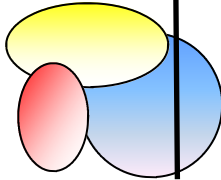




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Bristol Wings



Newsletter of the LAA Bristol Wing

November 2008

NEXT MEETING - GLIDER AWARENESS EVENING



THURSDAY 13th NOVEMBER 2008 -

Glider Awareness Talk - Julian Rees

Following on from our very successful and enjoyable Gliding Evening at Nympsfield in the summer (What summer?) we have now invited Julian to come and give us some more in-depth gen about gliding.

Julian is a member at BGGC and has been gliding for 30 years with 2500 hours experience, so he should know a thing or two! He

will be telling us a bit about himself, gliders in general and what they get up to including where we power pilots may be likely to find them in the air, and how best to avoid getting too close to them.

This should be a very interesting evening after which we will all be equipped with some important safety information and know more about yet another branch of general aviation.

LAST MEETING - BRISTOL WING AGM

There was the usual number of members at the AGM last month and some lively discussion took place when the subject of spending funds arose.

Steve confirmed that we had had an interesting year with a variety of speakers and successful visits, including the Gliding Evening at Nympsfield organised by Trevor Wilcock and also the visit to the Bristol Aero Collection Museum at Kemble organised by Dave Hall. Gordon confirmed that the funds were healthy and therefore it was agreed that the membership fee should remain at £10 with Family membership at £12.

The minutes of the AGM will be attached to this newsletter for all members to read.

Inside this issue:

Glider Awareness Evening	1
AGM	1
Where to go?	2
Member's Wings	2
LAA News	3
Picture Quiz	4

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Where to go in November

Free landing vouchers for November in:

Flyer Magazine: Panshanger, Sherburn, Sturgate and White Waltham

Pilot Magazine: Bagby, Beverley (Linley Hill), Dunkeswell, Old Sarum, Popham and Sandtoft .

Today's Pilot: Dunkeswell, Eaglescott, Kemble and Tibenham.

Light Aviation (LAA Mag): Bagby, Beverley and Bodmin,

Local RAEs Event details

Date: Thursday 20th November 2008

Title: Astrium Spaceplane, at the cross road of aeronautic and space

Speaker: Hugues Laporte-Wayvada, EADS Astrium Senior Vice President Deputy Chief Technical Officer

Location: CONCORDE Room, BAWA Leisure Centre, Southmead Rd, Filton

Future Dates for your diary

Thursday 11th December 2008 - Friendly Quiz Evening with Spike Parker

Thursday 8th January 2009 - ATSOCAS - Bristol Talk Conference Room 1 (new building-upstairs)

Colin Gill who is the Chair of the ATSOCAS Procedures Working Group and editor of CAP774 will tell us all about the forthcoming changes to ATC procedures. John Mayhew (NATS Bristol) who has spoken to us before will also be present at the meeting to answer any locally-related questions on this or any other air-traffic subject.

Member's Wings *This month we've asked Roy Amor to tell us about his aircraft. Here's what he has to say:*

I have pondered what to say about my Rans 503 Taildragger microlight, because most of you have seen plenty of them at fly-ins etc. I therefore thought you may be interested how I came to own one.

I, like most people when I was young, used to dream about being able to fly; never dreaming I would be able to afford it. However when I retired and was getting too old for water sports and skiing etc. It came about that a fly-in of weight shift aircraft took place in the field next to my caravan in Devon. I of course could not resist talking to some of the pilots who enthused me to meet a fellow named Will Knowles at Weston Zoyland, who would give me a trial lesson.

I duly found microlight flying was within my budget and learned to fly and get my licence.

In a hanger at Zoyland during this period was a Rans taildragger that I came to drool over which, incidentally, I never saw fly but to me it looked like a real aeroplane. It came about that I was finding my Flex Wing XL was getting heavy to handle and very cold on winter days in my gathering years and it was at about this time that I was to change my "Mondeo".

To cut a long story short, I had such a poor exchange offer for my car that I decided to have a look at a "Rans" advertised for sale over at Bradford on Avon. The owner, who had built a nose wheel Rans years before, had sold it - got fed up with nothing to do and built the taildragger on offer. For health reasons he had decided to sell it, having only done a small amount of flying hours in it.

He took me to his local airstrip, and I was so taken that I decided to forgo a new car and made an offer which he could not refuse and I was now the proud owner of Rans G-MYXP.

So all I can say is I've had great fun with my little aircraft despite the fact that it only has a limited range due to it being only a 503 Rotax engine and has only 35ltr fuel tank. The furthest I've flown is to the Isle of Wight, but others fly them all over Europe. Rans have stopped making the 503s, and now sell all new craft with the 912 engine and wing tanks which of course makes them far more suited to flying to Spain etc., as some of our club members did this year. (With a 503 you can fly at 60/70 miles/hr where as in a 912 you're up around 100 miles per hour).

One of the big advantages of the Rans is the large warm cockpit due to the glass all around. (You can now have cabin heaters fitted if you wish) I myself have not been cold even when flying in frosty weather. I also find I can handle the aircraft in poor weather conditions, which I was finding very difficult in the weight shift due to the strength needed to hold the bar.

I still have not changed my car which has now done 154000 miles and is still going strong, I've had the Rans six years and it's eight years old. I am seventy seven years old and hoping to get a few more years flying - God willing. Only trouble now is the insurance people keep loading my premium. Never mind, the sport keeps you young and it's good to be a member of the Bristol LAA Wing.

Enjoy your flying. Roy Amor

We have received the following from LAA HQ.

We've all heard about the latest news where OFCOM has set out plans to bring 'market forces' into maritime and civil aviation communications in a policy it calls Administered Incentive Pricing. This could affect all pilots in GA and also the RNLI charity.

LIFEBOAT crews fear being scuppered by crippling new charges for using their radios from OFCOM, the communications regulator. The RNLI could see the price of using its VHF emergency frequencies rise to £250,000 under plans to charge the full commercial rate.

The charity, which saves hundreds of lives every year currently pays an annual £48,000 at a discounted rate of 50 per cent. It relies on donations and fears the move will have a disastrous impact on fundraising. Peter Bradley, RNLI operations staff officer, said: 'It's a lot of money when you think in terms of lifeboat days and little old ladies collecting pound coins.'

'We could buy several inshore lifeboats for the same amount.'

'The Government rely on us to provide this search-and-rescue service, at a cost of £124 million a year, but they want to charge us for doing it!'

Please read the article from the following link:

<http://www.telegraph.co.uk/news/uknews/3089310/Radio-charges-may-force-lifeboat-stations-to-close.html> for a full explanation and if you feel strongly then click on the petition link:

<http://petitions.number10.gov.uk/RNLI-RF-licences/> and add your voice to help this worthwhile charity.

Organised by the HISTORIC AIRCRAFT ASSOCIATION

This year's Speakers:

John Forbat - Barnes Wallace, Inventor Extraordinaire

Eric Vendou Roe - Alliot Vendou Roe, the First British Aviator

George Ellis - Flying Vintage Aircraft Today

Captain Chris Orlebar - Introducing Concorde into Service

ADMISSION BY TICKET ONLY: MEMBERS £15.00, NON-MEMBERS £20.00


Inclusive of refreshments on arrival and private buffet luncheon.

Tickets available from The HAA Secretary, 17 Ravensdale Avenue, Lutterington Spa, Warwickshire, CV32 6ND. Please enclose SAE for return of tickets.

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All pilots agree that flying is the second most thrilling experience, landing on a carrier is the first!
- US Navy

 Last July, Ian and Mary went to Oshkosh for a few days, and came back with a collection of pictures. Over the page you can see a small selection of these arranged as a little quiz.



Forget these days of grey clouds and imagine those blue skies and warm sunshine of Oshkosh 2008




A little teaser to get the grey cells working before Spike's quiz in December!

If you can identify the aircraft in each picture, send the four answers to the editors and we will publish the answers next month.
(regret no prizes)

