any pilot with even a basic PPL-level knowledge of 'met' will be well aware that mountain flying is an activity demanding huge caution, and not for the faint-hearted or unwary. It is best approached with the aid of an instructor who knows the region and its quirks better than the back of his hand.

It was with this in mind that your scribe signed up for a couple of weeks in April with the Segelflugschule Oerlinghausen, a training organisation run by Germany's National Aero Club (DAeC). Each year, the school runs mountain flying courses; in the spring the course is held at Sondrio in Italy, while in the autumn it is in the

French Maritime Alps. Although the courses are intended primarily for soaring pilots, quite obviously it is also a fabulous experience for the powered pilot both in terms of what one can learn about the mountains and weather, but also the thrill of experiencing mountain flying at its best and in safe company. Opportunities like this are rare.

Location, Location, Location

The Oerlinghausen School has been running courses at Sondrio for more than 20 years and operates using the airfield facilities loaned by the Caiolo Flying Club. There are of course some special local rules, one of which is that the instant the rescue chopper crew starts their engines, everything else stops on the ground to ensure the emergency response is not hindered for even one second.

Otherwise, from Monday to Friday the Oerlinghausen trainees or participants – consisting of a mixture of student and licensed pilots of various skill levels, some bringing their own aircraft – have the place more or less to themselves. The course members and instructors all pull together on the ground to get the maximum out of the flying opportunities for all.

Each day begins with a weather briefing and a reminder of the safety essentials, both on the ground and in the air. Some of these concepts are new to a powered pilot, while others are a reminder to the experienced soaring pilot. What changes with the years and the seasons are the emergency landing fields, which are few and far between. The main River Adda Valley has side-arms into the east-west mountain ranges north and south. It is quite possible to explore these side arms in a sailplane, provided that it has sufficient height in reserve to make it back through the side arm valley to the main River Adda Valley, and thence to Caiolo.



Graham in the rear seat about to set off.....

The Oerlinghausen School uses its own Pawnee tug – previously registered in both the UK and Sweden but now on the D-register – and a Rotax-powered SF25 Falke motor glider. The Falke also has a tow hook, so can add to the launch rate and is available for hire when not tugging. Since nobody flies circuits – it is quite usual for a glider to be up for three hours and then pull the airbrakes so the next one on the list has his chance – the two tugs spend most of their time on the ground. The School also brings the necessary soaring hardware; modern glass sailplanes whose low drag coefficient would shame many a 'modern' light aircraft designer.

Getting through the briefing is the first step to aviation heaven. Step two is about to begin: an aero-tow behind the Pawnee. Today with a strong north-westerly at altitude, there was a chance of wave so before climbing in Christoph urged me to don several layers of warm clothing; just as well I had my poser Nomex flying suit handy. But the footwear.... Ah, a bit of a problem here because although my comfortable all-terrain walking shoes are great for yomping around an airfield and local footpaths, they were unlikely to cut the mustard at altitude. Well, needs must. So out of the rucksack came two supermarket plastic shopping bags and a reel of parcel tape; one bag for each foot, and parcel tape for the ankles. Job done, chute on, sunglasses, anti UV-hat and some sun lotion and we are ready to climb in, harness on and do the pre-launch checks: Controls, ballast, straps, instrument, trim, canopy locked and airbrakes in. Oxygen bottle charged and breathing cannula at the ready. Since this is a DG1000T, flaps up, gear down and locked.

Pilot X again

Earlier in the day, a single-seater behind the Pawnee had not got 100 yards when there was an expensive scraping sound as the glass belly scraped along the tarmac.... Oh dear. Pilot X at work again.

Spared that embarrassment, the DG trundles along the runway behind the accelerating tug and the duo leave the runway. Now begins a period of intense concentration for me to visually nail the tug tailplane in-line with the rear view picture of the tug's tailplane and wings. We are in a narrow valley and surrounded on all sides by mountains, so there is no terrestrial horizon reference, but I am aided by the Pawnee's red-yellow colour scheme, which gives an immediate indication should I start to drift above or below the optimum position. If the tug hits lift or sink, I see the difference at once and make a correction. The Adda Valley is fairly narrow at its base and the tug pilot's task is now to tow us if possible through ascending air. At this time of the day, the sun's main radiation is on the southwest-facing slopes of the north side of the valley, and there is anabatic slope lift. But the ascending air is in a narrow band extending only about 100 metres from the slope. The tug pilot and Christoph are fully paid-up members of the tree-hugging brigade, but if you have been brought up on the UK CAA diet of 'no closer than 500 ft....', at the end

of a 50 metre tow rope and 50 feet from the nearest trees, you just grit your teeth and focus on the red and yellow stripes of the tug directly ahead and hope that he knows what he is doing. Because I don't.

Reaching the end of the south-west slope just north of Caiolo, we run out of slope lift and are back into Avgas mode, with the Pawnee now commencing a gentle curve towards the southern side of the valley, before returning to the southwest slope. Christoph asks if I want to risk the expense of some more height in the hope that we may contact wave later in the flight. "You bet".

Having taken all that the slope will give us, the tug proceeds towards a ridge rising a little further east and we cast off. The tug dives away to the right and we nudge left a little. Clunk: gear up. There is another glider in that



The Oerlinghausen Pawnee leads the 18-metre two-seat Discus 2 Eastwards along the valley towards Sondrio, sniffing for anabatic lift.

vicinity which looks as if it may have found the third step: a weak thermal moving up a 45 degree rising ridge between west- and south-facing slopes. By the time we arrive at the ridge the pattern is established: approach the slope at a shallow angle; follow the slope for 800 metres east, then turn away from the slope, right through 180 degrees to return to the mountain-side at a shallow angle, keeping an eye on the other fellow. On arrival at the rising ridge, we are to turn right around the corner in the expectation that the air is rising there also, before turning left and back around the corner. "Careful to keep enough space between your wingtip and the trees", says Christoph, mindful that your scribe is new to this game. Back around the corner, another glider is coming towards us nearly head-on, and the FLARM bleeps a warning and we move right in plenty of time to give him room.

Following this figure of eight pattern up the ridge, we eventually reach a domed snowy plateau at about 4,000 ft, and see that a Cumulus cloud is forming not far away but somewhat out towards the valley, blown there by the north-westerly wind. It is still out of reach,

so we persist with the plateau for a few more minutes, still gaining height. Having reached the top of the plateau, Christoph then suggests we backtrack towards the cloud we had seen forming over the valley, and sure enough we make contact with a thermal for stage four of the adventure. "Hoo-ray and up she rises!"

Here we go!

We were soon joined by another sailplane from Sondrio that had been loitering in our vicinity. Our FLARMS (Flight Alarm; essential for Alpine flying in a sailplane, light aircraft or helicopter) did their job, aiding our choice of lookout and separation. This progress was spotted by a large eagle, which decided that our thermal was stronger than his. He joined us, located the thermal core in seconds and was soon out of sight.

Having reached cloud base, Christoph suggested we head back north over the plateau and a peak at 6000 ft under a cloud that was still building. Now at 10,000 ft, Christoph told me to insert the oxygen cannula in my nostrils and check the oxygen flow. Equipped with more than ample altitude to return to Sondrio if things did not work out, we headed north over a deep side-valley and under the cloud from where we continued upwind. "A

few degrees left!", said Christoph. And then it happened: Step five. Wave.

We flew upwind from the cloud, slightly to the right of the northwest wind surface direction, looking for lift. Then suddenly, there is a slight buffet, followed by absolutely smooth air. The vario needle goes from slight sink to climb, and then moves inexorably: + 3,4, 5, 6, 7 metres per second and then it is against the upper stop on the dial. Rate of climb? Ask the Angel Gabriel. So instead, we must watch the altimeter, since there is controlled airspace above for the jet traffic heading towards Milan about 50 miles away to the South West.

The unlimited view over the snow-covered Alps and cloud blanket into Switzerland towards Germany is incredible; below us, all is clear. Soon, we have maxed out on height and at 15,000 ft may go no further. Also, the clock is ticking and another pilot is no doubt keen to ascend the five steps. However, there is sufficient time to do some local sightseeing and we begin to cruise along the peaks marking the Italian-Swiss border, ex-

ploring the corners where Christoph knows from experience that we may still find lift. We glide over and alongside a fissured glacier, cross the valley to explore another rocky face, and wend our way back to the Adda Valley where the slope lift is still working. However, after three hours we really must pull the plug. It is time to land and thaw out, so we get ready for the landing by positioning the glider at about 1,000 ft AGL opposite the touchdown point and lower the gear. During the flight, my upper torso, arms and hands were all exposed to sunshine under the canopy and are still comfortable. But the lower half was out of the direct sunlight and towards the end of the flight I began to feel the cold. The plastic bags had retained much warmth around my feet and ankles, but on landing I was surprised to see that the inside of the bags were covered with condensation, and my walking shoes and socks were quite wet: off with the tape and bags, and into the sunshine and soon, everything was dry.



The River Adda valley looking west towards Lake Como.

Soaring is addictive, but the experiences outlined above are not standard fare for the average British flyer, whether he is a regular glider pilot or not. If you should ever get the chance to take these five steps to soaring heaven, don't hesitate. For me, as an experience it rates alongside my first solo, a long time ago.

Future Airspace Strategy VFR Implementation Group

This activity is now moving from the planning to the implementation stage. For this, assistance is required from all those with an interest in the VFR service provided. This is not just an LAA activity - all relevant VFR users are involved, including the military and some commercial operations (eg offshore helicopters). Please take a look at <http://fasvig.org/volunteer> and add your name to the list of volunteers. This initiative needs as wide a spectrum of VFR flyers as possible - and it is the opportunity for real change. But it needs your help. Trevor Wilcock