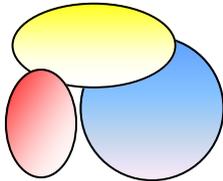




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Bristol Wings



Newsletter of the LAA Bristol Wing

March 2013

NEXT MEETING— B-36 Peacemaker and Lacock

On Wednesday 6th March Paul Moran will be giving us a photo slide show with film clips presentation on the B-36 Peacemaker. It has six prop pusher engines and four jet engines!! A huge aeroplane. The lecture will take us through the development, and some of the experiments to launch and retrieve a fighter from underneath it. They even tried caterpillar undercarriage; amazing development time.

It will also concentrate on a crash of one of them at Lacock in 1953.

As usual we gather at 7.30 and the presentation starts about 7.45 Room 7 at BAWA.

Inside this issue:

Next Meeting: B36	1
Where to go? Free Landings	2
Picture Quiz	2
Discount on new charts	3
Edwin's Eccentricity—Part 4	4/5/6



LAST MEETING— Flying in 2012

Several members talked about and illustrated their flying achievements (despite the weather!) in 2012. Destinations included Alderney, France, Germany, the Isle of Man and the US, as well as the UK mainland.

Thank you David, Graham, Phillip, Tom and Trevor.

Also Paul Moran gave us a preview of this month's talk.

Hopefully the weather gods will be kind to us this year and allow even more flights to new destinations

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Where to go...

Free landing vouchers for **March 2013**

Flyer: , Bodmin, Barton, Cumbernauld, Enniskellen, Fenland, Shobdon.

Pilot: .Eaglescott, Full Sutton, Cotswold (Kemble), Longside

Please note: **Henstridge Easter Fly-In** is on **1st April (Easter Monday)**.

This is to celebrate the 70th Anniversary of Henstridge Airfield. Therefore it has been decided to celebrate the opening of HMS. Dipper (as it was called during the war) with the Wessex Strut fly-in. Other activities are being worked on and planned also. If you happen to know anyone who worked on the building of the airfield or was employed during the war as well as afterwards when Bristow Helicopters were based there please can you put them in touch, (let Mary know and she'll pass it on) as they would like to build up a history with personal stories if possible.

**The exhilaration of flying
is too keen, the pleasure
too great, for it to be
neglected as a sport.**

Orville Wright

Next month's Wing Meeting—3rd April Manuel Queiroz on Avionics

Forthcoming Event: Skittles Evening—Friday 12th April at RAFA , Carlton Lodge, 38 Eastfield (note: not Eastfield Road), Westbury-on-Trym, 7.00 for 7.30. Hot and cold buffet provided.

Picture Quiz

Last month's Picture Quiz clue

Approximate date of photo and present location required. British, of course

Three people have offered answers to this puzzle:

John Shufflebottom says *"I think the mystery aircraft is the Ward Gnome, once billed as the UK's smallest plane and I think it is hanging in a hanger roof at Brighton"*

Alan George writes: *"The giveaway is the Douglas engine as power plant, made in Bristol and originally for a motorcycle so it falls into one of my interests. The aircraft is the only Ward Gnome that is currently hanging from a hangar roof at Brighton in Yorkshire. No idea when the picture was taken though."*

Edwin Shackleton also gave the correct answer with the added information that The War Gnome's reg is G-AXEI and it has been at Tattershall in a non flying condition.

No one has been able to offer a date for the photo. Trevor says it is about 1967.

This Month's picture is here, and the question is **"What and why?"**.



CAA News

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

Safety Data - General Aviation Reports— Occurrence list December 2012: <http://www.caa.co.uk/docs/33/General%20Aviation%20Occurrences%20recorded%20between%2001%20December%20and%2031%20December%202012.pdf>

Safety Data - General Aviation Reports— Occurrence list January 2013: <http://www.caa.co.uk/docs/33/General%20Aviation%20Report%2001%20Jan%202013%20and%2031%20Jan%202013.pdf>

IN-2013/025: National Permit To Fly: Withdrawal of Revalidation Surveys carried out by the CAA outside the United Kingdom.

...the CAA has decided that, as aircraft holding a National PTF are intended to be operated principally within United Kingdom airspace and that certain approved organisations may be able to revalidate a PTF, the CAA will no longer continue to offer this service. Accordingly, other than in exceptional circumstances, with effect from the 1 January 2014, the CAA will no longer undertake the survey of aircraft for the revalidation of a National Permit to Fly and issue Certificates of Validity (C of V) when the aircraft is located outside the United Kingdom.

BAC ANNUAL DINNER



The dinner will be held at **BAWA on 15th March** and all Bristol Wing members are cordially invited to join them. The meal costs £20 per head and there will be a choice of starters and sweets (to be made on the evening), but Philip needs to know your preference for main courses in advance. Please indicate if you prefer Roasted Topside of Scottish free range Beef, Supreme of Chicken with a Claret Sauce, or Farmhouse Cheddar Cheese Tartlet. Dress code is "Smart Casual".

During the evening there will also be a raffle with all proceeds going to The Great Western Air Ambulance. If you would like to donate any prizes (bottles, chocolates, etc) please contact me or bring them along on the evening.

Deadline for tickets is Monday 4th March 2013 so there is still time (just) to let Phil know if you will be going so please contact him by e-mail: Philip@green1454.fsnet.co.uk. This is always a very enjoyable evening.



UNDER-USED 3/4-SEAT JODEL

.....seeks another careful driver on a non-equity basis to ensure regular lubrication and ventilation from a grass airfield. Tail-wheel rating and no accident record essential. Spanner assistance welcome, but not essential.

Call Graham: 01454 618218 or e-mail cgraham978@aol.com

20% discount on new 1/2 mil charts

Dave Hall writes:

Hello All,

I see that Flightstore is offering its usual 20% discount on the new chart, to be published on **March 7th**.

As long as there's an order for at least 3 then postage is free, so the cost would be just £12.79 per chart instead of £15.99.

The slight snag is that the publication date is just after our next Strut meeting, so it might be best to get into local or airfield groups of 3 or more so you get them more promptly than the April meeting.

Please let Mary or myself know as soon as you receive this newsletter if you would like me to add you to the orders and we can work out a system of distribution.

EDWIN'S ECCENTRICITY Part 4

Continuing the story from Sept '92

A press preview on 2 Sept '92 by Hanson at Blackbushe featured the revolutionary MD520N helicopter with its NOTAR (no tail rotor). With its lack of tail rotor, noise level was half that of the normal version and safety was shown by "rear" flights towards trees!



McDonnell MD520N Type No 446

Scarce light plane flights were Cessna 165 Airmaster, Stemme S10 motor glider and Luton Major (which was under build for some 20 years).

October 1 - Peter March and I were off to Houston on a Delta Tristar and MD88 to "Wings over Houston" and Midland Confederate Air Force events. A surprise was a trip with Sam Korth in his egg-shaped Questair Venture (280HP Lycoming) light plane and we did a 230 mph beat up. Our journey continued by Delta Tristar, Boeing 737 and 767 then American Eagle Saab 340 to Midland/Odessa Confederate Air Force Show. In absolute contrast, I flew in a Curtiss C-46 Commando, largest and heaviest US transport of WW2. Next day I had a most exciting trip in a 2-seat Lockheed P38J Lightning (modified from the WW2 single seater).



P-38 Lightning 11 Oct 1992

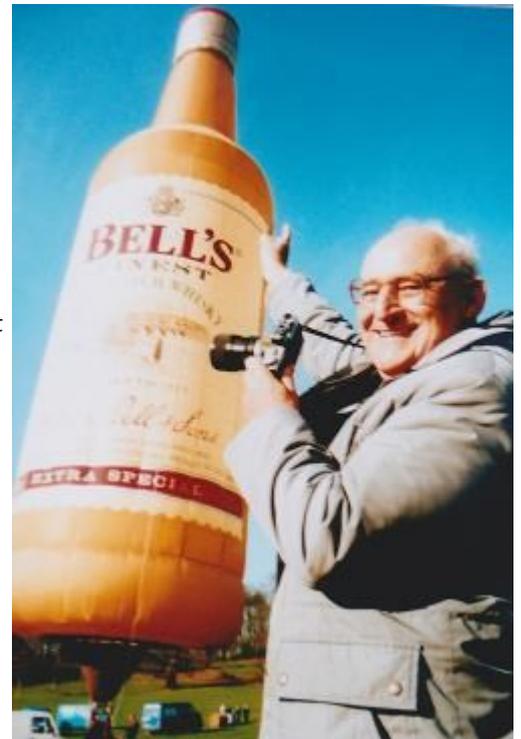
Back home I flew in the weird Dragon Srs 150, also Jodel D140 and Aeronca L-3 Defender. Five days later, I flew with designer/builder Peter Phillips in his Phillips Speedtwin from Badminton; in 50 minutes we were photographed from a formation Cessna 172 (Peter March), a quartet of stalls, barrel

rolls, even an air-to-air inverted flight photo. And the year finished with a Mudry CAP 10B from the private airfield at Rendcomb.

1993 saw the launch of the wonderful Van's lightplane - I flew with Ray Harper in the first UK RV6.

On the 50th anniversary of my first flight Dave Partridge flew me in a Bell's Whisky bottle-shaped hot air balloon from Ashton Park, just half a mile in 10 minutes but well-reported in the Bristol Evening Post. Next type was a Varga Kachina, then much faster in a Learjet 55 executive jet from Bristol to Biggin Hill. Return flight (after a taxi to Fair Oaks) was in a Rockwell Turbo Commander 690. In contrast my next flight was in a Van's RV4 then an Auster 5.

An extra-special trip was in the Royal Navy Historic Flight Fairey Firefly AS5 which was shortened by local fog but covered by HTV News. Rather different was in the Thunder Colt two-seat helium airship G-ZEPY from Rednal, Shropshire. Flights in an Aero Design Pulsar, my first Denney Kitfox and a Jodel DR200 were enjoyed at the Dunkeswell '93 Rally.



Very large Bell's Whisky Bottle!

Dave Coombes, CFI of the Aeros Flying Club (Gloucester) had promised to fly me in a locally-owned Lake LA-4 amphibian. Dave did 3 water landings in the murky water of the River Severn just off Berkeley power station in quite a fast current. Then I had a local flight from Finmere in a Waco YKS-7 cabin biplane.

A much longer promise was with Harry Camm in his Jersey-based Dornier Do 28 (the only UK-based Do28 still). Irene loved Jersey so, at last, we had a 3-day trip (by BAe 146 from Gatwick). Harry flew us towards the French coast and over the Minquiers Rocks and Gorey in his lovely twin Do 28 - mission complete! A few days later Hugh Jenner (Virgin 747 captain) flew me from Rochester Airport in the only Luton Duet which was built by Alf Knowles (ex PFA Chairman). Soon after I flew from Shoreham in the 61 year old Robinson Redwing, piloted by John Pothecary who had owned it for 30 years. Next was the only European-owned Mooney M10 Cadet. Owner Dave Vernon had flown it from LA to Miami, but after a short UK spell it now lives back in the USA.

Two very similar types, the Culver Cadet and Helton Lark, were owned by two brothers, both aircraft based at Booker, and I was able to fly in both in late June '93.

For the Wroughton PFA Rally I was asked to write the PFA magazine report for the "Best Rally Ever". The Friday arrival total topped over 500. I was only able to add one new type, the LET Vivat motor glider on a Flyer Magazine press flight. A new venue for me was the Black Mountains glider field at Talgarth. I flew in an ICA IS 32 glider in my first "glide" to exceed 1 hour. Next new type was an Aviasud Mistral biplane from its Olney farm strip then, in contrast, was an aerobatic flight with Mark Jefferies in his Yak 52 from his Little Gransden base.

Four balloon flights from 3 venues within 20 days included an Airtour AH 56 and Cameron RX 100 from Northampton, Colt 300 near Hartley Wintney and Cameron "All Star" shoe shape from Littlecote House (near Hungerford).

Another trip to the USA, primarily to the Confederate Air Force (1993) started with a new airliner type, the McDonnell Douglas MD-11. First new type (lasting 30 minutes) was in the B-24 Liberator "Diamond Lil", then the only airworthy Stinson L-1 Vigilant and the Chinese-built Nanchang CJ-6 trainer. Off to Alliance (Fort Worth) where I was soon airborne in a 1946 built Johnson Rocket (only 19 were made). Then I flew with Charlie Hillard (World Aerobatic Champion in 1974) in his Grumman Wigeon including a water landing on Eagle Mountain Lake.

Peter March and I stayed with Bryan Woodford. Neil Anderson (ex GD Chief Test Pilot) flew me in their jointly-owned North American T-28 to 8000 ft, a loop and a roll, then a runway pass at 280 mph, all in 25 minutes. My final USA "types" were a Beech Bonanza and a Bellanca 17 Super Viking from Kickapoo Airport. A few hours later, I was in a Jetstream 31 bound for Dallas/Fort Worth - my album heading says "no stewardess, no drinks, just turbulence!" and home by American Airlines MD-11.

After a bad weather spell, a flight in the 4-seat Yak 18T from White Waltham was welcome, then a local flight from Filton in an American Blimp Corporation airship which added variety. First new type of 1994 was in the new Robinson R44, appropriately registered G-IVIV, first in the UK and covered by Anglia TV.

An absolutely wonderful flight for my 500th type - HS Gnat flown by Chief Pilot of Martin Baker, Stan Hodgkins, on a low level trip never to be forgotten

From Dundee Riverside, I flew in the homebuilt Turner T-40, flown by builder David MacIntyre. He flew it to the PFA Cranfield Rally in 1995.

A very different type was the twin turboprop pusher Piaggio Avanti from Cranfield, so quiet for the 8 passengers and at over 300 mph. I had longed to fly in a Bolkow 105 helicopter and my chance came on a delivery flight to Lincoln. From Gloucester, en route, we landed at Nottingham Hospital to demonstrate its suitability for the forthcoming role - then a long trip home by train and car!

In contrast I had a short flight in a Sukhoi Su 29 for a short aerobatic experience from White Waltham - then 4 days later in a Practavia Pilot Sprite at Tatenhill. Very contrasting was a press flight introduction (Lulsgate to Cornwall and back) in an Aer Lingus Airbus A330. Next type was a Technoavia SM 92 Finist (Beaver look-alike) that had flown from Russia to the Berlin Air Show, thence to UK. Also via Berlin was the Schweizer 330,

demonstrated at Oxford Airport.

Cranfield's PFA '94 Rally was a huge success with a weekend total of 1587 visiting aircraft (768 on the Saturday) and, again, I wrote the report! Also I flew in KZ III, Aero Commander 100, Christen Eagle and SMAN Petrel amphibian - making my total up to 513.

Later in July, I had a magnificent 2 hr sortie from Bournemouth Airport in a Dassault Falcon 20 on a Naval exercise which included Hunters and Hawks also HMS Broadsword and a Belgian Navy frigate.

In late July, Dave Stokes flew me in his Jodel 112 to an airstrip near Penzance, primarily for me to fly in a Rearwin 175 Skyranger. Eventually the flight 'happened', my 515th type.

I had yearned for a chance to fly in the Fauvel AV22 flying wing glider and eventually this materialized in a winch launch from Lasham, then in a Slingsby T-31 and a French-registered Breguet 904 Nymphale - all in one day. Shortly after, I flew in a Putzer Elster lightplane, appropriately with German military crosses.



Fauvel AV-22

Flying in the McDonnell Douglas MD-900 Explorer 'no tail rotor NOTAR' was achieved from Blackbushe. Although it was the 2nd prototype, it was the first to fly. This Farnborough '94 exhibit was making its European debut.

A 1994 visit to the Confederate Air Force was combined with an Aer Lingus story. So Peter March and I flew Bristol - Dublin - New York by Fokker 50 and Airbus A330. First new type was an ATR 72 to Midland, Texas. Next day I was quickly airborne in a Douglas A-26 Invader, then a North American B-26J Mitchell and a Merlin-engined Heinkel He 111 (1947 and built in Spain). The latter was amongst 5 warbirds being photographed from 3 different photo aircraft in an 80 minute flight!

My fortunes were completed in fine style in a 2-seat Hawker Sea Fury, re-engined with a 3000 hp Wright R-3350 radial engine.

After a few days on the ground, we were at "Wings over Houston". One of the show aircraft was a Grumman Showcat, a one-off conversion of the AgCat crop sprayer. The hopper was replaced with a 2 seat forward open cabin. I sat alongside a Channel 5 cameraman while Teresa Stokes (a professional wing-walker) stood on the lower wing; the pilot/owner was Gene Soucy (US aerobatic champion of '70, '71, '72). An absolutely unforgettable flight was wonderfully photographed (air-to-air) by Peter March - just great. Homeward flights were replicas - then I had to write Part 2 for Aer Lingus.

Next flight was in a 2-seat Evans VP-2 from a Cotswold strip (no 529). Air Atlantique had promised me a flight in a Lockheed L-188 Electra and this materialized in a night flight from Coventry

to Edinburgh. Flying at 18,000 ft, 330 kt cruise on a clear night and we were at Edinburgh in 52 minutes. Four tons of freight were loaded for delivery to Birmingham. Back to Coventry by road!!

I had noticed a rather different Bell 206 helicopter, viewed from my Filton house. Then I realized it must be the only UK Twin Ranger. I phoned Air Traffic who confirmed my guess. I was told that it was Cardiff-based (Veritair) and was due to depart. Luckily the pilot was nearby and he said that I was welcome to be aboard - so that was another type! A week later I flew in a newly-constructed homebuilt Jodel D18 from Henstridge - "bent wings are best".

My first flight of 1995 was thanks to a local paper competition - in an American Blimp Corp airship which included views of the new Severn Bridge under early construction. Then at a Wiltshire Icicle meet I flew in a Belgian-registered Cameron N 90 balloon - just one of 124 balloons that flew on that frosty morning.

Mike Whittaker had been doing some work on a CGS Hawk microlight so I was able to contrive a short flight from Wickwar with Mike.

Dave Neiman had imported a Thurston Teal light amphibian from Canada and I was able to arrange a flight from Turweston (G-OWET is now under new ownership). A lucky April 1st trip to Haverfordwest included two pre-arranged flights and one unexpected type. The latter was a Stoddard-Hamilton Glasair Super homebuilt. The duo were a Noble-Hardman Snowbird (last of 22 built) and a Kolb Twinstar with its slim tubular rear fuselage.

I flew in the Mignet HM 1000 Balerit from Henstridge to celebrate its type clearance and its first public appearance. The type had been operated in France for 10 years. At the Popham Microlight Fair (May '95) I flew in 4 new types - Huntwing 462 microlight, Murphy Maverick, Sherwood Ranger and HOAC Katana, then at a Wessex Strut gliding evening at Keevil, I added the Schempp-Hirth Janus glider.

My first experience of a powered parachute - a paraglider wing with a trike unit powered by a Rotax 503. I sat alongside the pilot Stuart Jones and we flew from a field between Cardiff and Newport - max speed 35 mph. On a trip to Yorkshire, I flew in a Rans S7 Courier, Zenair CH 701, Carlson Sparrow and first time in a Shaw Europa (the prototype, flown by Pete Clarke).



Grumman Showcat—pilot in rear seat, Edwin and I passenger in front seats with Teresa Stokes (a professional wing-walker) out on the wing.



Microchute UO—Edwin and Stuart Jones