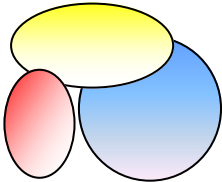




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Bristol Wings



Newsletter of the LAA Bristol Wing

November 2011

NEXT MEETING - Chasing the Morning Sun

On **Wednesday 2nd November** we will be entertained and informed by Manuel Queiroz when he talks to us about his recently released book entitled 'Chasing the Morning Sun' which gives details about his epic 2006 journey around the world in his homebuilt RV6 G-GDRV.

'If we want something badly enough, the determination to get it will always ensure that we find ways around whatever obstacles come our way.'

Quoted from Manuel's book



Manuel (with his wife Jill) jubilant at his safe arrival back home after 40 days solo flying around the world.

Bristol Strut (as we were then) sponsored his flight and our logo, along with the names of some of our members, stayed on his wing all the way round the world.



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LAST MEETING— Alternative Engines

In October Ian Tadd gave us a very interesting and informative evening explaining the intricacies of some alternative engines that have available to the world of aviation over the past years and a glance into the future. There have been some missed opportunities over the years especially with swash plate engines like the Almen shown in last month's newsletter. Ian's knowledge and technical ability are encyclopaedic.

Thank you Ian for an insight into future possibilities.

Where to go...

Free landing vouchers for November in:

Flyer Magazine: Andrewsfield, Castle Kennedy, Eaglescott and Sutton Meadows.

Pilot Magazine: Haverford West, Netherthorpe, Old Buckenham and Shobdon.

RAeS Bristol branch

Date: Thursday 24th November 2011

Subject: Desert The International Space and Innovation Centre –
Looking to the Future

Speaker: Cathy Johnson, Business Development Manager,
Science and Technology Facilities Council

Venue: Concord Room, BAWA, Southmead, Bristol

Times: Refreshments at 18.00 for Lecture start at 18.30pm



It is imperative to
desperately want to
achieve our goal.

Manuel Queiroz

Looking ahead to December

Quiz Thursday 8th December in rooms 5/6. We will move extra chairs in to accommodate everyone from both clubs. During the Christmas Quiz evening we will also be counting the nominations for the Wing Member who will receive the Ian Leader Trophy for Services to Bristol Wing. There will be a nomination form included in the December newsletter so do start thinking about who you feel most deserving to receive the trophy this year.

Snippets

Bristol ATC Visit

During the national ATC Open days campaign a couple of our members had a very interesting morning at Bristol ATC at the invitation of Ian Beadle. Following on from that visit Bristol Wing has received a welcoming invitation from Julian Andrews, ATC Watch Manager at Bristol:

'Shame we couldn't have had a few more but I understand that some groups/clubs didn't know about the ATC open days around the country. If you want to think about offering/organising a Bristol Strut pilots visit to us here at Bristol ATC during one or two dark and gloomy evenings this Autumn/Winter, feel free to let me know and I'll gladly arrange something for you. Max of 12-15 attendees per visit, if poss.'

So how about it? If you're interested in a very interesting visit, which will be on an evening so those members who are working will be able to go, then do let Mary know (contact details on the front page of this mag). Please note that this invitation is offered to Pilots and Student Pilots. Bristol Wing has a very good relationship with Bristol ATC and we are sure of a warm welcome.

Dunkeswell Airfield

The Aviator Cafe Bar & Restaurant formerly known as Dunkeswell Air Centre has undergone stage 1 of a extensive refurbishment to create a costa style Cafe and is open for business from tomorrow Saturday 8th October so please feel free to come and view and taste the coffee. Stage 2 the restaurant is due to complete early November.

LAA News

Educational Trust Course dates and brief essential information are given below. For full details please see:

http://www.lightaircraftassociation.co.uk/2011/Courses/courses_2011.html

Rotax 912 / 914 *Date:* Saturday 12th November 2011 *Cost:* £105 *Venue:* LAA Educational Centre, Turweston Aerodrome *Time:* 9.00 am to 5.00 pm *Course Tutor:* Kevin Dilks

Electrics *Date:* Saturday 5th November 2011 *Cost:* £85 (including lunch - pls advise if you are a vegetarian)

Venue: The Church, Milton Abbas, Dorset, DT11 0BP *Start time:* 9.00 am *Finish time:* 5.00 pm approx

Course Tutors: Mark and Roger Castle-Smith

Another course will be run on: *Date:* Saturday 14th January 2012 Same details as above.

Aluminium *Date:* Sunday 20th November 2011 *Cost:* £115 *Venue:* LAA Educational Centre, Turweston Aerodrome

Time: 9.00 am to 5.00 pm *Course Tutors:* Gary Smith, John Michie, Norman Haines and David Broom

Further courses being run on: 18th and 19th February—same details as above.

Avionics *Date:* Saturday 10th December 2011 *Cost:* £85 (including lunch - pls advise if you are a vegetarian)

Venue: The Church, Milton Abbas, Dorset, DT11 0BP *Start time:* 9.00 am *Finish time:* 5.00 pm approx

Course Tutors: Mark and Roger Castle-Smith Further courses being run on: 18th February

Propellers: *Date:* Saturday 14th January 2012 *Cost:* £95 *Venue:* LAA Educational Centre, Turweston Aerodrome

Time: 9.30 am to 5.00 pm *Course Tutor:* Kevin Dilks

Jabiru *Date:* Saturday 3rd December 2011 *Start time:* 9.00 am *Finish time:* 5.00 pm approx. *Cost:* £105 (includes hot lunch and refreshments) *Venue:* Southery Airstrip, White House Farm, Nr Downham Market, Norfolk, PE38 0HS

Quiz

Well Trevor may have been away but he still sent in his suggestion (correct) to last month's quiz and also Alan George (who's coming up as a close rival to Trevor!) gave the correct answer.

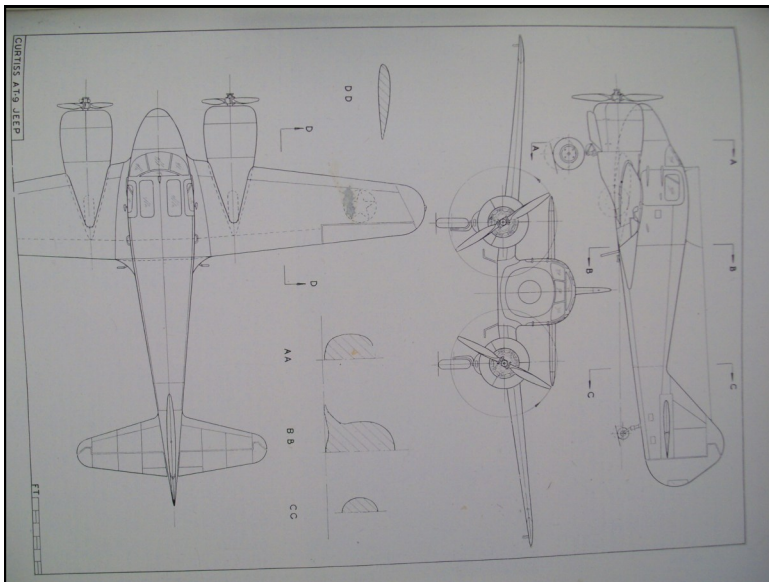
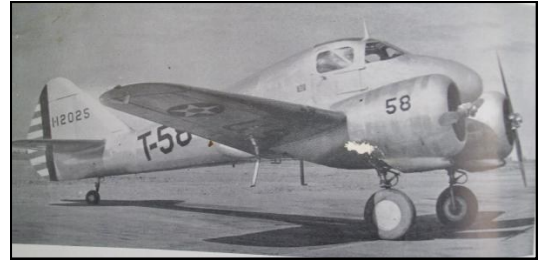
The answers which Graham was looking for were:

One point for Curtiss

One point for AT-9

One point for Jeep

One point for trying!



Any clues have now been enabled in the photo and Graham also sent this picture of the plans to give some more information.

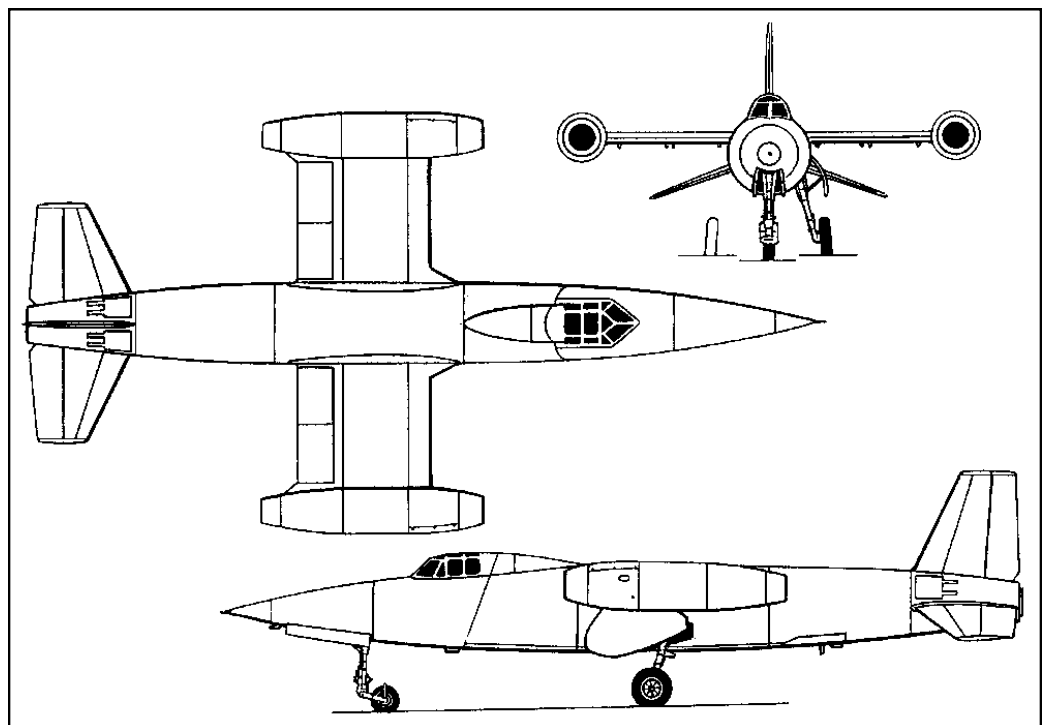
Both Alan and Trevor get full points, although Trevor probably deserves more for adding that it's the production version of the Curtiss-Wright CW-25 Fledgling.

There was someone else who was investigating hard but they haven't submitted an answer yet— maybe they'll have a go at this month's quiz picture below.....

What is it?

Clue:

NOT a de Havilland



A TOUGH OLD BIRD

Many thanks to Frank Bond who sent us this article.

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of World War II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through – connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret. Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, the aircraft still flew miraculously!

The empennage was "waving like a fish tail"

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target. When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When

they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

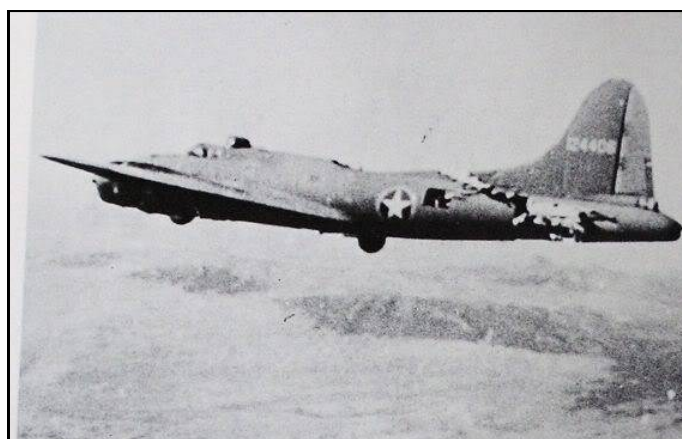
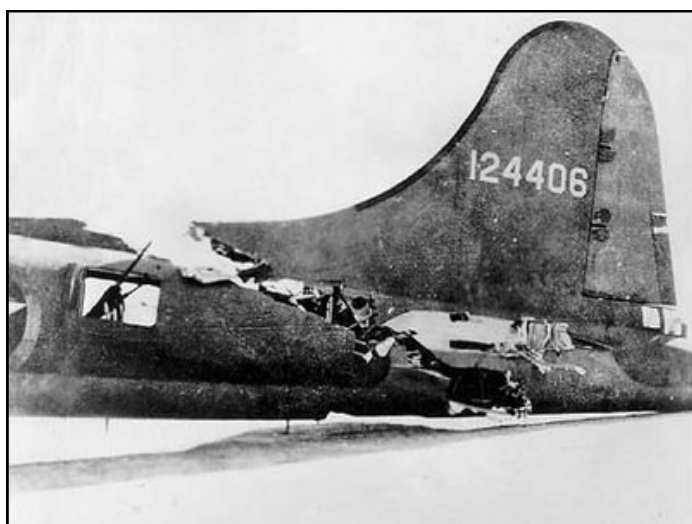
The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the "All American". Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P51 fighters intercepted the "All American" as it crossed over the Channel and took one of the pictures shown below. They also radioed to the base describing the empennage was "waving like a fish tail" and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from the Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been 'used', so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition.

The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground.

The rugged old bird had done its job.



WHO ARE WE?

*A column dedicated to finding out more about who belongs to the Bristol Wing. This month we talk to: **Tom Geake***

Current Day Job/Past Career:

Retired.

Last serious job: Principal Lecturer at Kingston University in Electronics with side-lines in Finance and Marketing.

Why Aviation?

Very early ambition, perhaps started by being in a trench in Singapore waiting for Japanese bombers. At the age of four I insisted on going into the RAF recruiting office in Cape Town, where my mother and I were refugees, to enlist and get my father back from the PoW camp in Singapore.

First Flight – in What, Where and When?

Apart from a very short flight in an Auster, an air experience flight in a Piston Provost at RAF Cranwell where I was on a CCF camp. 1956?

How long in the Bristol Strut/Wing?

Approximately Four years

Total Number of Aircraft and Hours Flown:

Aircraft: 32, including dual training, but significantly only about 10.

Hours: 410 hours P1, 207 P2 and dual training, so alleged 617.

Favourite and Worst Type Flown:

Favourite for aggregate enjoyment: Tiger Moth or Chipmunk. *Worst:* Meteor T11 or something like that. The seat height adjustment was broken, so I had my chin almost in my chest. The whole day was a disaster that played a big part in my decision not to join the RAF.

Current Aeroplane(s):

PA 28 140, Jodel 1051 and (soon) Cricket Mk4.

Best Aviation Moment and Flight:

This is impossible! Best Flight was to Jerusalem and back, December 1960 to January 1961. Best moment might be seeing the Thames glowing in the low February sun during my qualifying cross-country return from Cambridge to White Waltham.

Any Aviation Heroes - if so who and why?

Joan Hughes, an ATA pilot in WW2. She was the CFI at the West London Aero Club where I learned to fly. She taught me and several other "New Biggles" youngsters to respect lady pilots because she was far better than we could ever be. She gave me a searing GFT. I have been told that she was the only person to be approved as P1 simultaneously on every single type of aircraft in RAF service late in WW2. There is a story that she flew the first Sterling to a bomber squadron that was re-equipping. The pilots were fearful of the aircraft's reputation for being difficult, but when they saw the diminutive lady pilot, none would admit any problems! Her last professional job was flying in the film "Those Magnificent men and their Flying Machines".

Any 'Hairy' Aviation Moments - if so – any lessons learnt?

See previous news letters! Two not previously mentioned are a precautionary landing in the dark at Marble Arch, a WW2 disused airfield on the Libyan coast, and a forced landing near Morfa Nefyn with a nasty cliff-top approach.

Aircraft Wish List – to fly or own:

Proctor V, or SIA Marchetti 260.

Any Advice For All Pilots:

Listen to other pilots' yarns and think about them. How did they get into the trouble from which they so brilliantly escaped? Second hand experience, properly used, is really valuable.

Ambition:

Finish building my Cricket, get it Permitted, and gain my PPL(G) to fly it.

Another ambition: rebuild and fly G-EAKE