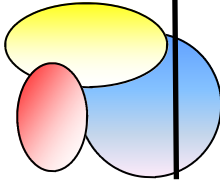




[www.bristolwing.flyer.co.uk](http://www.bristolwing.flyer.co.uk)



# Bristol Wings



Newsletter of the LAA Bristol Wing

March 2008

## NEXT MEETING - BRISTOL AERO COLLECTION

The Aero Collection Museum at Kemble covers the development of the company from its parent of the Bristol Tramway and Carriage Company, to the Bristol Aeroplane Company. As such the museum focuses on the company history rather than a collection of aircraft, though there is a replica Bristol Babe bi-plane, an early Harrier used for experiments into a sort of after-burner to make it super-sonic, a Bristol Sycamore helicopter and the Bristol Type 173 twin-rotor helicopter, a proto-type for the Belvedere.

A recent major project that has been started is the Bolingbroke Restoration (a Canadian-built Bristol Blenheim IV) taking place largely at Patchway. Messier-Dowty are doing the undercarriage at Gloucester, Rolls-Royce Heritage are restoring the Mercury engines and the City of Bristol College is working on repairing the centre wing section. The aim is to restore 9048 to museum display standard; there simply isn't time, manpower or the resources for a flying restoration.

Lots of details about the Aero Collection can be found at [www.bristol aero.com](http://www.bristol aero.com), as well as a presentation on the Bolingbroke and how it was brought back from Chino Airport, near Los Angeles after 50 years of lying around in pieces. There's also details of how you can help the charity through volunteering, funding, or simply visiting.

Bill Morgan will be our speaker next Thursday – a thoroughly good chap who worked tirelessly to arrange the Bolingbroke recovery, and continues to do so on the restoration and the educational opportunities it presently offers. After National Service, Bill was sent to Cuba and Argentina to look after Britannia operations then in the mid 60s to Virginia for the introduction of the BAC 1-11 into airline service. After the cancelled BAC 3-11 he worked on Concorde Support, the build of BAC 1-11s in Romania and the international design and build programmes for the A320, 330 and 340. Then in the late 80s he went back to working in Virginia until retirement in 1992. We look forward to meeting Bill on the 13th.

## LAST MONTH - MODEL SHOW

The move to room 4 next door gave us much more space to enjoy the delights of the current developments in radio model technology. Members brought along a variety of models constructed of a range of materials from balsa wood through to GRP and plastic. Some were static, some large scale glow motor and others electric. There was a predominance of electric 'hover' aircraft, mainly because these could be flown on the night. Also, we had a couple of flight simulators to provide an introduction for novice flyers, and an archive feature by BBC Points West on flying model helicopters.



We were treated to a few demonstrations by Martin Briggs of Rotorsport, showing how to 'really control' the helicopters, and the star of the evening was probably the twin rotor Chinook which really looked the part when flown so expertly. Great fun was also had by three pilots flying their 'Robocopters' at the same time with some close encounters causing great amusement. Martin also provided much appreciated assistance to a few Wing members who were having problems setting up their models, or just needing confidence to see that it really could fly!

A slight change from our usual evening, but one much enjoyed by everyone who came along.

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## Great Vintage Flying Weekend - cancelled

Many of you will by now be aware that this wonderful event planned to be held at Hullavington Airfield on 16-18th May 2008 has had to be cancelled. Terry Booker had to make this sad announcement after a major sponsor withdrew and he, understandably, feels that he cannot afford to continue to personally underwrite the event. Please note that all other Vintage Flying events planned for this year *will* take place.

## Where to go in March

Free landing vouchers valid during March in:

**Flyer Magazine:** Dunkeswell, Eaglescott, Gigha and Wycombe Air Park.

**Today's Pilot:** Bagby, Campbeltown, Fishburn and Old Buckenham.

**Pilot Magazine:** Coventry, Eshott, Newtownards, North Coates, Sandtoft and Seething.

### March

15th - Turweston - CAA Mode S consultation briefing 10:30am. Call Penny on [penny.sharpe@laa.uk.com](mailto:penny.sharpe@laa.uk.com)

21st - 24th March - Halfpenny Green half-price landings over Easter. See voucher below.

23rd - Henstridge - LAA Wessex Strut Fly-in - 01963-32101/ 01963-364231

### April

19th - LAA Bulletin Board fly-out - see BB for details.

### May

25 / 26th - Goodwood Aero Club - Vintage fly-in and Air display- 01243 755087

More fuel evaporates from car fuel tanks every year than is used by General Aviation in the UK

## Looking ahead... Future Wing meetings

**Thursday 8th May** - John Stennard - The story of a lost Lancaster.

## Member's News

Your Editors, Ian & Mary Leader, are off 'down under' for 6 weeks so the April (and possibly the May Issue) Bristol Wing Newsletter will be produced by our Co-ordinator Steve. If you have any items for inclusion next month please get them to Steve in time for publication at the beginning of April.



**LANDING FEE VOUCHER**

**HALF PRICE LANDING FEE FOR VISITORS**

REGISTRATION .....

**EASTER**

**Friday 21<sup>st</sup> to Monday 24<sup>th</sup>**

**March 2008**

**HALFPENNY GREEN**

**EASTER 2008 LANDING FEES**

Landing fees reduced for visiting aircraft

Single engine fixed & rotary aircraft £5

Twins up to 3 tonnes £12.50

Microlights £3.50

...throughout the Easter 2008 Weekend – Friday 21<sup>st</sup> to Monday 24<sup>th</sup> March

**Café open every day.**

(Does not apply to training flights. Our Training Deal is still available – as many circuits as you like plus a full-stop landing for £25 (singles) or £45 (twins))

Please print the voucher and present it on arrival (psssst... pass it on)

## Magazines looking for a home

Keith Lang has contacted LAA HQ with the following message:

I have lots of magazines about flying, mainly Popular Flying magazines some going back to the 70s which belonged to my late father. I am now in the process of sorting his things out, can you tell me if the magazines are worth anything or should I just recycle them?

Many thanks, Keith Lang - Phone: 01935 389419

eMail: [klegandsue@tiscali.co.uk](mailto:klegandsue@tiscali.co.uk)

If you can help Keith by taking the magazines please contact him direct. Eds

## Member's Wings - MAGIC CARPET. WOVEN IN WOOD

We don't know where the wood came from, but Jodel Sicile Record G-BHTC was born as F-BMGR Serial Number 581 by Avions Pierre Robin at the Centre Est Aeronautique near Dijon, France on 4 August 1964, jointly designed by Jean Delemontez and Pierre Robin. This still modern-looking aircraft is now 44 years old but looks more like Sweet Sixteen. She still has the original panel, with a VHF COM, VOR and Mode A Transponder squeezed in stack between the floor and main panel. So sad to report, there is no space for a GPS. But Graham's Positioning System seems to work well enough. The previous owners included a carpet dealer, so the carpets came from a roll originally intended to fly in a BA Concorde.

The DR1051-M1 is known amongst the Jodel cogniscenti as the 'Ultimate Ambassadeur'. The wing is the same as that on any other DR105: 1050 indicates an 0-200 engine; while 1051 signals the presence of the mighty Potez 4E-20A. The much-maligned Potez has strengths and weaknesses. The strength is that in full race trim (polished ports etc.) it would give up to 117 hp, a feature which was used to great advantage by Pierre Robin when he and his wife entered the Round Sicily Air Races of the mid-1960s, and knocked the spots off all the spamcans in sight. The extra muscle (officially 105 hp) makes a huge difference when hauling three adults out of Oaksey Park, non-stop to Co. Durham. Been there, done that. What a flight, up the East Coast of England!

The -M1 bit of DR1051-M1 indicates that this Jodel has a swept fin and the 'monobloc' one-piece tailplane, increasing the maximum permissible CG range to the rear by 10 cm. The swept fin looks great, but the fin/rudder combination is a bit weak for sideslipping. But with under-wing air brakes, that is no problem; and when it comes to the touchdown, the low wing cushions the arrival in exactly the manner of any Jodel. It's hard to go wrong. Together with the Potez, these features convert a marginal three-seater into a genuine three-seater, or a two-seater plus loadsabaggage for touring.

Ah Yes! Touring: Over the years (since 1992) Graham has been flown by magic carpet over much of Europe: France, Belgium, Denmark, Poland, Germany, Austria, Switzerland, plus the many wonderful farmstrip fly-ins that we enjoy so much.

Graham originally purchased TC at Squires Gate, Blackpool, when it was surrendered as a white hangar queen by a group then in the process of dissolving. Graham was really looking for a two-seat Permit Jodel, but could not find one; nor did he have the time/place to build. Those who have them, keep them. Over the years, the aircraft has been gradually improved with the help of Bristol PFA Strut Members (as we were then), in particular engine guru Pete Hicks, plus major help from others including Ian Leader and Steve Neale. When the inevitable time came to renew the fabric, Pete Hicks' son Ed drew up the colour scheme, which was then back to the original. Since then, TC has acquired a new set of Plexiglas contact lenses and lipstick. The engine has been out and in a couple of times, now much improved by the ministrations of Charles Ollivier in La Rochelle: out went the old starter motor and generator. In came an automotive starter motor, an alternator and Lycoming oil cooler; next on the list (as soon as we are on LAA Permit) Slick magnetos.

Graham says that one of the delights of owning TC has been the pleasure derived from meeting people like Charles Ollivier and the Hicks gang, all over Europe. What a toy! What fun!

## Mode S Transponders, Consultation Briefing

The CAA are holding a presentation on the second consultation of Mode S. This will take place on the **15th March at Turweston Aerodrome at 10.30 am**. If you wish to attend, please let me know as soon as possible. ([penny.sharpe@laa.uk.com](mailto:penny.sharpe@laa.uk.com))

There is no charge and places may be limited as it is open to anyone, not just LAA members.

## LAA National Council Meeting - Saturday 8th March

Dave Hall and Steve Neale, our Wing Co-ordinator, will be attending this meeting as Graham, our NC Rep, cannot make it this time. Amongst the Agenda items being discussed are: LAA Heritage, the proposal to set up a web based Strut, and the future of the Trophies usually presented at the PFA Rally. If you have any views on these subjects please speak to Steve by the evening of Friday 7th March, so he can take them to the meeting.

## Dzus fasteners

Devon Strut has circulated the following appeal, can any of our Wing members help?

I have made new engine baffles and I am re painting the cowlings. I have come across a small stumbling block. Two of the Dzus grommets on the centre top cowl piece have worn through and need replacing. I have bought new grommets but baulked at £40 for the tool to put them in. Do you know anybody who might loan me the MS-05 tool for putting the grommets in?

[brianrobe@btinternet.com](mailto:brianrobe@btinternet.com)





# 2008 Coaching Days

**Pilot Coaching Scheme**

## “Learn to enjoy your flying”

Inject some fun into your flying this year by joining us at the Pilot Coaching Scheme “Coaching Days”. Anyone is welcome to come along, all we ask is that you are an LAA member to take advantage of the day’s events.

### Coaching Day Activities

- FREE morning training sessions available
- Coaching Corner—training advice for all
- Spot Landing
- Flour Bombing
- Prize Giving

All PCS Coaches are CAA rated FIs or CRIs, and “R” Examiners, so can help you complete your Biennial Review, or other general practise or revision. Coaching is available to any LAA member who owns an aircraft: C of A, Permit to Fly, or microlight.

Contact LAA Head Office for more information. Please ensure you register for these events, so that we can ensure sufficient coaches are available.

4 May	Brighton
26 July	Sywell
5 October	Popham

[www.laa.uk.com](http://www.laa.uk.com)

## Training

FREE flying training is available in the morning with LAA Coaches, for those who would like a little practise for the afternoon’s competitions.



## Flour Bombing

Try your hand at our flour bombing competition. You provide the flour, we provide the “Rule 5” exemption. Do make sure you bring an aircraft with a window that opens!

**Prizes for the best flour bomber, on-the-spot landing, and you nominate your “coach of the day”!**

## Spot Landing

The rules are simple: perfectly plant your plane! Now’s your chance to improve your precision landings. Our coaches can assist if you would like an extra pair of eyes and ears with you, or we’ll join the crowd and watch you from the ground!

**Join the Light Aircraft Association today for less than £5 per month. Your subscription includes a monthly magazine delivered to your door and access to member benefits including the Pilot Coaching Scheme.**

Light Aircraft Association  
Turweston Aerodrome, Nr Brackley, Northants. NN13 5YD  
Tel: 01280 846 786

## Gremline - the online flight safety digest - [www.gremline.com](http://www.gremline.com)

Gremline is an independent online magazine dedicated to the dissemination of information on flight safety to the General Aviation community. The website is updated at monthly intervals, with interim updates on matters of pressing concern. The Flight Safety Digest comprises independent editorial comment on flight safety matters and authoritative technical articles.

Click on the link above to enter. Select “The Cockpit” to see the list of articles available.

*Just added (28th Feb): Decision Making – Why We Get It Wrong*

*An understanding of the psychology and mechanics of decision making can help pilots prevent incidents deteriorating into accidents.*

**A REMINDER** (More details on our Forum page)

Extension to London Area Lower Airspace Radar Service (LARS)

From 01-19 March, the LARS North sector, covering the airspace around Luton and Stansted, will be open on frequency 132.8 MHz from 10.00-16.00 local time for controller training. It is vital that you use the service during this period.

From 20-31 March, LARS East (123.225 MHz) and the new North (132.8 MHz) sectors will operate from 10.00-17.00 local time.

LARS West (125.25 MHz) will continue to operate throughout without disruption from 08.00 – 20.00.

From 1 April all three sectors will operate from 08.00-20.00 local time, seven days a week except for Christmas and Boxing Days when all three will be closed.

*Eds note: We consider the above website to have useful information which is free to pilots, but the concept is commercially oriented in order to pay their bills! Throughout the website you will find advertising banners, and being a non-commercial newsletter we take no responsibility for these or associated advertising techniques.*

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